

# Sound Transit 3

## Responses to draft plan open-ended survey question

*Comments about project completion timelines*

---

### Table of Contents

<u>Snohomish County</u> .....	(p. 1)
<u>North King County</u> .....	(p. 77)
<u>East King County</u> .....	(p. 462)
<u>South King County</u> .....	(p. 557)
<u>Pierce County</u> .....	(p. 584)
<u>Out of District</u> .....	(p. 639)

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Snohomish County

Subarea	Additional Feedback - Comment(s) about project completion timelines
SNOHOMISH COUNTY	Project timelines are absolutely absurd. Running these projects sequentially is only wasting time necessary in building out a viable mass transit backbone. Work concurrently even if a higher cost.
SNOHOMISH COUNTY	Needs to be done in half the time proposed!
SNOHOMISH COUNTY	The focus is too much on expanding downtown and the majority of use will be N-S and E-W traffic. Connecting to Everett and Tacoma should be #1. Connecting Redmond to Bellevue #2. Issaquah should be last on the list because people chose to live off of the mainline and it is not a feeder location.
SNOHOMISH COUNTY	With such a large tax increase many would like the new service a little sooner. Either lowering the taxes or speeding up the timeline would likely assure voter passage of ST3
SNOHOMISH COUNTY	Get light rail to Everett as soon as Tacoma.
SNOHOMISH COUNTY	Would love to see more options going North of Seattle.
SNOHOMISH COUNTY	There is no reason for it to take 8 years to get busses driving on the shoulders to speed up commutes. This should be done immediately to give relief right now.
SNOHOMISH COUNTY	Light rail service to Everett should be fast tracked so we don't have to wait 25 years for it. People that may not be alive to ever use the service will be less likely to vote to fund it.
SNOHOMISH COUNTY	Priority should be placed on finishing light rail along I-5 corridor and associated parking expansion as quickly as possible.
SNOHOMISH COUNTY	It is really unacceptable to me that the proposed plan will take 25 years to get light rail to Everett. It seems that the South Sound already has so many more options that the North End, so why is going south prioritized over going north? I've been paying these taxes for over 20 years, with the "holy grail" of light rail in my mind. If it takes another 25 years, I'll have spent my WHOLE work life paying taxes for, and waiting for, something I will probably rarely use at that point. I'll be retired - possibly dead - by then. I feel like I've been doing my part, waiting somewhat patiently, and this is like a slap in the face. All we have to show for it up north is 2 - count 'em 2 - Sound Transit bus routes, and a commuter train that runs reliably only 3-4 months of the year. I will have really hard time supporting a plan that will cost me personally upwards of \$5000 that will not benefit me in time to fix my commute. I know it's for "the greater good" and all that, but that's what we were told before. What else you got?
SNOHOMISH COUNTY	I-5 desperately needs bus only lanes that serve those that are stuck in traffic from suburban areas. Busses are gridlocked in HOV with cars.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Snohomish County

SNOHOMISH COUNTY	I have no idea about the reality of creating a timeline for these projects, but 20 years for the Light Rail to reach the Lynnwood Transit Center seems awfully long. The LTC is a major hub for people living on the north side to get to downtown Seattle, but the traffic is making it harder and harder to get there. I've all but given up trying to ever go into Seattle, at any time of the day or week. At the rate people are moving here and making traffic worse, and with the rate that technology is improving (things like self-driving cars), in 20 years the Light Rail system may not even make sense anymore for our region. Isn't there any way to build some of these projects concurrently, or some other way to speed up the overall timeline?
SNOHOMISH COUNTY	I would like to have these deadlines move up. It's silly that it takes us so long to get things done. I've ridden the Portland system and it is fabulous - gets you where you need to go in a timely manner and you can get all over town easily. We should be able to do the same thing and move along quickly.
SNOHOMISH COUNTY	Everett MUST have light rail earlier than in this plan otherwise I will not support it.
SNOHOMISH COUNTY	The time frame is completely ridiculous. There is no need for the most needed service, light rail, to take up to 25 years. High priority should be given to this portion of the project to bring it in in much less than 10 years.
SNOHOMISH COUNTY	25 years! That is how long it will take to get the rail to Everett? I assumed that if this project was approved, that segment would start as soon as the Lynnwood segment was complete. I love the idea of getting the light rail near me, but I will likely be someplace else in my life by the time it comes.....
SNOHOMISH COUNTY	Do the simple things now! Let the damn buses drive on the shoulders of 405 I5 and 90! Why get on a bus when you are going to sit next to the people in their cars that are comfortable not miserable like bus people.
SNOHOMISH COUNTY	Light rail needs to follow the I 5 corridor north south  and bus service should only go east west  Make it happen in 2 years or less, we are losing money every day we don' do not start
SNOHOMISH COUNTY	Right now the ST buses are some of the regular causes of backups on 405. Until they can go the speed limit (when there is no gridlock in front of them) going up hills you are adding to the backups. Your timeline is terrible. It's too long when your plan doesn't do enough. Unless you can actually turn these around in 2-3 years you need to stop, and then we might actually start supporting you again.
SNOHOMISH COUNTY	Honestly I would be much more likely to support these projects if they wouldn't be obsolete before they even launch. 25 years is too long and there is too much bureaucratic red tape.  It is ridiculous that it will take 5 years to implement a line between Northgate and UW.  Find a way to work smarter and more efficiently and get projects implemented faster and people will be more likely to support with their tax dollars. In 25 years these changes will likely barely even help.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Snohomish County

SNOHOMISH COUNTY	Stop cancelling northline sounder service multiple times each week
SNOHOMISH COUNTY	Per your own survey's words: "Mass transit is critical to the economy. If businesses know their employees can get to work and products can get to market, they will choose to locate and expand here." Everett needs light rail sooner than 25 years to sustain and promote the huge manufacturing hub there. Everett keeps getting pushed back. Make them next! Thanks.
SNOHOMISH COUNTY	This is happening way to slowly. We need to deemphasize busses in favor of light rail. Get the transportation system off highways. Busses have too much propriety. Light rail instead of busses need to be on the I405 corridor if you want to get people off highways.
SNOHOMISH COUNTY	I believe that an explanation is needed for the long time span, especially for the Ballard light rail opening date. Since this is Seattle's main project I don't think it should be pushed back so far without a very, very good reason, as every year it is pushed back delays the likelihood that it will ever be built...  Furthermore, I would like to hear the thoughts/proposals of ST on how this long BART-like system will be maintained over the years. Currently there isn't sufficient population near to the far-flung stations to possibly cover maintenance costs over the long term. Aggressive TOD, especially right next to the suburban stops, is the only way this system can hope to support itself and not be shuttered within 50 years of opening. Please give some thought to the long-term, too!
SNOHOMISH COUNTY	The completion timeline is too long, spread over 25 years, and addresses too many projects, such as buses, light rail, heavy rail, etc. My focus and preference is to expand heavy rail service, and while I support other aspects of this proposal I think each should be proposed separately and not a packaged deal. The scope and cost is also unwieldy and unlikely to be managed correctly in bulk, and is far more likely to be lower cost and controlled as separately managed projects.
SNOHOMISH COUNTY	Speed up the timeline considerably. The area can't wait that long for any phase of the project to complete.
SNOHOMISH COUNTY	25 years is not soon enough! More projects need to be completed more quickly.
SNOHOMISH COUNTY	I voted for the initial RTA initiative, worked for WSDOT at the time and have consistently seen ST over promise and under deliver. \$11 M for the PED bridge in Mukilteo was the last straw.
SNOHOMISH COUNTY	Too slow, traffic is getting worse at a much faster pace than these projects are scheduled to come online...
SNOHOMISH COUNTY	The amount of traffic from Lynnwood to Seattle is growing at considerable rates. What can we do to decrease the amount of time necessary to bring light rail from Seattle to Lynnwood? Our park and rides are at capacity. Our freeway is at capacity. Our back roads are at capacity. What would it take to expedite the Lynnwood to Seattle project?

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Snohomish County

SNOHOMISH COUNTY	<p>25 years before the everett area is hooked up is too long. Some of the worst traffic is in about a 5-10 mile stretch between south everett and Marysville.</p> <p>I don't know why the other areas that already have more rapid transit, sounder and light rail should get the increased services first. They at least already have something. you need to work on the north end first.</p>
SNOHOMISH COUNTY	<p>Everett should not have to wait so long. I am not so sure about decades of taxation with minimum benefit. Also busses are NOT the answer. Get us out of traffic by giving us light rail and viable bike paths. The interurban is pathetic.</p>
SNOHOMISH COUNTY	<p>The timeline for advancing Light rail north of Lynnwood to even south Everett like Mariner P&amp;R seems to be a bit out of reason. With light rail suppose to get to Lynnwood in 2023 why wont it get any farther north for an additional 15 years. The buses/ park and rides are already at capacity now in this area, and are subject to frequent delays, and yes having some priority on I-5 would help, but is not what is needed. We need the light rail to reach farther north soon as oposed to later. This area has seen many massive developments in the last 3 years, and many around the Ash Way P&amp;R and all the way up to the 128th street area.</p>
SNOHOMISH COUNTY	<p>Because of the length of time the project will take, I will not vote on ST3. 2040 to Everett? That is way too long. I know quite a few people who feel the same way.</p>
SNOHOMISH COUNTY	<p>This is all great and it needs to happen sooner than later. While it's great we are thinking 25 years into the future, I'm guessing most of the people potentially benefiting from these improvements want them -right now-. I am just bouncing in my seat thinking about the lynnwood extension of the link rail, I just hope we have enough parking there! The LTC is already full to the brim before the main commute is even under way. We need twice the parking we currently have (and that's with just our current population) between the LTC and the Lynnwod Link Light Rail (LLLR).</p>
SNOHOMISH COUNTY	<p>I've lived in Snohomish county all my life and have been voting for Sound Transit since the first initiative decades ago. I think it's BEYOND RIDICULOUS how light rail to West Seattle and Ballard is more important than to Everett and Lynnwood. It's a travesty that Seattle residents ALWAYS get their way and their projects done first. Time to even the playing field and extend benefits to ALL TAXPAYERS. On the current timeline, light rail won't get to Lynnwood in time to benefit me or my coworkers. That sucks.</p>
SNOHOMISH COUNTY	<p>25 years to Issaquah?! Maybe if you spent less time [explicit] off, transit could improve at some point before I retire or die of old [explicit] age. We need improvements NOW, not 25 years from now. And on top of that, the people who are getting pushed out in into the suburbs because they're being priced out of Seattle (who are most in need of transit options) still aren't being served by this proposal. Nor does your proposed map serve the people who are being [explicit] every day by the 405 [explicit]. My area is getting [explicit], but you still want me to pay for it? You can take this proposal and cram it.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Snohomish County

SNOHOMISH COUNTY	<p>I believe that ALL these projects should be done NOW!!!It is a joke to think we will have to wait 10 to 20 years. What is wrong with you people. All of these light rail projects should have ALREADY been done!!! We are all miserable here. Traffic is always being talked and complained about. It is a HUGE stress to living in the Seattle Area.</p> <p>I HATE buses. I drive M-F and buses are a HUGE stress to my commute. It would make me nervous having them on the shoulder. Where would I go if my car breaks down? If there is an accident? Why are the average citizen paying every day for the LACK of PLANNING by your department. If you were a private business, having to make a profit every year, you would have been out of business. I have very little respect for how you have handled our traffic congestion. You knew the Seattle area was growing. You forced the stadium, when we said NO, you needed to force the tax payers on road congestion!!! Do not ALLOW the buses to take up the shoulder unless you have a plan for us people in cars that have to deal with the mess you have created due to your lack of planning!</p>
SNOHOMISH COUNTY	Need to rein in timelines-- willing to pay more if we can get it done sooner.
SNOHOMISH COUNTY	I commend existing light rail. I use it to travel to SeaTac. I support light rail. Would pay for expansion but really want to see faster implementation. Twenty five years to get to Everett is glacially slow. Good luck.
SNOHOMISH COUNTY	The timeline is WAY too long and the budget is way too massive at this point. I'll be retired by the time light rail comes to Everett and I can actually use it. That is way, way, WAY too long to wait for North Sound traffic improvements! There has to be a better plan and a quicker timeline.
SNOHOMISH COUNTY	The completion timeline for link light rail to Everett is way too long. I'll be retired by then.
SNOHOMISH COUNTY	<p>Most of these projects are great, and I'm very pleased with the finished product map. Light rail to Ballard, SLU, and a new downtown tunnel are fantastic. I'm also very pleased to see light rail diverting to Hwy 99 for the Paine Field deviation. As a Snohomish County homeowner, I'm one of the few who didn't think Paine Field needed to be served; I'm at least pleased to see it using the Highway 99 routing.</p> <p>But, my god, these timeframes! This is horrible, and way too slow. Way Way WAAY too slow. 22 years before we get rail in one of the densest urban centers in the state? I've got my cake for my personal rail endeavors (I live 2.5 miles from Lynnwood TC, and at the nexus of two bus lines that will go right to a Light Rail station at the completion of ST2), but I can't imagine that you'll get much support for this package if you're planning on making people wait so long for these projects to be completed. For the final version, if possible, please shore up the timeframe, and get it done more expeditiously.</p>
SNOHOMISH COUNTY	By the time you reach my area, I'll be retired and I'm only in my forties. whilst I support the plan, a timeline of 2041 for Everett does me no good. For the rest of my working life, I'll be stuck with a train that frequently doesn't run, and buses that don't run on schedule.
SNOHOMISH COUNTY	25 years to reach Everett is ridiculous!! I'll be 65 by then!!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Snohomish County

SNOHOMISH COUNTY	This should have been done 30 years ago. I will not support this as I will be DEAD before I can see any benefit at all in my lifetime. There is no reason this region has waited so long to start implementing this and to just keep paving more lanes into the center median was stupid, that is where you should be putting the light rail in. Every metropolitan city in this country has had light rail for decades that has worked just fine, this region should have been a leader and could have had light rail and high speed rail from Vancouver to Portland years ago and probably further south by now to, no I won't waste my time and effort on this at this point in my life. I'm a big proponent of light rail but to see it in Everett in 2040+ forget it. And after the I-405 [explicit] where I had to get a chip for my motorcycle and got a ticket the first day I used it (when I shouldn't even have to have a chip) I can see that the 2040 pipe dream will really be 2080!
SNOHOMISH COUNTY	Most of this should have been done years ago. I believe waiting even 12 years will cause irreversible damage.
SNOHOMISH COUNTY	25 years before Everett would be hooked up is too long.
SNOHOMISH COUNTY	It seems that timelines continue to be pushed back. Earlier in this process I believe the timeline for light rail to Lynnwood was roughly 2023. Now it sounds like 2033. We need to make light rail from Everett to Tacoma a higher priority.
SNOHOMISH COUNTY	In 25 years this plan will be totally outdated and obsolete! We need the whole set of projects done now, not in stages in 25 years!
SNOHOMISH COUNTY	The plan for light rail expansion is too slow. BRT is limited by cars on the freeway at the same time. I would not be supportive of a 25 year plan for light rail projects completion.
SNOHOMISH COUNTY	The message is clear: Snohomish County is Sound Transit's lowest priority. Our highways are over congested now, the busses commuters depend on to get to downtown Seattle are slow and unreliable, the Northline Sounder runs too infrequently to be generally useful, and the timeline for completion of Light Rail to Everett is obscenely long. How can it possibly take so long to do? By the time this project is completed, traffic will be at a complete and utter standstill!  If you want Snohomish County to vote to support ST3, you are going to have to do something very real, very soon, to prove that you will use our investment in you to benefit us.
SNOHOMISH COUNTY	We need light rail to Everett in the next 5 years not in 25 years!!!!
SNOHOMISH COUNTY	Everett was promised light rail years ago. Now it is last on the list. Snohomish County is paying their fair share of taxes for this, but at the bottom of the list of priorities. At \$200 per year, the average Everett citizen will have paid \$5,000 in NEW light rail assessments before we get service. That's in addition to whatever we have paid in over the last few decades. It's simply not fair.
SNOHOMISH COUNTY	Focus and priority should be given to completing the backbone of the system along I-5 from Everett to Tacoma and east to Bellevue. Everything else should be secondary.
SNOHOMISH COUNTY	Everett first. I want to be alive to see it if you ask me to pay for it.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Snohomish County

SNOHOMISH COUNTY	Feel cheated. The original plan was to connect the "STEM" and then add other projects. Now the "STEM" is a sideshow to other lines proposed later and we in Snohomish County are shuffled aside for projects that are being pushed by those politically powerful forces in Seattle. The route to Everett requires no tunnel and appears pretty straight forward as opposed to Ballard for instance, yet it is now projected to be the last completed. It appears the route to Lynnwood will be completed and work north will stop until new additions are done. I will not support this. I feel like I am waiting for the shoe to drop and the next sideshow will delay the "STEM" further. You need to keep your word and finish the core route first.
SNOHOMISH COUNTY	I have no faith in your ability to execute.
SNOHOMISH COUNTY	If you think you are going to get a big YES support from Snohomish County you're all kidding yourselves. If it is going to take 25y to reach downtown Everett this plan WILL NOT PASS in Snohomish County. I strongly support light rail but will vote NO if the plan doesn't get to Everett faster. I-5 North is a parking lot now and there isn't enough Sounder Rail trains between Seattle & Everett.
SNOHOMISH COUNTY	It's taking too long. Huge supporter of light rail (it runs on schedule) but takes so long to implement.
SNOHOMISH COUNTY	The project timeline not does NOT keep pace with population growth! ST3 needs to be completed sooner.
SNOHOMISH COUNTY	The North light rail timeline is totally out of line. I needs to be much sooner. This should already have been done. Extending the light rail to Everett is more critical than improving pieces in King County right now. Those are important, too, but the north end needs to be an urgent priority!
SNOHOMISH COUNTY	This is much too slow. For someone who plans to move away for college, and live elsewhere for a few years after that before returning to the Seattle area, the fact that barely a dent will be made in the system to expand coverage to Ballard and also up to Everett by that time disappoints me. I will be almost 40 by the time light rail comes to Ballard, which is where I likely will live.
SNOHOMISH COUNTY	The entire package is desperately needed as soon as possible. If there are any opportunities to deliver ST2 or ST3 projects earlier, they should be accelerated where possible even if it costs more money.
SNOHOMISH COUNTY	Snohomish County has been waiting for many years. Keep promise to connect Everett and Tacoma first. Other projects fine but pushing Everett to the end of the program is another betrayal.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Snohomish County

SNOHOMISH COUNTY	<p>Traffic and mass transit should be considered an EMERGENCY and these timelines are WAY TOO LONG. Additionally, neighborhood in Seattle that already have transit will benefit before Everett. This is unacceptable. We need transit now. Sound Transit should cut their timelines but as much as possible and have an absolute war on traffic.</p> <p>Additionally, I'm assuming that the bonds are going to be issued over the course of 20 years and who knows what the interest rates will be then. This timeline is way too long for me. As a homeowner and car owner I'll end up spending thousands and thousands of dollars before I see one benefit, if I even live that long.</p> <p>These timelines are simply unacceptable.</p>
SNOHOMISH COUNTY	<ol style="list-style-type: none"> <li>1. Why so long to service Everett/Boeing? This is a HUGE manufacturing center, immensely impacted by road congestion. Major employment centers should be given preference over residential neighborhood spurs.</li> <li>2. Completing the N/S central line, along I-5, makes the most sense FOR THE REGION, and was what was implied in the 1990s.</li> <li>3. The expense of bringing light rail directly to Boeing Everett may not be the best use of funds if it DELAYS or replaces service directly up I-5 to Everett Station. BRT can service the Boeing area from I-5 adequately and economically.</li> </ol> <p>I HAVE VOTED FOR ST SINCE THE BEGINNING, but feel that Everett/Sno. Co. Residents have been thrust to the rear. ST3 should revise schedules in favor of the fastest growing area before transport runs further out of control to the north. We have fewer alternatives in place than closer in urban neighborhoods.</p>
SNOHOMISH COUNTY	<p>taking 25 years to get to Everett with growth of population in Snohomish county is shocking. You need to bring that in closer.</p>
SNOHOMISH COUNTY	<p>This timeline is unconscionable. All of these projects need to be done MUCH sooner than is being proposed here. I don't fault Sound Transit for putting together the package, but I must vote no. There is no reason to believe that ANY 25-year plan can be completed within time or budget in the capricious Washington political climate, and we mustn't be saddled with yet another doomed money hole. If transit is a priority in this state, then Olympia needs to put more priority into removing the kind of roadblocks that cause "planning" to last most of a decade. Other cities are building dozens of miles of transit lines per year. We're wasting dozens of years per mile.</p>
SNOHOMISH COUNTY	<p>Timelines are FAR too long. I know there's a lot that goes into developing these projects, but 25 YEARS? That just seems ridiculous.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Snohomish County

SNOHOMISH COUNTY	South of Seattle already has rail options, with a more reliable sounder, and light rail to the airport. North of Seattle unreliable and slow sounder, and no light rail. 20 years to get link to Lynnwood is an unacceptably long timeline. The Swiss dug a tunnel under the Alps in less time. We need to do better.
SNOHOMISH COUNTY	It needs to happen but the timelines are entirely outrageous. At these timelines it will be great for future generations, but I will be retired by the time we reach Everett. Technology will also no doubt have changed a lot in the next two decades, leaving us with a currently sub-par light rail that will be even more sub-par in the future.
SNOHOMISH COUNTY	I'm a big fan of ST2 and have been waiting patiently for light rail to come to Lynnwood. I have used the north sounder a lot in the past but eventually got tired of mudslides and freight traffic delays and lack of flexibility with only 4 trains. I still have to wait 7+ more years for the Lynnwood station so the thought of Ballard, Issaquah and Everett having to wait additional 25 years seems untenable. It is almost free to borrow money now so there must be a way to speed up the roll-out.
SNOHOMISH COUNTY	22 years to get to Ballard! Why is that not sooner on the list that is one of the fastest growing communities with in city limits...and no way out!
SNOHOMISH COUNTY	Why is this plan going to take so long to complete? Think of it this way, what did China look like 20-30 years ago. They have put in an incredible amount of infrastructure in that time and dramatically improved the lives of millions of people. This ST3 project is so much smaller in scope and yet it has a timeline and cost (\$50B!!!) that are far too great.
SNOHOMISH COUNTY	I think it's important to evaluate the order in which ST3 projects should be completed. In my opinion, Light Rail to Everett will have the greatest impact on the continued reduction of traffic in the area, taking area growth into account.  I do understand the idea of picking the low-hanging fruit. It would be worthwhile to publish the data that backs up the prioritization.
SNOHOMISH COUNTY	ST3 has too many projects, costs too much and will take too long.
SNOHOMISH COUNTY	Everett is having to pay for service after many of us have died. But we pay for it. Build the system, get it funded with bonds. Payback when it is completed. Eliminate sounder, way too costly for very little benefit. Use the savings to help fund transit along I-5.
SNOHOMISH COUNTY	I know construction takes a long time and uses a lot of resources, but the timelines for light rail seem extremely long. I'd like to be able to take light rail from Edmonds (Lynnwood) to the University of Washington and other sites MUCH sooner than 2020 something.
SNOHOMISH COUNTY	25 freaking years?! Should have started 25 years ago

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Snohomish County

SNOHOMISH COUNTY	<p>The timeline for light rail to Everett is too long (by a lot) and would cause a potential avid supporter like me to stay on the sidelines or oppose ST3.</p> <p>The diversion to Paine Field is a time and money wasting mistake. Community Transit is already building a Swift BRT line that will make this connection so the whole idea seems inefficient both from a capital and overall light rail travel time perspective.</p> <p>Please rework this and get it done in a timeline that will provide relief during our working lifetimes!</p>
SNOHOMISH COUNTY	<p>25 years is WAAAAAYYYY too slow. Linking all the cities with some kind of light rail should be done in five years or less. If your data is correct, the traffic from Everett to Seattle--which already travels at an average of 20 mph each morning--will be at a stand-still and it'll be faster to walk than drive. Cities like Hong Kong and Tokyo built entire networks of trains that are fast, efficient and cheap in far less time. Most people I know will be RETIRED before light rail comes to Everett. Kids born today will be finished with college and starting families by the time it's done. That is <i>*not*</i> a reasonable timeline. I wholeheartedly support the development of light rail and have been begging for it since I arrived in Washington state 25 years ago. We are generations behind other developed (and undeveloped) countries.</p>
SNOHOMISH COUNTY	<p>The completion of the system spine - Service to Everett - is vitally important and needs to take priority over extension of branches. The I-5 corridor starting north of Marysville is congested now and will only get worse with increasing population. Not getting these commuters off the road until Lynnwood until 2041 is ridiculous. This 4 hour per day commuter congestion will continue to impact Snohomish County residents negatively for 25 more years - both those commuting into Seattle, and those trying to commute within the county. This is a much higher priority and provides much greater benefit to our community than extending rail service to Ballard or West Seattle.</p> <p>The alignment to run Link Light Rail down Evergreen Way in Everett from Boeing to downtown Everett is ridiculous. This section of road does not have significant congestion, it is served by both regular bus and Bus Rapid Transit (BRT) already. From presentations, I understand there are options that have been reviewed showing it is less expensive to use a spur line of Link Light Rail or BRT from the I-5 corridor to serve Boeing directly, which also infers it would be faster to complete. Link Light Rail along Evergreen Way will increase congestion and difficulty for local residents accessing businesses on the corridor.</p>
SNOHOMISH COUNTY	<p>This will take too much time to complete. I live in Everett and by the time light rail reaches Everett, I will have long since retired. Why should I be forced to pay this much money out of my tight budget for something I will never use? The time line is completely unacceptable. It needs to reach Everett much sooner. This work should have started years ago. I agree that light rail is the best way to get people where they need to go. I just strongly oppose this time line.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Snohomish County

SNOHOMISH COUNTY	<p>Two broad comments:</p> <p>1) This is a once in a lifetime opportunity. Let's not [explicit] it up by making silly, short-sighted, compromises. Light rail to Ballard MUST be grade-separated.</p> <p>2) Build the light rail segments faster. Waiting 25 years to get rail to Everett and Ballard is terrible.</p>
SNOHOMISH COUNTY	<p>Finish the Everett line in 10-15 years, pick the cheapest and most time-efficient design. Do make this a 25 year project. It doesn't need to go to Paine field immediately, add that on later. Instead have rapid bus going from I-5 station to Paine Field. Also please refrain from excessive spending on accessories such as art galleries/parking, etc. Just build rail line and stations, then add the extra accessories at a later date.</p>
SNOHOMISH COUNTY	<p>This project needs to be completed in a much shorter time frame at a lower cost! I will vote NO as I will never really benefit from this project.</p>
SNOHOMISH COUNTY	<p>There is no way this should take more than ten years to complete; we got I-5 from Seattle to Bellingham in ten years including hundreds of bridges and interchanges. Make long-term contracts with capable contractors and hold them to it. We're better off making pillars and beams offsite, closing an area down for a few weeks to install them, then having it done, rather than closing a lane at a time as is typical around here. You talk a lot about getting people off the roads, but much of this plan involves buses. You mention that the rail is not at grade, but you have a long stretch of the SeaTac to Downtown at grade.</p>
SNOHOMISH COUNTY	<p>All the plans are too slow to make any difference. I used to support transit improvements but clearly transit is not capable of improving transit. Transit refuses to provide East to West transit over freeway overpasses so no one wants to use the bus system. We have the north and south SWIFT which is awesome but planners have failed in creating efficient east and west connections.</p>
SNOHOMISH COUNTY	<p>Is there any way to speed up the completion for the I-5 corridor? The commute from Seattle to Lynnwood is terrible and I would love to see a light rail in the next 5 to 10 years. Thanks!</p>
SNOHOMISH COUNTY	<p>This region needs light rail now - not in 25 years and not in increments to narrow to be useful until all is completed. I want priority removed from BRT expansion and placed on more efficient light rail. More busses is just more money and another large vehicle stuck in traffic at this point. They no longer seem to make a viable difference</p>
SNOHOMISH COUNTY	<p>Project completion timelines are too long! 25 years for the completion of some of these projects borders on ridiculous. The Los Angeles area is adding even more track to their light rail system in significantly less time. Further, demographic projections 25-years out are often way off base (where people will be, where they will be going, when, etc.)</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Snohomish County

SNOHOMISH COUNTY	<p>I will absolutely vote for this system. That being said, if you're making traffic and environmental justifications for the system, it seems odd that the project legs that have the greatest positive impact on these metrics, link to Everett, Issaquah, and Tacoma, are last to come online. I support the concept of West Seattle and Ballard light rail, but these populations spend less time on the roads as it is, burning less fuel and occupying less highway space than the suburbs. Additionally, the urban cost of housing is prohibitively expensive so less wealthy persons often have to live further away from the city. Link rail would have a greater impact on these people's cost of living and their quality of life than Seattle neighborhood lines as these people already HAVE to drive in many cases, and have to spend more time in traffic, burning time and fuel. 25 years is far too long to ask for these less wealthy populations to wait considering they will be paying the same tax rate as those who live closer to town who will receive the benefit they are paying for earlier. Lastly, removing traffic from near downtown will have less of an impact on overall traffic than removing traffic spending longer in a commute cycle. Expansion to Everett, for example, allows Everett commuters, and those between Everett and Seattle to choose transit. Transit to Ballard means that anyone further north must drive south to find transit. A Ballard resident could drive to Northgate (reverse commute) and catch light rail while an Everett resident would have to drive south to Ballard to do the same. While more complex projects, the impact of the suburban link lines is far greater than in town lines, and the timeline, based on an understanding of funding inputs from taxation, should be analyzed to speed up these lines or reprioritize them.</p>
SNOHOMISH COUNTY	<p>I work from home, so I don't fight traffic. However, my spouse works near downtown Seattle and in the Overlake area of Bellevue. I know the problems. There can be no more growth without doing something to move people better. And, moving buses on the shoulder of a highway is absolutely the wrong idea. I had a car still on SR-520 once, and that bus coming up to me on the shoulder wasn't comforting.</p>
SNOHOMISH COUNTY	<p>Seems to be taking too long to complete this. Is there another way to motivate, say perhaps fines for not completing on time, the companies working on these projects?</p>
SNOHOMISH COUNTY	<p>Timing to Everett and Eastside is too slow. Snohomish County is sick of taking a back seat to Seattle and King County. I would prefer that community transit get grants to build their own separate light rail to Lynnwood.</p>
SNOHOMISH COUNTY	<p>You compete with ridiculous bike lanes and pro-bicycle agenda. The bicycle and tolling agenda slows buses, access to rail and makes expanding light rail and increasing bus service more expensive. I completed an extensive research project on the regional RTA in 1995 and the agenda has changed and goals have not been met. I am still in my car because you have been hijacked.</p>
SNOHOMISH COUNTY	<p>I feel as if the proposed plan is just playing catch up. The projects need to be implemented quicker than proposed.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Snohomish County

SNOHOMISH COUNTY	25 years to get light rail service to Everett is ridiculous. I-5 between Seattle and Everett is arguably the most congested roadway. \$200 per year for 25 years for light rail to finally reach me? I'll be retired by then! This is way too long a timeline such that the people paying for it won't be the ones using it. We have plenty of buses and no matter what you do with them, they will always by nature provide inconsistent service. We need to get OFF the roadways. We need rail and we need it 20 years ago. I'd rather pay more per year and just get the light rail system done than fritter the money away on more and more bus stuff and dink around for decades before any real light rail work gets done.
SNOHOMISH COUNTY	the Lynnwood- Everett connection should be phased in sooner, rather than later.
SNOHOMISH COUNTY	As I am 70 yrs old this time line is for the birds, 25 years to connect Everett to Seattle or Bellevue. Its needed now not in 25 years. As usual by the time this get done around here they are out of date and something bigger and better is needed. Snohomish Co. has been paying for RTA on two different tax packages for what 20 years what have we gotten for it. Seattle and Tacoma has gotten everything. Fed up !!!!! I have asked that question to all 3 of my state Reps and not one will answer. What has this Co. gotten and how much have we paid???? I was a daily rider to Seattle from Mariner PR for 13 yrs until I retired, but would like to use the rail to go to events in seattle but the current rail system is worthless.
SNOHOMISH COUNTY	We need to figure out how get more funding to speed up this process. Our commute times and growth can't wait 8 - 20 years. we need change in the next 3-8 years.
SNOHOMISH COUNTY	The Everett light rail timeline is to long, we need a earlier completion date.
SNOHOMISH COUNTY	The Everett light rail link should be the FIRST priority and be completed in 7 years or less. Snohomish County residents will have been paying Sound Transit Taxes for years with limited results if this is not done. The proposed schedule places local Seattle centric projects far ahead of regional projects in high traffic congestion areas like I-5 north to Everett. Seattle is screwing up traffic congestion by designating traffic lanes for low volume use by bicycle riders (who aggressively ignore traffic laws and don't pay for use of roads) and Seattle should not be rewarded for this.
SNOHOMISH COUNTY	Get it done as fast as possible! Also adding a connection spur between Ballard and the WU with the potential to extend via a transbay tunnel to Kirkland/Redmond to complete the loop in the future.
SNOHOMISH COUNTY	The time line needs to be moved up for the north end where traffic is unbearable! Please consider the north end as an urgent need. The area has grown quickly and at times can take me an hour 40 minutes to get from 164th Mill Creek to Mercer street during morning drive. This needs to be addressed sooner than later. The light rail is has my support much more that bus. Help!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Snohomish County

SNOHOMISH COUNTY	I do not understand why we have to wait until 2023 to get light rail to Lynnwood. Why the ridiculously long timeline? I also do not understand why it has taken so long for any transit plan to consider the major employment site called Boeing Everett. For 15 years I could not find an adequate bus to get from my home in Lynnwood to my job at Boeing Everett without adding over a mile of walking on each end. The parking at the Everett plant has always been a nightmare. There should have always been public transportation to Boeing.
SNOHOMISH COUNTY	25 years is too long for Everett
SNOHOMISH COUNTY	Quarter of a century overall timeline is completely unacceptable and not helpful for the needs of Western Washington residents who are already now in great need of better commute options and efficiency.
SNOHOMISH COUNTY	I am going to be one happy person to see the project completed all the way to Everett, meaning the Everett Station. This should get a lot of cars off of I-5 both north and south bound, where people can use the light rail or the Sounder Train to Seattle each day. I plan to take a ride on the light rail someday with my brother.
SNOHOMISH COUNTY	Do it faster please.
SNOHOMISH COUNTY	I understand that money is slow to come in, but our region is drowning in traffic right now. This is killing economic growth. If we can build enormous stadiums that take decades to pay off, we should be able to finance faster completion of these mass transit projects!
SNOHOMISH COUNTY	These are necessary improvements. We are already well behind our capacity and development continues to add people to our area both for business and residential. The developers should contribute more to their impacts on congestion. The feeder roads that lead to and from all these transit improvement plans are maxed out in many areas.  This timeline is ridiculous and needs to be substantially reduced !
SNOHOMISH COUNTY	You will find little support for such a large undertaking with such long range timelines.
SNOHOMISH COUNTY	I strongly support Sound Transit's plans for the future. I only encourage Sound Transit and the supporting communities to move more quickly with the planning and development of these projects. ST3 is vital for the Puget Sound region—critical for both business development and personal enjoyment. Rail Transit and BRT are critical to ensuring the Puget Sound remains a competitive business region and in keeping with the environmental conciseness of the Pacific Northwest.
SNOHOMISH COUNTY	Proposed light rail expansion for Lynnwood / Everett should be completed much sooner. The area around DuPont/Lakewood/LewisMcCord should be a priority - traffic there is always horrible.
SNOHOMISH COUNTY	25 years is way too long to implement light rail throughout the region. I understand faster means increased costs, but waiting increases costs too.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Snohomish County

SNOHOMISH COUNTY	my issue is the ST3 project shows Everett gets the light rail in 2041, 20 plus years after the vote. I cannot support the timeline and it makes no sense. why should I vote for a project, knowing that I will not be able to use it by then? The project should be focusing on connecting job centers (including stops at Boeing plants, amazon, Microsoft, etc) along to move people to jobs and homes and everything else in between. This should get most of the cars off the freeways. due to the timeline, I AM VOTING NO for the ST3 ballot and I feel that I'm paying for projects in King County that have no benefits to Snohomish County (and to me) so far and Snohomish County not getting any benefits at this point. I urge Snohomish County leaders to allow a vote to pull the county out of Sound Transit taxing district since Residents of Snohomish County is getting the shaft by the sound transit board.
SNOHOMISH COUNTY	I would like to see Everett as a higher priority in the Link light rail expansion instead of a 25 year timeline.
SNOHOMISH COUNTY	I believe it would be more beneficial to prioritize expanding into Everett with link light rail as opposed to expanding east and west and into areas with closet to the transit already in place. The longer commutes such as that of north seem to have a greater impact on traffic.
SNOHOMISH COUNTY	The smaller goals should be done first so people see results quicker, such as additional stops, parking area increase, shoulder driving, etc. The public needs to see their money being effectively used to continue to have faith in the transit programs and support future projects.
SNOHOMISH COUNTY	Do light rail faster
SNOHOMISH COUNTY	Figure out a way to do it faster.
SNOHOMISH COUNTY	For the amount of money that is being spent, Everett should have light rail sooner that 25 years. I have reservations about the line going to the Paine Field Industrial area. We have no guarantees that the number of jobs will be there in 25 years.
SNOHOMISH COUNTY	I just wish the light rail would come to Everett sooner than 2040...
SNOHOMISH COUNTY	I moved to Puget Sound, from NYC, in 1989. You have been talking about this for more than 27 years. I commute from Maltby to Auburn 5-6 days/week and would use mass transit if it were more reliable and convenient. Convenient simply means that if a patient/family at the hospital is in distress I don't have to say, sorry, gotta go or I'll miss my only train home. For 10 years I commuted around Queens, Brooklyn and Manhattan without fear of being stranded, let alone at 6 pm. Time to make this work!
SNOHOMISH COUNTY	It seems that project completion, especially to Lynnwood and Everett will be way to slow . Growth will far outpace the project completion. We are already starting at a disadvantage. Is there any way to speed up the pace? The longer it takes, the more it will cost.
SNOHOMISH COUNTY	a faster timeline for reaching everett, and more BRT/local transit links to the light rail backbone Ballard and west seattle are metro/seattle issues and should be more heavily paid for by city residents, but coordinated to use ST type equipment
SNOHOMISH COUNTY	Ballard should be higher priority timewise.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Snohomish County

SNOHOMISH COUNTY	It would be excellent to see the light rail development happen in less time than scheduled along the I-5 corridor and north parts of the 405. I would gladly pay more taxes to see these improvements
SNOHOMISH COUNTY	I am 64 and would appreciate riding the rail before I am too old. I rode the rail in Melbourne, Australia and it was so impressive. They had parking in the neighborhood and we left in the morning and returned in the afternoon without waiting. It was wonderful and I hope the rail system in this area is the same.
SNOHOMISH COUNTY	It should not take nearly that long to build a few miles of train service. Find ways to expedite the project. Nobody wants to pay for something they won't be able to use for 20 years. It isn't human nature to think that far ahead.
SNOHOMISH COUNTY	I will not be voting for this plan if light rail to Everett is not prioritized. It is not fair for Snohomish County to subsidize transit in Seattle for decades. I would also encourage the Everett light rail to continue to Everett Community College. Thousands of community college students would be excellent candidates to take advantage of transit, yet will have to continue driving under your plan.
SNOHOMISH COUNTY	If the goal of this plan is to reduce traffic congestion, than the following always needs to be kept in mind: 1. Most traffic congestion is due to people commuting daily to and from their work locations. 2. People are only going to choose public transit over driving if use of the transit is convenient for them. That means the following: 2a. Having a station either within walking distance of their home or a short driving distance of their home with parking available at the station. 2b. Having a station location right at or within walking distance to the work location. 3. Two of the largest employers in the area are Boeing and Microsoft. 4. Given this, priority in funding, schedules, and construction should be given to the extension of the light rail to the Boeing facilities in Everett and the Microsoft campus in Redmond. The light rail extensions to Lynnwood, then Everett, and the extension to Redmond, should be put ahead of all other light rail extensions. Otherwise this will be a waste of time, effort, and money.
SNOHOMISH COUNTY	WHY DOES THE TRAIN JOG OUT TO BOEING AND THEN BACK TO EVERETT? WOULDN'T IT BE BETTER TO HAVE A SEPARATE LINE FORM EITHER MUKILTEO OR EVERETT TO BOEING? IS BOEING THROWING SOME CASH AT THIS PROJECT? STAY AWAY FROM PROPERTY VALUE TAXES. EVERY ONE THINKS THEY CAN JUST TACK ON ANOTHER 25 CENTS. THAT ADDS UP SO QUICKLY I CAN'T AFFORD MY HOUSE. TAX THE SEAHAWKS. THEIR NON-PROFIT STATUS IS BS
SNOHOMISH COUNTY	We need this ASAP
SNOHOMISH COUNTY	The timelines should be reduced to a maximum of 8 years for all projects, including light rail to Everett, even if it costs more, e.g. \$1000/resident/year.
SNOHOMISH COUNTY	The proposed light rail from Lynnwood to Everett needs to be accelerated. The current schedule of 25 years is far too long to wait for light rail service to Everett via Paine Field.
SNOHOMISH COUNTY	Redirect tax funds you already receive. Accelerate the plan.



Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Snohomish County

SNOHOMISH COUNTY	I find it amazing that these plans were not implemented many years ago. At the ever-increasing rate of expanding population in the Puget Sound area, with all the vehicles, this is an urgent issue. I commute from the north end of Mill Creek to Sea-tac for work, and have explored all avenues of trying to go with mass transit; but since King county refused to work with the outlying suburbs (I have read and heard in past years), there was a stalemate. My average weekday commute, without a car-pool partner, takes 55 to 70 minutes, but have recently been late to work leaving 2 hours ahead of my shift start! I study WSDOT daily, and listen to KOMO for the traffic updates, but many times, it is worse than they predict. This take the livability factor in the beautiful Puget Sound down to a 5 vs. the 10 it should be. Thank you for your work to get mass transit out to all the outlying areas.
SNOHOMISH COUNTY	Too little and too late. I will strongly oppose ST3 if light rail to Paine Field and Everett cannot be completed quickly (eg., 5-8 years out). All of the projects are important and equally important would be a mix of taxes to raise the money needed to get these projects completed in a timely manner. It is certainly expensive but it won't be any cheaper if construction is delayed for another 10-25 years. If it costs more now to get 'er done, so be it.
SNOHOMISH COUNTY	I consistently find that my options to use transit services in King County are fine to excellent, but if I want to go to Snohomish County or leave it to go to King County, especially to or from Everett, it takes me several hours to use a number of transit services to complete my trip. A 25 mile distance covered in 4 hours.  I would vastly prefer it if the line to Everett were prioritized higher and came online sooner. Between connecting the downtown cores of the cities in the Metro area, and connecting with the Paine Field and Boeing areas, this extension cannot happen soon enough.
SNOHOMISH COUNTY	The proposed extension to Everett needs to be given higher priority. I-5 between Everett and Seattle is already overly crowded and would be at a standstill by 2041.
SNOHOMISH COUNTY	With the lack of accountability for missing deadlines and going over budget on most if not all of projects, I accept your resignation.
SNOHOMISH COUNTY	This area needs a complete north - south light rail/mass transit system considerably sooner than a completion date in 25 years! I've been commuting on the I-5 corridor for over 25 years because there was no viable option (in terms of time and location) for me to use. I WOULD have loved to use it and WOULD have if one had been available (as was promised in 1962).
SNOHOMISH COUNTY	This timeline seems way too long. I'm hoping this is an under-promise/over-deliver plan. I would prioritize the rail to Everett ahead of several of the others milestones too. I think expansions of highways needs to happen as well as expansion of public transit.
SNOHOMISH COUNTY	Light rail from Lynnwood to Renton should be first priority. Traffic is always backed up from Alder wood Mall to Seattle area. We need this now.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Snohomish County

SNOHOMISH COUNTY	I'll be dead by the time this even gets seriously underway but if the geniuses who have been responsible for transportation planning had been paying attention they would have built a system similar to what is being proposed now 40 years ago. Further, it is my opinion that this plan may be too little too late and I strongly suspect that it may very likely suffer a fate similar to the current tunnels project - i.e., seemingly endless delays caused by poor planning, even poorer execution, bureaucratic ineptitude and technologically induced hubris. The longer I live the more I am convinced that the basics don't really change ergo neither do the results.
SNOHOMISH COUNTY	Maybe you should tax the areas that are getting the service. Since I live in Everett the changes will not affect my lifetime because I will be 75 yrs old by the time the light rail to Everett is complete. I am not hardly getting my moneys worth unless of course property values increase at that time. I support light rail, having moved here from Portland where they have a great transit system. But I would support it in my lifetime and in my area.
SNOHOMISH COUNTY	Timelines should be decreased despite additional cost. Significantly higher gas taxes should be used to reduce these timelines
SNOHOMISH COUNTY	The schedule and costs should be increased.
SNOHOMISH COUNTY	Project timelines should be shortened. With our climate already changing, these investments are urgently needed. Waiting 25 years for the I-5 and I-90 corridors to have an alternative to driving is simply not feasible. Residents already pay far more than \$200 per year to buy, finance, repair, insure, and fuel their cars, which have significant long-term environmental and public health externalities. A progressive taxation scheme should be used to finance these plans wherein the wealthiest people in Puget Sound pay significantly more as a way to ensure 1) the project is securely financed; 2) the project does not unjustly burden our fellow citizens who must prioritize paying their rent and feeding their families; and 3) to ensure the project remains politically palatable.
SNOHOMISH COUNTY	Earlier studies indicated light rail to everett in 2027. This plan says that would take another 25 years. That is unconscionable!
SNOHOMISH COUNTY	25 year timeline is not aggressive enough to combat the terrible traffic.
SNOHOMISH COUNTY	I really wish you would complete the Lynnwood to Everett light rail part of the plan much sooner than in 25 years!
SNOHOMISH COUNTY	Time line North should not take longer than going South. This project is 25 years too late, so we should expect to have the expense we have not been paying in those years added to what we will pay now for this plan, thereby giving the revenue boost for affordability in changing the timeline North. The previous plan had light rail in the Everett Area by 2023 (in 7 Yrs) not in 25 years. This is a bad plan Northbound.
SNOHOMISH COUNTY	Entirely selfish, but being as travel times from the north end (everett, et al) to downtown seattle are increasing faster than travel times from tacoma to downtown seattle, I think that there should be higher priority placed on increasing those abilities.  Also, the reason I don't use transit more often is because it takes so long from Everett to Seattle, and is so crowded. If it were less congested/faster, I'd certainly use it more

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Snohomish County

SNOHOMISH COUNTY	I have voted for every ST proposal. Waiting 25 more years for the north south light rail spine to be finished is not acceptable. Everett, Seattle, Tacoma, should be the first light rail priority.
SNOHOMISH COUNTY	Twenty-five years is far too long. We need solutions now. Busses between Everett and Seattle are already packed, and often run 20-30 min behind schedule several times a week. In addition, I favor motor vehicle excise taxes being based on the value of the vehicle, or on the number of miles driven.
SNOHOMISH COUNTY	I strongly support mass transit in the Puget Sound area. It is critical to moving people and products around the area. That being said, your timeline to bring light rail to Everett SUCKS!!!! I will vote against the ST3 proposal if it really takes you 25 years to bring Light Rail to Everett. We have been waiting patiently, while stuck in horrific traffic on I5 southbound to Seattle for you to bring a real traffic solution (light rail) to Everett. The fact that linking Everett to light rail would come after the proposed Ballard line is LAUGHABLE! Please don't [explicit] this up. Prioritize the Everett light rail line and I vote for this proposal. Otherwise, forget it.
SNOHOMISH COUNTY	Why should I pay for something now that I may not live long enough to ever see. The timelines for these projects are ridiculously long. 25 year to get to Everett is down right unbelievable!
SNOHOMISH COUNTY	Project should be completed sooner, and reduced cost.
SNOHOMISH COUNTY	Light rail should run to Everett Transit Station with Rapid bus service to Boeing/Paine Field and other locations. Snohomish county, specifically Everett, have been paying taxes for a long time without the promised light rail, now to postpone is like taxation without representation. Roads into Everett are now way too congested, if you don't believe this try driving from 164th St & I-5 into Marysville any weekday around 3:30 to 7PM. Again, light rail to Everett Transit Station should be the priority rather than Boeing/Paine Field and this project needs to move to the top of the list so that we see improvements for the taxes that have been paid and will be paid avoiding a potential tax revolt with litigation from this area.
SNOHOMISH COUNTY	I have voted in support of light rail for the Everett/Seattle/Tacoma corridor from the beginning but cannot support this latest proposal. The timeline to reach Everett is unacceptable. Other projects have taken precedence over what was promised to north sound tax payers since the approval of previous measures. I believe you can streamline some of these projects and stop building these grandiose tunnels and stations.
SNOHOMISH COUNTY	Project completion for where I live isn't for 25 years? I'll be dead by then, so I'm not terrifically invested in this plan.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Snohomish County

SNOHOMISH COUNTY	Sound Transit has failed to meet expected ridership levels at each phase. Now, you want us to vote on a costly, major expansion that will take even more money out of taxpayers' pockets thru substantial increases in our sales and use and property taxes. You don't even explain how the \$200 annually is arrived at. And you are purposely scheduling this important vote in November when people's attention will be focused on other things. Also, this important decision should not be made BEFORE we have the data on ridership levels from the opening of the light rail line to Montlake/U-District with the addition of the two stations at Capitol Hill and Husky Stadium. I feel like Sound Transit is pulling a play right out of Chicago Mayor Emmanuel's playbook. You know, let's not let the people see the tape (ridership data, in ST's case) before the election. Shameful. As a result I and everyone of my friends, family members and colleagues I can convince will be sure to vote a resounding NO on this measure in November should it be on the ballot.
SNOHOMISH COUNTY	This is too little too late!!! The flight of Seattlites north to Snohomish County and the influx of out-of-staters because of Boeing, make the northern end's part of this immense project all the more critical! The timeline of 25 years is unacceptable and useless! Come up with a better plan that addresses the North End now not so much later!
SNOHOMISH COUNTY	The timeline for getting light rail up to Everett is very concerning, with such a large manufacturing area not being served for so long. Also as Seattle becomes too expensive for many young families and young couples trying to get started, more and more of my peers (age 28-35) are moving to areas such as Everett, Tacoma, and Issaquah. Many of these same people are then commuting into Seattle for jobs and recreation. Providing light rail to these areas sooner would help ease the burden that I-5 currently carries for these groups. The Sounder is great, but it doesn't ruin frequently enough and the North Line is often shutdown due to landslides.
SNOHOMISH COUNTY	25 years is a joke, but less funny than being the stupid region with no plan.
SNOHOMISH COUNTY	Noting that the current light rail projects are ahead of schedule, I would personally like to see perhaps a few less projects with a more ambitious timeline. Our region has fallen behind in terms of public transport and now would be a great time (economically/politically) to aggressively push forward. That being said I would love to see priority placed on light rail service to the east side and to the Lynnwood transit center, as well as further studies looking at an additional line running from Lynnwood to Bellevue via Bothell and Kirkland. Thanks for all the great work you have done so far!
SNOHOMISH COUNTY	Projects should be funded so they can be finished sooner!
SNOHOMISH COUNTY	Completion to Everett must a priority and should be moved up on timeline - 15 years latest.
SNOHOMISH COUNTY	I believe the project priorities should be changed to address additional parking at the Mukilteo Sounder Station and a viable rail option for when the North Sounder train is unavailable (which happens way more often than the South Sounder train).
SNOHOMISH COUNTY	By the time light rail comes to Everett I will be 74 and will likely not live in the area to use what I would be paying for. I will vote NO on any ballot measure in November for ST3. Further, I already voted a few years ago to increase my taxes so light rail would at least be in Lynnwood. Where is this light rail? ST3 as it is, is FUBAR!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Snohomish County

SNOHOMISH COUNTY	I believe that waiting 25 years before any of these projects makes it north to Everett is unacceptable. The north end is where it should be started next to connect to the south end. As a shift worker I would like to add my two cents about the lack of transit from 11 p.m.-1 a.m. It may enlighten you to know the actual numbers of people that work 2nd shift and would love to be able to utilize the transit systems. Please consider this in your future plans.
SNOHOMISH COUNTY	No I'll vote for this. 25 years until Everett. I'll be dead. You people must be insane. Just build the [explicit] thing I. Can fix a bridge over water in Skagit county in a few months but not this. No [explicit] way.
SNOHOMISH COUNTY	I would like to see the extension of light rail to Lynnwood and Everett be placed as a very high priority and would like to see the timelines for those projects be compressed. The number of people commuting on that corridor, both going north to Boeing Everett and south to Seattle, is huge and growing constantly. We finally have improving transit options around this region and waiting 20-25 years for that extension is too long. Push for more aggressive funding and a more aggressive timeline to get that completed so that this region can really benefit from a strong mass transit system.
SNOHOMISH COUNTY	people in the north end have been paying the rta for years. they should be getting some kind of service now.
SNOHOMISH COUNTY	I support bringing timelines forward so services are delivered sooner, depending on how the additional funding would be raised.
SNOHOMISH COUNTY	It seems that the time to complete the Everett link is way too far out. My perception is that a lot of the traffic that ends up in Seattle passes south through the Shoreline/Lynwood/Everett area. I would guess that a light rail option and some good parking lots would go a long way towards intercepting a lot of traffic before it ended up in Seattle.
SNOHOMISH COUNTY	Why should everyone be forced to pay for projects which don't even extend to the regions in which they live? If I can't travel from Everett on light rail, for another 25 years, I will be retired and will be forced to pay for something that won't serve anyone I know in the north end. I don't believe any bus system implemented on any current highway can be considered rapid. All buses get caught in traffic and are a time sink. I can not be convinced otherwise. Only rail is a true resolution to relieving traffic burdens. But to pay for something that I will never see a return from? That is unfair.
SNOHOMISH COUNTY	The length of the project timeline needs to be addressed. ANY solutions to reduce the timeline should be evaluated. If transit were more reliable and easily accessible, I would use it on a much more frequent basis.
SNOHOMISH COUNTY	Would like to see it all sped up. I will probably be dead before I have the opportunity to take light rail from Everett to Downtown. Would like to get to do that in my life time. Any chance that we could increase funding and get this moving faster?
SNOHOMISH COUNTY	Timeline is too long. The light rail extension to Everett should be completed in the next ten years.
SNOHOMISH COUNTY	Everything needs to be completed faster. I live in Everett and the thought of having to wait 25 years is absolutely ridiculous and discouraging.
SNOHOMISH COUNTY	Completion should be expediated!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Snohomish County

SNOHOMISH COUNTY	I would be willing to pay more for faster completion. 8 years for the bus rapid transit sounds like a really long time frame. I am not sure that our current mass transit options are sufficient for our current population, much less our population in 25 years.
SNOHOMISH COUNTY	We were promised to finish the spine to Everett and Tacoma before starting on the arms for light rail. Yet the arms are starting and the final stage of the spine is being delayed. The arms could be solved by sprucing up the bus connectors.
SNOHOMISH COUNTY	Please finish it within the next 5 years
SNOHOMISH COUNTY	Finish light rail to Everett at least 10 years earlier!!
SNOHOMISH COUNTY	Light rail to Everett and Tacoma should be a much greater priority than Ballard and West Seattle. Ballard and West Seattle are far well-off financially and well-served with transit, while the working class of Everett and Tacoma suffer through traffic even in buses on the I-5 corridor. This quarter century timeline is an embarrassment.
SNOHOMISH COUNTY	This all just seems like too little, too late. By the time any of it materializes, IF it does, and if it does remotely on time and on budget, it will still be woefully inadequate, as far as I can tell from Sound Transit's own projections (on the mailing piece I received the other day). While I am in agreement with the need, I have a difficult time with financially supporting something that will never benefit me or anyone I know in my community for so many years. I do understand the need for this, but I am pretty sick of paying for the future needs of the county when I am already paying so much in time and commuting expense for the same routes. I realize that this is not so forward thinking, and that this attitude on the part of previous taxpayers is probably why I am in this situation, but I am not interested in supporting something that will maybe, possibly, remotely, almost benefit the region long after I have left the workforce, if it is not completely inadequate before it's even got a start.
SNOHOMISH COUNTY	These great options can't come soon enough! Unless they can come sooner?
SNOHOMISH COUNTY	Been a supporter of rapid transit for greater Seattle (and eastside) for years - since (pre) 1966; long overdue. Plan extensively; spend wisely; and move ahead as soon as possible.
SNOHOMISH COUNTY	As a world business person and traveler I strongly support public transportation. That said, I can only call Sound Transit as one of the most incompetent organizations I have seen anywhere. Poor leadership and thoroughly wrong technology choices have hampered light rail development and cost additional tens of millions of dollars. Schedules get worse with each passing year with no explanations. To have any chance of ST3 passing, Sound Transit and the regional politicians have to come clean with the voters on their lousy track record, and how it is going to improve before unnecessarily throwing away more money.
SNOHOMISH COUNTY	Timeline is far too long. Needs to happen much sooner.
SNOHOMISH COUNTY	The projects should be completed SOON, not 25 years in the future!!!!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Snohomish County

SNOHOMISH COUNTY	This plan does too little light rail and takes far too long to complete. Given the time line you propose, we might as well just add freeway lanes and more car parking. Effectively, I want to see a plan where you are completing one-quarter mile of track per week, every week. Done at grade, this is possible. Additionally enough track and switching needs to be in place to run the system around the clock (at some level of service overnight) while providing for bypassing sections of track for maintenance. In short, not enough, not soon enough. We will be in gridlock before you have a solution in place to mitigate any of it.
SNOHOMISH COUNTY	Everett timeline should be a lot sooner than TWENTY-FIVE years! Are you kidding?!!
SNOHOMISH COUNTY	I do have a concern about the proposed additional subway underneath Seattle. Can this be built without structural damage to the existing subway? Does this really need to be needed, can the existing subway handle the traffic? Can none new subway options be explored such as keeping the route from Ballard to West Seattle surface level the entire way, or elevated? Can this second subway be delayed? Is there an option to not building it entirely? I am wondering if this second subway is needed at all, and if built, can this be done so as to not interfere with existing operations, and done so safely?
SNOHOMISH COUNTY	Speed up the timeline. Get rid of buses on the road that slow traffic.
SNOHOMISH COUNTY	I will not support this proposal if priority of light rail to Everett is lower than that of West Seattle and Ballard. I have been a strong supporter of ST over the years, knowing Everett would strongly benefit from light rail, eventually. I do not want to continue to subsidize development of transit in Seattle unless I see some benefit to Everett first.
SNOHOMISH COUNTY	<p>The completion dates for all the parts of the plan are too far into the future. The increase in population and congestion will occur much faster than the plan completion dates, and the increase will likely be greater than anticipated. There is a real risk that the plan will be inadequate to meet the actual existing congestion issues even before the plan is completed. Bus service could be added/expanded immediately to all the routes while light rail construction is begun. Then bus service could be phased out as light rail is phased in gradually on each route as the construction progresses.</p> <p>I would prefer to see</p>
SNOHOMISH COUNTY	Everett to Seattle in 25 years. You've got to be kidding!?!? In 25 years I wont be able to work in Seattle because the my commute will have increased to 5 or more hours per day and that will be far too unacceptable. We need this much, much sooner!
SNOHOMISH COUNTY	Timeline unacceptable. As someone who works in the public sector as well as has knowledge of construction and its constraints I understand that there is many issues that can cause for a long timeline. How ever something as important as creating a fast and reliable mass transit system needs to be created immediately, 25 years for a full build out is just to long and unacceptable to the citizens of this state.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Snohomish County

SNOHOMISH COUNTY	This has been needed for so long and should be completed as fast as possible - not 25 years. We cannot continue as a car-associated metropolitan any more. We need to encourage and make it easier for people to use mass transit, bikes and walking instead of cars.
SNOHOMISH COUNTY	<p>Back in the 80's, I lived and worked in San Francisco. At the time, I did not own a car and fortunately, I did not need one, because the transit system was so very efficient. I very much look forward to the day when light rail is finally a reality, and not just a dream. Thank you so very much for your hard work in getting us there!</p> <p>Sincerely, [name]</p>
SNOHOMISH COUNTY	Its mind boggling that building all this would take ~25 years. Having said that, it seems even more critical to get started. This region has had several tries at planning a regional transit system, and has fallen badly. I hope this one gets approved.
SNOHOMISH COUNTY	<p>Projects are better than nothing, but will take *much* too long. It does not seem it will be developed fast enough to curb the increase in traffic. In fact, seems like problems would continue to get worse, not improve, overall with the timetable. The Greater Seattle area has some of the worst traffic in the nation. We need to fix it fast enough and big enough to where the problems are actually addressed and solved.</p> <p>Tax should be greater and turn the transit system into free-use for all. That would drop traffic significantly, and then taxes that pay for roads could be diverted into mass transit.</p>
SNOHOMISH COUNTY	The timeline is entirely too late. We need light rail transit throughout the region now, and at the latest within 5 years. Not 25 years from now.
SNOHOMISH COUNTY	<p>I feel the projected time to accomplish this plan shows poor judgement. When I moved here in 1964 there were plans for light rail. While other cities have executed light rail plans we are continuing to discuss the possibilities. In this span of time Boeing has moved out of state and future companies have gone elsewhere to less gridlocked cities. Wake up! You could save time and maybe some money by using the HOV lanes on I-5 to run light rail as an example. What are you thinking?</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Snohomish County

SNOHOMISH COUNTY	<p>When voter approval was originally required for taxation to support ST1, ST2 and ST3, and I was a much younger man!, the selling points for this was a Everett to Tacoma rail system to provide rapid transit that operates separately from and alleviates pressure from the I-5 corridor.</p> <p>I believe the term 'spine' applies here.</p> <p>we were aware the yuppies of Seattle would reap the benefits of this program first, it made perfect sense to start in the middle, building lines gradually to the North and South as the tax revenue builds.</p> <p>Now it appears Pierce and Snohomish counties will be paying for neighborhood projects in the city of Seattle, long before we see any I-5 relief!</p> <p>Build the spine FIRST, then worry about the pet projects.</p> <p>Also a huge waste of funds.. routing the rail line thru Boeing Everett. It should go thru Lynnwood directly to Everett, with a separate rail line (or bus) to aerospace manufacturing, the future commercial airport and Mukilteo.</p>
SNOHOMISH COUNTY	<p>The congestion in the north end @ Everett and also continuing to Marysville is extreme! Something needs to be done ASAP and NOT in 2023.</p>
SNOHOMISH COUNTY	<p>Light Rail should be prioritized over Bus Routes and timeline should be greatly accelerated. 22 years to extend light rail to Ballard? 20 years to extend light rail to Everett? Really?</p>
SNOHOMISH COUNTY	<p>I am happy with the light rail is going through 128th st and Airport Way and Evergreen way. But the timeline has to been change, it needs much faster to Everett. should be sooner than any Tacoma, Federal Way because lots more people, grow much faster in Everett than Tacoma. Lots more employers.</p>
SNOHOMISH COUNTY	<p>25 years before light rail comes to my neighborhood?</p> <p>How long has the LIE existed on Long Island?</p> <p>We are soooooo far behind the times in mass transit in our region, taking another 25 years to even start approaching what most other major metropolitan areas have had for fifty or more years seems ludicrous.</p> <p>I support investing in our transit system, and especially expanding light rail, completely and totally. But I think the timeline for expansion is insanely slow and strongly suggest finding ways to make that happen sooner... I, for one, would be evangelical about your cause if that were true. Right now I just support personally and complain about your proposed timelines a lot... not probably helping the issue much...</p>
SNOHOMISH COUNTY	<p>Project timelines are way too long. Light rail to Everett in 25 years?? These services are needed now. In 25 years we will be in even worse shape. Time lines need to be more aggressive. Our transportation problems in the puget sound are severe and needing immediate resolution.</p>
SNOHOMISH COUNTY	<p>Stop building roads. Put people to work digging tunnels and making steel and laying rail and pouring concrete. Do it now!!! Not in 25 years, now!!! Put Uber out of business.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Snohomish County

SNOHOMISH COUNTY	Rail is the viable solution to traffic congestion on the road. We must be able to leave and arrive on schedule and get public transportation on rail. We need to encourage more bicycle commuting, and have facilities on the trains for bikes - Seattle is the most bicycle friendly city I know of. Let's use it.
SNOHOMISH COUNTY	I feel that something needs to be done more urgently to relieve the huge congestion on I-5 south from Everett to Seattle. It is entirely too congested.
SNOHOMISH COUNTY	Financing for projects should be paid for by those who will use and / or benefit from the projects. I'd like to see more toll roads and taxes related to transportation such as gas taxes.
SNOHOMISH COUNTY	The timelines are too far out. I would be supportive of measures to compress these timelines, especially for the BRT options which require much less additional infrastructure compared to light rail.
SNOHOMISH COUNTY	Light Rail to Everett needs to be prioritized to be completed earlier, in line with Federal Way and Redmond.
SNOHOMISH COUNTY	We need help now, not in 8-25 years. We need a plan that has immediate as well as long-term benefits.
SNOHOMISH COUNTY	The time tables should be moved up -- significantly. Our region is WOEFULLY behind on light rail and other transit options. Thank you.
SNOHOMISH COUNTY	If it takes 25 years for light rail to arrive at the Everett Boeing plant, Boeing may LEAVE by then. Everett Boeing earlier timeline needs to be a higher priority
SNOHOMISH COUNTY	I think that adding basically any new transit options would benefit me and Puget Sound in general. I would really like to see more transit opportunities north of Seattle to Everett though because there are basically big spaces without many transit options/lack of park and rides. Thank you for adding BRT along 522. I would one day like to not have to drive my car to work (in Kenmore).
SNOHOMISH COUNTY	The time line is way to long we need find other ways to help get light rail projects completed sooner than 25 years from now. I'm thinking more like 15 to 18 years to complete all work.
SNOHOMISH COUNTY	The timeline to Everett is absolutely unacceptable. Snohomish County needs light rail sooner rather than later. Also, I absolutely do not agree that you should serve Boeing. If they want light rail service, they can pay for it. In additional, there will be bus rapid transit service running that same corridor by 2018 that will connect Boeing to Mariner park and ride.
SNOHOMISH COUNTY	The I-5 links need to be completed sooner.
SNOHOMISH COUNTY	you should focus on the bus service first and foremost. It is way cheaper and can be completed much faster than the light rail. All of the park and ride lots in the north end are full by 7:30. To get more people out of their cars you need more parking at the hubs. Bus service up to Everett and down to Redmond is desperately needed and we cannot wait 25 years to get there. Add more busses and parking now to help the traffic on I-405.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Snohomish County

SNOHOMISH COUNTY	If the original timelines aren't followed, I will strongly oppose this plan. I was not able to answer # 13 and #14 because of the new timeline. I feel that Snohomish County citizens are being made to pay for King County Light Rail system. When King County gets what they want, then and only then Snohomish will get light rail. This is probably not the last time the timeline will be slid. Question, what happens if King County gets what they want, they go to their voters to pay for light rail and the King County voters say no? Snohomish County will get stuck with nothing and we will have helped paid for King County Light Rail System.
SNOHOMISH COUNTY	Finishing the mainline of light rail from Tacoma to Everett should be the top priority in the timeline. After that add the side lines to Ballard and West Seattle. If we are going to keep industry, such as Boeing, in the area then we need to focus on the core transportation routes first. I thought that was the original plan and was surprised that Bslsrd and West Seattle were moved ahead of Lynnwood and Everett. If that stays the plan I will have to reconsider my support. I would like to still be alive to ride the light rail from Lynnwood.
SNOHOMISH COUNTY	Honestly these projects should all be complete within the next 15 years not 25. But, something is better than nothing.
SNOHOMISH COUNTY	8 years is the first you'll complete something?! Seattle area is busting at the seams and it's going to take 8 years to start fixing it? You could easily get the rapid rides implemented on 405 within a year. The rapid rides for 405 should intersect with community transits new swift line that is going to Bothell for a transfer point as well.
SNOHOMISH COUNTY	First off I geel the project need to be completed sooner then later.  Second I beleive the money should come more from businesses then from residents. I continue to pay taxes for a transit system that I don't use due to living in a rural area and working hours that the transit system does not operate.
SNOHOMISH COUNTY	I strongly supposed the light rail coming to Everett but if it isn't going to be completed for 25 years, you're just going to continuously be behind on population growth. We need solutions now, not 25 years from now when those solutions are already outdated and won't support the volume.
SNOHOMISH COUNTY	The given schedule would have the work done when I am 98 years old. Given ST's record, I understand the need to build plenty of slack into the schedule, but this is going too far and will move people to vote no.
SNOHOMISH COUNTY	While it is better to do the construction and wait rather than not do it all, these times are too long. I'll be retired by the time I could benefit.
SNOHOMISH COUNTY	I STRONGLY oppose any plan that makes me pay for services I won't get for TWENTY FIVE YEARS. I probably won't even live in the area in 25 years.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Snohomish County

SNOHOMISH COUNTY	<p>First of all, 25 years of completion is a joke. If we properly align the resources or even outsource from other countries, we should be able to reduce the time half, while spend almost half the money.</p> <p>WA residents so many taxes, for energy AND sales tax. Major WA counties have one of the highest sales tax in nation. Why try to collect more taxes? For such high tax rate we shouldn't even have to pay for bridge tolls or express lanes. SR-520 construction is done but tolls will end after 2045? Ridiculous! And don't get me even started with viaduct. Basically you guys collect one of the highest sales tax, while dragging projects for 20~30 years, wasting our tax money to drill to the city where no space can mitigate the downtown traffic.</p> <p>My overseas friend or even a friend visiting from Portland laughs at our public transportation system.</p>
SNOHOMISH COUNTY	<p>I think a greater emphasis needs to be placed in rail in this region. Instead of adding lanes for cars to major roads, lanes for buses or future expansion to incorporate light rail into the road construction (like The El in Chicago from O'Hare to downtown). You need to make public transit attractive to the bedroom communities.</p>
SNOHOMISH COUNTY	<p>First of all, you're not being anywhere near ambitious enough with your time frames. Twenty-five years? That's dragging your feet and proceeding at a veritable snail's pace. All of this work is quite capable of being completed in far less time if you approached it like a New Deal public works project instead of the typical, protracted construction. Secondly, making up the funding out of increased sales taxes is about as regressive and short-sighted as can possibly be achieved. Sales taxes most strongly effect those who need these services the most and can least afford to pay for them. Washington needs a state income tax and to jettison most if not all of our state sales tax. Pronto.</p>
SNOHOMISH COUNTY	<p>All needs to get done faster. Everything within 10 years, not 25.</p>
SNOHOMISH COUNTY	<p>8 years to add a bus line?! If you expect me to pay for this, you better come up with a better plan! It is ridiculous to expect us to shell out for 8 years to just get new bus routes on roads that already exist. This smells like fraud and overly excessive salaries for people that do nothing. Do a better job or I'm voting against any funding.</p>
SNOHOMISH COUNTY	<p>Improvements to Everett service can not wait 20 to 25 years! By then it will be the I 5 parking lot not freeway. Too many of us can't afford to live in Seattle even though we work there. Either get rents down so normal folks can afford them or build more transit FAST.</p>
SNOHOMISH COUNTY	<p>I strongly support Lynnwood to Everett light rail, but would like to see it happen within 10-15 years, not the 25 years in the draft plan.</p>
SNOHOMISH COUNTY	<p>I do not want to pay now for a project that cannot be utilized / won't be completed for 17 to 25 years.</p>
SNOHOMISH COUNTY	<p>Light rail to Ballard 22 years, and light rail to Everett in 25 years? We'll have a man on Mars before these sections are done. Timelines need to be revisited.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Snohomish County

SNOHOMISH COUNTY	<p>There was funding provided years ago for rail projects that was turned down. I suggest you go back and review these plans. A home/business can be built in less than a year, but the projects proposed are slated for 25 years until completion. First, that time line is ridiculous. Second, by the time the project completes, new problems will already exist. Stop misappropriating tax money and excessive spending, we are one of the highest taxed areas in the states and have nothing to show for it. Taxing more isn't going to solve the problems.</p> <p>Utilize the existing rail plans, expand those, open up Paine field to commercial airlines and do us a favor! Stop taking and doing nothing with more and more taxing. You are no better than the vagrants on the off ramps begging for money!</p>
SNOHOMISH COUNTY	<p>It takes some nerve to tax us for something that won't be built for 8-25 years! Money would be better spent on buses vs. train or light rail, since bus routes are flexible and easier to expand carrying capacity.</p>
SNOHOMISH COUNTY	<p>The project should be finished within 5 to 10 years. Not 25 years</p>
SNOHOMISH COUNTY	<p>Snohomish County and Everett need to be connected to the light rail system before we connect to additional Seattle neighborhoods with already existing transit options. Snohomish county has been paying in, and will be last to obtain any light rail as it is. Please place a priority on the north end of the system.</p>
SNOHOMISH COUNTY	<p>Accelerate time table for northern segments to Lynnwood and Everett.</p>
SNOHOMISH COUNTY	<p>Focus should be on expansion to Snohomish county and South King County to alleviate pressure on I-5 and I-405. Build the North/South infrastructure and lines before expanding into neighborhoods like West Seattle and Ballard.</p>
SNOHOMISH COUNTY	<p>Please focus on the northbound corridor between Seattle and Lynnwood.</p>
SNOHOMISH COUNTY	<p>Light Rail to Everett needs to be the top priority.</p>
SNOHOMISH COUNTY	<p>10 years maximum to finish all lines, not enough urgency! This system should have been in place decades ago.</p>
SNOHOMISH COUNTY	<p>Needs to be faster. 20 years to Lynnwood is ridiculous</p>
SNOHOMISH COUNTY	<p>Light Rail to Lynnwood in 20 years?! I know construction takes a while, but 20 years is ridiculous!</p>
SNOHOMISH COUNTY	<p>Light rail I do support coming to downtown Everett but I don't support that route via Paine Field whereby feeder buses could do the job from Paine Field to the light rail stations on I-5. There has to be a direct route to downtown Everett which would take less than 25 years to build than by the way of Paine Field.</p>
SNOHOMISH COUNTY	<p>As long as you people plan on coming north after I'm dead and gone, I'll not only oppose this asinine plan. I'll actively campaign against it. You've already squandered and wasted enough tax dollars. I'm done. I believe you people don't have a clue what to do. This isn't free money, we work our asses off for our money. I think Snohomish county should pull out of this and work to solve our own local issues with our tax dollars. Everyone of you board members needs to be replaced by people that actually work for a living.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Snohomish County

SNOHOMISH COUNTY	What happens to the timelines during he next recession. As an additional revenue source will there be a tax on those who use transit, say a 10 cent increase per trip? Or a tax on the major companies that benefit from these projects ( Boeing, Amazon, Microsoft, JBLM, Sports Teams) I feel requiring them to pay portions wouldn't be out of line. My big issue is the expanded timeline. I would support a higher fee, fare and tax to get the timeline down to 10 years.
SNOHOMISH COUNTY	Overall, I believe this would have a positive impact on my community.
SNOHOMISH COUNTY	Needs to have rapid transit issues cleared up between Everett and Seattle much sooner.
SNOHOMISH COUNTY	There is immediate transportation needs in Everett area due to more people moving into Snohomish county and to accomodate a large workforce of aerospace supplier and Boeing.
SNOHOMISH COUNTY	<p>Given the intolerable traffic that limits access to travel north and south (i.e. to Seattle, airport) the most critical priority should be a dedicated north south line. This has the most potential to relieve traffic on the I-5 corridor.</p> <p>As a hiring manager, potential professional employees tell me that they cannot afford to live in Seattle, yet the traffic is a significant barrier to accepting employment with my organization.</p> <p>As a commuter from Mukilteo to Seattle, I have great access to my place of employment via Sounder + light rail, but the Mukilteo parking and overcrowded conditions on most of the Sounder trains makes the commute a challenge. Adding a few cars to the train will help with part of this - adding parking in Mukilteo doesn't seem like a costly investment but would take more cars off the road and encourage more ferry and north end commuters to take the train.</p> <p>Additionally, the design of the Sounder cars is not very efficient. The seats are too close to encourage full use - you have to cross knees with the person in the seat across from you to fit - not a pleasant option since the overlap is typically 6 inches. The result is the hallways on the car are difficult to pass because people sit sideways. This could be hazardous in the event of an emergency.</p>
SNOHOMISH COUNTY	I think that as a whole your services that connect Everett to anywhere else in the sound are not as functional and should be made a higher priority.
SNOHOMISH COUNTY	I have been paying excise and sales taxes for ST projects since the beginning - essentially my entire working career (how many years ago?). I will be retired before rail reaches Paine Field (my employment area). BRT to the airport will be the only ST-related benefit I see in my working lifetime. Please re-prioritize the project schedule to bring north - end rail on line sooner.
SNOHOMISH COUNTY	Waiting 25 years to get the LINK rail to Everett makes no sense, after we have been supporting and been taxed all along. You need to complete the "spine" between Tacoma and Everett before you begin building branches out to peripheral communities, especially more affluent locations. I am 62 years old and live in Everett - why in the world would I support being heavily taxed to create something I will not live long enough to ride on?
SNOHOMISH COUNTY	It is WAY to long to wait for Everett and Ballard to complete. The current wait for lynnwood light rail is already hard to live with.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Snohomish County

SNOHOMISH COUNTY	Light rail access in Everett is important to me. Also, I wonder if 8 years to add more bus service is really reasonable. I would really like to see the local transit agencies make more effort to work together.
SNOHOMISH COUNTY	Timeline is too long! Figure out a way to speed up implementation!
SNOHOMISH COUNTY	Need to go online faster. Traffic in Seattle is too bad to wait more than 7 years. Get federal govt help for infrastructure. These projects are needed to support a strong economy.
SNOHOMISH COUNTY	north of seattle to everett needs transit sooner rather than what, 2021?
SNOHOMISH COUNTY	It is hard to support something I need now but will never get to use, and may never see completed. These projects need to be completed sooner. Will there even be an airplane plant in Everett in 25 years? Hope so...
SNOHOMISH COUNTY	The rail system should be the first priority and should complete much sooner than 25 years. BRT using existing freeway may not work and it may cause more congestion if it takes away a lane from the existing freeway.
SNOHOMISH COUNTY	25 years is a long time.
SNOHOMISH COUNTY	Build it faster
SNOHOMISH COUNTY	25 years!!!! Too long. This should be done in less than 5 years. Look at Dubai or China for pace of improvement
SNOHOMISH COUNTY	1) Prioritize additional parking to existing park and rides 2) 25 years is too long; Complete light rail by 2023. use BRTs for the rest.
SNOHOMISH COUNTY	I am all for light rail, express busses, etc. However, I will have died of old age before you get around to providing light rail to me (Everett). I have been voting for any/all transit plans on a ballot since moving to the area in 1983, and I still have to wait another 25 years? I would strongly support drastically cutting the time frames to accomplish this plan, even it if means a higher taxes. JUST GET ON WITH IT!
SNOHOMISH COUNTY	Too slow. We have been talking about this for too long. Get it done. I would be happy to pay a lot more for this if I could get a guaranteed accelerated schedule to get the trains to Everett with a train ever half hour 7 days a week. You need to push and bend the rules. At the rate this is moving we get behind every day with population growth. By the time it is done it will be obsolete and over crowded and I will be dead. So why should I care if the finish date is after my estimated date of death. Stop studying and start building. Get it done!!!!
SNOHOMISH COUNTY	Seattle is way behind the times! Most major cities already have light rail in place. Just look at Portland, our neighbor. I know its expensive \$\$\$ We can't build more freeways? the 405 tolling Ain't not working out so well, just guessing ? The express lanes on I-5 thru down town Seattle, Get rid of them, open up the convention center. Who's idea was that to put a bldg on top of an under sized freeway ? Get rid of all the bottle necking from lanes that disappear? Continue them on through, keep the flow of traffic consistent. To generate income for some of these improvements, Have all Washington state drivers , once a year, take a common knowledge test. IE... freeway Left and Right lanes, what are passing lanes? on ramp speed, merging onto the freeway, changing lanes, proper distance between vehicles. Crack down on cell phone use when driving!!!
SNOHOMISH COUNTY	Hope to see the MLT stops at the Transit Center AND 220th street.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Snohomish County

SNOHOMISH COUNTY	There is literally no viable, reliable, timely transit option from North to south or back again. Sounder trains on the south lines are crowded; half of any given season, sounder lines on the north line are nonexistent because of mudslides or other track failures. Buses from outlying areas in Seattle and the east are slow, but buses to and from the north end are routinely standing room only and run on no reliable schedule at all. Any expansion plans that do not prioritize the needs of North end consumers who have been paying into these improvements for 20 years already with zero appreciable benefit are not only flawed, they are abusive of taxpayers funds and erosive of taxpayers trust. Signed, a former bus and sounder rider who has been forced to be a single car commuter because the patent unreliability of the existing system was endangering my job security.
SNOHOMISH COUNTY	Bringing light rail to the north end and adding to the Sounder service that already exists (including adding all-day service) are essential to making our region move. It is inexcusable that we've waited this long to help the transportation issues that have persisted in our region for many years. 25 years to reach the north end is TOO LONG! Have you seen the average daily commute time from Everett to Seattle? The toll lanes on 405 have not done enough to help the Everett to Bellevue commute. We need to act faster and add more rail lines linking our regions, so that people can live where they can afford homes and still go to and from work, without spending hours each day doing so. This problem puts our region in the dark ages compared to other metropolitan areas.
SNOHOMISH COUNTY	Please prioritize the Lynnwood to Everett light rail line! The traffic in this area is terrible, and I know that light rail can make a difference!
SNOHOMISH COUNTY	Paris is adding many more stations, more miles of service faster, cheaper, I've been supporting this here since first proposed when I was in teens should take til in my 70's to use!!! Timeline needs to dramatically shorten!!! I was a Seattle property owner sweezed out into the exurb of Everett!!!
SNOHOMISH COUNTY	Needs to be completed sooner!
SNOHOMISH COUNTY	Thanks for the opportunity to provide feedback. Getting light rail to Everett should be a priority over all other projects. The time frame laid out is beyond absurdity. The transcontinental railroad was completed in less time. I don't mind paying additional taxes, but only if light rail is operational to Everett within 10 years. Sound Transit needs to find a way to remove all NEPA and SEPA requirements. The goal of light rail is to reduce impacts on the environment. That alone should exempt all light rail projects from additional studies. Sound Transit also needs to find away to build light rail faster and cheaper. Also, light rail stops at 164th and 128th St on the I-5 corridor are a must. Again as a taxpayer and big supporter of high capacity our region is long overdue for light rail, but it must be delivered sooner to have any meaningful impact on congestion and traffic.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Snohomish County

SNOHOMISH COUNTY	the overall time line is WAY TOO LONG. As a Snohomish County Resident I was supportive of the first two phases and have paid taxes to support that expansion for years. To expect people to wait an additional TWENTY FIVE years to see service come to Everett is RIDICULOUS. I support Dave Sommers and other Snohomish County representatives in this view. Why would we build out in Ballard, West Seattle and other areas' before we get even CLOSE to anywhere in Snohomish County. Without changing the time frame (speeding light rail's arrival) in Everett (or even Snohomish County), I would not view asking for additional taxes as favorable. Also all of the information you mention in this and other articles doesn't show what we have already contributed, you only state what the additional costs would be... how much has the average person throughout the region paid to do with only a small percentage fo people able to use the "system"??
SNOHOMISH COUNTY	Too little, too late. I need better commute options, but I will no longer be commuting by the time this plan is implemented.
SNOHOMISH COUNTY	I live in North Everett so of course I would like the light rail to come here as early as possible. I would use it almost daily. I am a retired flight attendant. I have used public transportation in many countries throughout my forty year career and realize first hand how beneficial it is for not only the locals, but tourists as well. When there is light rail in my area I will sell my car. It's that simple. Thank you for asking the public for input. I enjoyed the survey.
SNOHOMISH COUNTY	I think this timeline is way too long. I would assume if we are paying for this starting this fall, that we would be paying the above mentioned taxes for at least 25 years. Like a school bond for building schools, I would like to see ST1 and ST2 paid off before you ask us to pay even more. At least ST1 needs to be paid off, and ST2 needs an end date showing us how much longer we will be paying that tax before it retires. I am super excited for light rail, but not with this long of a timeline, and not with these many taxes. We have been talking about light rail in Seattle for at least 20 years. Adding the 25 year plan on makes it 45 years total. We ride light rail all the time in Vancouver Canada, and I have ridden it in SF, Ca and Wash D.C. They all have excellent systems, and I have a really hard time believing it took 45 years to draw up plans and build that system. Why does it take that long for ours?
SNOHOMISH COUNTY	I'm retiring within the next 10 years or so and probably moving out of the area. a 25-30 year transit plan is worthless to me. Traffic is one of there reasons I'd be leaving. I'd be more likely to support projects that relieve congestion at points that historically have traffic jams during non rush hour, ie, southbound I-5 from northgate to downtown on a weekend afternoon. I-5 northbound from sr526- marysville just about any afternoon. I-5 in the lewis/mcchord areas. There's no good reason why it should take me 45 min to drive from mountlake terrace to downtown, it's only 12 miles.
SNOHOMISH COUNTY	Priority should be put on I5 and I405 corridor. Add train cars to the south rail on Sounder. Trains need to run later. That should be first step. Trains need to run till 9 and more people would ride them.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Snohomish County

SNOHOMISH COUNTY	Everett should be light rail's #1 priority. You steal taxes from Snohomish county to pay for King county projects. you should finally put money to SnoCo, and prioritize Everett above your Seattle pet projects. its what you said you'd originally do, and now you go back on your word?? Yes I'm mad, your stealing from me and my neighbors and then intellectualizing/justifying your criminal behavior. How would you respond?
SNOHOMISH COUNTY	Time lines should be moved forward. 25 years is too long to wait. The time lines need to be cut in half.
SNOHOMISH COUNTY	Will only support if Connection to Everett and Paine Field is done first.
SNOHOMISH COUNTY	Seattle traffic is currently practically unbearable. I spend over two hours a day in traffic commuting between Mountlake Terrace and Columbia City because the only alternative is to take three separate busses to and from work amounting to three hours per day. Our freeways are clogged. My only wish is that all of these projects could be finished sooner.
SNOHOMISH COUNTY	Twenty-five year completion of light rail to Everett is unacceptable.
SNOHOMISH COUNTY	Completion to Everett should be the number one TOP priority. I am tired of voting for transit and having to wait another 25 years? Unacceptable. Please change your priorities.
SNOHOMISH COUNTY	I am strongly opposed to any final plan that doesn't bring light rail to Everett by 2033. Everett and Tacoma were part of the original priority plans in the 1990s. Those commitments must be honored.
SNOHOMISH COUNTY	The timeline for BRT on 405 from Lynnwood to Burien seems excessively long. Is there a way to fast track this portion of the work? I find it hard to believe that it will actually take eight years to add transponders and buses. Especially since the HOV lanes have reduced lanes and increased commute times for low-income commuters, BRT should become a priority to fix the bottleneck. Thanks
SNOHOMISH COUNTY	Connecting the cities of the Sound with public transit to alleviate the burgeoning congestion due to the inevitable increase in population and commuters from area to area is integral to our future success and daily happiness as a region. So however long it takes to accommodate our growing need of transit plus our hopes to decrease traffic and pollution, is a necessary burden which should be started as soon as possible. As a resident of Everett who commutes to Seattle almost everyday, I appreciate the plan full-heartedly and only wish it could be done magically overnight. Thank you for your hard work towards the improvement of our lives.
SNOHOMISH COUNTY	Get it all done(including commuter rail) in no more than 15 years, and the light rail as soon as possible. Determine what that will cost and ask for it. THAT I will support. The piecemeal business is not something I'm willing to support.
SNOHOMISH COUNTY	Timelines need to be moved up!!! Using grants/federal money or using tax dollars as a last resort to shorten the timeline. 25 years is horrible.
SNOHOMISH COUNTY	Completing light rail to Everett must be a priority. Waiting 25 years is completely unacceptable. Boeing and the industrial base in Snohomish county need transportation improvements now! Not 25 years from now!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Snohomish County

SNOHOMISH COUNTY	I don't understand why you are making taxpayers pay for something that they will never be able to use and take advantage of at all. Taxpayers will suffer with paying the taxes, dealing with even more traffic while the construction is going, and not even be able to use the services because taxpayers will be retired or dead by the timw the whole thing is built.
SNOHOMISH COUNTY	This is the first time I have gladly voted to raise taxes on myself but the timeline proposed means I'll barely even get to use these improvements before retirement. These transit changes will be revolutionary for our region but we must act quickly. Further, the plan is becoming far too reliant on Seattle being a central hub. I'm sure due diligence will be done but overcrowding of downtown stations will hurt the appeal of the system. The addition of a link between Ballard and UW would help offload people bound for Fremont, Ballard, Queen Anne and SLU from the north and prevent needless trips in and out of the downtown corridor for individuals in those areas.
SNOHOMISH COUNTY	I hope they can get this done sooner!!
SNOHOMISH COUNTY	The people of Snohomish County were promised light rail when this was originally proposed. Now it is last. Light rail up to Everett should be the # 1 priority.
SNOHOMISH COUNTY	I feel the North end, including Lynnwood and Everett, are typically treated as an afterthought--after everything in the South end is considered. There are a lot of people who commute from the North end. I would make light rail to Lynnwood and Everett a priority. There is already significant transportation options for people in the South end.
SNOHOMISH COUNTY	Frankly, I don't see why adding bus lines will take years to complete. This is not as complex as rail and should take a tiny fraction of that time.
SNOHOMISH COUNTY	Please consider getting light rail service to Everett sooner.
SNOHOMISH COUNTY	I wish it could be completed sooner, but I won't make the same mistakes as the generation before me. I'll vote yes for any mass transit. Especially this plan that finally starts connecting the Eastside.
SNOHOMISH COUNTY	I will oppose any more Sound Transit funding or expansion unless you reorder your planned light rail build out sequence. It has to go to north to Everett at Paine Field and south to the Tacoma Dome PRIOR to going to West Seattle or Ballard. All the plans about buses and commuter rail are unnecessary distractions and delays from light rail. Commuter rail is toxic because it causes traffic delays (along with increasing fossil fuel trains) at Mukilteo and Edmonds signal lights. The second priority after Paine Field and Tacoma Dome light rail needs to be fixing the train delays to traffic at Mukilteo, Edmonds, and Marysville - perhaps with underground train stations or bridges over the tracks.
SNOHOMISH COUNTY	Get it DONE FASTER!!!!!!!!!!!!!! The "phases" approach is to slow!!! 25 years to get light rail to Everett??? You want me to support that??? How about 25 months??? GET ON IT!!!!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Snohomish County

SNOHOMISH COUNTY	The main thing that I think all of these projects need to address (which the light rail inherently does) is the reliability and dependability of transit options. What I mean by that is having dedicated paths of travel for these modes of transportation so that vehicle traffic does not slow down transit commuters. I believe that is the most important thing for convincing people to take transit, because the problem currently with most buses is that they get just as bogged down in traffic as cars, so it offers little advantage. That is why I strongly support the light rail expansion as well as the option for buses to use shoulder bypass lanes during times of heavy traffic, which seems like the easiest way to give transit a boost now in terms of managing travel times and passing that benefit along to riders. Thanks!!
SNOHOMISH COUNTY	The timelines for all of these projects are WAY too long. Completing projects in 8 years? 12 years? The growth is happening now and we can't wait that long to implement these important transit lines. Public train transportation needs to be here and now. The Puget Sound region is so far behind other major cities with mass transportation options. It's disgraceful.
SNOHOMISH COUNTY	We can set more ambitious timelines to get voter approval. It's better to finish ahead of schedule, yes, but if timelines extend beyond 10-15 years the entire plan won't get off the ground.
SNOHOMISH COUNTY	25 years is long time here in Everett. Would love to see some ability to move this whole project faster. Cost be damned!
SNOHOMISH COUNTY	Why is an Everett light rail link not planned sooner? It is the governmental center for Snohomish County and should be a higher priority. Thank you.
SNOHOMISH COUNTY	We need these projects in place much earlier! 25 years until service extends to Everett will see my spouse and I close to retirement.
SNOHOMISH COUNTY	While I support the need for efficient transit options I feel the 25 year expected completion timeline seems extremely long. We are seeing changes in traffic patterns in much shorter timeframes today. How flexible will these projects be to adapt to necessary changes prior to 25 years?
SNOHOMISH COUNTY	I feel that the LLR to Everett should be of top priority, due to the additional new jobs and increased population projected for Snohomish county. SB traffic on I-5 in the AM and NB traffic in the PM is already some of the worst congestion in the state. Without the situation being addressed much sooner than planned as ST3 is currently proposed, the ridiculousness will cause people to choose to live elsewhere or locate their company elsewhere. Connecting Snohomish county to the rest of the LLR spine is mandatory for our region's economic success and continued growth!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Snohomish County

SNOHOMISH COUNTY	Seriously here, folks - you ABSOLUTELY NEED TO SPEED-UP THE CONSTRUCTION PROCESS OF CURRENT LIGHT RAIL PROJECTS. From what i'm reading, the city of Phoenix built their light rail system in two years - TWO YEARS!!! Stop dragging your feet and get on it. I lived on the Central Link light rail line for two years and recently moved to Mountlake Terrace, taking the bus is agonizing for me - they are smaller and therefore always crowded, they quite often get stuck in traffic. Light rail is the solution we need, but you need to speed up the construction. I'm a light rail supporter, but one way to very quickly LOSE my support is to be slow about constructing it. WE NEED IT NOW!!! God dammit, get on it.
SNOHOMISH COUNTY	Everett, Tacoma, and Redmond first. Complete the spine, then branch out.
SNOHOMISH COUNTY	25 years is a ridiculous timeline. Costs you are planning now will be greatly low to fund this project.
SNOHOMISH COUNTY	I live in north Everett near the Transit Station and I often commute to downtown Seattle. I currently take the 510/512 but it would be great to take the train as it is more timely. In addition, I fly out of Sea-Tac at least a time or two a year. There is no good way to get to the airport from Everett without inconveniencing a friend or family member. Expanding lite rail to Everett would allow North-enders much easier access to the air port as we could just be dropped at the Everett Station. Please reconsider the priorities and expand North first.
SNOHOMISH COUNTY	Sound Transit has been typically behind schedule and over budget on projects, has a history of promising much and delivering less, and therefore a huge disappointment thus far. To pour more tax money down the Sound Transit financial black hole is a big mistake in particular for Snohomish County taxpayers when they are on the tail end of the timeline to reap the benefits. You propose that we all pay equally but many of us get little or no benefit in the near term. I vote "NO" on ST3!
SNOHOMISH COUNTY	Due to the timeline of completion, ALL developers in all neighborhoods must provide proper parking spaces for new residential builds or fear the inability for non-residential customers from frequenting businesses outside the suburbs. This is where developers and city planners need to work together-- and not always side of the side of the developer. As a resident of Edmonds, I am finding it extremely challenging to visit certain Capitol Hill and Seattle neighborhoods to shop, dine and visit due to new builds that allowed for no additional parking. The new residents of these new builds have taken all of the parking for those visiting the neighborhood.
SNOHOMISH COUNTY	I don't care about the cost because you should be paying for it, not us. if you don't have enough riders to pay for the line, than shut the line down. you guys raised our prices due to high gas prices 2 years ago when gas went to \$4 gallon and guess what you did this year when gas prices are back down to \$2. yup, you raised our prices again. not logical and you losr all my support dud to your greed. I hope you go out of business. you're a poorly run business.
SNOHOMISH COUNTY	Everett/Lynwood to Seattle I believe is higher priority and should be completed sooner on the timeline. Overall it seems to me Snohomish county fronts a higher end of the bill and gains somewhat less than the other counties. Additionally I would like to see Boing pay for part of the plan if indeed the Paine field station will increase riding times from Everett Station to Seattle, oppose to directly from Everett station to Ash way.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Snohomish County

SNOHOMISH COUNTY	Everett light rail by 2020
SNOHOMISH COUNTY	Everett light rail piece to be moved up in time line and West Seattle and Tacoma lines moved out to later.
SNOHOMISH COUNTY	Light rail between Everett and Seattle needs to go to the top of the list. There is so much new residential construction that the bus system is maxed out. Almost everyday we get alerts from ST and CT about 25+ minute delays because of heavy traffic between Everett and Seattle. There is currently light rail going south from downtown. Get light rail going north, then expand on the existing light rail. Waiting up to 25 years for light rail to the north is ludicrous! The current Sounder train isn't easily accessible to the largest population segment in the north Lynnwood and Everett area. Plus, when it rains hard, the train is shut down because of slides on the bluffs of Puget Sound. It isn't a reliable alternative to immediate light rail going north. We need to improve the transit situation in the north end and make it top priority.
SNOHOMISH COUNTY	Accelerate the light rail to growing Snohomish County.
SNOHOMISH COUNTY	At 25 years out for Everett light rail service, which I will be paying for, find is unacceptable ! I will be at least 103 years old when planned start up is implemented. That being said I plan to use the service and will demand to be at the front of line for boarding on the first run !!!!!!!!. As I said time line is unacceptable.
SNOHOMISH COUNTY	I have been supporting Sound Transit from the beginning. However, I am very disappointed in how long it will be in this proposal to get light rail to Everett. This timeline keeps being pushed out. If the Everett link is not completed much sooner in the final proposal put before voters, I will vote against it.
SNOHOMISH COUNTY	The time lines should be shorter and Snohomish County and Everett neglect and long timelines is a disgrace.
SNOHOMISH COUNTY	Your timetable is far too long. That is why I only somewhat support the proposal. Mass transit is essential and your plan reflects that, but it will take too long. 25 years??? Hardly the solution we need NOW.
SNOHOMISH COUNTY	25 years to get to Paine Field? There's no current express service along I-5 that goes there, like there is along I-405. Getting from Lynnwood to Paine Field can sometimes take a long time on transit! Yet there are a ton of people that work there. If the rail solution will take that long, I think there should be a bus along that route in the meantime.
SNOHOMISH COUNTY	25 years, really? Not enough people in the past understand growth...the sooner the better.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Snohomish County

SNOHOMISH COUNTY	I'm a resident of Everett. Getting into Seattle has always been a complicated pain in the behind. Secondly, providing more transit options for people working at the large Boeing plant is better for the local residents because it would ease gridlock traffic that occurs in the morning and afternoon in the surrounding area. As I understand it, there aren't a lot of transit options at present. Additionally, connecting a sound transit route to the Mariner Park and Ride has been a desire of mine for a long time. As it is right now, if I want to take a direct route to seattle, I must either wait for peak hours and take an inordinately expensive Community Transit commuter route, or travel several more miles to other Park and Rides to take my preferred transit agency, Sound Transit. I love the idea of having the light rail in my neighborhood. I just wish that Everett weren't considered an afterthought. I mean 25 years? That's a ridiculously long period of time to wait for transit advancements. It's certainly an ambitious project, but I think you could do it in 10. I believe in you!
SNOHOMISH COUNTY	I have no idea what it is that you're waiting for - an act of God or whomever but Seattle is LIGHTYEARS behind. We had our chance in the 60s-70s to get a lightrail and we've yet to actually do it. It is inexcusable that you think waiting all of this time between projects. You say it's tied to the debt load amount that sound transit can carry from year to year - well find another way - because there is ALWAYS ANOTHER WAY! The more time you waste in doing more studies the more money you lose economically and more importantly fiscally. We needed this lightyear decades ago. Get off your asses and do whatever it takes to get it done in this decade! I don't want to tell my grandchildren or heaven forbid great grand children, "you know I used to live in Seattle but their transportation was the crappiest I've ever seen." MAKE SEATTLE GREAT AGAIN, if not make the transportation great. Time is of the essence.
SNOHOMISH COUNTY	I think that the timetable should be compressed, and all projects delivered more quickly.
SNOHOMISH COUNTY	Number 1 priority - Increase parking spots in Park&Ride locations. Most places on the eastside get full even at 7:30 in the morning. . Number 2 priority - BRT lanes should be started sooner, without encroaching on the existing drive lanes. In other countries, I have seen that BRT lanes usually eat up the existing driving lanes leading to congestion for drivers who are not taking the BRT lanes
SNOHOMISH COUNTY	The estimated timelines are extremely horrid. The requirement for most of these projects are now or are a year before. When the proposed projects are completed, it would be too late and we would have larger issues to worry about and as an example, a BRT on I405 would not be sufficient and the need for light rail will be a lot more crucial in this corridor.  I'd recommend a more accelerated schedule for areas that are suffering with heavy traffic such as I-405 rather than wait 8 years.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Snohomish County

SNOHOMISH COUNTY	Please, please, please identify ways to improve the timeline of these projects! 25 years to create a proper light rail system, with critical service in Seattle itself, is not going to cut it! We needed this service tomorrow! We simply cannot wait 25 years. The future health of the entire public transportation system relies on a more acceptable timeline. Please, revise this plan to prioritize service improvements within Seattle that we will see in 5-10 years, not 25!
SNOHOMISH COUNTY	only place I've noticed a deficiency of public transportation is along I-405 so I'm glad that is happening first. I don't know which routes would serve the most people most effectively so I hope someone did that research before setting the order of projects. Its all happening too slow. :(
SNOHOMISH COUNTY	25 years to complete is absurd. Sound Transit does nothing but waste tax dollars and now the want more.. We have nothing that we can use and ST has been collecting taxes for years and its never enough. What a joke.. stop the madness! I will never vote to support additional taxes with ST track record!
SNOHOMISH COUNTY	Git 'er done. The area is only becoming more congested.
SNOHOMISH COUNTY	The projects should time line should be shorter. The need is now, and if we take 25 years to build our transit to today's needs, the project's current plans may not fill later unknown needs allowing apposing parties to to say "see we did it, it didn't work, now get back in your cars". Furthermore the longer timeline allows for bureaucracy to bog it down or even bring plans to a stand still causing many of the same issues that the monorail went though with the make up break up routine that plagued that project, again leading to a "see improving the system wasn't possible, but hey you all have had a 2 hour commute most of your working life anyway"
SNOHOMISH COUNTY	This all needs to be expedited. 25 yrs to Everett is WAY too long.
SNOHOMISH COUNTY	I would like to see the Everett light rail completion time be sooner than 25 years.
SNOHOMISH COUNTY	I approve of the expansion plans but 25 years is an unacceptably long time to complete the projects especially Light Rail to Everett. Many of us will be too old to enjoy the use of Light Rail and by 25 years, traffic will be so congested that it will be a daily nightmare. It's been mentioned that Light Rail to Everett could be completed sooner if it ran along I5 instead of going to the Boeing plant. It would be worthwhile to consider doing this to serve the numerous other residents of Snohomish County who don't happen to work for Boeing.
SNOHOMISH COUNTY	First the people here should have voted to start this 50 years ago when they had the chance, but getting this done should not be dragged out as long as it is. Why is the Northgate link going to take 5 years to open after the tunneling has been complete?!? For me personally, I would like to see Sounder service go both directions and have the possibility of taking the Sounder from Edmonds to Mukilteo after Boeing moves us back to the Everett campus. This would require Boeing to operate a shuttle from the Mukilteo station, completely reasonable.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Snohomish County

SNOHOMISH COUNTY	Need to get north area better connected with the area and include lots more parking. I dont believe you truly realize how stressful it can be when you arrive at the bus station after 7:30am and there is no parking. We have been in Everett x30 years and myself and husband have had this problem trying to get to work and both of my sons when commuting to U.W. from Everett.
SNOHOMISH COUNTY	As most would probably agree. You are already 10 years too late for expansion so the timeline for this should be much faster. In the next 8 years people will go elsewhere if traffic doesn't get any better. With the amount of growth that is happening in the region this needs to happen quickly, like a 3-5 year timeline for the next phase...not 8-25 years.
SNOHOMISH COUNTY	Our household only used one car at a time in all the years we have lived in Puget Sound until recently (second household in Montana) and only because of public transport was I able to have a career at Boeing (retired in2012). I either used a bicycle exclusively or combined bike with community transit to work - without choice - at Renton from our residence in SE Everett. An automobile exclusively for my use to get to work was never an affordable option, even though I had a 25 year career at Boeing and was well compensated. New employees at Boeing make less money than I did for doing the same job, houses are more expensive and further away from work for young households and education is more expensive. The people the region wants to attract can't afford cars in the same number they did a generation ago. The benefits of living in the Seattle area are easier to enjoy if you don't have to drive the longer and longer distances to get to downtown and look for a place to park. And the hospitality industry and wonderful local breweries and distillers are easier to appreciate if you don't have to drive home. Period.
SNOHOMISH COUNTY	Mukilteo desperately needs more parking. It is much closer to me, but I have to go to everett for parking.  Also, the ability to bypass ferry traffic in mukilteo is a must. Its a huge hazard down there trying to get past all of the foot and driver traffic on and off the ferries... I would be more than willing to walk from one side of the tracks to the other if there was a pickup/dropoff zone on the other side, with a bridge over the tracks.
SNOHOMISH COUNTY	It seems counterintuitive to think that more people would be served sooner by completing any section other than the North/South section. Anybody who regularly tries to get anywhere between North of Lynnwood and South of Northgate endures excruciating frustration and economic waste. My last two trips to the Seatac airport took over 3 hours: once by car and once by transit. 3 hours for a 30-mile trip is unconscionable.
SNOHOMISH COUNTY	Let's just man up, issue municipal bins and do it NOW. It's not fair to ask the outlying regions to pay for years and years while their commute just gets worse. Get it done now and we'll all reap the benefits. I lived in an area poorly served by mass transit. Buses take forever being poorly connected. I want light rail. The Sounder is out of commission so often up north since development along the bluffs have lead to frequent landslides.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Snohomish County

SNOHOMISH COUNTY	Light rail needs to go all the way to Everett as soon as possible, traffic is getting worse and worse and there is no end in sight. I would take it every day if i could and i know a lot of others would as well but we get ignored on the north end. we have "express" buses that are never on time or we wait 40mins to an hour to get on and then they are so packed you can't even sit down. Please please get light rail up here, right now by the time you get it I will be retired, that's crazy!!! It takes 2 hours right now to get from south Everett to Seattle in traffic, how bad is that going to be in 10 years, where is the fix for that? are we really going to wait for that to happen? 21 years before we get relief?
SNOHOMISH COUNTY	Speed up the construction. I'll die before it's done and never get to use it. Also, bus links from east (especially) and west of the I-5 spine in Snohomish County essential to getting people to the rail. Building robust, safe, dedicated, separated bike lanes on the major connecting routes (Cathcart Way, 128th, 180th/164 and Filbert Road. Better yet, find a "back road route utilizing power lines and "green belts".
SNOHOMISH COUNTY	Sooner the better.
SNOHOMISH COUNTY	Your plan takes too long to get to Everett and costs far too much. What the hell have you been doing in the past few years? I expected to see much much more progress by now!!!
SNOHOMISH COUNTY	Everett needs to be in 12 years not 25
SNOHOMISH COUNTY	This needs To Be done NOW not 25years from Now. Even the BRT is too late. Really 8 years we need this in less than that. I like these ideas they just need to be done sooner.
SNOHOMISH COUNTY	25 years is WAY TOO LONG to wait for light rail service to Everett.
SNOHOMISH COUNTY	The overall plan and all the selection of projects is perfect. The only problem is the timeline. It should not take 25 years to build this out. If other cities can do projects of similar scale with MUCH reduced timeframes, so can sound transit. Come back when you have a plan to accomplish all of these projects in 10-15 years MAX.
SNOHOMISH COUNTY	The Everett-Seattle corridor is one of the most congested lines in the Puget Sound region, that should be one of the first lines to be finished since it will put such a relief on area traffic. At minimum, a temporary BRT.
SNOHOMISH COUNTY	Make expansion up to Everett a higher priority. Lines serving west seattle and ballard would be nice to have in the big picture, but would ultimately impact fewer Puget sound residents than a line up to Everett. Same thing with the lines on the east side. Nice to have in the plans, but would affect fewer residents than the line up to Everett. Plus I don't see many people on the east side ditching their bmw or Mercedes for public transit. I live in Everett because I can't afford to live in seattle. Having faster more reliable public transportation to seattle gives me as well as many others in north Puget sound more options when it comes to finding good jobs. No one wants to sit in traffic for multiple hours every day. Priority should go to light rail and the lines with the biggest impact and potentially the largest gains in riders which in my opinion is most likely the north end up to Everett.
SNOHOMISH COUNTY	Everett in 10 years or my household does not support.
SNOHOMISH COUNTY	Make it happen yesterday.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Snohomish County

SNOHOMISH COUNTY	With the North sound area like Everett and Lynnwood growing and being a major hub for aerospace employees the 25 year timeline for completion is to long. Those areas should be reevaluated for importance in terms of commuters to get the projects done in the area much sooner.
SNOHOMISH COUNTY	I don't know a great deal about where the most congestion occurs, but am more concerned about the environmental footprint of all those cars in traffic jams. whichever projects will alleviate the most carbon footprint are the ones I think should top the priority list. I am of course, biased in favor of gaining light rail from Everett to Seattle because I will use that service, but not at the expense of relieving higher volume elsewhere.
SNOHOMISH COUNTY	Additional transit to everett is very important and should be given higher priority
SNOHOMISH COUNTY	Connect Everett sooner!
SNOHOMISH COUNTY	If you are really proposing 25 y for this, forget it. We will be building light rail on Mars by than. I am not going to pay higher taxes for anything I cannot use for 25 years, and that is, if all goes as planned. Time to wake up and see how third world countries do it....
SNOHOMISH COUNTY	You have got to find a way to speed up these time lines. At the rate this region is growing, we can't wait that long for transit relief.
SNOHOMISH COUNTY	i will NOT pay for a project that won't be completed before i die. what voter would? just go down to portland and look at their MAX line, then come back here and do that between tacoma and everett. why make this so difficult and take so long?
SNOHOMISH COUNTY	The biggest employer in the area (Boeing Everett) does not get rail service fore 25 years?!?? Are you [explicit] joking?!?????
SNOHOMISH COUNTY	Please consider the number of commuters driving to the Everett Boeing plant and nearby industries. This link to the Paine Field area needs to be built sooner than 25 years from now. Ballard people already have plenty of buses that can move the masses while they wait for light rail. The sooner the better for the Everett Link, traffic up here is terrible every workday.
SNOHOMISH COUNTY	More parking at MLT and Lynnwood transit centers
SNOHOMISH COUNTY	Need to move faster. 25 years to Everett seems excessive.
SNOHOMISH COUNTY	The project timeline for the Snohomish County light rail project is unacceptable. The freeway drive times have done nothing but increase in great leaps and there is no solution in sight. The degrees of infrastructure available in other areas is significantly higher than it is in the north region. In my view, an earlier adoption of light rail will help support a more sustainable infrastructure mass transit backbone and positively affect the transit service structures we we currently have in place.
SNOHOMISH COUNTY	Please do what you can to accelerate getting light rail running. Instead of opening stations in large groups, phase them in as they are completed.
SNOHOMISH COUNTY	I don't find 25 years time acceptable. This should be the number one transportation priority in the region, completed within half that time.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Snohomish County

SNOHOMISH COUNTY	<p>Light rail to Boeing Everett in 25 years??? Boeing might be gone by then!!                  Paine Field will probably become a regional airport so the rail system will still be a big benefit.                  I am very concerned about the total cost per year of the entire Sound Transit plans, not just ST3, it is a LOT of money for a lot of years.</p>
SNOHOMISH COUNTY	<p>Basically one of the original goals of the Sound Transit project was to clear the gridlock on Interstate 5. As part of that goal ST early on promised rail service to Snohomish County, including Everett. Those were the original promises made to bring Snohomish County into the taxing district. Yet under ST3 the Snohomish County links are being pushed behind newcomers to the list -- expensive tunnels to Ballard and West Seattle, Seattle neighborhoods that already have pretty good transit. In the meantime I-5 north is increasingly gridlocked with cars and buses. More of us up north would take transit if more was available AND larger Transit Center garages were available. A high priority should be construction of a multi-story parking facility at the Lynnwood Transit Center.</p>
SNOHOMISH COUNTY	<p>It needs to happen faster. I don't support any improvements to buses. All the money should go to light rail.</p>
SNOHOMISH COUNTY	<p>With the projected increase of population in Snohomish county, light rail expansion to Everett should be the highest priority going forward. Waiting 25 years for light rail is not an option.</p>
SNOHOMISH COUNTY	<p>As someone in my mid-Thirty's working at Boeing Everett I'm shocked that I could very well retire BEFORE light rail get's put in. The current bus service is practically non-existent, I see buses there all the time, they always have 'Out' lite up on the route signs. I'd love to take the bus, and live near the Mountlake Terrace Transit Center, the only route's I can find involve so many transfers it's on par with walking pace! (I'm not exaggerating, less than 10 mph average speed) Unfortunately this is the case at a great many locations in Sno-Co, I know plenty of people who have researched the buses to Boeing Everett and just given up. We were all holding our breath in excitement for this plan, and are now letting it out by shouting loudly!</p>
SNOHOMISH COUNTY	<p>You need to hire people from Chicago or Portland who actually know how to put a realistic plan together that people would actually use. Now not in 25 years. For the current plan, let's stop, and put no lanes on the road, that are already paid for..aka not toll roads. Come on of Portland can do it, how had seattle managed to [explicit] it up so bad. You ever came up with this current plan should be fired.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Snohomish County

SNOHOMISH COUNTY	It seems strange that cities that have to wait longer to get the light rail still pay the same amount as everyone else every year. That means the cities later in the plan have to wait more than 3 times longer to get the new light rail, and pay 3 times as much before they ever even get to step foot on the light rail in their city. Would you pay more for a taxi you had to wait longer for? I get that the taxi has to travel further, but if it's giving people people rides the entire way before it even gets to me- those people should be paying for their own rides. People should not be paying the same amount if they're getting less benefits. Why should the smaller cities subsidize the larger cities when the larger cities are already the ones with the more thriving economies? Frankly, I'm extremely nervous about how the order of this 25 year plan is going to effect the economies of the smaller cities. It seems like the already thriving and congested areas that will be focused on first will only be made worse with a further influx of population growth, parking problems, increased rents, home prices, and an over-shadowing of the smaller, already struggling outlying cities.
SNOHOMISH COUNTY	The timelines are too far out. 25 years to completion. You have to be kidding me. By that time the area will be in need of much more than what is currently planned. A day late and a dollar short as they say. Also \$200 per person per year. That is insane seeing that most of the people paying for the system would not be the ones using it. A simple solution to some of the transit problems is to have light rail follow the I-5 and I-405 either in the middle of the freeway or underneath it. No new land would have to be bought and construction could start immediately. All light rail should attempt to have a time table of less than 15 years. Good luck.
SNOHOMISH COUNTY	Do what you told the voters in snohomish county and all the tax dollars you took, finish the line to Everett first not last, or we will vote no.
SNOHOMISH COUNTY	Everett in 2041 is simply unacceptable. Sound Transit needs to keep its promises of making the spine a priority. It simply will not pass in November as is.
SNOHOMISH COUNTY	Timeline is too long. Need faster improvements. Also, cut waste instead of taxing us for this or to at least reduce the burden.
SNOHOMISH COUNTY	I would like to see an emphasis on excelerating the extension of the light rail projects moving North and South, and then focus on expansion within Seattle. I oppose the current plan due to the very weak timeline for development and the non expiring tax increases. I would like to see the light rail expand, and I'd like to see the city focus on this rather than add a bunch of non priority projects in the plan.
SNOHOMISH COUNTY	I would like to live to see the light extended to Everett. I won't if it takes 25 years,

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Snohomish County

SNOHOMISH COUNTY	<p>With the fact that we are planning out for 25 years and the technology with self driving cars and other types of systems are so close, are we planning something that by the time the projects are finished in 2033 and beyond are really not going to do what they could if they were able to be completed sooner. I want to know more about why the timelines are so long. I have lived in WA DC and ALWAYS used metro when I could. You need to have parking. We have expanded so much to get to rail stations, the parking has to be there. Not everyone is going to be able to ride a bike or walk. I don't even have a bus stop on my major street to get me started. With kids, you can't many times because there are not safe walking paths to anything. Snohomish county is being stupid with having developers finish sidewalks so there are bare spots on MAJOR roads that need to be finished either because PUD owns the land or there is an older home on the spot. There is need for better city planning in the areas that were more rural but with major expansion and THOUSANDS of homes in the suburbs people are in cars. I also don't believe in buses as MASS TRANSIT as many who are not from seattle are. They tend to be taken by people that you do not feel safe around. It takes 3x as long. I wish i could take mass transit from Bothell to Issaquah. In order to do that I have to drive and transfer and wait for long periods of time so that my commute would take me 2 1/2-3 hours instead of the hour in traffic. There are many reverse commuters that a Rail system can take advantage of helping because they have to go back to pick people up. I know a subway system can not work in our region due to topography, but a light rail system that woks like that is what is needed. I should be able to get on a train in Lynnwood or even Canyon Park and get to the airport so I don't have to drive my car to the air port and park. I support the costs with these things, but I am afraid that the state will not use the money the right way and really will just add buses, which I will not take, they are just adding to the congestion and they run as far behind as driving. We have lots of money out there that gets misused and lots of things that are just spend millions to study that wastes all the funding. I support something, but I am not sure this current plan is going to do it. I will have to watch to see my voting plan as November comes.</p>
SNOHOMISH COUNTY	<p>I know there are many logistical considerations &amp; obstacles, but as a Mukilteo resident (formerly of Everett), I wish there was some way of getting the light rail done faster. I would be willing to pay more personally.</p>
SNOHOMISH COUNTY	<p>Everett to lynnwood light rail needs to be done much sooner than proposed.</p>
SNOHOMISH COUNTY	<p>The transit available now that connects Everett, Mukilteo, and Lynnwood to Seattle is terrible. I wish that ST3 would consider prioritizing these areas to be completed in the very near future instead of in 25 years. Right now, the Sounder train is fairly unreliable because of frequent landslides when it rains. Even when the Sounder is running, there is minimal parking at Mukilteo and Edmonds (which is usually full by 6:30am). The buses do not run as frequently as they need to, and many buses stop running around 6pm on weekdays. The bus is so unreliable and often runs 30 minutes to an hour late in the morning commute. The I-5 commute south from Everett to Seattle would benefit from more mass transit. The sooner that can be accomplished, the better.</p>
SNOHOMISH COUNTY	<p>Projects need to be completed faster.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Snohomish County

SNOHOMISH COUNTY	In general I support more transit, because currently I can hardly ever use it because it does not go where I need and takes a long time. Hard to believe it would take 8 years to add BRT. How about 2 years to add buses and 8 years for light rail? I will pay the taxes. Let's get it done! Ben
SNOHOMISH COUNTY	These projects take time, but these timelines seem extreme. Perhaps if you show how population increases will affect commute times without your improvements people could get on board and fund/support them.  Also, I strongly encourage outreach demonstrating how traffic will look WITHOUT your improvements for the November voting. We have to keep improving our public transportation... The growth isn't slowing down!
SNOHOMISH COUNTY	Lynnwood/Everett light rail needs to be top priority....The population is in excess already!
SNOHOMISH COUNTY	If it'll take 25 years to build light rail to Everett, I will no longer be on this earth to enjoy it
SNOHOMISH COUNTY	Link first. With all of the tech jobs moving into downtown Seattle (shipping in talent from other states, as Expedia, Zillow, Amazon, Salesforce, Best Buy, and anybody who wants to compete is currently doing), traffic is going to get worse faster than everybody realizes. The only way to get people in and out of downtown and not be stuck in traffic for hours will be via something that doesn't use roads that cars will congest.
SNOHOMISH COUNTY	I, as well as most people I've spoken with, am concerned about the time it will take to complete these changes. Surely it can be done faster? We can all see spending the money, just not the time it will take. Also, as for cost, we feel since transit riders already contribute significantly to our transit system, perhaps we should get a break when it comes for paying for the changes. We aren't the problem... it's those that continue to use their cars that should pay for the mess they created!
SNOHOMISH COUNTY	It will affect me very little, but I am concerned that if Everett has to wait 25 years to be connected, voter support from that area will be low. I'm in favor of completing the spine first, making it possible for people to park at more stations, and covering 405 with a rapid bus.
SNOHOMISH COUNTY	22 years for a traffic problem that is happening now is unacceptable. I am currently turning down job offers in downtown Seattle as it can take me 2-3 hours to get home by bus. Right now it is a minimum of 90 minutes each way, and no service at all between 10am and 3:40pm (to Bothell/Mill Creek).
SNOHOMISH COUNTY	the Lynnwood / Everett light rail extension should have a much earlier completion timeline. You are asking today's commuters to pay for the commute 2 generations away.
SNOHOMISH COUNTY	Mass transit implementation has been dithered over for so long on this area, I will almost certainly be dead before the initiatives you are asking me to support are open for public use. The whole sorry odyssey 1970-2016 adds up to a shameful case of inept, myopic urban planning and whatever you try now qualifies as too little, too late. The metroplex is already paralyzed. In this emergency context your ongoing obsession with rail is singularly unhelpful. Rail takes decades to plan and implement; BRT takes mere years; everything you are pushing now was needed a long time ago. I'm sorry, but the halfhearted, erratic, slow-gestating transit mess in the Everett-Seattle-Tacoma-JBLM corridor is an excellent argument for moving away, which I am in the process of doing.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Snohomish County

SNOHOMISH COUNTY	Since I live in Everett, I'd love to see us much higher up on the list, even if it's just with more / faster buses. The 510 / 512 are great, but not especially frequent or fast. Although I understand that these projects take time, 25 years is a <i>*very*</i> long time to wait. In the mean-time, I'd love to see more / faster buses or <i>*much*</i> more frequent Sounder service from Everett to Downtown Seattle. At the moment, the Sounder is completely unusable for those who, like me, just want to go to Seattle on an evening or weekend.
SNOHOMISH COUNTY	Your organization has zero accountability and a history of bait/switch. You need to meet your current plans on time and under budget to come close to winning back our trust.
SNOHOMISH COUNTY	25 years link light rail to Everett is to long we need to get this down to 15 years max even if it means raising taxes.
SNOHOMISH COUNTY	Sad that light rail North takes so long.

<p>SNOHOMISH COUNTY</p>	<p>In General, I'm very supportive of the plans to improve the transit plans in ST3. However, the timeline is very slow to improve in major business, school and residential corridors. We have studied these projects and have delayed them to the point that a real sense of urgency is needed to meet the need and therefore a trade-off of funding versus priorities.</p> <p>From a big picture perspective, what is needed is a state level funding plan that rolls are the various projects together on a timeline that shows funding needs for each city in the greater puget sound area that shows the overall tax impact on each community and individual (Average household). A comprehensive plan that shows how everything ties together with cost / benefit analysis, impact, timelines, funding needs and tax impact for the entire puget sound and then by each major city with the expected growth rates. This will allow residents to see the big picture and how they fit in a the benefit.</p> <p>The problem with the current plan does not show a cost / benefit analysis. As an example, if the board of directors included in the study that the average commute time from Everett to downtown Seattle was 50 minutes in 2015, 45 minutes in 2014....etc. and the expect growth rate of commuter from Everett is expect to grow by 10 percent year over year. The proposed improvement projects of adding light rail, expanded sounder rail and RBT would bend the curve and improve the average commute times by 10% year over year starting in year 20xx. The average cost to fund this project is \$200 annually or \$17 monthly starting in year 20xx in tax impact and an average daily commute cost of \$\$\$. Then do this type of analysis for each city and each associated project. This then starts to give to give each person the WITFM and how I'm impacted by taxes, commute time before / after and my cost to commute daily/monthly/yearly for both work and pleasure.</p> <p>In a ideal world - I would like to commute from Everett to Seattle for work daily in less than a hour start to finish at less than \$10 / daily. I would like to get to the Sea-Tac from Everett for less than \$10 - directly into the station in less than an hour. I would like to get from Everett to Bellevue / Lincoln square area or downtown Seattle shopping on the weekends for pleasure again for less than \$10 in less than an hour. I would think that everyone in the Puget sound area wants the same thing- a transit system that enables business and pleasure the is convenient, reasonably price, relatively fast as compared to other modes of transportation. We want a transparent Total Cost / Price / Impact before and after analysis and then we will pay. Miss this type of analysis and transparency and we ill reject this at the ballot box every time, not because we don't want and not willing to pay for it - but because you did not do your job in presenting a proper, well thought-out business case.</p>
<p>SNOHOMISH COUNTY</p>	<p>Decades ago people voted for light rail to Everett, and have paid taxes toward that goal. Now we are told that it still is 25 years away. What a failure in the administration. Get it done! We are tired of waiting!</p>
<p>SNOHOMISH COUNTY</p>	<p>I've paid transit taxes for more than 15 years. Waiting another 25 for transit to reach Everett is absolutely unacceptable. Snohomish County has subsidized King County transit enough. Tax them to get light rail to Everett. I'm happy to pay my share but I never thought I'd be 85 years old when the first train reaches Everett.</p>
<p>SNOHOMISH COUNTY</p>	<p>Why so long? Again wemhave track that is not being used so why not connect the new with the old? It might save time and money. Someday I hope to see rail from the BC border to Oregon.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Snohomish County

SNOHOMISH COUNTY	I am very supportive of light rail, however this plan doesnt have the rail system come on line soon enough in the north end. The worlds largest aerospace manufacturing plant is located in everett. Clearly the priority should be to get mass transit in place quicker to ease the congestion in that area. That alone would significantly decrease the congestion on adjacent freeways.
SNOHOMISH COUNTY	Light rail extension to Everett should be completed earlier. It should take precedence over completion of Link from SeaTac to Tacoma. There would be much higher ridership on the Seattle/Paine Field/Everett segment.
SNOHOMISH COUNTY	I think it is absolutely ridiculous to make people up north wait 25 years to be connected by light rail to Seattle. The Everett station should be a much higher priority than it is currently.
SNOHOMISH COUNTY	25 years to get to Everett? Snohomish County voters voted in 1996 for light rail to come to Everett. We are still waiting. Your timelines are a joke and an insult! No money from Snohomish County unless we get the light rail we voted on almost 20 years ago.
SNOHOMISH COUNTY	Project completions estimated for 25 years into the future need to be accelerated by 10 - 15 years. Growth in the outlying areas are already experiencing rapid growth and the needs for improved rapid transit options are needed sooner than later. Why can't project run concurrently to expedite completion timeline?
SNOHOMISH COUNTY	I'm sorry our region is late to the game in funding and supporting these very necessary improvements, many of which should have been started 30 years ago. Thanks for all you do.
SNOHOMISH COUNTY	Its seems like by the time ST3 completes, the traffic growth and profile will have grown faster. Please think 3x-4x bigger and proactively plan!
SNOHOMISH COUNTY	If we give a damn about actually getting these projects done and if we're spending 50 Billion on it, it better not take 25 years to bring Light Rail up to the Everett area, that is a joke of a timeline. Either lower the cost if it's going to take 25 years, or get it done sooner, pay the people to get the work done, secure the land, and just get the damn thing done.
SNOHOMISH COUNTY	The Lynnwood to Everett light rail extension should be prioritized - the number of current and prospective commuters from Mariner and McCullum P&R are rising rapidly and 25 years is a really long time. The 405 bus corridor should start ASAP, not only in 8 years.
SNOHOMISH COUNTY	25 cents per \$1000 of assessed property values is excessive. On a home value of \$360k that would be \$90k!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Snohomish County

SNOHOMISH COUNTY	Living in Snohomish County?South Everett, I am appalled that even though we have been paying into this project for a significant amount of time, we will not see any return on our investment in the near future. This is a slap in the face to the people who have supported this and have been patient. My current commute to the UW takes anywhere from 90 min to two hours, when traffic is running smooth. If there is an accident on the freeway however, the commute can take up to 3 hours. I am using vacation time to make up the difference on the days when I can't stay late at work to make up the difference, due to family obligations. If I use the non-freeway option I need to leave my house at 4:30 in the morning to get to work on time with a combination of CT and Metro buses. This is ridiculous. Snohomish County needs relief NOW, not in 25 years after the rest of Seattle has been connected. Especially since we have been paying into it from the beginning and so far not receiving any of the benefits. I am severely disappointed in Sound Transit's priorities and I hope that they listen to feedback and carefully consider the impacts that this proposal will have on people. Seattle is too expensive for most people to reside in and yet if we don't live in Seattle we face being away from home for 12-15 hours each day when work time and commute are factored into the equation.
SNOHOMISH COUNTY	Earlier completion, especially for the Lynnwood to Everett light rail, should be pursued.
SNOHOMISH COUNTY	I think it is a mistake to focus so much to completing light rail to cities south and leaving Everett to last. As this is my daily commute, I know that the traffic levels are growing steadily higher very quickly with more people moving north to avoid the high housing costs of Seattle. Since Community Service doesn't play well in the sandbox with anybody, there is no easy way to ride transit from Snohomish/Everett/Mill Creek area to north Seattle or suburban areas north of Seattle (Shoreline, Lake Forest Park).
SNOHOMISH COUNTY	Completing the spine of LRT between Tacoma and Everett should be priority one and funded as such. Waiting until 2041 is unacceptable.
SNOHOMISH COUNTY	It seems like light rail to Lynnwood/Everett should be more in line with the timing of the Redmond/Federal Way extensions. Could both projects be underway simultaneously to get access to more travelers more quickly? Commuting from the north end is pretty terrible.
SNOHOMISH COUNTY	I think the plans look good, but the timeline of completion does not show the sense of urgency felt by those who live here with the current congestion in traffic and the negative impact that traffic has on our environment. We need to figure out how to speed this process up significantly, 25 years is far to long to wait for the arrival of mass community transit. The planet cannot sustain the pollution we continue to spew. Thank you.
SNOHOMISH COUNTY	We are now 77 years old. Obviously none of this will be of value to us and other people over 70 because 1. it will not be available or 2. when it is becomes available, we will be too old to use it. We are being asked to pay significantly more in taxes than what we have already paid for and for something we will not even see or use in our lifetimes. Up to 25 years, not viable.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Snohomish County

SNOHOMISH COUNTY	The timeline of 25 years to complete light rail to Everett is an insult and is negligent. Boeing is the largest employer in the state, yet lightrail to Everett/Boeing is your least biggest priority? That makes absolutely no sense. At the very latest, light rail to Everett should be completed within 12 years. You promised us as much in the past, but now you are ignoring that promise. Light rail to Everett needs to happen yesterday. GET IT DONE!
SNOHOMISH COUNTY	Light rail to Everett needs to happen faster than the 25 year timeline currently proposed. It is critical for the future of Boeing, Paine Field, and the health and expansion of the Everett and supporting Snohomish County cities.
SNOHOMISH COUNTY	Minimum 25 additional years for light rail to reach Everett is unacceptable. PRIMARY, FUNDAMENTAL GOAL should be to connect Tacoma, Bellevue, Seattle and Everett via light rail FIRST. Complete the trunk before the branches, please. SnoCo taxpayers are fed up paying for decades of KingCo transit improvements. Don't mind paying the taxes if the benefits are relevant and tangible.
SNOHOMISH COUNTY	The Everett line should move to the front of project timelines to provide meaningful investment in the regional system. Regional means it moves people with in all the regions taking tax monies to support it. That being said, and light rail being the center price of this system should move people in the region from Everett to Tacoma!
SNOHOMISH COUNTY	The project time line is WAY too long and overdue. The project needs to be sped up! Also light rail needs to be extended from Redmond through Kirkland into Bothell and up to Mill Creek to more fully cover the east side corridor where there is more growth and residential communities where people actually live.
SNOHOMISH COUNTY	I understand why it will take 25 years to complete the light rail Everett branch. However, I think that we have so few options into Seattle at this point and we at least deserve to have the adjustment for buses to drive on the I-5 shoulder be pushed forward faster. That corridor will be so awful, it already is, having to wait 25 years for relief of all of that traffic.
SNOHOMISH COUNTY	The timelines proposed for the new light rail to Everett are completely out of line. This needs to be done MUCH sooner than 2042! Not only does the north end need this desperately, but Sound Transit long ago promised it would be in Everett earlier than that. A 2042 timeline will force my wife and I to vote against this proposal.
SNOHOMISH COUNTY	12-13 years ago I traveled around a few countries in Europe. Berlin in particular had an amazing combination of elevated trains, subways and bus service that allowed me to get anywhere in a reasonable amount of time and to this day I have never been anywhere that can compare. The fact that America in general and Seattle in particular is so far behind in Mass transit is a disgrace. I have used mass transit whenever possible and would go back to it again if the times/locations were even halfway useful. I STRONGLY support expanding mass transit, I have no problem paying the taxes to build it and continue to support it, paving the world for many lanes of cars every direction is NOT the answer. Streamline the whole process, buses feed to rail stations, rail is fast and only stopping at key points and add parking structures (space efficient over a large lot) for cars also at key locations. Also having multiple mass transit systems (Seattle Metro, Community transit, Everett Metro, etc) seems wasteful to me. Have one mass transit system to make the most use of the dollar and everyone (people, cities, counties) contribute to avoid unneeded overlap.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Snohomish County

SNOHOMISH COUNTY	<p>The Lynnwood/Everett light rail should be prioritized to be completed sooner than the proposed plan.</p> <p>Also, additional plans to improve traffic along the I-405 corridor between Lynnwood and Bellevue should be considered, including removal of the new express toll lanes that have only made traffic worse.</p>
SNOHOMISH COUNTY	WHY TOO LONG OF A TIMEFRAME TO GET THESE PROJECTS COMPLETED!!!!
SNOHOMISH COUNTY	Expanding light rail to Everett in 25 years is unacceptably too long. Everett has a regional manufacturing center (Boeing), a newer transit station downtown (it will be old in 25 years), a new Washington State University campus under construction, thousands of new residential units planned and a revived waterfront with housing that is under development. Quite frankly, it's insulting, Seattle-centric and, as planned, will not receive my Yes vote.
SNOHOMISH COUNTY	The commute from North Lynnwood to Downtown Seattle is horrible, even on the Express Buses. To leave development north until the end of the plan is short sighted. If the north end Sounder rail ran consistently, that would help. It is unreliable due to the mudslides, so most of the planning seems to cater toward those in the South End and Seattle, which has seen a lot of the improvements already. Sound Transit should modify its plan so that it helps serve those of us in the North End sooner and more evenly distribute how our dollars are being spent. To date I feel that we have funded improvements for many other areas and we in the North have been ignored. Thank you.
SNOHOMISH COUNTY	I am NOT opposed to what you are trying to achieve. I'm opposed to a 25 YEAR timeline for completion. Think of how the population of PNW has grown in the last 25 years - if this takes 25 years to complete we are not making greater Seattle area remotely future proof - by the time it's built we will need to completely rethink transit. Also as a South Snohomish resident, I'm very apposed to my family paying for 'improvements' that are going to take 25 years.
SNOHOMISH COUNTY	<p>Rail service was promised to Everett area back in the 1990s and it is still not there. I have been paying the RTA tax for years and haven't seen any benefit. I live miles from the nearest bus route. Sounded service from Everett is never reliable. The train starts too late in the morning for it to work. It does not run on the weekends or for special events on weekend.</p> <p>Waste of money and the money I've paid in cannot be account for . . .</p>
SNOHOMISH COUNTY	I think light rail should run approximately along I-5 first to Everett, and after that branch out east and west. I think people from east or west could make it to the main line running north and south with minimal effort and more people would be helped by extending north and south quicker.
SNOHOMISH COUNTY	Please put priority on commuting between major employment hubs around Seattle, to the East, and to the North, e.g. Everett-Boeing, Microsoft-Redmond, Downtown Seattle-Amazon, etc. Generally speaking, there's a lot less interest in living / commuting South of Seattle toward Tacoma.
SNOHOMISH COUNTY	Need to do the section to Everett sooner than 25 years

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Snohomish County

SNOHOMISH COUNTY	I was commuting between South Everett to the UW until two years ago. My husband and I rode the express bus most of the time. I am essentially retired now and my husband will be in two years. I sometimes take the 510/512 buses from Ash Way to downtown. Why is there nothing in the plan between South Everett, Northgate and Downtown? Right now, there is no connection between South Everett and Mill Creek to Northgate. It's all a moot point because we are planning to leave the state in two years.
SNOHOMISH COUNTY	Snohomish County drivers know how crowded I-5 between Everett and Seattle is getting, with commute times getting longer each year. Extending light rail to Everett must be done sooner than later, with the ROW process starting as soon as ST3 is passed. Construction should start as soon as possible, even as the extension to Lynnwood is being worked on. Until then, the expansion of ST Express Bus service between Snohomish County and Seattle must be done, with more frequent service needed. Expansion of express buses on I-405 between Snohomish County and Bellevue, including all-day service from Everett and more frequent weekend service, should also be implemented until the I-405 BRT service begins.
SNOHOMISH COUNTY	Get this project done as soon as possible.
SNOHOMISH COUNTY	25 years is far too long. I very much support light rail expansion, but it is taking way too long. We need this now. In addition, it would be better to build light rail on Highway 99 where there is already commercial waste land available for parking lots as well as the opportunity to build affordable housing that could be over commercial shops and services.
SNOHOMISH COUNTY	I understand why it will take 25 years to get the light rail up to Everett seeing as there will be some major construction involved. But I wish it could be available sooner.
SNOHOMISH COUNTY	Chances are, given your absurdly long timeline, and likely of massive delays, I'll be dead before any of this actually reaches completion .
SNOHOMISH COUNTY	The time line is ridiculously long! Why can not we possibly work north and south simultaneously!
SNOHOMISH COUNTY	The North end doesn't get any improvement in the near future.. The entire plan serves every direction except north until 25 years from now.. But you want me to start paying taxes now!!
SNOHOMISH COUNTY	Completing the spine has been and must continue to be the top priority. Timelines for getting to Everett and Tacoma must be shortened substantially (completion of Lynnwood-to- Everett via job center by 2033), and should be placed ahead of Ballard and West Seattle to earn my yes vote.
SNOHOMISH COUNTY	Very happy light rail is getting focus, buses will not solve our long term problems.
SNOHOMISH COUNTY	Everett cannot be delayed as proposed. That simple. Thanks.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Snohomish County

<p>SNOHOMISH COUNTY</p>	<p>25 years? Come on.                  The whole system, all the light rail lines proposed, etc. should be able to be done in 8. 10 at the most. There are millions of Americans out of work. The labor is available to do the work. Why the molasses-slow process? We're already suffering with gridlock and not being able to get anywhere. Rip off the bandaid QUICK and get some light rail lines built to the north end NOW. The techies can all work from home for a year.</p> <p>How is it that EVERY other major metropolitan area managed to get functional, widespread and efficient train systems in place, with far less technology etc. than we have today, in a much quicker space of time? By 1890 many cities had functional, fast, efficient rail systems (el's and subways). Seattle acts like it is inventing the frickin' wheel and building the Great Wall of China with this big deal, 25-yr project. Bring in some planners from elsewhere who know how to get a train system going fast, efficient, and right. From Chicago, NY, Jersey, etc.</p> <p>Is Puget Sound government trying to punish Puget Sound residents for its not doing its own job, which is to plan and manage the necessary services for a functional society?                  If the population growth from the tech boom was not absorbable, then western WA should not have allowed and encouraged the planting of businesses such as the tech centers of South Lake Union, the Eastside, etc. here. These businesses have added hundreds of thousands of people to housing and traffic competition in the western WA puget sound area. It makes life MISERABLE for everyone. The techies get the best of it, because they can work from home at times and get the 6 figure salaries, so they are competing everyone else out of housing. Which means nontech, non-6 figure salary people whose jobs have to be done in person, have to move further out and spend even more time in traffic to get to jobs that can't be done by logging on to a screen at home. I get the feeling the state wanted the tech business but did not want to do anything to absorb the hundreds of thousands of people the businesses were going to bring in. Thus, from the early 90's when Seattle was called the "most liveable city" it has now become the LEAST liveable city due to atrocious traffic and monstrous housing cost. This is all due to NOT planning how to comfortably and humanely absorb the new populace coming in for tech jobs, and also, by not training locals for the tech industry. The whole population growth of Seattle could have been minimized if the kids of the population here could have been trained to do the tech jobs starting in grade school. Our school systems still aren't training tech workers either to the degree they need to be. Kids don't get any programming, etc. training in k-12 public schools. So the local Puget Sound population grows up not being trained in the high</p>
<p>SNOHOMISH COUNTY</p>	<p>The proposal is an abuse of the taxpayers in the Everett area of Snohomish County. It is inexcusable to tax us for decades yet not provide the core service. Sound Transit's people need to cleanse their minds of the Seattle-centric paradigm or, perhaps better it should be scrapped for a different approach that allows the regions to better leverage their tax dollars for what we need.</p>
<p>SNOHOMISH COUNTY</p>	<p>The current plan may be even more cost prohibitive by 2040. The plan should start immediately with an open RFQ and get the plan going.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Snohomish County

SNOHOMISH COUNTY	Traffic here is horrendous and the primary reason I don't go into the city to do business, that and parking, what ever can be done to support public transportation needs to be done. I would love to use public transportation regularly but it is not easy to follow. One of my main interests is transport to Sea-Tac. tourists and locals a like would love it if they could jump on a train to the airport. This would also resolve parking and other transit issues at the airport.
SNOHOMISH COUNTY	I would like to see the light rail system come north of Seattle sooner. I live in Edmonds and work downtown Seattle. I would prefer to take mass transit to work but because I work odd hours taking the bus is not a good option. Also, I would take the light rail to the airport every time I had to fly.
SNOHOMISH COUNTY	I would rather pay more to cut the timeline in half. The projects I care most about are 17-25 years off. I'll be paying for the projects over the next two decades and will be ready to retire before the access would do anything to help my commute.
SNOHOMISH COUNTY	All I can say is that I would LOVE for this to be completed as soon as possible :)
SNOHOMISH COUNTY	We have Been Paying for Light Rail to Everett for years, with the promise of an early time frame, and now it is being delayed, this is unacceptable. We should not be paying for a project that won't be completed for another 25 years!
SNOHOMISH COUNTY	Light Rail to Everett needs to be sooner and higher priority!!!
SNOHOMISH COUNTY	Suggest the projects start in several locations to speed up the completion in multiple areas. Starting at one end working your way to the end seems to be a waste of time.
SNOHOMISH COUNTY	I think light rail northward should have priority. Public transportation from Everett to Seattle and to Bellevue is very weak and traffic is getting worse by the month. I would put the northward light rail projects ahead of everything else.
SNOHOMISH COUNTY	Light rail needs to come to Everett ASAP
SNOHOMISH COUNTY	Completion takes a long time, but it is important to start as soon as possible as the population in the Seattle metropolitan areas keep increasing. There is a dire need for these modes of transportation (which should have been foreseen and planned long ago). Costs of the ST3 project is immense and efforts to keep this cost lower through distribution is advised. Thank you for taking consideration of these projects and beginning to implement them!
SNOHOMISH COUNTY	Everett to Seattle corridor (Boeing) should be bumped up if this remains a large employer (also the Everett Navy Home Port)
SNOHOMISH COUNTY	Would like to see buses on shoulders happen quicker. Seeing a quicker commute might encourage more drivers to take public transit before the light rail is finished.
SNOHOMISH COUNTY	Light rail to everett needs to happen earlier. The development in Everett is happening quickly and if light rail routes are planned then housing and services can be developed along the route. Look at Portland for guidance

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Snohomish County

SNOHOMISH COUNTY	We have an ever growing population in our area. I am happy to hear about the proposed areas of expansion and believe they will make a big difference. However, I am very disappointed that it will take 25 yrs to get these projects completed. We need these changes yesterday! Anything that can be done to expedite these changes the better! Also, with the expansion of the light rail please, please, please, consider adding appropriate amounts of parking to go with it. It is a waste of resources and will not be used to it's greatest potential if you do not provide parking for the commuters that want to use them.
SNOHOMISH COUNTY	The major issue is the timeline of this project! Yes it takes money to complete these projects but waiting 25 years for light rail to reach Everett or any of these projects is too long! Its not fixing the issue that people have NOW but fixing for generations to come - which has created the mess we have now as transit should have been a priority generations ago! So yes I support the ST3 project only if the timeline is shortened at least by a decade! Or it adds solutions that will help commuters now (as I spend nearly 4 hours a day commuting from Everett to Seattle)! <ul style="list-style-type: none"> <li>- Add more Sounder trains including reverse routes.</li> <li>- Stop the cities from allowing new buildings and businesses with tax breaks and have these big businesses help pay for the projects so completion happens sooner!</li> <li>- Charge employers for the number of commuters they have - many of the "tech" jobs don't need to have people drive into an office - force them to help fix the problem with creative schedules, remote work sites - open offices in Everett or Federal Way?!, and work from home.</li> </ul> <p>Add don't wait to finish the currently funded projects to start the new! Look at the original BART system - it took ONLY 10 YEARS to build!</p>
SNOHOMISH COUNTY	I would like to see a much shorter completion date to light rail projects for Everett.
SNOHOMISH COUNTY	If I could change 1 thing about the plan, it would be to prioritize light rail to Everett. 25 years is a long time to wait for something so transformative.
SNOHOMISH COUNTY	25 years to provide service to Paine Field?! It is 25 years overdue at this time and should have been a requirement for Boeing expansions. In the 1970's WVU and Boeing computing engineering designed and built a driverless, on-demand Personal Rapid Transit system to serve the University, Medical Center, Downtown, and Suburban hubs...it is still in operation today. Everett Paine Field service should be a priority.
SNOHOMISH COUNTY	Light Rail north of Lynnwood to Everett should not take 25 years!!! It needs to be moved up in the priority
SNOHOMISH COUNTY	Lightrail to Everett in 25 years is unacceptable
SNOHOMISH COUNTY	Projects need to be completed sooner
SNOHOMISH COUNTY	Downtown to Ballard needs to be prioritized.
SNOHOMISH COUNTY	Should finished the project ASAP since the traffic in Seattle greater area is getting worse

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Snohomish County

SNOHOMISH COUNTY	Everett needs to be a priority for light rail the sounder train is a waste of time its blocked many times and doesn't have any station in north Seattle so you have to go past all your destinations to the south - see how much more successful the sounder from the south is because it has south stations. You must prioritize the I-5 north connection - go to Paine field and then east along SR-526 then north along Broadway or I-5 to Everett - it must happen as soon as possible the north end has gotten the short end of the transit stick too long- expand ST area to include Marysville and Lake Stevens as they will be the ones using it and it will bring in more money to prioritize the north station- I only votes for ST1 and 2 because there was a promise to priorities Everett
SNOHOMISH COUNTY	Because of Boeing in Everett it seems that rail line should be given highest priority versus last to be built.
SNOHOMISH COUNTY	A majority of people who live in the Redmond/Issaquah area are from wealthy backgrounds and live close to their jobs. The people in the Everett and Lynnwood areas come from poorer backgrounds and rely on affordable commuting to get to jobs in the Seattle/Bellevue area because we do not have as many opportunities where we live. We have also paid for light rail services for over 15 years and has still not reached Snohomish county. Why should we pay these taxes if we will not see the effects for ourselves? If we are going to be taxed, put the cities in Snohomish county as a priority. If Redmond/Issaquah is going to be prioritized, I strongly oppose us being taxed because we have already given plenty.
SNOHOMISH COUNTY	There's no reason this project shouldn't cost about half what you're asking and take less than half the time you're suggesting 25 years is just too long
SNOHOMISH COUNTY	<p>25 YEARS IS TOO LONG</p> <p>I am a fan of mass transit and have always voted for it in the past.</p> <p>I will vote against Sound Transit 3 if you have 25 year delivery times.</p> <p>You stated in Project Timeline FAQs on your web sight that "a 25 year package is necessary for the afordability of all projects,with some projects coming toward the end." I would be willing to pay more taxes to get a more acceptable delivery time.</p> <p>Please plan the quicker alternative in Everett. Make the route along I5 with a bus rapid transit loop serving Paine Field.</p> <p>Please go back to the drawing board and do everything you can to improve delivery times</p>
SNOHOMISH COUNTY	Objects connecting Tacoma and Everett are priority north to south along the I-5 corridor. Locate should be emphasized on this light rail system in conjunction with rapid Transit buses to get to Rail stations quickly.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Snohomish County

SNOHOMISH COUNTY	The Ballard route through SLU should have a higher priority as there are no convenient options for people traveling from outside of seattle into SLU area, whether from Bellevue or Lynnwood, all transit goes to downtown and not to Eastlake or SLU area.
SNOHOMISH COUNTY	Would prefer to see the service to Everett in the earlier stages of the plan instead of at the end.
SNOHOMISH COUNTY	Everett light rail asap!!!!
SNOHOMISH COUNTY	Rapid transit is too expensive and very slow to come online. Focus on rapid ride or just more busses. They are way cheaper and can start running immediately. Traffic is at a standstill already. We cannot wait 25 years to solve the traffic mess we have already.
SNOHOMISH COUNTY	Light rail has to be accelerated even at higher costs. Build sections of the spine in parallel rather than linearly. The timeline laid out isn't remotely acceptable and will only drive higher costs in the out years.
SNOHOMISH COUNTY	I am not supportive of paying extra taxes for 25 years before being able to take advantage of the improvements in Everett. Most of my family travels in Everett and to Lynnwood and would not benefit from the other projects that are completed earlier. I would be very supportive if the LRT expansion around the SW Everett Industrial center was completed or operational much sooner.
SNOHOMISH COUNTY	Everett can't wait until 2041! We need the light rail now.
SNOHOMISH COUNTY	Please build Everett to Seattle line faster.
SNOHOMISH COUNTY	Given the timeframe I doubt that the service will extend to Everett ever. I've been through the this with BART and the last planned extensions were dropped due to cost, and other projects serving more affluent areas were pushed ahead. We never received the service promised. In addition, I see nothing in this plan that actually shortens my current commute. Based on the proposed bus route along the 522 my commute would actually lengthen and not improve due to transfer time Almost no improvements to parking are outlined which is a serious flaw to the bus rote plans. As is, it takes Less time to drive than it takes to ride the bus to work
SNOHOMISH COUNTY	Sound transit can't even seem to build a parking lot. Not sure I'd trust them with such a large tax increase.
SNOHOMISH COUNTY	Everett, NOW! We've been paying for this from the beginning, and were the last to get it?? I don't think so. My vote is not just no, but Hell No! How about get to Everett, and then worry about getting to Paine Field?
SNOHOMISH COUNTY	Needs to be done faster
SNOHOMISH COUNTY	Light rail to Everett should be of the highest priority. The Sounder rail is unable to support the demand. Lack of ridership due to mudslides and freight interference. Extremely long commutes and heavy traffic on the I-5 corridor. Light rail is a necessity in the north end.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Snohomish County

SNOHOMISH COUNTY	I believe the light rail extension to Everett should be much sooner than the proposed 25 years. There are over 50,000 workers at the Boeing Everett plant alone. For those that live north but work in Seattle, this is what is needed. Bus service takes far too long and there are too many accidents. A light rail is needed that can be independent from traffic congestion. This just makes sense for our environment too. Please reconsider the timeline for the light rail up to Everett. Thank you for your consideration.
SNOHOMISH COUNTY	All possible efforts must be made to implement these projects faster. Desperately need major infrastructure improvements NOW. We don't have 8 years, let alone 25 years to wait.
SNOHOMISH COUNTY	Snohomish county needs everything first, since they have been put on the back burner for decade's. We need LLR now. Not in 25 years. You people in King County don't crap about us.
SNOHOMISH COUNTY	I support anything that makes this happen - and makes it happen faster.
SNOHOMISH COUNTY	Speed up this process!! Although I work from home, when I do go out, the congestion is ridiculous. We need these improvements NOW. To stretch the completion 25 years from now is just plain stupid. Planners and committees need to work with urgency!
SNOHOMISH COUNTY	Light rail and sufficient service to Everett as the county seat and major manufacturing location of Snohomish County is part of the original spine. ST Express and unreliable (mudslides, minimal (4 trains/day, uni-directional) Sounder service to Everett are not sufficient, particularly in light of proposals (Ballard, West Seattle) that were NOT part of original 1996 ST plans. Light rail to Everett by 2041 is an abomination. Waiting 25 years to get to Everett is unacceptable. The greatest job growth in the region is projected to be in Snohomish County, and something needs to service users in a one-seat, one-ride system if it will be used in sufficient numbers to justify the cost AND the wait you currently project. I, my family, and my friends will NOT vote for ST 3 as proposed.
SNOHOMISH COUNTY	Light rail to Everett must happen sooner. I like the plan put forth by Snohomish County Sound Transit board members
SNOHOMISH COUNTY	I believe that 25 years to reach Everett is too long. Additionally, I believe there should be plans to include more parking at the transit/train stations.
SNOHOMISH COUNTY	Waiting 25 more years for light rail to Everett is unfair. It's already been 20 years, traffic is gridlocked daily, it's frustrating. If developing bus rapid transit is more economical and more flexible, lets expand that. But I really like, and occasionally use, light rail ( I'm retired), and would like to see it arrive in Everett while I'm still alive.
SNOHOMISH COUNTY	The time line to improve service to the North end, especially, Everett is too long. I am very much in support of improving public transportation but 25 years to get light rail to Everett makes me very disappointed. I commute via the train almost daily during the work week. We have been very pleased that we have been able to ride the train to more Sounders game this year than ever before. Just imagine how many more people would use public transportation if we had daily light rail (or even) train service. I am strongly in support of improving north end service in a timely manner.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Snohomish County

SNOHOMISH COUNTY	You've already taxed Snohomish County residents for 25 years. Enough is enough. And your \$200 per year statement is BS. The average home/car owners will pay about \$1000 per couple to build light rail at \$500,000,000 per mile.
SNOHOMISH COUNTY	<p>The Paine Field alignment would add nearly 10 years to the schedule for delivery of light rail to Everett. Once constructed, the detour would add 13 minutes to a trip from Everett to Seattle (and add fifty cents to the distance-based passenger fare). Further, the sprawling nature of the manufacturing center the Paine Field detour attempts to serve has so many "last mile" problems that most employees will continue driving to work, with or without light rail.</p> <p>A better alternative for Everett</p> <p>Build a direct rail alignment with a junction for later rail expansion to Paine Field. This is a similar setup to both the Oakland and San Francisco airports, which have 3 and 14 times, respectively, the air traffic that is anticipated at Paine Field.</p> <p>Serve the Boeing Industrial Center with a robust BRT connection integrated into Community Transit's popular Swift network, including Swift II, which is scheduled to begin serving Paine Field in 2018. Since the Boeing Industrial Center is so vast and dispersed, a combination of BRT routes would serve it better than a single rail stop. While the precise alignments require further study, BRT could allow new connections from downtown Mukilteo's ferry dock and Sounder Station, through Paine Field, to the light rail "spine."</p> <p>This option would:</p> <ul style="list-style-type: none"> <li>Reach Everett up to 8 years before an alignment with a Paine Field detour;</li> <li>Reduce the length of trips to Everett by 7-13 minutes, while providing better service to dense South Everett destinations that will increase light rail ridership;</li> <li>Serve more areas of the Boeing Industrial Center than the Paine Field detour would allow; and</li> <li>Allow future extensions of light rail to Paine Field if and when commercial air service increases in the future</li> </ul>
SNOHOMISH COUNTY	25 years is way too long for Everett to wait for light rail, if you expect local taxpayers to get behind this. We need to move people here in Snohomish county, and we need to move beyond carbon. Slow, incremental change simply isn't equal to the task before us. We have a climate emergency and I think it's high time we acted like it by cutting that timetable in half.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Snohomish County

SNOHOMISH COUNTY	As one of the many people that has to commute from Everett to downtown Seattle, I have seen the traffic get exponentially worse in just the past 4 years. I believe that these projects should be expedited considering the projected amounts of people that are expected to move to Seattle. These people will most likely have to move to the outskirts of Seattle due to increased cost of living. Therefore, opportunities for reliable and quick public transportation to and from major cities north, east, west, and south of Seattle should be a major priority.
SNOHOMISH COUNTY	Make light rail connection to Everett a priority. The current schedule is unacceptable.
SNOHOMISH COUNTY	The timeline for light rail to Everett should be accelerated. The traffic is terrible:( The buses are full:( The nonmotorized options are limited:( 25 more years is a long time to wait, to pay & to see no improvements.
SNOHOMISH COUNTY	I have lived in the same North Edmonds home for over 40 years, commuting to downtown core of Seattle to work for all of that time. For over half of that span I have been paying for promised "rapid transit" systems through my "enhanced" property, sales and vehicle taxes. Result? No rapid transit. I am too old to pay more taxes and wait another 25 years to see if there will ever be such a system in the Central Puget Sound. I will actively campaign against such a proposal.
SNOHOMISH COUNTY	7 years and 25 years is government [explicit]. Pull your heads out and get it done in 18 months, then I will support you. If third world countries can build entire cities in months you can build a train system! My brothers battalion of men built an entire highway system in months seriously get your [explicit] together, stop wasting MY money and build!
SNOHOMISH COUNTY	As a tax payer I am concerned without completion of the spine to Everett, that funding/voters from king county will decide against the taxes. Thus it wont be complete. The timeline is outrageous as a taxpayer. And a citizen in Everett, without completing the spine it does not address the traffic from Boeing from 128th to north which is high volume at 3 pm and because of that I will probably vote NO!
SNOHOMISH COUNTY	The Everett (Boeing) site should be pushed to priority one in the overall plan. There are about 33,000 employees at the Boeing Everett site each day, each employee pays taxes and spends large sums of money in the immediate and surrounding vicinity. It is unacceptable to push infrastructure development out by 25 years. Improvements should have started years ago!!!
SNOHOMISH COUNTY	I will not support paying higher taxes for a project that will take 25 years. The timeline needs to be shortened for me to support the measures.
SNOHOMISH COUNTY	I live in Lynnwood and want the ashway park and ride service there much sooner AND Everett wanting their service much sooner should force the issue as I figure.... Please consider adding Ashway to the 2023 timeline... This Would Gain the build momentum towards Everett the goal should be to show Everett that you feel their angst at having to wait AND your speeding it up NOW... make people happy .. Then THEY WOULD VOTE FOR IT !!!! ALSO REMEMBER: the carbon tax i732 will be voted down by everyong waiting forever for AN ALTERNATIVE....

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Snohomish County

SNOHOMISH COUNTY	While completing the easy projects (BRT, etc) first makes sense from a financial perspective, I strongly urge Sound Transit to accelerate the timeline for the Ballard Link extension. Of all the projects, this one seems to have the biggest impact on the largest number of people and would drastically improve ridership across the entire Link system.
SNOHOMISH COUNTY	By the time these projects are complete, regardless of which options are selected, population growth will have negated any traffic benefits. No matter what you do, traffic will only get worse. To get any real benefit for people, a much more massive effort should be undertaken. Build the entire light rail system over the next ten years. I'd be willing to pay 5 times as much as this plan calls for to make this happen. You can't do it all. You can't improve bus transit, improve transit parking, and 50 other objectives at the same time as building light rail. You need to focus resources on the most important strategic objectives. Unfortunately, Sound Transit is run by a committee which means too many stake holders, and no real focus. If Sound Transit was honest with itself and us, it would admit that it has produced very close to zero improvement by any measure of what its goals are. I'll be dead by the time the plan is finished, and the current dail gridlock on the roads will certainly get worse. So, I'm opposed to this plan and all its options because overall it is far too little and will arrive far too late.
SNOHOMISH COUNTY	These timelines are all very long. I live in Everett and I'm 30 years old. By the time the light rail reaches Everett (in 25 years), I will be close to retiring (~10 years left?). I don't mind spending \$200 per year on these projects, but why can't the timelines be speed up? The RATE at which our transportation problems in the Pudget Sound are getting worse is MUCH GREATER than the rate at which we are trying to fix them and come up with alternatives.
SNOHOMISH COUNTY	The time frame for North of Seattle support is extremely unacceptable. We do not have a consistent run for Sounder Train and buses are hampered by traffic to and from Seattle. Having another alternative would be very helpful for the region but the proposed time frames would mean that this would only benefit the younger generations. It is asked that we fund a system that the future will benefit from but what about the those of us in need of alternatives now? How would you feel if you were asked to pay for something that will be of little to no use to you because you have already retired and have no need to commute daily? Its infuriating. This would be an easier pill to swallow if we had better options in the north end. We have limited Sounder rail runs and for my families needs we have to drive to Lynnwood to access the buses so we can arrive on time to our offices. I would consider the limited bus runs in Mukilteo, walking distance to the stops, but they never allow for me to arrive on time to my office. I am left with driving to Lynnwood. Meaning a car still on the road.
SNOHOMISH COUNTY	Everett needs to be completed before 25 years!!!!!!!!!!!!!! I think to have the light rail go straight up I5 with improved and constant bus to Paine Field and Boeing would be a helpful and quicker resolution. this would replace the more time restraining route of going west toward Boeing.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Snohomish County

SNOHOMISH COUNTY	Light rail project to Everett should be moved up on the priority list. While the Sounder runs from Everett to Seattle, its service is often cancelled, and thus VERY unreliable.  Also we need LOTS more parking to enable more people to use mass transit. Currently unless I leave my house by 6 am I cannot find parking at my local Park & Ride!
SNOHOMISH COUNTY	Projects that help traffic on I-5, like Everett, should have a higher priority than projects like West Seattle, or Ballard which are already serviced by intercity bus routes.
SNOHOMISH COUNTY	Living on the north end and wanting to move further north for cheaper housing is problematic when you have to commute to a job in Seattle. Traffic is horrible and it would be nice if the light rail to Everett was built sooner than 25 years. I might be retired by then :)
SNOHOMISH COUNTY	I HAVE LOST ALL HOPE FOR THIS TIME CONSUMING MONEY SPONGING PROJECT! As a life long resident of Snohomish Co., I have been paying for NOTHING for years and I won't support expansion of any sort. I am now retired and would never use this wasteful system. Everyone in WA laughed at OR when they put their system in 20? Years ago. We are still fiddle farting around with this thing wasting billions of our money. Just like all political projects. WHAT A JOKE!!
SNOHOMISH COUNTY	1.) Build the LRT spine to Everett via Paine Field and to Tacoma FIRST 2.) Get rid of "early starts" that rob capital program dollars from building the rail spine 3.) High risk, expensive "Christmas tree ornament" Ballard project should be removed or be dead last, and W. Seattle second to last.
SNOHOMISH COUNTY	The schedule needs to be moved up. We must remove traffic from congested freeways and utilize light rail and expanded bus transit ASAP!
SNOHOMISH COUNTY	Why so long to reach Everett ? A lot of folks here now, aren't going to be by the time this route is ever completed !
SNOHOMISH COUNTY	Get light rail to the major employment hubs ASAP. Taking 25 years to get transit to Boeing Everett is unacceptable. Build the spine of the system first. Then the feeder systems.
SNOHOMISH COUNTY	I'll be dead by the time any rail project is completed to Everett where I live, but build it for future generations. Why was the Northwest Traction Company, the R/W used for Electric Transmissions, ever discontinued? It Parallels I-5 and predates interstate construction.
SNOHOMISH COUNTY	25 years to complete surface trams (light rail) is embarrassing. If Sound Transit can not complete projects faster than that some other agency needs to step in and do it.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Snohomish County

SNOHOMISH COUNTY	Light rail should be delivered to Everett much sooner and should be built before Ballard and West Seattle. Why? Because Everett serves a large city and region; Ballard and West Seattle serves smaller neighborhoods. Everett and Snohomish County have limited public transportation; Ballard has excellent bus service. Everett was in the original Sound Transit plan; Ballard wasn't. Everett is a crucial part of the spine of Sound Transit; Ballard is a feeder line to the spine; Everett is a very long car commute to downtown Seattle; Ballard is short commute. The Everett route would be relatively easy to construct; The Ballard route would require an expensive, difficult tunnel.
SNOHOMISH COUNTY	I am a resident of Everett, and member of the city's planning commission. I do not agree with the timeline of getting light rail to Everett by 2041, that is not acceptable. I understand that you have constraints placed upon you but many can be over come to create a more reasonable timeline for light rail in Everett. Please, and I want to emphasize this as passionately and professionally as I can, make the light rail spine a priority.  Thank you.
SNOHOMISH COUNTY	I propose a four-pronged approach so all areas will be simultaneously improved. We began part of the project in the North Sound area (Lynnwood-Everett) part in the South Sound area (Tacoma-Seattle), East to West (Issaquah-Ballard) and West to East (West Seattle-Downtown Seattle). We fill in the center as we go as well. The plan will take 25yrs but we are 25yrs late in making it happen.
SNOHOMISH COUNTY	Light rail should be delivered to Everett much sooner than 25 years and should be built before light rail to Ballard and West Seattle. Why? Because Everett serves a large city and region; Ballard and West Seattle serve smaller neighborhoods. Everett and Snohomish County have limited public transportation; Ballard has excellent bus service. Everett was in the original Sound Transit plan; Ballard wasn't. Everett is a crucial part of the spine of Sound Transit; Ballard is a feeder line; Everett is a very long car commute to downtown Seattle; Ballard is short commute. The Everett route would be relatively easy to construct; the Ballard route would require an expensive, difficult tunnel.
SNOHOMISH COUNTY	Light rail to Everett MUST be sooner than 2041. I'm willing to pay more money. The traffic on I5 is impossible and I cannot imagine what it will be like in 10 years let alone 20.
SNOHOMISH COUNTY	Why can't Sound Transit compete these projects on a faster timeline? Mass transit connecting all parts of Puget Sound should be in place and running TODAY, not 25 years from now.
SNOHOMISH COUNTY	The commute to downtown Seattle from the north has become more and more difficult over the past several years. I don't believe that enough resources are being allocated to the northern tier of commuters or the east side. I would happily leave my car at home if there was a light rail option from the north to South Lake Union.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Snohomish County

SNOHOMISH COUNTY	<p>First, I'm disappointed that the Everett link - which was sold as part of the initial spine is 25 years away. Why is Snohomish County getting the short end of the stick?! Besides the fact that Sounder service is spotty - we need light rail!</p> <p>Second, there is TOO much in this package and it is TOO expensive. Even though I don't use transit (not because I don't want to but because it's not a good option for me), I'm a supporter of transit and have voted for past measures. I want ST service to expand but PLEASE cut back this package (and make Everett the priority)! At this scope and timeline, I won't vote yes.</p>
SNOHOMISH COUNTY	Speed this up. Transit capacity needed more quickly than 25 years. This will be far behind regional growth and highways won't be expanded
SNOHOMISH COUNTY	Speed up timeline
SNOHOMISH COUNTY	A project scheduled for completion in 8 to 25 years is a waste of tax payer resources. 25 years from this date the needs of the region will be significantly different than they are now making all the planning, money, and time worthless since the plan would have to be redone or millions of dollars spent in constant revision to the plan. Of course, at age 70, I am likely to be dead before anything is built.
SNOHOMISH COUNTY	I will be dead by the time many of these plans come to pass!It seems it could be done faster--
SNOHOMISH COUNTY	25 years is too long to wait for light rail service to Everett and DuPont. It should have been put in 25 years ago!
SNOHOMISH COUNTY	Everett's timeline is WAY to long the city lacks transit options. Other cities have more options for transportation
SNOHOMISH COUNTY	Connections to north to Everett and south to the existing Tacoma line should be timeline priorities. A strong north-south trunk line would connect larger population centers with short bus or uber rides from stations to neighborhoods. A north-south line along the east side should also be considered for future proposals, possibly an eventual loop from Everett-Snohomish-Redmond-Bellevue-Renton-Kent connecting to the I-5(ish) north-south line on each end. How spur lines to West Seattle and Ballard are 8 and 3 years ahead of Everett is beyond me.
SNOHOMISH COUNTY	True to form our government projects are 20-40 years behind time. And projects should be completed a lot sooner. Like in half the time. We get tied up in politics, beurocracy and poor bid process' that end up in delays costing double the original projections. Look at the Viaduct project. We lack true leadership in the transportation sector.
SNOHOMISH COUNTY	25 years from Everett for light rail? That is ridiculous. It take up to 120 minutes to drive 18 miles to Seattle from Everett right now. You expect people to stay in Seattle and do that commute? We need more buses NOW.
SNOHOMISH COUNTY	The complete lack of north-side transit projects is a major shortcoming in this draft proposal. There is woefully insufficient transit along the 405 corridor from Lynnwood to Bellevue, further compounding the horribly implemented 405 toll system. Transit between Everett and Seattle suffers as well despite the massive employers in Everett.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Snohomish County

SNOHOMISH COUNTY	<p>Light rail between Seattle and Everett is needed BEFORE light rail to Ballard and West Seattle! There are already MANY public transit options in both those location where as there are very few available to the north. It is CLEAR by the congestion between Everett and Seattle during rush hours. People are eager for more transit option in the north end as evidenced by how full park and ride lots are. It was also "promised" to get here well before 2041.</p> <p>Also, is there a way to consolidate Metro, Community Transit and Sound Transit to increase efficiency, decrease overlapping routes and using tax payer funds more effectively? It seems silly for people to pay taxes for all three, all three to have extensive overhead and then to see all three going to the same places.</p>
SNOHOMISH COUNTY	<p>I'm stunned at the cost and timeline for Everett light rail. I am at the beginning of my career and would not see any benefit until the end. I love rail and have used it in other states where I have lived -- but with transportation technologies rapidly changing, it seems silly to spend this amount on the very expensive infrastructure for rail. I'd rather see something smart and innovative like BRT with dedicated right-of-way, perhaps where the lightrail is proposed to run.</p>
SNOHOMISH COUNTY	<p>In Europe, taking transit is faster than using a car. Right now, it takes less time to drive from Woodinville to the Everett Marina and back than it does to go one way via transit. This we only use transit when we having timing issues that leave someone hanging.</p>
SNOHOMISH COUNTY	<p>I would really enjoy using a Light Rail train from Everett to Seattle, however, I am 55 years old and in 25 years, I will have paid \$5000 and I will be 80 years old. I probably will never get to use this service. The timeline is just too far out. How can it take 25 more years to build a line from here to there!??</p>
SNOHOMISH COUNTY	<p>Traffic on 1-5 from Seattle to Everett is getting consistently worse and worse and drive times are ridiculously high. We needed a light rail system years ago. Are there any incentives in place to speed up the construction of the light rail between UW and Lynnwood?</p>
SNOHOMISH COUNTY	<p>Wish it could all happen faster.</p>
SNOHOMISH COUNTY	<p>I am not going to vote for an ST3 package that has projects ending thirty years from now. Big deal more busses on the roads in either years (???). And thirty years until there is convenient light rail in Snohomish county. The new bus routes and light rail will be obsolete by the time they are completed (if they are even completed). London is building four times the track in a quarter of the time. So we know that amount of work can get done in much shorter amount of time. Eight years to add more busses and thirty years to complete light rail? Really? You guys can do better.</p>
SNOHOMISH COUNTY	<p>Complete the Light rail from Lynnwood to Everett in 25 years is too long. I strongly support SW Everett Industrial Center station along Everett Light Rail line and having more parking at each station.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Snohomish County

SNOHOMISH COUNTY	I believe the extension of the light rail to the Everett area will be key to keeping jobs provided by the Boeing Company in the area as it will reduce congestion and increase productivity, lifestyle and happiness of all the employees of not only Boeing, but all of the other companies in the area. It will also allow people in the northern area to use the light rail as a method to reach SEATAC International Airport without having to commute much, if at all, thereby reducing I5 and I405 congestion and increasing the likelihood to increase tourism in the Puget Sound area by making all the touristic attractions more accessible and less undesirable due to vacation time lost in traffic.
SNOHOMISH COUNTY	I strongly believe that we need a well connected and well functioning transit system in the region, and all of the projects look good to me. I am just concerned with the timeline. Although I realize that we cannot get what we want instantly and must suppress the instant gratification of getting things right now because it takes time to facilitate such a massive-scaled project, a 25 year wait is a very long time. I know that we are setting this up for the younger generations and our children to have a great system at their disposal, but I would like to see the project completed sooner so that we can enjoy the transit earlier. And most importantly we NEED this done as soon as possible so that it helps relieve our stressed roadways and freeways, which will become more and more apparent as this city continues to grow. But nevertheless you have my support.
SNOHOMISH COUNTY	The schedule completion for light rail between Lynnwood to Everett is way too long. Sound Transit must find a way to reduce the 25 year time frame and build this section in the 12 year period (similar to Redmond and Federal Way). How can Sound Transit justify building light rail to Redmond, Federal Way, Ballard, West Seattle before the Everett section? This appears to be a political decision forced by King County politicians that will result in Snohomish County residents not supporting ST3.
SNOHOMISH COUNTY	Must go FASTER. The city is growing too fast and this plan is not aggressive enough. 25 years to get light rail to Everett will be a noose around the neck of our economy.
SNOHOMISH COUNTY	Leaving the Everett extensions until the end of the project when the other mass transit access from the north is limited is ridiculous. Everett should be a priority and especially when residents from Snohomish will be paying the same as the residents of Pierce and King counties.
SNOHOMISH COUNTY	What the [explicit] are you thinking??? 25 years for light rail to come to one of this states most valuable manufacturing facilities - Boeing? Are you [explicit] nuts??? Whose payroll are you on? Who bought you out? You on the take?

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Snohomish County

SNOHOMISH COUNTY	<p>I am very strongly supportive of the ST3 projects, but I strongly oppose the sequence and prioritization. Sound Transit has always been plagued by a model that overserves and prioritizes Seattle, Bellevue and the associated 'new economy' employment centers, while delaying and denying service to the manufacturing hubs (Everett, Renton) of the region. Gary Locke called ST1 "pay as you go," but as a Snohomish Country resident at that time, I saw it as "We pay, you go," since it taxed us all but rewarded Seattleites first.</p> <p>ST3's proposed plan ignores the incredible value and job creation of the region's manufacturing hubs - how can the absolute, unquestioned largest American exporter be the last served in a transit plan? And, by ignoring dense travel on the Renton - Lynnwood - Everett/Paine corridor, further penalizes commuting and supply chain travel on the same routes.</p> <p>Meanwhile, if one works for Microsoft, or Google, or Amazon - ST2 and ST3 are fantastic - and yet, these companies' contributions to overall state employment and especially domestic and export sales pale in comparison to that of Boeing, not to mention the trickle-down effect of the massive supply base Boeing comprises in Washington.</p> <p>I'm all in favor of bringing Puget Sound Transit options forward. I even think ST1, 2, and 3 don't go far enough, and would support higher taxes to get shorter project timelines. However, I have a very hard time abiding ST's proposed timing and priority of projects - the manufacturing hubs of the region need priority - infotech employees are more apt to telecommute anyway - there's no technology that will allow someone who performs the vital function of creating value by manufacturing something to simply phone in their day's work - tacking a four hour commute onto an eight to ten hour day of doing that will further disadvantage Washington as a manufacturing center, and will help bid adieu to the real pride of Washington - Boeing Commercial Jet production.</p>
SNOHOMISH COUNTY	<p>The extension from Lynnwood to Everett should be prioritized so it is built much earlier; this is an important link to an important commercial area that supports thousands in this region, not to mention the world. We cannot afford to place this extension at the back of the line! Their presence in our community has been too tenuous in the past to jeopardize its future here.</p>
SNOHOMISH COUNTY	<p>Let's do this right. Let's do this right now.</p>
SNOHOMISH COUNTY	<p>The I-5 and 405 corridors should be the priority for moving people via transit. Housing costs are driving people who work in Seattle to move to areas outside the city, which is only worsening traffic on our freeways - which also need to have capacity to move freight and goods, other buses, etc. Ballard and West Seattle are already close in, and have bus access that is reliable, and should not be prioritized over projects which will have a huge impact for the entire region. 25 years to bring light rail north to Everett, and 17 years to get to Tacoma, are serious miscalculations and must be sped up.</p>
SNOHOMISH COUNTY	<p>Most of these project focus on service in the vicinity of downtown Seattle and southward. Improved service to south Snohomish County, and as far north as Everett, appear to be only afterthoughts.</p>
SNOHOMISH COUNTY	<p>Needs to be much sooner than 25 years!!!!</p>
SNOHOMISH COUNTY	<p>The main focus of the projects should extend from Seattle to Tacoma and Everett, first and then spread from there.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Snohomish County

SNOHOMISH COUNTY	None of this should take 25 years. The engineering is well established. Do it all at once. Lynnwood to Everett is 11 miles. 25 years is ridiculous. This need is 25
SNOHOMISH COUNTY	Complete the spine first. Spurs can be added, but not until after the spine is completed.
SNOHOMISH COUNTY	The project timeline seems to be extended out too long; short term plans are not enough to deal with the current problems faced by daily commuters. Our household would use the transit system if it reached our home area and are greatly interested in an increased timeline for these services, even if it were to add additional annual taxes.
SNOHOMISH COUNTY	The timelines are absurd. 25 years before we have a comprehensive system in place. I'll have given up and moved out of this city by then.
SNOHOMISH COUNTY	Projects should be accelerated both up north as Paine Field adds commercial flights and elsewhere. The current schedule is so slow that earthquakes could change the geography by its completion.
SNOHOMISH COUNTY	I believe that the projected completion date for the light rail to Everett should be moved up. Everett is a growing community that is home to many Boeing, military and other local business families. With the addition of the WSU campus in Everett and expansion of University Center, it seems as if light rail to this area should be more of priority. Driving I-5 from Everett to Bothell and Edmonds every morning (my and my husband's morning commute), as well as my husband's late afternoon commute North on I-5 from Bothell has gotten longer over the past two years. Light rail would expand commute options and hopefully decrease drive times for those who continue to commute by auto. Reconsideration of the completion date for this portion of the project would be greatly appreciated. Warmly, [name]
SNOHOMISH COUNTY	Raise my taxes for light rail!!! This is long overdue. The roads are insane. My time is worth the amount to get this done. It needs to be done YESTERDAY. I will be dead and buried and never get to use the light rail. I won't use buses and they seem underutilized in many respects and still clog the roads. GET LIGHT RAIL NOW!. Almost everyone I know would be happy to pay more taxes for it. My daughters use it regularly to the airport from downtown...and look how popular the UW extension is already! Also, I am in favor of the NB light rail going up I-5 and not to Paine Field if it gets it done sooner.
SNOHOMISH COUNTY	Thank you for all your hard work. this project will help us all but more importantly add need support to our communities.
SNOHOMISH COUNTY	finishing everett to seattle and continuing on the southern end to create full north south should be of the highest priority with east west circulators to serve the adjoining areas
SNOHOMISH COUNTY	Link Light Rail to Everett needs to be sped up. Putting it on a schedule that pushes it out so far is ridiculous. When I first moved here in 1999, Light Rail was planned to be in Lynnwood by 2005. The time line plans are crazy. You need to refocus your priorities and get the timelines moved up a lot!
SNOHOMISH COUNTY	Your completion date goals are wholly unrealistic. In 8 or 12 or more years, what you have on the drawing board will likely be massively insufficient for the growing need.
SNOHOMISH COUNTY	Can't we find a way to do all of this faster?

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Snohomish County

SNOHOMISH COUNTY	Push them through. Our roads are being choked. Lets give our people more time to live, instead of commuting! Lets clean up our pollution by clearing out the all the cars that carrying single drivers!
SNOHOMISH COUNTY	Public transit in the greater Seattle area is appalling. We need to get off fossil fuels now, so I think we need to get it together faster. A usable system of light rail that connected all of the outlying areas would be such a boon to so many neighborhoods, and make the quality of life so much better. This needs to be a top priority.
SNOHOMISH COUNTY	Traffic is to congested now. Please consider a ten year plan to complete all of the projects.
SNOHOMISH COUNTY	The plan takes way too long. We need these projects completed at the most in the next 10 years. Stop dragging this out and get some guts and get it done. I will be dead by the time most of these projects come to fruition, and I am only 60 years old.
SNOHOMISH COUNTY	I full support this project but emlore sound transit to expedite the timeline to avoid a 11 year congestion problem. We need to get people out of cars and into transit on all major corridors faster than in the proposed plan.
SNOHOMISH COUNTY	Everett light rail connection with Seattle either needs to have a shorter timeframe or Sounder service from Seattle to/from Everett needs to be expanded to more hours and days of the week.
SNOHOMISH COUNTY	The Everett connection timeline should be greatly accelerated.
SNOHOMISH COUNTY	I oppose this because you are asking for \$200/year/adult person. My budget could not support that in anyway. I am a senior and most of the projects will be completed after my death.( i get no use for the money I paid) where the projects are located. where I live now only one maybe two projects might help me. As I see it as where my adult family lives they would most likely use any of the projects So we would be paying \$1000 or more for something we are unlikely to use. As for the taxes. Way to much from different sources? A tax is a tax be it income, property of what. I am not paying for project that are 70 miles away. I will not support anything ever that Seattle solely benefits from. These projects for light rail are elevated way to much. The transit people have done little in the 45 years I have lived in the Seattle area. The "should have" 55 yrs ago a monorail was built but nothing new since of any kind except fot the near worthless light rail line to the airport. I'm sorry it is to much fixing way to little at an astronomical cost. Unfortunately it just way too late. NO more money
SNOHOMISH COUNTY	Everett needs to be a higher priority because Boeing destroys traffic as is.
SNOHOMISH COUNTY	1. Light Rail to Everett sooner, please.  2. Limited 24-hour bus service?
SNOHOMISH COUNTY	While the projects in the plan are important, the timeline to complete the backbone to Everett in 25 years is ridiculous and completely unacceptable. The north-south backbone should be the first priority. The construction of Interstate 5 from Mexico to Canada took less time than that (1956 to 1979). On top of that, if the plan is 25 years, history shows that the schedule will likely slide. Sorry, we will vote no on this much needed project. Come back with a better proposal.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Snohomish County

SNOHOMISH COUNTY	The timeline is way too long and the funding options faulty. The need is immediate. And large employers should be primary funders. I am 67. I will not vote to pay for transit I will not likely live to see or to use. We currently have a transportation crisis in this area and crisis management is needed NOW. By the time this project is built, the need may have drastically changed. Large employers should be immediately asked/required to step up and insure adequate, non polluting transportation to and from work for their employees. The general public should not be asked to fund expensive, long term, transportation ungrades for Microsoft, Amazon, Boeing, etc, while the corporations reap the profits. The immediate need to get cars off the road, save fuel, reduce unnecessary and toxic pollution could be addressed if the large employers were required to have a set, high percentage of their workers arrive via van pool/carpool/bus or other non-auto mode. Government must get involved in creating and promoting the organization of vanpools/small neighborhood buses/carpools/bike lanes etc for all large centers.
SNOHOMISH COUNTY	Sooner would be great.
SNOHOMISH COUNTY	The puget souND region should not wait another 25 years to move ahead.
SNOHOMISH COUNTY	25 years seems like a long time to wait for something that might alleviate traffic. Bus service is nice, but I have no interest in ever taking only a bus, it doesn't save any time. It gets stuck in the same traffic I would be in anyway. Light rail skips the congestion.
SNOHOMISH COUNTY	<p>I understand the phasing probably depends on the completion of planned projects and the status of various studies/analyses. That said, I think it is more important to connect Everett to Seattle in 12 years than it is to connect Redmond to Seattle in 12 years. Not only are travel times from Everett to Seattle significantly more than just a few years ago, but Everett (including Boeing) needs the economic boost light rail would provide more than Redmond does. I would be strongly support of a proposal that switched these two completion dates.</p> <p>Regarding adding additional stations, in the long term, I think a connection to Olympia, though outside of Sound Transit's service area, is very important. Extending Sounder rail to DuPont gets the region one step closer to extending to Olympia - and to a truly connected, congestion-free and reliable Olympia-to-Everett public transit corridor.</p>
SNOHOMISH COUNTY	I believe that the projects enhancing transportation from West Seattle to downtown and north should be expedited.
SNOHOMISH COUNTY	Why should I vote to be taxed for ST3 plan that will not show useful results for 25+ years? I see no value in not completing the north and south light rail and then completing internal stops and lines. Your timetables are not viable.
SNOHOMISH COUNTY	25 years to Everett!! What a F*** you! Might as well just tell Everett they're out. I don't want to pay for anything that won't come to my community in roughly the same amount of time as the other communities.

SNOHOMISH COUNTY	<p>While I generally support Sound Transit and its ST3 plan, there are two major points that I feel are currently being alarmingly and potentially disastrously overlooked.</p> <p>I am disgusted that you consider it in any way acceptable to not complete the so-called "light rail spine" until circa 2040. You do realize, I hope, that achieving this deadline would make it roughly half a century between the concept's initial approval by voters in the 1980s–90s and the first possible conveyance of passengers betwixt Everett and Tacoma?</p> <p>By that time, all of the projected population change figures I have seen indicate that you will be meeting the needs of 20 years ago 45 years after the fact, and there will be significant increases in population in parts of the four-county area (King/Kitsap/Snohomish/Pierce) that do not even impinge upon Sound Transit's current frame of reference. (To a minor extent, this significant population growth in areas adjacent to but not figuring in the ST service area is already becoming apparent—I'm sure most of us are uncomfortably aware of the distressing near-exponential increase in rush-hour trip durations over the past decade.) Thus, important point 1: The Sound Transit service area no longer contains the entirety of the Greater Seattle area's urban sprawl! I have not closely examined areas beyond my current Snohomish County place of residence, but I can say with confidence that, at a minimum, Marysville, Lake Stevens, the city of Snohomish, and the unincorporated areas south of there (e.g. Maltby, Clearview, Cathcart, Grace) are now mainly bedroom communities for more urban areas and should therefore figure more usefully in regional transportation planning. I am quite confident that the only reason the incorporated cities among the ones I just listed are not heavily developed right up to the Everett city limits is the presence of the Snohomish River and its barely tractable floodplain, which represent a physical gap in the urban form which could easily mislead anyone from outside the area into thinking they are less integrated with the Everett-Lynnwood-Seattle conurbation than is in fact the case.</p> <p>Whether the ST service area should eventually extend all the way to Smokey Point, Granite Falls, and Monroe or points east should also be examined. Given the expected growth it seems entirely plausible.</p> <p>I find I am digressing somewhat. Let us return to the second urgent point: The timeline. My wife commutes from north Everett to the low-density office-light-industrial wasteland between Bellevue and Redmond, near what the Bellevue city planners have for some reason begun calling the "Spring District." In the absence of effective rapid transit, this trip takes a minimum of 1.75 hours by bus, or</p>
------------------	---

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Snohomish County

SNOHOMISH COUNTY	<p>I transferred here as a Boeing employee 2 years ago. I eagerly looked forward to being able to use light rail to commute to the Boeing Everett factory. I was very disappointed. I had thought that surely Seattle would have the same level of mass transit in place as or major metropolitan areas such as Boston, New York and so on. With the lack of transit currently available, I commute using a personal automobile.</p> <p>I am further disappointed at the projected timelines for the infrastructure. It is as if it is not urgent, but rather something for our children or grandchildren. Perhaps I have not heard the rational for moving at such a slow pace.</p> <p>I am very supportive of improving the mass transit infrastructure. But for a area supposedly so "green" and environmentally supportive, it is baffling why it is not in place already.</p>
SNOHOMISH COUNTY	While adding the light rail, ensure to add more parkings as well to support the growth.
SNOHOMISH COUNTY	Everett timeline is too long. I would not support this plan due to that.
SNOHOMISH COUNTY	I feel that the link light rail expansion north to Everett should be on a nearer timeline than 25 years. Traffic from Snohomish County to Seattle is atrocious and is a serious impediment to expanding employment opportunities in the North sound region.
SNOHOMISH COUNTY	It is already difficult if not impossible to find parking at Lynnwood transit center and Ash Way park and ride parking lots after 7am most mornings. You can add all the light rail and BRT lines in the world, but no one will be able to access them if there is nowhere to park prior to boarding the train/bus. Expansion of parking lots and/or building multistory parking garages should be one of the highest priorities. Doing so would likely increase the use of the existing lines, and would entice more people to use mass transit as more lines come into operation.
SNOHOMISH COUNTY	This timelines isn't agressive enough. The entire project should be < 10 years.
SNOHOMISH COUNTY	Lightrail north should be more of a priority than lightrail to the east. The eastside has so much money the likelihood of them using alternative transportation is very slim.
SNOHOMISH COUNTY	22 years to get light rail to Ballard!? 17 years to get to West Seattle? why so slow? at that rate it will not positively impact me... it may be good for my children, however.
SNOHOMISH COUNTY	<p>Everett needs mass transit sooner than later. Currently off 128th Everett Transit (2) does not even run on weekends! From a major population hub to a mall and in between. With the inability of Everett Transit (ET) to change. Just something like that would greatly increase shopping and commerce.</p> <p>Please begin Community Transit (CT) bus service earlier on weekdays. Currently from Mariner P&amp;R the first bus is 5:15 to go downtown. Please link up major commuter buses to metro times.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Snohomish County

SNOHOMISH COUNTY	I strongly support building the "spine" of the system first before moving east/west. Also, any proposal that would shorten the time period should be seriously considered. I indicated opposition on Question #13 only because of the long time periods involved. Snohomish County voters have supported this overall system for years and we need improvements soon, not 25 years from now.
SNOHOMISH COUNTY	I think it's utterly RIDICULOUS that this plan is going to take 25yrs to complete when promises were made for the past 20yrs that light rail was coming to Everett. I don't want a canned reply or a hollow empathetic response, whomever the powers that be are on this project, need to get off of their butts, cut the beaucroatic nonsense and get this thing done. Most of the people anticipating better commuter rail service will enter and exit the work force via retirement before it's finished. Once again, RIDICULOUS!!!
SNOHOMISH COUNTY	I think the link light rail to everett/lynnwood should be completed at an earlier schedule. Completion in 25 years? We need help NOW. Thanks!
SNOHOMISH COUNTY	As a frequent public transit rider and a paying customer for many years I strongly feel the project should be completed already. In the 70s I supported the rapid transit system that was to be Federally funded, but I was to young to vote. The elders thought a rapid transit system would bring to many people to our region, but they came anyway. I would recommend to the transportation planners to move quickly. We need our rapid transit system now, it's a health crisis i.e., stress, road rage, accidents, time, money and exhaust pollution just to name a few. Thank you

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

Subarea	Additional Feedback - Comment(s) about project completion timelines
NORTH KING COUNTY	I believe priority should be given to denser areas like Ballard and West Seattle. Also Fremont and Wallingford should get light rail in this package. Light rail from Issaquah is not as important as the amount of people is not that many that requires such an investment as light rail. I am very disappointed with the timeline how this will get built. I am aware that money is of the essence and how it is recovered from taxes but are there other financial resources where a bond can be taken out, federal grants, state investment and other avenues where this is built within 10-15 years instead of 25. We need this now. In less than 25 years seattle will have over 800k residents, we need the transportation now.
NORTH KING COUNTY	I'm guessing I'm in the minority, but I would support anything that can be done to speed up the timelines, even if it meant higher taxes.
NORTH KING COUNTY	Considering ST1 and ST2 were over budget and well over the timeline, I wonder how you plan on being within budget and on time with ST3?
NORTH KING COUNTY	It would be worthwhile to spend money early on to identify any potential ways to expedite projects - the overall list of proposed projects is fantastic, but the timeframe is so long that it's difficult to convince current voters that most of it will be done in time for them to see any benefit.
NORTH KING COUNTY	Quality, grade-separated mass transit is the most important thing we can do to help manage growth in Seattle. I am in favor of doing as much as possible, and am willing to help pay for it. I wish there was a way to make the tax burden more progressive instead of the current regressive tax structure, but we cannot let the perfect be the enemy of the good. Build as much as possible as fast as possible.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

<p>NORTH KING COUNTY</p>	<p>While I understand the scope of creating this light rail system, I believe that the ability to have this project pass through by voters would be greatly improved if timelines were in the range of 18-20 years maximum, especially considering the current rate of growth in our area and the state's unwillingness to provide major traffic improvements to our highway system. I also believe that lines such as the Federal Way station should be made a top priority, as this funding was initially approved by voters during ST2.</p> <p>While the second downtown tunnel system will inherently take a long time - thus increasing the timeline of the inner-city lines - I do not see any reason to wait so long to establish and create the Issaquah line. While this line will directly connect to the East Link which is currently not open yet, this seems very much a standalone line that can be further developed into a greater system. As much as ST1 created a spine for the entire system, I view the Issaquah and Bellevue Lines to be the spine for the east side.</p> <p>That being said - my greatest question is whether Sound Transit views this expansion as the final connecting piece of light rail for the area. I believe that there are many more lines possible that would drastically change the way we commute and travel (specifically for lower-income neighborhoods in Seattle, and lines connecting South Seattle and Renton on an east-west corridor), and I would be much less supportive of ST3 if this is viewed as the final step in their light rail plans.</p> <p>Thank you for all your work,</p>
<p>NORTH KING COUNTY</p>	<p>The timeline is very extended. I would rather pay more and have services that I will actually get to use in a reasonable amount of time. At the long range, 25 years is somewhat hard to comprehend and makes the project less relevant to me. Getting beyond 10 years, you're losing my interest more and more (and I hands down think we need this transit system). I'm sure it's not easy, but how can the timeline for these projects be condensed?</p>
<p>NORTH KING COUNTY</p>	<p>The timeline for this is absolutely ludicrous and I will categorically not vote for any proposal that involves getting light rail to Ballard in 2038! This proposed layout looks great and reflects our needs today (not in 25 years!). If it's built at the suggested glacial pace, the project will be completely outdated long before it's completed—we need a plan that helps people today.</p>
<p>NORTH KING COUNTY</p>	<p>The prioritization and ordering of the projects seems completely backwards to me. There's no objective reason why Tacoma needs a slow train to Seattle faster than Ballard needs a rail line. Ballard should be the first ST3 project to break ground, not one of the last. This list of projects, as is, does not seem like a remotely good value for the money. I will actively campaign against this thing if it doesn't give Seattle a much better deal. Don't take Seattle votes for granted.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	Extending light-rail out to Tacoma before addressing transit congestion between downtown West Seattle/Ballard seems like missed opportunity, considering Sounder service (while limited) already provides faster access between Tacoma and downtown Seattle.
NORTH KING COUNTY	Light rail to Ballard by 2038 is unreasonable, as is the deferral of the Graham infill station to the 2030's. Also, the rationale for freeway aligned stations to the south and north is hard to understand, both in terms of travel times and TOD potential.
NORTH KING COUNTY	Completion timelines are too long to be of significant value given the magnitude of the congestion issues facing our region today. ST should take a hard look at current and future execution strategies to feed methods to accelerate. For \$50b, it should be possible to realize more immediate improvements.  Why does it take ST 1-2 years to dig the tunnels for each phase of light rail expansion, and then another 4-6 to put the rails and trains in? It seems like there is a lot of room for improvement on the systems installation schedules to date, And if not, maybe we should be building bus tunnels instead.
NORTH KING COUNTY	This plan takes way too long for the price. I've voted for previous transit packages but am leaning against this one due to the timeline.
NORTH KING COUNTY	Ballard asap!
NORTH KING COUNTY	Ballard should take priority before South sound and Everett plans
NORTH KING COUNTY	Increase use of bonding to complete projects sooner
NORTH KING COUNTY	Ballard needs to be a higher priority. 20+ years for lightrail to one of the fastest growing areas of Seattle? Ridiculous.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

<p>NORTH KING COUNTY</p>	<p>I am in support of ST3 in concept and love the addition of shoulder running for express buses to add a lane and remove buses from the HOV lane.</p> <p>I simply hinge my disagreement on the delivery schedule, it is abhorrent and unacceptable.</p> <ul style="list-style-type: none"> <li>-8 years for BRT that should be delivered in incremental steps.</li> <li>oI would rather have funding for increased bus routes in a year or two and when the NE 85th street interchange is rebuilt we switch the existing buses over to BRT.</li> <li>-Delivery of Ballard and West Seattle in 2033 and later is far too late to be useful for our growth now. I believe that ST has come up with the most expensive plan possible and as planners have not considered options that would be beneficial in the shorter term. I would rather a tiered approach for some benefit sooner.</li> </ul> <p>I find it completely unacceptable to propose additional tunnels for West Seattle and Ballard. For better delivery timelines and lower costs at grade is a much preferred option. Is it not much cheaper to build car overpasses versus tunnels, especially in the Interbay area?</p> <p>While parking is being improved at many centers the lack of parking in the UW area is a miss, this greatly reduces the usefulness for that area.</p> <p>I've read studies that have concluded that infrastructure projects with longer than five year timelines are subject to huge unpredictable budget overruns. Budgets for these projects are made using current the current economic climate and too much can happen in 20 years to make these n8mers effective and realistic.</p>
<p>NORTH KING COUNTY</p>	<p>The Ballard to downtown and West Seattle to downtown lines need the highest priority of anything in ST3. These need to be completed much sooner. 5 years to completion seems like an acceptable time frame. 22 years is ridiculously too long and significantly diminishes any enthusiasm for this proposal. Please do whatever necessary to revise the plan to make the impact as quick and immediate as possible. Also construction of the Ballard to UW light rail line needs to be included in ST3 also with a maximum of 5 yrs to completion time frame. All of the proposed time frames seem way too long. 8 years for rapid bus service? It's painting stripes on existing roads, make it happen in weeks to months. I think for ST3 to be successful it needs to have much more significant, decisive and quickly achievable goals. Even if this means much greater upfront cost, I think people are willing to pay more for service in the near future rather than paying for something that is decades away from reality.</p>
<p>NORTH KING COUNTY</p>	<p>In general, would like to see the timeline accelerated. It will be really disappointing having to wait 22 years for the Ballard/Downtown connection when it really needs it today.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	The Ballard project will take too long. Some investments should be made earlier. Perhaps ST can partner with SDOT or Metro to move some planning & funding forward.
NORTH KING COUNTY	Light rail to Ballard should happen first, not last and it should not be at-grade because that completely defeats the purpose. Because of where I live and the cost of my house (which was largely to reduce my commute), I'll be paying \$600-\$700 per year for ST3, but almost nothing in it will impact my commute at all, which is primarily via Seattle Metro.
NORTH KING COUNTY	#12 - The reason why I selected "Strongly Oppose" is because the project would be built in phases over such a long period of time. I realize that due to capacity and funding restraints, all projects cannot be completed immediately and concurrently. However, I feel that this timetable is much too long. We are overdue for transit and I would be willing to spend a bit more, if needed, to deliver all of these projects at least 5 years sooner. Can we have this include the projects currently in progress, such as light rail to Northgate, Bellevue and Lynnwood? If resources could be included here to allow for each to be completed 1-2 years sooner and speed up ST3, people would be more willing to vote for this plan.
NORTH KING COUNTY	The faster these projects can be completed, the better.
NORTH KING COUNTY	Can this not be done faster? I know it takes a while to get things going and find funding, &c., but the timeline is so long and pushed so far I feel like it seems alienating to some. If people feel like they won't live to be here to see the benefits, it's harder to garner support, no? I'd support doing anything possible to accelerate the implementation phase.
NORTH KING COUNTY	West Seattle is and will continue to aggressively increase density. It is doing much more so than places such as Redmond and Federal Way. It does not make sense for light rail to West Seattle to be seventeen years out while light rail to other areas is to be delivered much sooner.
NORTH KING COUNTY	The timeline for the Ballard to Downtown line is insane- this needs to happen ASAP and would alone take a significant number of people off of roads. 22 years? I can't imagine living here if things don't improve much, much faster than that. It feels as though the timelines are in the wrong order of prioritization. The line MUST be separate grade - sharing streets does not work, and will only allow for creating a system that isn't reliable or predictable, much as the bus system is today. I don't want to drive, but am forced to in order to guarantee i can get to/from work within specific time frames. I'd gladly hand over a paycheck(s) if it means i could avoid driving...
NORTH KING COUNTY	The timelines are very disheartening, as is the lack of new lines in the city. With what appears to be overnight heavy usage of U-link it's clear we need as much light rail in the city of Seattle as we can get as quickly as we can get it. High density neighborhoods should be targeted as they'll move the most people per dollar spent. The current plan seems to focus too heavily on suburban/car-centered destinations.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	<p>PLEASE build the light rail lines, especially those in Seattle, quicker. The currently proposed timeline is absurd -- 22 years before Ballard gets light rail? That's not good enough. I've already heard many friends say they're less excited about the proposal because they'll be seniors before they get to benefit the investment. Our region is growing too fast; we need to build this system faster.</p> <p>Overall, I'm really excited about the scope of ST3. I'm glad to see the proposal is bold.</p>
NORTH KING COUNTY	<p>It is absolutely critical that these projects happen much more quickly than you propose (particularly light rail within the city of Seattle). Is there no way to use debt to finance these projects so that construction can commence sooner? Ballard to downtown needs to happen within 10 years. UW to Ballard needs to be added to the list of ST3 projects. Sounder already provides train service from Tacoma to Everett. Building up the spine only sounds good in a vacuum. Use light rail for shorter-medium range commutes, particularly within the city of Seattle and NEAR suburbs.</p>
NORTH KING COUNTY	<p>To get the votes needed to pass, the suburbs had to be given something right away. You are counting on Seattle proper to pass this based on previous votes. Seattle itself is getting a raw deal when it comes to the timeline. I think there has been a miscalculation on the automatic Yes vote from Seattle. There is nothing to get excited about for a Seattle resident in this plan.</p>
NORTH KING COUNTY	<p>I'd be much more supportive if Ballard wasn't so far down the timeline. 20+ years?! That's a tad bit ridiculous. My bus (either 28 or D) is jam packed everyday. Light rail is necessary to support further support of SEATTLE. Too many people have moved to the suburbs requiring more focus/distraction on these projects that require much more distance to be covered. Amazon, Expedia, etc. are all moving to Interbay, SLU, etc. Put the focus on Seattle.</p>
NORTH KING COUNTY	<p>Is there no way to get this done sooner than later? I'm okay with hiring a bunch of illegal labor to get the job done quicker if that's what we'd need to do.</p>
NORTH KING COUNTY	<p>1) Ballard -- Downtown Seattle: The estimated completion date of 2038 is way too far into the future. In fact, the long delay for rail projects in Seattle makes me suspect that money is being siphoned out of Seattle to fund ridiculous projects way out into the suburbs (ex: the Paine field detour). This is probably my biggest concern because it diminishes the likelihood of the measure passing at all.</p> <p>2) Ballard -- Downtown Seattle should be GRADE SEPARATED. The fact that it's not is almost a non-starter for me. It is only slightly less concerning that point 1.</p> <p>3) I'm extremely disappointed that Ballard/UW is not included, at least as a provisional line.</p> <p>4) I understand that Kirkland has actively opposed rail, but of the eastside projects, Kirkland -- Bellevue seems more valuable than Issaquah -- Bellevue. My opinion is that, while this may appease some small number of vocal opponents (those that own land along the eastside rail corridor), this will cost many votes.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	Takes too long!! Reduce these dates or folks will vote no.
NORTH KING COUNTY	Ballard & West Seattle should be prioritized over suburban areas!!! The timeline & the way this plan is written makes no sense.
NORTH KING COUNTY	<p>I've lived in Belltown and downtown Seattle for 8 years and am getting ready to move to Roosevelt. The project timelines for Seattle are unpalatable. I understand that there are laws and realities of funding that need to be considered, but it seems to me that the timeline needs to be condensed drastically to have people interested in voting for this plan. I posted the proposal to a group of 20 of my friends. They are very pro-transit and supportive of the plan until they heard the timeline. It was enough to get them to vote against it. If somehow, everything could be sped up (including current Northgate and east link extensions), people would be a lot more bullish about it (and even be willing to pay more).</p> <p>It is just too much to ask to wait 10 years from the arrival of Judkins Station to add another station in Seattle. Furthermore, not having grade-separated in Ballard is terrible when the wait is that long. I would be willing to spend more money to get a Ballard-UW line and a "Metro 8" line. As a Seattleite, I could do without the rest of the entire expansion and just have those 2 lines. Right now the proposal is heavily stacked for the suburbs. There's nothing very compelling on the horizon with this proposal that would make me feel excited about it as someone living in Seattle.</p> <p>PS: Why so long for Graham St Station?</p>
NORTH KING COUNTY	I like the final plan, but the timetable for light rail to Ballard and West Seattle is just too long.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	<p>The current timeline ending in 2041 is absolutely unacceptable. Seattle deserves a better transit system in a much shorter time. Cities like LA have completed more light rail in 10 years than we expect to. Perhaps reconsider tunneling as the preferred option and reevaluate elevated rail for price and construction speed. Fantastic plan, just needs a much shorter timeline. The latest project needs to be done by the late 2020s, otherwise Seattle will grow by 2040 and we will be clamoring for more solutions. Build out the network NOW to encourage high-density growth around it, rather than waiting to build light rail through established lesser-density growth. All of my friends, family, and coworkers were disgusted by the unrealistic timeline and discussed not voting for it SOLELY because it's too slow. That'd be disastrous and an embarrassment to complement the failed 1970s Forward Thrust initiative, which screwed Seattle. Let's not make the same mistake and build this network faster. I know many people would support slightly higher taxes if the final Everett 2041 line was pushed back to the late 2020s, before it's too late. So I implore Sound Transit to please reevaluate the timeline before the November ballot to give voters options on how fast they want it done. We need people off the road now, not in 25 years after 1 million more people have come here. We have a good head start to solving the problems of the future, let's not make the same mistake we did 40 years ago, before traffic and congestion were a dire issue. The plan is great, but please, speed it up. It's good, but too late; it'll miss the mark with the voters.</p> <p>And also reduce the time of the Ballard-UW line study from 7 years. Really? We need that line in ST3 realistically. But 7 years for a study? I've heard nothing but criticism. Move that study to the top and get that line built. Ballard-Fremont-Wallingford is some of the most congested areas in Seattle with no easy east-west accessibility options. Even the buses are packed. If you at Sound Transit can get that Ballard-UW line coming much faster and decrease the overall timeline, then a vote against ST3 would be the most foolish decision a voter could make. I'm for the project as it stands; we need it. But we need to go further and make this a reality now, not in 25 years. I hope you strongly consider my opinion and those of my fellow Seattleites.</p>
NORTH KING COUNTY	Light rail to Ballard and SLU was needed yesterday and shouldn't be among the last items on the list to be completed.
NORTH KING COUNTY	<p>move ballard light rail up, 20+ years is too long to wait for this project and North Seattle has no real access to transit and we are paying boatloads.</p> <p>Also, i really like the east west route from Ballard to UW to the East-side --- that's critical to for businesses and life</p> <p>thanks</p>
NORTH KING COUNTY	Waiting until 2038 to complete the Ballard-Downtown light rail is unacceptable. The cost of living is rising most rapidly in urban areas where density is growing and housing prices are making it difficult for families to afford it. One of the ways we can mitigate these costs is by removing the necessity of car ownership. Getting light rail to Ballard and West Seattle should be top priorities, not last on the list.
NORTH KING COUNTY	It's just too darned long. By the time you get light rail to Redmond I'll have retired and not need to use it any more.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	Would just want project timelines accelerated, so that light rail to Ballard happens before I retire.
NORTH KING COUNTY	Would like to see it much faster. Would also like to include Ballard to UW line in this round instead of a future study.
NORTH KING COUNTY	I'll start by saying the lack of an west to east line (Ballard to the U district) is a huge bummer. My biggest problem however with ST3 is how long it will take to get light rail service. Rail should be prioritized and funded over EVERYTHING else. Telling me that Light Rail is 12 years away for the most mediocre of options is not good enough. As someone who lives near Green Lake I walk past the stop scheduled to open in 2021 all the time, and I just don't get how it can possibly take that long after looking at the most recent details regarding the tunnel digging. Adding on to this with a huge amount of investment but minimal light rail expansion while traffic gets worse and worse is a bummer, and if people vote against this proposal I imagine this will be why. The plan focuses too little on light rail between the busiest areas of the city and the downtown core, and takes way too long to implement changes. I just can't understand how it can take 25 years to build a rail line. If these things can't be worked on at the same time maybe we should redesign the plan. I don't know I like transit, I want to use it, but I feel like we are constantly getting screwed or told everything is going to take so long to implement that it's just crazy.
NORTH KING COUNTY	I'm a big supporter of light rail but do not understand why it takes so long to build the system, and many people I have discussed this with have the same question. If Sound Transit has explained the reasons behind the long lead time, I don't believe it's widely known or understood, and it would be helpful to understand the reasons. And, how can it possibly take eight years to have I405 BRT online? I would like to understand that timeline as well.
NORTH KING COUNTY	Ballard line completion timelines are inexcusable, as is the rail being at grade. Traffic is already terrible in that region, and rail should not be forced to be stuck with it. This is not a forward thinking decision.  Light rail is not for suburban commuters. They should be using Sounder. We do not need to connect to Tacoma and Everett by Light Rail. That's what commuter rail is for.  The greatest benefit is within the urban areas. Removing the need for people to have a car when living within Seattle proper will free up roads and allow for slower expansion outwards.
NORTH KING COUNTY	Love the Light rail from Husky Station to downtown. Please hurry up and complete the UW and Roosevelt connections.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	<p>Ballard and West Seattle to downtown first!</p> <p>I know you're trying to placate the suburbanites, but providing service to low-density areas first seems like a recipe for half-assing the entire thing, and quitting halfway through.</p> <p>In other words, taxpayers pay a bunch of money, and see minimal improvements for a decade. Tim Eyman swoops in and creates an initiative to quit because the project isn't doing much good, everyone votes for it because it isn't doing much good, the project dies, and gets torn down.</p>
NORTH KING COUNTY	Sooner is better. Thanks!
NORTH KING COUNTY	More funding needs to be given to these projects! The projected timeline is way too slow and we need these advancements much sooner! 25 years for the projects to be completed is insane.
NORTH KING COUNTY	These projects need to be executed NOW, not 20 years from now. This city could be great NOW, not 20 years from now. Proper rail transport should have been funded 50 years ago, so NOW is already too late. Seattle is rich, make it happen. The suburban whiners will stop whining when they can whisk to and from work without traffic (in their train, or in their car). Seattle is NOT A GREAT CITY thanks mostly to its miserable public transportation. This can be changed in a few years of heavy construction. The problem is political, not logistic or financial. MAKE IT HAPPEN NOW, not 20 years from now.
NORTH KING COUNTY	I wish it would be finished sooner.
NORTH KING COUNTY	Focus on completion of transit in the city first. Most people who are on the roads in Seattle live and work here. Ballard is at more than 300% of its 2024 growth target. That growth was supposed to be accompanied by infrastructure but transit is grossly lagging behind the development. If the timeline for completion of improvements to transit to Ballard are not significantly accelerated I am no longer supporting the project.
NORTH KING COUNTY	Would love to see Ballard -> Downtown be a higher priority
NORTH KING COUNTY	I am likely to vote against a plan that prioritizes expansion into far suburbs over expansion within city limits where most people live and work.
NORTH KING COUNTY	I believe Ballard and West Seattle light rail should be pushed up in time line and should be done in the next 10 years. Also, I believe that there should be more options for tunnels in Seattle for light rail (below grade).
NORTH KING COUNTY	The light rail timelines for Downtown Seattle, especially the Ballard line are absurdly long. I'd be happy to pay more to push those projects faster.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	<p>The timeline for projects in Seattle (specifically the Ballard line) is FAR too long. It's already hard to get around the city today, we can't wait another 22 years to have a fast and reliable alternative.</p> <p>It's also disappointing that the draft plan includes the Ballard option with longer travel times and lower ridership. Seattle, uniquely in the region, has a significant need for transit alternatives that are fast, reliable, and grade-separated in order to get people where they're going throughout the region. This is not the place to cut corners to save a few million dollars on a project with costs in the billions.</p> <p>Lastly, the lack of studies for additional corridors in within Seattle is disheartening. Where are the east-west lines to connect homes and employment centers outside of downtown? Ballard to UW, for example, or Belltown, South Lake Union, Capitol Hill, and the Central District. The draft plan does very little to enable quick, regional transportation for tens of thousands of Seattle residents and employers and yet includes diversions and extensions to relatively low ridership areas in other parts of the region. Investments should be made where the need is most acute and the options most limited.</p>
NORTH KING COUNTY	The timelines seem way too long. Why will it take 22 years to build to Ballard for example? These projects need to be prioritized over at-grade, traffic right of way projects I keep seeing built.
NORTH KING COUNTY	Is there any way to make this happen faster? 8-25 years is a long time.
NORTH KING COUNTY	Petition the state to increase ST's bonding ability to speed Ballard timeline.
NORTH KING COUNTY	Don't take Seattle voters for granted. The delay in Ballard and West Seattle until the end of the project timeline means I will vote no as it is written. I get that you are trying to appeal to the swing voters in regions further because you think Seattle will blindly vote for any tax but you have lost me with this timeline. Accelerate the Seattle projects to the front and you get my vote back. Read some comment sections, forums, or Reddit and you will see I'm not an outlier in my thoughts.
NORTH KING COUNTY	Transit in West Seattle is desperate. Once the viaduct is gone, it will be the way the majority of people will get into the city
NORTH KING COUNTY	I love everything included - but wish it would be implemented much faster! Happy to help on this however I can.
NORTH KING COUNTY	Would love to see it done faster!
NORTH KING COUNTY	A 25 year construction timeline is untenable. Timeline should be revised and all projects should be started immediately. I may very well end up voting against this project in it's current form. 22 years to wait for light rail to Ballard is unforgivable. Not having a Ballard to UW through Fremont and Wallingford line is a huge missed opportunity. ST has proven they can oversee large projects, it's time to scale up, we don't have 25 years to wait.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	If people want reliable and transit for more than commuting, they should move to Seattle.....if they live in the burbs, we should focus on transit for commuting. In other words...don't do what SF did and built BART everywhere...do what NYC did and built light rail only in the city.....and focus on using commuter rail and BRT to get people into the city for work....building light rail outside of Seattle is waste of time....those people have cars and they love em
NORTH KING COUNTY	I worry that people will be scared off by the length of time this will all take--have to help them understand it's not just about "what's in it for me". Also important people understand that improved transit will benefit everyone, whether or not they are/can actually use it.
NORTH KING COUNTY	I am a HUGE supporter of transit, but it absolutely cannot take 25 years... we don't have that kind of time. I don't understand light rail for 40 miles north and south of the city. I would have preferred fixing commuter rail (take it off that failing north end system) on ST owned rail lines and keeping light rail to city and immediate suburbs. Seattle needs more infrastructure in the city we need to be able to move east-west not just north south...  But mostly FASTER!
NORTH KING COUNTY	The timelines for light rail are too long.
NORTH KING COUNTY	The 22 year timeframe for light rail Ballard just seems so extreme. I would be more likely to support the project if something could be done to reduce that timeline.  I also think east-west travel in North Seattle needs to be given more priority. Wallingford and Fremont are ignored in this plan.
NORTH KING COUNTY	West Seattle would be an access point for further southern light rail and connections to Tacoma etc.  PLEASE PLEASE PLEASE add light rail to West Seattle. Because we are accessing the downtown areas via two main bridges we are always at the mercy of traffic and busses contribute to the traffic.  Light Rail Now!
NORTH KING COUNTY	I understand the constraints of tax-based financing, but please move heaven and earth to pull in the timelines.
NORTH KING COUNTY	The Seattle light rail projects have completions that are far too long in the future. These should try to be completed as soon as possible. Also grade separated if possible.
NORTH KING COUNTY	The timeline is way too long, especially for the Ballard and West Seattle rail. I had hoped rail would come by 2030 in both Ballard and W. Seattle. If ST3 goes to the ballot the way it is now (with a long timeline), then I am voting "reject".

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	The timelines are way too long. Generations will have come and gone before being able to use transit effectively.
NORTH KING COUNTY	This timeline is absolutely repulsive. Ballard and then West Seattle needs to be done in the next decade if not sooner. Additionally, there needs to be light rail from UW to Ballard. Not a single one of these suburban projects will make a difference until these Seattle projects are completed first. Seattle is growing quicker than the Suburbs and that is only going to increase more as people desire living downtown and our traffic becomes unsustainable. Finishing these suburban projects first only encourages more people to live in the Suburbs. I will pay SIGNIFICANTLY more to get the Seattle projects done sooner.
NORTH KING COUNTY	I would prefer to see progress happen faster. Instead of starting 10 projects, start one and finish it 10x faster. Then show how much it helps and get a higher level of support for the next project. Maybe that will allow even more funding to go even faster.
NORTH KING COUNTY	It's all too slow. Go faster, even if it costs more. There are hundreds of thousands of seniors that will die, never being able to use these new improvements coming in 20-30 years. Get it done faster.
NORTH KING COUNTY	The timelines I've seen proposed for adding service to Ballard are too far in the future. Ballard needs improved transit now.
NORTH KING COUNTY	The most crucial elements are in the Seattle core. Connecting West Seattle and Ballard via dedicated right of way to Downtown ASAP should be a priority, and first items accomplished.
NORTH KING COUNTY	Please do it sooner!
NORTH KING COUNTY	This needs to be completed in half the time. I would gladly pay double (or triple) the tax to get it done faster. You should also work on public/private partnerships. I know Boeing is an asshole corporate citizen at this point in time, but if you are going to build a light rail spur to their front door, make them pay and get it done faster! We need this stuff NOW, not in 25 years!
NORTH KING COUNTY	Definitely hit up Amazon and other large Seattle companies to help fund the system. They stand to benefit as much or more than anyone else.
NORTH KING COUNTY	Raise the taxation amounts, implement an income tax, and finish the projects by 2030!
NORTH KING COUNTY	The timeline is way long. Needs to be much shorter to get more support.
NORTH KING COUNTY	I would prefer the ballard and west seattle light rail projects were given priority, but I support the plan if that isn't an option.
NORTH KING COUNTY	17-25 years of plan completion is way too long!
NORTH KING COUNTY	The downtown core needs to be the priority as this incentivises people to live in a denser fashion lessening the impact of ST3 completion in the outer areas.
NORTH KING COUNTY	West Seattle Light Rail Connections should be moved up in the schedule.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	I strongly support light rail in Seattle. However, I am definitely voting no on this proposal. I remember voting on ST1 the year after I graduated college from UW, and thinking some day I'd be able to leverage light rail in Seattle. Here we are over 20 years later, and we barely have reached north of downtown. Now I hear that when I turn 67 we will finally get it out to Ballard? The same Ballard with density and population growth faster at a rate faster than the regional metrics you quote in this survey? 22 years to get a connection downtown? 40 years after starting work on the first line in Seattle? I know these projects are massive and complex, but 40 years to get a second line in Seattle built seems awfully slow. I think it may be best for Ballard and W Seattle to be pulled from ST 3, lower the cost, and let the people of Seattle form their own transit agency and taxing authority.
NORTH KING COUNTY	The ST3 Timeline is absurdly long. Congestion today will not be addressed for decades! The ST3 plan makes the dubious assumption that the needs of the area in 2038 can be predicted now, and that residents and industry can suffer until then. The ST3 plan fails to reduce the need for automobiles, by trying to serve too wide of an area. Sound Transit should instead focus on creating "car-less centers", where the population density is high, to provide a reasonable alternative to car ownership. For areas outside these centers (e.g. Issaquah), make entry into the public transport system easy, by providing park-and-rides on the periphery of metropolitan centers.
NORTH KING COUNTY	How can we accelerate this program? Lets try to cut the delivery time in half!
NORTH KING COUNTY	25 years to complete this plan is ludicrous. By then we need to overhaul the system again. This needs to be built NOW!
NORTH KING COUNTY	Light rail to Ballard, West Seattle and South Lake Union in 20 years is WAY too late. Tech companies such as Google and Facebook are opening offices in the next few years in South Lake Union for thousands of workers, yet the drive alone rate to SLU is more than 50%. This is choking our downtown roads and making life miserable for everyone in the city. We have to figure out how to get people from their homes to their offices in a reasonable way, and do it faster.
NORTH KING COUNTY	Please consider ways to accelerate the construction schedule for light rail projects in Seattle, especially to Ballard and West Seattle. Consider option to use ST3 revenue to leverage federal loans to expedite construction.
NORTH KING COUNTY	Do it faster than 25 years - I realize funding and engineering are important constraints, but there has to be a way to do it in half the time
NORTH KING COUNTY	I think it is absurd that it could possibly take 25 years for the key projects in this plan to be completed. Ballard/West Seattle/Issaquah should be on the fast track to completion as priorities.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	The timelines for this project are completely backwards. The biggest bang for our buck and the people stuck in the most traffic are within the Seattle-Bellevue-Lynnwood-Renton corridor. The majority of this package is devoted to extending light rail to Everett and Tacoma, which are already serviced by the Sounder and do not have the density requirements that make light rail cost-effective. To increase ridership significantly, we should start from Seattle and work outwards, since the majority of the commuters taking the light rail are trying to get to locations Seattle in the first place. The projects to Ballard and West Seattle should be a 10 year goal with Tacoma and Everett a 20 year goal. BALLARD TO UW LIGHT RAIL NEEDS TO BE INCLUDED IN THIS PACKAGE AS WELL WITH A 10 YEAR TIMELINE.
NORTH KING COUNTY	I am concerned that the rapid bus plan will take 8 years. I don't see why it would take that long. Also, 22 years to connect Ballard is ridiculous. I understand wanting to connect the suburbs, but those of us living in the city want a connected city. Lastly, are you saying the system upgrades would cost 200 per resident per year? Is that starting now? Is that for all residents living in the Puget Sound? That seems steep.
NORTH KING COUNTY	Light rail needs to be a priority with getting to and from Seattle neighborhoods/city center being the priority versus one long connector from Everett to Tacoma. It takes far more cars off the road and eases congestion much more.
NORTH KING COUNTY	I'm a strong supporter of ST3 and would like to help campaign for it. I see it helping to revitalize my neighborhood in the long-run and enabling my friends and neighbors get better access to their jobs without having to drive. This is an important imperative for our region! I'm quite willing to pay additional property taxes, because I know the value of my property as a result of this collective investment will pay off huge dividends not only when it's time to sell but in time I save not having to sit in an automobile. Enhanced mobility will make me more likely to ride a bicycle to other parts of the city and my savings from gas and vehicle maintenance costs usually ends up getting spent in the local economy. This is an economic boon to our region!
NORTH KING COUNTY	ballard to UW is huge..why would we wait 22 years
NORTH KING COUNTY	I believe the Light Rail to Ballard and to West Seattle projects should be given higher priority and moved up in the timetable.
NORTH KING COUNTY	This is a plan that is 20 years in and won't complete for another 20 years. We've outgrown the original plans and we will outgrow this plan. Light Rails do not have the needed capacity and will do little to alleviat traffic since they go nowhere. In 22 years when they are finished, they will still go nowhere. Too hard to get anywhere. Where are the cross town trains? Where are the high volume trains? How will we accommodate urban growth? If we are spending 22 years building light rail, make new development provide ample parking spots.
NORTH KING COUNTY	Move Graham St up in the timeline. 2036 is too far away.
NORTH KING COUNTY	We need more focus on developing mass transit within Seattle sooner and less focus on providing regional transit to suburbs that don't even want it. Building a subway from downtown Seattle to Ballard should be the first part of the plan, not the last part.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	22 years to ballard?! Accelerate all of these timetables! Get more money from businesses--they're the ones that profit from having their workers commute to work. Amazon alone is the cause of so much congestion. We need light rail now, not in 2 decades! Make corporations pay!
NORTH KING COUNTY	they should work out an MOU with cities getting projects to use their bonding authority to make it happen even faster
NORTH KING COUNTY	Light rail to Ballard in 22 years is unacceptable! West Seattle and Ballard should be prioritized!
NORTH KING COUNTY	If the Graham St Station is to be added as promised by Mayor Murray at a Press Conference, it should be added as soon as possible to validate the integrity of his word.
NORTH KING COUNTY	This should have been done decades ago. I don't mind paying more to expedite the process, just get it done as fast as possible.  This better reach the people who need it and pay for it. Get it right the first time, we can't afford to not have a regional transit system by the time this is projected to be finished.
NORTH KING COUNTY	First impression is that the timeline favors those less likely to take advantage of the improvements. I understand the need for better options for those commuting outside of Seattle, but my observation is that those living in the city are more likely to use public transit. Perhaps it's cynicism on my part, but I get the sense that the proposal takes for granted that people in Seattle will vote yes and there is an effort to try to appease those in the suburbs who typically vote against similar measures by prioritizing the projects closer to their home.
NORTH KING COUNTY	I would pay much more to have this completed more quickly.  Also, we need to prioritize grade separated rail to maintain quick and reliable travel times.  We need a subway between Ballard and UW.
NORTH KING COUNTY	I feel the timeline for the Ballard extension is too far out. The city has approved significant increased density over the last several years which has caused the population of Ballard to explode. They have not kept up with providing services, especially transit, to support the density that has already been created. And we are going to continue to grow at a very fast pace. Waiting until 2038 for light rail is just ridiculous. Continued improvement in the bus line isn't going to cut it. I strongly support the overall vision and I'm more than happy to pay for it.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	We need more mass transit options FASTER. I'd also hope to see that equity and social justice considerations feature prominently in the decision making process-- I live in South Seattle and know that extending the light rail to W. Seattle or Ballard would improve my social life-- but I know folks in Kent and Burien can't get to work in a reasonable time because they don't have good transit options-- I'm willing to forego easy access to W. Seattle & Ballard to ensure that all of King County can get to work and school in a reasonable amount of time on reliable transit. ALSO-- I'm a fan of utilizing the most progressive taxing measures to fund all transit investments. WA has one of the most regressive tax systems in our country-- I'm not for the sales tax increase-- would much rather see it funded by a more equitable source.
NORTH KING COUNTY	West Seattle is Seattle's largest tax base. We pay a premium to live there vs. Federal Way. Why not let us get downtown faster than people in Federal Way? You are always worried about people who live far away, when we (west Seattle) can't even get a freakin' exit downtown on the new 99 tunnel. You should ride the C buses in the AM from West Seattle. We are standing 3 deep on the width of the aisle way. You need to look CLOSER to the city for the problems not further away. My IT guy moved to Kent because he can get to downtown faster than he did from West Seattle. I'm not paying for 405 or Kent or Tacoma. LOOK AT THE DENSITY!!!
NORTH KING COUNTY	Way too long to implement. City is stuck now. Figure out a way to cut timeline in half or better
NORTH KING COUNTY	Why one at a time? Work on in city projects at the same time as the extensions to the suburbs.
NORTH KING COUNTY	West Seattle needs light rail ASAP -- 17 years is too long to wait.
NORTH KING COUNTY	The completion timeline is simply too far out. The focus of light rail should be connecting the dense neighborhoods of the city first, not connecting the outlying regions. Light rail to Ballard, a region undergoing incredible growth, in 22 years? Who can support raising their taxes for something that might not finish before they die? Or before they move away because no one knows where they will be in 22 years. Also, the route for Ballard is terrible - the route should go through Queen Anne and Fremont where it will connect much denser neighborhoods and serve many more people, instead of duplicating the route of the current rapid ride line. Everett and Tacoma have the Sounder right now - they should be the very last priority in getting light rail. I want light rail badly, but this plan is just awful. I would never vote to raise my taxes for something I won't see for decades.
NORTH KING COUNTY	I support these projects, but the timelines are ridiculously long. Find a way to speed up the process.
NORTH KING COUNTY	Would love to see as much of this as possible completed sooner than the proposed timelines. I understand that it will take time, but it feels like this plan may not be enough 25 years from now.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	<p>The idea that Ballard will not get light rail service until 10 years after Redmond/Fedway 5 years after West Seattle/Tacoma and 2 years after Lynnwood and Tukwila/Boeing Access is just plain stupid. There has been instant, heavy demand for the new UW/Cap Hill rail service. The same will be true of Roosevelt/Northgate Service. WHY THE HECK does this plan not prioritize rail service to centers or urban density like Ballard and other areas of North Seattle. Instead, it builds to suburban areas with little demonstrated demand ... probably for political/taxation reasons. I bet you that the people of the city of Seattle would be happy to pay extra to get rail NOW ... we need it, Please build it before 2038. I will be voting for this measure, but plenty of Seattleites won't unless we get more service from this plan outside of West Seattle before 22 years from now.</p> <p>It's also regrettable that there is no concrete plan for cross-town Ballard to UW service.</p> <p>TAX US MORE! Build the rail we need now!</p>
NORTH KING COUNTY	<p>20 years is way too long for the project to be completed. I would support even higher taxes if it meant light rail completed sooner!</p>
NORTH KING COUNTY	<p>This all needs to happen MUCH faster. Opening the UW link is good for publicity, but calling it "ahead of schedule" is a slap in the face to those of us who have supported light rail since it was on the ballot in 1994. If we'd had projections of 22 years then, it would be done now! But now it is too long to wait. It seems ludicrous that this can't be done faster. Imagine if we needed light rail as a war effort--it would be done in a year, no problem. Why can't we muster a little urgency? I think more people would vote for the plan if they thought it would be done in their LIFETIME. I mean, really. It's a whole generation! At this rate we will NEVER get on top of the transportation problem.</p>
NORTH KING COUNTY	<p>I understand that the most congestion is caused by people who live in the suburbs and commute into Seattle, however, ALL the people I know who live in the suburbs say they will never ride transit no matter how reliable. Meanwhile people in Seattle want more reliable transit and are being considered the lesser priority. I think unless ST can come up with a way to get suburban dwellers to actually use all the transit options then the priority should be shifted to Seattle/Tukwila lines. I've also noticed that people in suburbs south of Seattle seem to be more willing to look into riding transit than north side and east side residents (at least that's been my experience). I also don't understand why the light rail is being built on I-5 along the same route as the rapid ride option. Seems redundant, shouldn't we spread the options out so that we don't have traffic backups getting to I-5 and over-full park and rides along I-5?</p>
NORTH KING COUNTY	<p>Would love to see all projects completed within 15 years if possible (20 max). I realize this is difficult given the funding constraints, but I have a feeling being able to complete everything by ~2030-2035 will make ST3 an easier sell to voters given the high pricetag. Please know I strongly support ST3 and am extremely hopeful that it passes -- I live in West Seattle and commute to downtown every weekday by bus, so light rail would be huge. ST3 would bring a significant advancement forward in our region's mobility -- thank you for all of your work.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	Simply, the light rail needs to be expanded at a much quicker rate. WADOT has proven they are incapable of making positive improvements to our streets and highways and public transit is the strongest solution to a booming city.
NORTH KING COUNTY	Spend more and do it sooner! 12 years for the earliest light rail is way too long, not to mention 25 years. This city will be shutdown with gridlock in the next few years.
NORTH KING COUNTY	As a resident of West Seattle, I would much rather see the West Seattle rail connection prioritized over Redmond. The emphasis on West Seattle being an urban village means we'll probably hit the limit of how many people can be accommodated by BRT well before 17 years from now, and the highway connections to downtown are already overburdened.
NORTH KING COUNTY	This timeline is a joke—22 years to get light rail to Ballard and 25 years to Issaquah? The entire region will be locked in gridlock for another generation while Sound Transit works to fix problems from the past. The timeline for all of the projects need to be cut in half or it is impossible to view the proposals as a serious attempt to improve how people move about the region and reduce the reliance on cars.
NORTH KING COUNTY	We need light rail to West Seattle MUCH sooner. Moreover, Admiral and Alki are completely cut out of all light rail plans and this is very troubling. As it is, there is minimal to no fast bus service to downtown from these neighborhoods except for very limited peak hours. It is unacceptable that it takes over an hour to get downtown
NORTH KING COUNTY	It's hard to support a plan that won't be implemented for 25 years, we need solutions now! There's gotta be a way to speed this along.
NORTH KING COUNTY	This takes too long, we'll likely leave Seattle next year. The two main reason are the subpar public schools which don't receive enough funding, and also the traffic gridlock that has just become unworkable. My wife works on the South end of downtown and regularly has three Rapid Ride busses in a row pass her station without stopping b/c they are at capacity. This plan is nice and comprehensive, but you need to add steps that can give some relief within 1-3 years.
NORTH KING COUNTY	Faster! Faster!
NORTH KING COUNTY	My only concern is that this needs to happen more quickly. 17 and 22 years for West Seattle and Ballard light rail is crazy! I'd say do whatever you need to get those projects completed faster.
NORTH KING COUNTY	The whole project doesn't go fast enough, especially to important places like West Seattle and Ballard. Tax me more, but get it done much faster!
NORTH KING COUNTY	Projects that serve more people should be prioritized. This means building in-city projects like a Metro 8 line, an east/west Ballard/UW line, and connections from Ballard and West Seattle to downtown first.
NORTH KING COUNTY	The timeline is too long. Twenty-two years to get to Ballard? Really? That's just crazy. The same goes for the other parts of the project that are projected to take that long as well.
NORTH KING COUNTY	I'd like to see Ballard and West Seattle service arrive before 22 years - it's highly dense and close to downtown, there's no reason people should have to drive.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	This needs to get done sooner! I understand that you can't really build Everett before you build Lynnwood, but West Seattle, a loop from downtown to Ballard to UW and the Eastside routes could get done simultaneously to other light rail expansions. I started riding my bike from Bryant to Sodo, taking the light rail from UW to Pioneer Square this week. It's great. More light rail, faster!
NORTH KING COUNTY	In general, I love the project list and hate the timelines. Many of the projects have been badly needed for a decade or more, and it's disheartening to know that we'll have to wait a generation for them to be complete.
NORTH KING COUNTY	My major complaint is the timeline is not aggressive enough. Personally, I am willing to pay more in taxes to get these items done sooner. My second complaint is that by the time you are done the city will have changed too much, I would prefer to fund a ten year plan. My third, and more minor of a complaint is you are missing neighborhoods like Fremont and Lower Queen Anne.
NORTH KING COUNTY	We need this stuff sooner - we should have the Roosevelt station up and running, expansion to Northgate and beyond.  Thanks!
NORTH KING COUNTY	Need more aggressive timeline
NORTH KING COUNTY	It feels like many of these projects are going to take a long time. For example, a light rail to Ballard in 2038 does not really entice me to want to increase taxes. However, the same thing by 2026 is more compelling. Shouldn't we improve the light rail capabilities within the city before we start branching out?
NORTH KING COUNTY	This project should have been completed 25 years ago, not finished 25 years from now. I believe this plan doesn't focus enough on the current situation or have an effective plan to deal with the increase in population and resulting use of mass transit in the future. The trains and platforms are already packed as is, if you expand mass transit then it will be all the more so. That said, link light rail should have bigger stations, longer cars and trains should come more often. Also buses should be removed from the downtown transit tunnel so that the light rail is not delayed. And it should all be completed in no more then 15 years. In 25 years we should be talking about further expansion, not a completed expansion. I feel the current timeline doesn't provide enough of an incentive for me, as I will be practically considered elderly by the time it is finished and even then, it will not be enough. There are plenty of unemployed and underpaid workers in this state that would gladly accept a position working on this project. Considering this, it should not be completed in phases but every portion of this plan should be implimented immediately and connected to other portions as completed. I will not be voting in favor of this plan without compromise.
NORTH KING COUNTY	FASTER!!!!!!!!!!!!!!!!!!!!!!!!!!!!
NORTH KING COUNTY	Build it faster!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	Charge \$400/ year and lets just knock this out before I'm 53... How about 12 years. I don't even know if I will be living here in 25 years! Maybe Start "City of the Future, Today." Go Fund me for a Seattle Transit System? haha. Thanks for your Hard Work! This plan is going to be amazing!
NORTH KING COUNTY	Every effort should be made to speed up implementation of light rail. The biggest obstacle to this plan passing is the extremely distant completion times for much of it. Waiting longer than 12-15 years is going to cost a lot of votes.
NORTH KING COUNTY	I just wish we could get it all faster :)
NORTH KING COUNTY	Stated priority order spreads focus thin. The overriding goal should be intelligent enough to look at whole region impacts in the long term. Projects should be implemented in large part to increase density in the Urban Growth Area. Sound Transit's actions will be the biggest reason the UGA is constrained, allowing the Seattle area to move into a more efficient, economical and sustainable 21st century urban system. On the other hand, prioritizing regional transit will cause the UGA to expand, which will overextend the system and over tax the environment. Projects that will, in the long term, facilitate intelligent increases in density is absolutely essential. Abandon projects to places like DuPont and Redmond.
NORTH KING COUNTY	25 years is too long. This needs to be a Ten year plan. Ballard to US with real rail is a must
NORTH KING COUNTY	I was excited for the UW and Husky Stadium stations when first moved to Seattle. Now UW is open and U District is still 5 years away, but I moved out of the U District 3 years ago and it doesn't help me anymore. As a ferry commuter, I only really go to Seattle neighborhoods that I can get to easily on foot. I've already started visiting Capitol Hill now. I am very excited for the Ballard and West Seattle lines, and I hope for more horizontal connections, like U District to Ballard. But now it looks like my future children will be my age before that happens. Is there any way to bring these deadlines closer?
NORTH KING COUNTY	Plenty of parking and bus service to rail stations
NORTH KING COUNTY	Local government binding authority should be incorporated to speed up the timelines of projects.
NORTH KING COUNTY	I would absolutely support paying more in order to obtain a sped up timeline, aka enjoying this while I have a little youth in me! Also strongly support connections to White Center and Bellevue (Community, still?) College, which were on some earlier renderings. Also where is UW Tacoma? Is that even feasible?  THANKS!
NORTH KING COUNTY	I feel that the timeline for low hanging fruit projects such as the infill stations is much too long and any method that could be used to accelerate those should be put into place. It seems absolutely ridiculous to me that the timeline for completion of the Graham Street station, while not likely the highest priority item on the ST3 list, is a full 20 years away. It's the only thing that gives me great pause in supporting this massive project. Seattle needs to be a more agile environment for infrastructure change!
NORTH KING COUNTY	Extensions of the light rail system to Ballard and West Seattle are more important and should occur more swiftly than they would in the proposed project timeline.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	We are so far behind cities like Atlanta, or even Portland. Seattle is a fantastic city. Not sure why it has taken so long to catch up. Not sure why it will take 17 years to get light rail to West Seattle. The lack of convenient light rail is a drawback, and a disappointment. Park and ride so people can get to the airport conveniently would be great.
NORTH KING COUNTY	The timeline is WAY TOO SLOW. We need these connections sooner rather than later, especially along busy corridors like West Seattle and Ballard to Downtown, and Bellevue to Overlake/Redmond. ST needs to explore options to speed up the development of these lines, and to start building as quickly as possible.
NORTH KING COUNTY	Timelines must be compressed. 17 years for W. Seattle to Downtown is too long. Ballard to Downtown is also too long.
NORTH KING COUNTY	I think that if all this was completed tomorrow we would have adequate transit in Seattle, which means that when it is finished 25 (!) years from now it will be completely inadequate. You need to dramatically speed up the timeline for light rail.
NORTH KING COUNTY	We need GRADE-SEPARATED rapid transit to Ballard YESTERDAY. I'm not voting for any plan that runs light rail on surface streets through Seattle, that's obscene. I'm not voting for a plan that doesn't get light rail to Ballard in a ten-year timeframe. Period. I'd rather move to Portland- what's the point of voting for this system that won't help me until I'm nearing retirement? Absolutely ridiculous.
NORTH KING COUNTY	Can you speed up the completion? We'll all die in a traffic jam and be six feet under by the time it's completed!
NORTH KING COUNTY	Faster, please!
NORTH KING COUNTY	We need this to happen now, not in 10-25 years. The population boom is happening in our region now and unless mass-transit can keep up, we are going to continue experiencing traffic, congestion, fuel pollution, and overcrowded buses and trains which barely fulfil our transit needs. When can building begin? Yesterday is already not soon enough.
NORTH KING COUNTY	The timeline for projects within Seattle is extremely disappointing, and it will be difficult to get people to vote for a system that will take so long to get to them.  In addition, a Ballard to UW light rail line must be included in the final package, as east-west transit is a mess in the city and such a line would immediately have massive ridership. There also needs to be rail service to Belltown on the Ballard line, with SLU shifted to alight rail line based on the Metro 8. Finally, the Interbay section needs to move off-grade to ensure speed and reliability.
NORTH KING COUNTY	everything needs to happen faster. looking at portland and vancouver why cant we get it done quickly, too. think of max between 1998 and today!!!
NORTH KING COUNTY	I'd like to see information about what the package would cost if the timelines were shortened. I wish we were talking about doing more than one thing at a time, and get the whole thing done more quickly!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	I really don't want to wait 20 YEARS for the Graham St station for LINK. The City of Seattle has made providing funding for the Graham St station as part of their Move Seattle levy -- I think given the city's willingness to chip in part of the costs, it would be advantageous for Sound Transit to speed up the timetable for this station, rather than waiting two decades. Presumably it takes less to build stations for existing track? Thank you.
NORTH KING COUNTY	The Seattle to Ballard line needs to be completed sooner!!
NORTH KING COUNTY	This proposal is suburban bloat. You should be embarrassed.
NORTH KING COUNTY	More projects, even if it's only segments of new light rail or BRT lines, should be opened faster (under 10 years from now).
NORTH KING COUNTY	22 years for light rail to reach Ballard is simply unacceptable, and as much as I support expanded transit, this could cause me to vote AGAINST ST3. We voted for and paid a lot of taxes for a light rail system (monorail) linking Ballard to Downtown to West Seattle that was supposed to be online almost 10 years ago. In fact, we voted for it four times! These lines should be FIRST to be complete not last, and don't underestimate how pissed off we all are still in Ballard and West Seattle. I will be 75 years old in 22 years. Just get it done! Ballard is filling up with huge new buildings. Our parking is paid, our streets are jammed, and our patience is gone. And while you are at it, how about INCLUDING the Ballard-UW light rail line NOW! It doesn't need study. It needs building.
NORTH KING COUNTY	Question # 12: I would strongly support a more ambitious (but doable) schedule. The sooner, the better!
NORTH KING COUNTY	The arguments made for why we should support ST3 are all great arguments -- but the projects don't correlate with where the problems are worst! Focusing on areas of intense congestion and demand will be more effective; limited projects benefitting Seattle not coming online for 20+ years is not acceptable. LRT is great for promoting car-free life only if it a dense enough system with connections where they matter. Focus should be given to where these connections exist and not to communities who have chosen to locate external to areas with transit service. This plan fails to make a difference where it can. Also - NO PARKING. You cannot promote car-free options and transit-focused, walkable areas while still discussing parking. That is a joke.
NORTH KING COUNTY	My main concern is this: We need faster implementation of light rail! I am especially concerned that stations to be built on the street along lines that ALREADY exist, such as the Graham Street Station, would take so many years to build. It is a relatively simple site, requiring property acquisition and construction of a station, which I would think could be finished more quickly. Also, it is in an area that serves a population that is greatly dependent on public transit and needs this alternative more easily available.
NORTH KING COUNTY	I think east/west light rail projects (Ballard, Bellevue, West Settle) should be prioritized above further north/south expansion. People living in already dense population areas are more likely to be able to rely solely on public transit if they had a more complete system.
NORTH KING COUNTY	Additions to the current line that connect the city are most crucial from a density perspective. I feel very strongly that the extension to Ballard and West Seattle should be the next two projects after the Northgate extension.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	It just takes too long. So many people I work with want these projects, but the timelines make them very skittish. I'm a regular transitblog reader and transit nerd who wants these projects to pass.
NORTH KING COUNTY	The projected completion dates are too far out. Speed up the construction by what ever means possible. ST takes too long to design and construct projects. Find ways to streamline the process. Similar projects in other parts of the country and the world are completed in much less time than ST seems to require. Do some pre-construction activities in parallel instead of sequentially. Give contractors incentives to finish work early. Pay bonuses for early completion.
NORTH KING COUNTY	I am appalled at the time line. As-is I plan to vote against the proposal. 22+ years for rail to reach Ballard and west Seattle is unacceptable.
NORTH KING COUNTY	I'm disappointed that this plan is so unambitious! We need far more connections within the dense urban areas, far quicker completion of the major projects, and far less attention to park-and-rides which turn rail into a sprawl enabler. I would be delighted to pay more for a plan that gives Seattle meaningful urban transit before I expect to retire.
NORTH KING COUNTY	I support whatever we can do to reduce traffic and commute times. We need to do this as quickly as possible. I would like to see the timeline for these projects reduced by at least half. If we could find a way to channel even a fraction of the \$ people spend on personal cars every year then I imagine we'd have more than enough money to build a world class transit system. We need to get people out of their cars now. Traffic is eroding quality of life. I recently have switched to using pubic transportation because sitting in traffic is "driving" me crazy! using transit to and from work is not easy for the areas I must travel but I am at the point where I am willing to spend a longer time in the bus then behind the wheel of a car. Thank you for addressing this issue.
NORTH KING COUNTY	Please speed it up. Maybe work 24 hrs, 7 days a week can speed it up. It would be great if the build out would take half as long as each project states.
NORTH KING COUNTY	First I wanted to add that east-west connections across Lake Washington and within the city of Seattle are important. The schedule is the main sticking point here. 22 years for light rail to Ballard? 20 years for light rail to Everett? With the rate of growth in the region being 50,000 people/year even if that is an average of 25,000 people/year over the next 20 years we are talking about 500,000 more people by the time most of these projects are operational. Not an aggressive enough schedule in my opinion. I believe people would be willing to pay more to see more immediate results.  As an anecdote, think about what China has been able to do in the last 20 years. If you're willing to devote the money, massive projects can be completed more quickly and efficiently.
NORTH KING COUNTY	I feel like the timeline is a little long, but under-promise, over-deliver, right? Also, there should be more of an investment in the link between Ballard and UW servicing Fremont in Seattle, otherwise it will become a forgotten community.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	More mass transit, sooner, please!
NORTH KING COUNTY	Ballard and West Seattle should be a higher timeline priority. Particularly Ballard, as that's already where a significant amount of new development is occurring. There is already more than enough demand in these areas to support exclusive ROW rapid transit. Seventeen years is far too long to wait for adequate transit in these neighborhoods.
NORTH KING COUNTY	<p>Ballard to downtown in 22 years is absurd. It is far and away the most important part of the whole system: it's the only project that connects places everybody goes to to the light rail network, as opposed to places people only go to who live there; it's the only project that connects high density, walkable neighborhoods, of the sort that support the volume light rail can carry, of the sort where people interested in living without cars choose to live; it's (almost) the only project where light rail will be time competitive with driving, which is the threshold where lots and lots of people will use it. Ballard to downtown (AND UW to Ballard!!) needs to be the top priority for ST3, and completed on a timeline that reflects that.</p> <p>I would not oppose ST3 on that basis alone, but the inclusion of miles and miles of light rail to places that can't generate enough ridership without parking, and the decision to build that parking and thus ensure that those palaces remain the anonymous suburban sprawl zones that they currently are, rather than developing walkable neighborhoods with a sense of place, and the absence of east-west projects (Ballard to UW) makes it so that I cannot support ST3 as proposed.</p> <p>I grew up here and love it, love it beyond words. The ability to live in a rich, diverse city, and still be close to nature unique and unmatched by any other city in North America. Since I can remember, though, the mountains have been growing further and further away, as the space between here and there has been filled with strip malls and walmarts and the traffic they produce. Done right, light rail can slow this trend by supporting urban life, helping people chose the richness of real neighborhoods over a big house with a garage. But ST3 is a package that will encourage the sprawl that is poison to our environment, our city's character, and our happiness.</p> <p>I cannot support a package that puts so little emphasis on transit within the city, so little on building urban character where it does go out into the suburbs, and so much on serving cars that are the problem.</p>
NORTH KING COUNTY	Ballard light rail should be moving up in the timeline, coming on sooner than the 22 year timeline noted. Ballard has seen explosive growth recently, such that bus traffic eventually will not be able to keep up, which will push more people to hop in their cars and create even more traffic for even busses. The Ballard line would serve Amazon (SLU), the new Expedia campus (Interbay) and many of the innumerable businesses that will start to pop up as Ballard and the areas between there and downtown take off. I would request that some more priority be added to the Ballard line.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	The timeline is obviously frustrating. These projects shouldn't be 20 years out. They should have been started yesterday.
NORTH KING COUNTY	Move up timelines for Ballard and West Seattle expansion from downtown.
NORTH KING COUNTY	Speed up the construction timeline of the overall plan.
NORTH KING COUNTY	It's messed up that many of the people voting for and paying for light rail will be retired by the time it's in use. Look at all the statements above about why ST3 is so important, GHG gasses, traffic, quality of life etc. Are you telling us It's critical but not so critical that we can't wait 12-25 YEARS for it? There's a huge disconnect there, and frankly I can understand why people would vote against something like this if they personally will never benefit from it.
NORTH KING COUNTY	Timeline needs to speed up. 25 years is a long ways out considering how fast things are changing. Why not put in express bus routes along the proposed light rail lines in the meantime. Allow shoulder use and design signals to allow buses to have the right of way much like the light rail does down in the Columbia City area. Cars stop when a train is passing through - why can't that be the case for buses too?
NORTH KING COUNTY	I am in favor of more transit, but 22 years to get to Ballard? Seriously? It's the 21st century, we should really be able to complete these projects in a much shorter timeline. The statements above talk about no more room on our roads, and grade separated transit is a good way to go. I still want my monorail, less cost to go above ground, faster to build than light rail, never gets stuck in traffic like the new street cars do. Just because it's an old idea, doesn't mean it's without merit. It would have been built by now, had the mayor shown more commitment. Why can't we choose a faster option than the slow as can be light rail plan? 22 years, by the above figures, comes to 915,200 more cars on the road before the Ballard line is done. 22 years, in this day and age, is just pathetic, sorry.
NORTH KING COUNTY	I highly support this massive, but urgently needed investment in Seattle's transport infrastructure. It is frustrating that it will take so long for some of the light rail extensions to be completed. We're building a house in West Seattle right now, but by the time the light rail is there, I may be retired and living somewhere else and my kids are off to college. Your process in surveying people doesn't make a lot of sense for a few reasons: You make people compare the priority of low-hanging fruit that can be implemented in a year or two with huge infrastructure that takes a generation to build. Also, people will prioritize investments that benefit them based on their current home address, so as a result, your ranking will just reflect survey participation and not actual need or benefit. Third, most people's home address will have changed by the time the light rail is built so what's the point in asking them about their location and preferences? Instead, I would recommend to make decisions based on objective data of projected population distributions, cost/benefits to serve them and other factors.
NORTH KING COUNTY	I'm not sure what the current and projected growth is for each of these areas but the priority should be determined by that.
NORTH KING COUNTY	Why is West Seattle higher getting light rail faster than Ballard when both already have a rapid transit line?
NORTH KING COUNTY	Project needs to go MUCH FASTER. C'mon people let's get 'er done! We need a progressive taxation system (except for high taxes on gasoline) that enables us to move at real speed. The timeline is not at all acceptable.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	Concentrate system development on the highest demand areas like Ballard and West Seattle.
NORTH KING COUNTY	Please build light rail more quickly! I don't want to be 65 when light rail gets to Ballard, though I'll probably need it then more than ever. Also, I am frustrated by this survey. Please don't ask me to evaluate a project in north King County against one in South King County - how am I (a Ballard resident) to know which is more valuable to our transportation network? You haven't provided any metrics (like number of riders who will change from car to transit) to help in the evaluation. I think this is a MAJOR flaw of the survey.
NORTH KING COUNTY	Timeline seems terrible. Light rail to Ballard in 22 years? Doing it in a very expensive and slow manner? Who cares about interbay which might be under water by the time this finishes? Why not connect Ballard to the light rail system via an EW connection from Ballard -> Fremont -> UW?  Emphasis on parking seems absurd given likely trends in next 20 years (automated vehicles)  Paine Field connection seems pointless and completely depends on Boeing. If Boeing wants it, they should pay for it. What happens if they successfully move to NC?
NORTH KING COUNTY	Yes I'm biased, but ST3 needs to prioritize certain improvements over others. Why will the Ballard line not be completed for 22 years!?! If the money is going to be spent anyway, work on the projects simultaneously, or if that isn't an option, prioritize the areas in most need... like Ballard!!!
NORTH KING COUNTY	The timeline is too slow for the regional growth. The Seattle metro is behind on public transit and needs to invest quickly to catch up. Light rail needs to be in Ballard sooner than 22 years or the neighborhood will become unlivable.
NORTH KING COUNTY	When I saw the plan and the timetable, I felt discouraged. I strongly support rail transit, but it works best in the densest areas. Trying to spread light rail from Everett to Tacoma should not be the goal. More light rail lines within 5-10 miles of the Seattle, Tacoma, Everett, and Bellevue city centers (in order of decreasing priority) should be the focus. And 2033 to reach Ballard and 2038 for West Seattle? Too little and too late. I may vote against because of these factors.
NORTH KING COUNTY	Timeline should prioritize Ballard and West Seattle Lightrail, I-405 BRT. Would like to see a decreased timeline for those project in more dense areas such as these. Priority should serve the most dense and increasingly dense areas as growth in the city continues to surpass those in outlying suburban areas.
NORTH KING COUNTY	Timetable for light rail is way too long. We need to accelerate at the cost of bus service.
NORTH KING COUNTY	St3 as it stands is unacceptable due to ridiculous timelines for certain projects like Ballard to downtown. Also, transit needs to come first to neighborhoods that have played by the urban density playbook and have the ridership to support it. Absolutely ridiculous that Ballard is last in line.
NORTH KING COUNTY	If the projects could be completed faster if focused on one extension at a time, I would strongly support it. The 10+ year time line is where you are losing support. Also, lack of public/affordable parking is a huge factor in people not currently using Transit.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	I can't vote for a plan that doesn't put a 7 mile rail extension to Ballard until 2038. What will the population of Ballard be in 2038? These timelines are glacial and rather embarrassing for our region. If it costs more to do it sooner we should pay more, as traffic is only going to get worse but people born tomorrow will still not be able to take light rail to Everett from Seattle before they graduate college. Please dream bigger.
NORTH KING COUNTY	Ballard is growing so quickly that the 22 year timeline is far too long.
NORTH KING COUNTY	connecting neighborhoods within Seattle (ie: Ballard and W Seattle) should be done before building lines connecting neighborhoods that are both outside of seattle
NORTH KING COUNTY	20 years is way too long. Unfortunately we have behind the 8 ball for decades.
NORTH KING COUNTY	Would love to see improvements in City of Seattle limits sooner rather than later.
NORTH KING COUNTY	I agree with pretty much with the entire plan in its form. Trains *are* the future of transportation. However, I think the timelines for completion are completely out of touch with our today's reality. I don't think the city has 30 years to spare; we will lose our competitive advantage against many other cities that are catching up way before we have the first bus available. The city is already experiencing major transportation issues, and densely-populated but poorly-communicated neighborhoods are already experiencing worsening road congestion, even if taking the bus (just try taking route 21 or C-line from West Seattle before 9:30 AM, or returning at 5). I believe the Council should look for funding alternatives that could achieve a more aggressive timeline.
NORTH KING COUNTY	The West Seattle link rail should have higher priority on a sooner completion date! The amount of residential construction has exploded over the last few years and the developers are not done, the houses and apartments and condos keep popping up at an alarming rate. We have one bridge to move all those growing numbers of people in and out of West Seattle every day who go to the I-5, SR-99, and downtown! The numbers of drivers are skyrocketing by the day, and the result is that the morning and evening commutes are getting longer and longer (30-40 minutes to move 2 or 3 miles, and if there is an accident, even longer!).
NORTH KING COUNTY	I would gladly pay 5 times the amount proposed to have the system completed faster. The system proposed is what is needed today! In 25 years, it will be inadequate, needing further expansion. The entire proposed system needs to be complete within 5 years.
NORTH KING COUNTY	20+ years for this plan is silly. Self driving cars will make this all irrelevant in that much time.
NORTH KING COUNTY	THis needs to be done FASTER! By the time rail gets to us we'll be too old to use it and yet we are being asked to fund it and our commutes are literally killing us.
NORTH KING COUNTY	The project mix is just about right (add Ballard to UW, please) but the timetable is a major disappointment. 25 years is way, way too long a timetable, since we began approving taxes for light rail 20 years ago. I'm afraid this will badly undercut support for the proposal and, well, 25 years is just too long. 15 years?

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	<p>My family and I are very supportive of the ST3 plans. 25 years is a really long time to wait for all of this to happen. We need more light rail and improved transit NOW. West Seattle has grown a lot recently and getting better transit sooner than 17 years from now will be necessary to avoid traffic that is already really bad on the West Seattle bridge. Due to the high rates of rent in Seattle, many people have been forced to live in South King County where there are fewer jobs available. The utter lack of meaningful transportation connecting places like Kent and Tukwila to Seattle contributes to inequity and growing poverty.</p> <p>Net, we need these developments a lot sooner!</p>
NORTH KING COUNTY	<p>Ballard in 22 years is too long, we needed light rail 22 years ago, there has to be a way to complete this in 8 years or less, or they need to stop building 56 new units on lots that a year ago had only a single house, on practically every street in the neighborhood. 22 years is a long time to ask a homeowner such as myself to pay property taxes for a system I will be too old to use once completed. The buses in Ballard are unreliable and overcrowded as is. As much as I want to vote for this project, this timeframe is a huge disappointment. They built the transcontinental railroad in 6 years, why 22!! It's very upsetting.</p>
NORTH KING COUNTY	<p>Build it faster, 25 years is too long. We need to catch up and get ahead of the mess.</p>
NORTH KING COUNTY	<p>Please do whatever you possibly can to speed up these time frames. 20+ years until completion of some of these projects is absolutely ridiculous. 10 years would be a lot more reasonable. People paying for this should at least be alive to use it!</p>
NORTH KING COUNTY	<p>We have a massive problem TODAY! Waiting 8-25 years is too little, too late. This timeline is not acceptable! These plans will be irrelevant by then, and feel like a bandaid on a bullet wound.</p>
NORTH KING COUNTY	<p>Grade-separated light rail inside the city should be prioritized--if commuters from outer suburbs can't land inside the walkshed of their destination, the utility and the attractiveness of the system goes down significantly. I know that if I needed to transfer to a bus (which is may well be stuck in rush hour traffic) There's an good argument that the car will be more comfortable and take less time. Additionally, the impact of highly-reliable grade-separated transit is highest in the densest areas with the most congestion. Step 1: connect all the urban destinations and major school/job centers, and build park-and-rides at the edges. Step 2: build the lines out to hit the suburban sprawl as demand and funding comes on-line.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

<p>NORTH KING COUNTY</p>	<p>It is essential to the region for this plan to be expedited. 25 years is way too long, but it is a better starting point then not being planned at all. For building trust with citizens of the region, showing that Sound Transit is committed to developing our transit system with a citizen first approach and not encumbered by bureaucracy, you need to show year over year that the timeline for this is getting shorter and shorter. You need to show, not say, but show that Sound Transit is not satisfied with a 25 year timeline, but that this is a starting point. I personally recognize that a shorter timeline would be a civil engineering miracle to pull off in the current planning climate of this region, but the region is capable of it and it's what we need. Are you capable of shortening it? It's not enough to do the job and have a plan. Make it better. Show that not only is your plan the best, but you are the most committed to getting this done as quickly as possible for the region. Do not hide behind this timeline or hold it up as the culmination of the years of hard work and strategic thinking (even though it is), but that it's the starting point. Blow the 25 year timeline out of the water. This needs to happen in a decade and that is going to take sacrifices from us all. Show us you can do it. Show us how to make this a transit revolution with grass roots efforts and citizen campaigning. Public comments and the ballot box should just be indicators of movement, not the driving force. What more do you need from supporters of this to make this happen faster? To gather more supporters now? For the citizens of the region to own this and make it their own investment together? We need to know that this is the way you are thinking of this and we need to see clear ways to get involved and get as many people on board so this doesn't fizzle out in November. I want transit for my children and grandchildren, but I want them to know it was important enough to get it going for ourselves and the main reason I see this failing on the ballot is a timeline and people complaining that it'll take too long. And that would be tragic because 25 years is closer than our current never. Show us how the region can speed up the timeline even as we move towards November. What city officials do we need to call and write to? How do we do more than show our dissatisfaction of a long a timeline? How do we turn that into action to shorten it? A quarter century cannot be the only way. It very well may be the way we, as a region, eventually choose to settle, but we need to know what it would take to get this light rail expansion in 10 years. Today, in 2016, I will not settle for a 25 year timeline, but I will vote for it as a starting point in hopes that Sound Transit and the people of Puget Sound can work together to expedite the expansion of transit and be an example to other cities facing long term traffic problems.</p>
<p>NORTH KING COUNTY</p>	<p>I feel that if it takes 25 years to complete a systems to cut back on traffic, increase transportation through out the region, many cities will continue to be over congested before the system is ever complete. I would not want to invest in something that will take 25 years to complete, when, for the rest of my life, I am having to sit in traffic, even with light rail, and computer tail, cars will still be necessary to reach those stations, requiring more available parking. Putting in rail without additional parking will not help the system overall.</p>
<p>NORTH KING COUNTY</p>	<p>The entire plan needs to be expedited...the timelines need to be much shorter...more money needs to be spent (federal, state, local) to support the shortened timelines.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	22 years is too long for updated transit to Ballard. My husband takes public transportation every day to downtown for work but he rarely uses rapid ride because it doesn't come often enough to warrant the longer walk to/from the stop. The bus often runs late and is always filled to capacity. During the summer he has switched to biking as he can go faster on bike paths than the bus can go through South Lake Union traffic. Many of his coworkers live in Ballard as well and have similar commute experiences. We have lived here four years and continue to see many new housing development. As more companies open new offices in the city center this popular walkable family friendly neighborhood will continue to swell.
NORTH KING COUNTY	If service to Ballard will not be provided for >20 years than the city needs to stop allowing densification of the area. Twenty years is an embarrassment to this technology-driven city.
NORTH KING COUNTY	The time frame to get light rail to some very dense neighborhoods in seattle is so long. This is where growth will be coming, it makes sense to focus here first.
NORTH KING COUNTY	Extremely too slow to get Ballard and West Seattle online. We need service to dense neighborhoods faster than we need it to less densely populated suburbs. The general consensus I hear from the 25-40 (years old) demographic is that the slowness of implementation to Seattle neighborhoods is hurting their desire to vote this package in!
NORTH KING COUNTY	The timeline and cost seem far too much for widespread support. It's not that I don't support the plan for expanding ST, but we needed something yesterday and T3 doesn't accomplish this very well. I believe light rail should be expanded, but I also think metro definitely needs to be expanded for everyone to access public transportation. I don't believe we should be wasting large amounts of dollars for state of the art stations, we just need something that we can get going. The more non-grade transportation that avoids traffic, the better. These things will convince voters to support T3.
NORTH KING COUNTY	Raise taxes more and implement the plan faster. Why wait until we're dead?
NORTH KING COUNTY	Light rail must be the priority since it's the only system that doesn't get bogged down in the current traffic mess; everything else is a stop gap. The most common opposition I hear from light rail opponents is that it doesn't go anywhere - they don't feel like it can actually get them around. The faster light rail can be prioritized and developed the faster the region will support it until we hit a critical mass where the system can effectively support everyday needs for a large portion of the population. The overall network plan is great, but the faster the rail system can be developed the better.
NORTH KING COUNTY	Build the core before building the periphery to help stem urban sprawl.
NORTH KING COUNTY	Critical needs exist currently in Ballard and West Seattle - These portions of the project should be given first priority and the longer-range parts of the project (Tacoma, Everett, East side) should be given bus rapid transit. Ballard has experienced a huge increase in density in the past 10 years and the public transit infrastructure is not there to support it. If you wait 22 years to develop that part of the plan, that part of Seattle will be a colossal mess.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	The current plan for completion to Ballard is too long. I ride the bus to downtown everyday for work but I rarely use rapid ride because it doesn't come often enough to warrant the longer walk to/from the stop. The bus often runs late and is always filled to capacity despite changing my work schedule to commute during off peak hours (11am-7 or 8pm). During the summer I have taken up biking as I can easily pass South Lake Union traffic. Many of my coworkers also live in Ballard and have similar experiences. As my company and other hiring competitors continue to open new offices in the city center this popular neighborhood will keep creating more housing to meet demand.
NORTH KING COUNTY	The West Seattle to Downtown light rail should be prioritized. In particular, access into and from neighborhoods with lower median incomes should be prioritized.
NORTH KING COUNTY	The Ballard line is simply too long. That needs to be the first leg completed, even if it costs the most with the downtown tunnel.
NORTH KING COUNTY	ST needs to take a serious look at shortening its planning and implementation timelines. They are far too long when compared to other places. Public participation should be robust, but let's work to front-load that work and use the ballot measure as a stronger mandate to plow forward. Work with state agencies and jurisdictions to accelerate and streamline EIS and other permitting requirements. Stretch your bonding capacity without seriously threatening your credit rating. If the measure passes, use the demonstration of public will to invest in transit to push for greater up-front federal support -- both in terms of funding and with help in aggressively pursuing completion. If a \$50 billion measure passes, you'll be able to easily say "people want transit now" -- so make it happen now.  Having said all that, ST has gone a long way in restoring its reputation as a government that can deliver on (revised) promises after its rocky start. The "under-promise, over-deliver" strategy has served you well. I wouldn't want you to sacrifice public confidence, safety, or well-thought-out design all in the name of finishing quickly.
NORTH KING COUNTY	18 years until light rail reaches West Seattle is ridiculous. We are expanding at such a rate that the West Seattle bridge will be a parking lot within that time.
NORTH KING COUNTY	Please prioritize the Ballard light rail project. 22 years is too long to wait.
NORTH KING COUNTY	17 years!? Why are we not acting with more urgency? I'm 36 and I'll be flirting with retirement by the time this current light rail plan will be rideable. I can't imagine commutes from/to west Seattle in 10 years without light rail as a component!  To a lesser extent but still important to note-- my family will pay for the improvements but will not have a rideable train before my infant is off to college.
NORTH KING COUNTY	Timelines are too far out. West Seattle and Ballard have a more urgent need than Bellevue and Redmond
NORTH KING COUNTY	As a homeowner without a car in Ballard, the 20+ year timeline sounds way too slow to me. Also, given WA's regressive taxes (no income tax, already high sales tax), I'd oppose increasing our already high sales tax.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	<p>Mostly the timeline is way too slow. I'm afraid people will vote down something that is 20 years in the future! We need to solve this NOW!</p> <p>Also, I'm disappointed by the minimum light rail in Seattle. We need a lot more. Or SDOT needs to go it alone!</p>
NORTH KING COUNTY	<p>I hope that ST finds ways to accelerate funding for light rail, or considers RapidRide D "express" buses. Even with the current expanded service, too many buses are at crush load during rush hours with Ballard's increasing density.</p>
NORTH KING COUNTY	<p>Sooner!</p>
NORTH KING COUNTY	<p>The Ballard schedule is not going to fly if you want my support. The Ballard project, including an extension to 65th, needs to be built sooner (completion by 2028 or sooner). Otherwise, you can expect this measure to lose support from me and a lot of the people who have been consistently most willing to tax themselves for mass transit.</p>
NORTH KING COUNTY	<p>Zero confidence in Sound Transit to finish anything on time or on budget instead of constantly revising schedules / budgets to try and fool people into thinking they do. We NEED light rail - but 50 billion is an insane ask, and you will price people on fixed incomes out of their homes. Try building out light rail incrementally - and prove that you can be responsible with OUR money. Buses don't cut it.</p>
NORTH KING COUNTY	<p>I think we need comprehensive mass transit much sooner than this plan proposes.</p>
NORTH KING COUNTY	<p>Sound Transit should look for ways to speed up the timelines.</p>
NORTH KING COUNTY	<p>These timelines are SO far away it's hard to conceptualize how they will affect the region. What bus changes will happen in the meantime? What changes to car traffic will happen? These would be helpful for context, if any are planned.</p>
NORTH KING COUNTY	<p>Projects must be prioritized from a centralized zone and radiating outward. Improve the flow of commuters into the central commerce centers and neighborhoods FIRST so we're not funneling people from the hinterlands into an already gridlocked network of roads. Ballard and West Seattle light rail should be move to the front of proposed timeline.</p>
NORTH KING COUNTY	<p>I just cannot believe it will be 22 years before there is light rail to Ballard. That is far too long. I would strongly support anything to make that project happen faster</p>
NORTH KING COUNTY	<p>Ballard and West Seattle MUST be first and done in 5 years - the tunnel will (possibly) be done increasing traffic congestion with fewer lanes offered. Crosstown traffic has doubled in the past two years without Amazon Google Expedia as well as Weyerhaeuser having even fully moved in yet. Ballard to West Seattle must be completed first.</p> <p>Please also consider reopening, modernizing and extending the waterfront trolley from its old sculpture park location and start it in Interbay near Expedia and run to Pioneer Square.</p>
NORTH KING COUNTY	<p>Move up West Seattle in the plan and include the link from West Seattle to White Center</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	Strong supporter, use Link every day. Project completion time is missing a hyphen. It needs to be 2-5 years, not 25 years. This needs to have significant urgency and 25 years does not cut it. The next stage to Northgate should already be open, its 7 years since the first leg opened. Why 20 years for a Graham Street station? My buddy and I could go to Loews and build it in a weekend. I love Link, but we need real urgency here. Theme must be Do It Now, Do It Now, Do it Now. Revise the plan, get it done by at least 2025 and you'll get your money.
NORTH KING COUNTY	Ballard to Downtown and the U District, as well as West Seattle to downtown, were voted as the top three priorities in your last survey, but you've slated them to be the last projects to be completed, and are only studying Ballard to UW. If this isn't changed in the final draft, then I will not be voting for this proposal. Ballard needs light rail five years ago. Also, the idea of the movable bridge is a non-starter. There needs to be a tunnel under Salmon Bay for this to work. And the Interbay section needs to be elevated if it is to be useful in the future. As much as I want to vote for more mass transit in Seattle, I will not vote for something that does not bring more services to Seattle for 25 years.
NORTH KING COUNTY	The time line is stretched way to far out. It needs to be delivered much sooner, especially the Ballard and west Seattle routes.
NORTH KING COUNTY	Overall I like the project. But 17 years for West Seattle? 22 for Ballard? That is too long. Those areas have been underserved for a long time, and ST3 should make those a priority. I would prefer paying more tax for a faster schedule.
NORTH KING COUNTY	<p>I realize that a larger and more time-aggressive package may seem unpalatable to voters, but we really need to be going big here. 25 years is a long damn time to wait for transit improvements, especially when other countries like Spain, Japan, the UK and China can make transit lines so much faster than us. I've seen many discussions wonder aloud just how much more money it would cost if ST increased their timeline so that I'm not 50 by the time everything is complete. Please investigate how to accelerate the timeframes.</p> <p>Additionally: Every person I have talked to cannot understand why a Ballard-UW line is not being funded. A provisional line could then cross 520, and would clear up one of the most congested East West passages in the city. A Ballard-UW line would be vastly popular with voters, and it is a terrible mistake to leave it out. <b>INCLUDE A BALLARD-UW LINE PLEASE!!!</b></p>
NORTH KING COUNTY	The proposed completion date for the ballard spur is WAY too far out. Ballard is being built out as such a rapid rate, with the limited transit capacity and no ability to have transit use non-car-clogged roads, Seattle is creating a traffic disaster for Queen Ann, Magnolia, Fremont, and Ballard. Seattle needs to put a complete hold on new construction in neighborhoods without sane transit options (like Ballard) until we can fix the mess we've created. Or go back in time and build the freakin' monorail already. So idiot that we didn't take advantage of that opportunity before traffic in Ballard became the nightmare it is today.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	There's two kinds of transit/light rail projects: inadequate and under construction. These projects should have been done years ago, but better late than never. At \$50B, it's probably not enough and we will probably need twice that amount, but let's get going!
NORTH KING COUNTY	17-25 years is WAY too long of a proposed outcome. Our area needs reliable transit yesterday. I fear we will only be even more behind if we complete these projects in 25 years.
NORTH KING COUNTY	Would love to see LR in Ballard sooner than 22 years!
NORTH KING COUNTY	West seattle has been voting for and funding ST for years, yet my bus 55 service was reduced. When do we get an improvement.
NORTH KING COUNTY	20+ years for Ballard rail is ridiculous. You screwed up the #28 local and left no decent alternative. I'm paying extra car tab for less service. Argh!!!
NORTH KING COUNTY	Light rail needs to be the top project priority.
NORTH KING COUNTY	Project needs to be completed sooner (3-5 yrs total).
NORTH KING COUNTY	22 years to get light rail to Ballard is not good enough. I will not vote for a plan that takes this long to connect light rail to more Seattle neighborhoods.  A UW-Ballard line should also be included.  I fight climate change for my children and grandchildren, I want to enjoy light rail in Seattle myself before I am 50!
NORTH KING COUNTY	This plan is great, but 22 years to get light rail in Ballard?! Those of us suffering through commutes right now will never see the benefits of that. Granted China's quality of construction is not generally as high, it takes them less than a year to build massive light rail projects so why would it take us 22 years? Please try to do something else to quickly prioritize Ballard and West Seattle and other light rail, as opposed to bus expansion.
NORTH KING COUNTY	West Seattle needs to be a priority. The viaduct is coming down and NO ONE has a plan for reasonable alternatives, even though they are developing and increasing the population rapidly. WS in 8 and I'd pay more. 17? Too long! We need help now and we are neglected.
NORTH KING COUNTY	I strongly support ST and believe in what the agency is about but there is no way I want to be taxed for so long and wait 20 years to see any benefit. There is no way I will vote for this plan in its current form. Projects shouldnt take this long to build. Also, some of the projects included make no sense (i.e. Bellevue-Issaquah LRT). Im also curious to learn more about ST Express service under this plan, it isnt entirely clear what happens to service and why investing in rapid ride setvice is higher priority than investing on STs own service?!
NORTH KING COUNTY	I worry about the scope, timetable and cost of completing this plan. It is so big and complex and so costly. I worry about accountability to meet deadlines and budget to complete such a huge plan. I will probably not live here long enough to enjoy most of these improvements but I do think many of these projects are needed. I'm not sure I will be able to afford my property taxes as they go up for every issue that needs funding.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	I will probably be dead by the time you finish the light rail to west seattle and ballard. The length of time is terrible. Also light rail from ballard to uw is needed.
NORTH KING COUNTY	Ballard and West Seattle lines need to be prioritized and not built at grade. They should crucial connectors should not take 22 years to be built. We should be striving to build a functional dense network before sprawling out into the suburbs, sub-area equity be damned. Additionally, I am slightly appalled at the cost (both in terms of time and money) of infrastructure creation and improvements in this country compared to other countries. Related, 1 billion dollars for parking at these stations negates the entire concept of creating "liveable neighbourhoods," or the more accurate term, Transit-Oriented Development (TOD). Residential and commercial space should be near transit stations, not slabs of asphalt. Seattle has enough parking (and cars) as it is.
NORTH KING COUNTY	20 years to Lynnwood? Are you freaking kidding? I'd gladly pay twice as much to have it done in 10 years. Extend from Northgate to Lynnwood in 10 years or less or I WILL vote no. We need relief NOW! Not when our not-yet-born children are in college. This plan ignore I-5 gridlock. This is a complete joke.
NORTH KING COUNTY	TOO SLOW!!!! Light Rail to West Seattle within 3 years!
NORTH KING COUNTY	All wonderful and necessary for quality of work and personal life in our area. Happy to pay for it. Only wish it could happen sooner. Thanks.
NORTH KING COUNTY	I believe that there should be a look at completing the West Seattle and Ballard lines sooner as these areas account for a great deal of traffic on the overburdened N/S corridor. It will also mean less traffic on surface streets in DT Seattle, allowing for smoother traffic flow and less gridlock.
NORTH KING COUNTY	Oh god, please finish light rail to West Seattle and Ballard sooner. Both neighborhoods need it so badly.
NORTH KING COUNTY	Don't let organized labor unions drive up the cost of the transit services anymore than they already have.
NORTH KING COUNTY	I see no reason for Seattle residents to support this plan. Light rail should be used to connect the densest neighborhoods and then expand outwards. Park and rides encourage sprawl. I find it ridiculous that light rail to Redmond and Lynnwood would be prioritized over Ballard. I will not vote for this plan.
NORTH KING COUNTY	It is crucial to the success of the current light rail system that the proposed station at Graham St be installed much, much sooner than this timeline states. The last phase came in way under budget so there are resources available and the community of SE Seattle NEEDS this station added asap. I strongly urge you to push for adding this station soon. It is such a small thing that would make a HUGE impact to some of our most vulnerable populations.
NORTH KING COUNTY	West Seattle should be prioritized sooner than within 17 years!!
NORTH KING COUNTY	We need light rail NOW. From Everett to Tacoma, West Seattle to Downtown and Ballard to Downtown. This time line is too long. Build the Graham Street Station before I die. This is a priority for my neighborhood. Thank you
NORTH KING COUNTY	Ballard and West Seattle area developing faster than than they are receiving public transportation. Soon these neighborhoods will be impossible to get in or out of. In order to make them the urban villages that the city wants we need to have the transportation options available to make the density livable.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	It seems like the timelines are painfully long considering the traffic crisis in this city. They should be considerably shorter.
NORTH KING COUNTY	Graham Street Station should become a HIGH PRIORITY project. It was cut from the original lightrail plans, and in retrospect has proved to be a much needed station. The cost of implementation is relatively low and can be financed with funds from ST2 coming in under budget. A smaller project like this makes the current system robust and will quickly increase ridership.
NORTH KING COUNTY	Neighborhoods within Seattle should be the priority being that it is the most densely populated area. A Ballard to UW and Downtown line in a more timely manner is essential to reducing congestion within the city.
NORTH KING COUNTY	I am very supportive of the plan. The only reason I rated question 12 as somewhat support rather than super enthusiastically support is because the timelines are too long. The bus rapid transit should be online in two years not eight. Light rail to Redmond and FW should be done in five. West Seattle should be connected in eight and Ballard at the same time or ten at most. I'd pay three time the taxes for this and give the government significant leeway in environmental impact statements and use of eminent domain. This project should have been done in the 1970s or 80s but the idiots in charge of the city fell asleep at the wheel. The best time to have built all this was 40 years ago; the second best time is now. The only thing that could increase my support for this project is getting it done sooner so we can start work on ST4.
NORTH KING COUNTY	All of this needs to happen now, not within 25 years. The timeline is way too long. Start closer to downtown, serving dense neighborhoods like West Seattle and Ballard, and move outward from there. Increase bus service in outlying areas for now and eventually replace it with light rail. Convinve anyone who will listen to shut down the worthless tunnel project; take money from there and put it into mass transit.
NORTH KING COUNTY	22 years for Ballard? Seoul builds entire 10 mile+ underground subways in under 5 year. The timelines are unfortunately, laughable.
NORTH KING COUNTY	I know there are so many hoops to be jumped through and money to be raised but this needs to be done as soon as possible. Local buses just aren't the answer - they get stuck in traffic. In another 22 years my locale will be drowning in people.
NORTH KING COUNTY	The central region needs the most help, and needs it far more urgently than north, south, or east regions. The central region is so densely packed with Seattle at its heart that it is difficult to own a car and use that for transportation, without spending ages in traffic. Waiting 22 years for transit relief between Ballard, downtown, and West Seattle is 22 years of population growth without infrastructural support.
NORTH KING COUNTY	Please do whatever it takes to make this happen faster!
NORTH KING COUNTY	The timeline is pretty hard to believe. We need solutions for West Seattle/Ballard now, and I can't imagine how bad the situation will be 10 years from now. Or unborn children won't even use lightrail from our house in west Seattle until they're in college!! I talk to so many people who say they'd be willing to pay more to make it go faster. I hope ST considers ways to speed the process.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	The projected timeline is not going to solve any problems now and won't be able to support the amount of people that would use the system after completion. Taking so much time isn't going to solve the problem it is only going to waste money. I will be voting no on this initiative unless the timelines are shortened and focuses on solving the transit issue inside Seattle.
NORTH KING COUNTY	Why is Ballard to downtown happening so late? Why isn't there a Denny Ave line? Why are we trying to put lightrail everywhere when instead we can focus on the fasting growing population centers like downtown seattle. Even with all the planned stops, people will have to drive to the stations. Why not focus on putting lightrail in areas that people can forgo cars altogether.
NORTH KING COUNTY	The completion timelines are far too slow. Transit is an issue of today and people are willing to pay for it. Please do whatever it takes to expedite the construction timeline. Is a 10-15 year timeline really that unfeasible? Also, light rail lines must absolutely be grade separated. Delays that currently occur due to pedestrian and motor-vehicle accidents on the LINK are unacceptable.
NORTH KING COUNTY	I'd support efforts to complete the project sooner, even if it meant higher property and vehicle excise taxes.  I STRONGLY support having parking incorporated into the new stations. After recently moving to Lake Forest Park from Seattle, I've grown accustomed to a long commute. It take about an hour by bus (route 308) to get to work in Seattle (factoring in walking to the bus, waiting for the bus, and then walking from the bus stop to the office), and about 45 minutes by car. With that trade-off, I drive half the time, and bus half the time. What I don't do is take multiple forms of transit. It's too much time to transfer between modes of transit, and with less then very frequent service, and short hours of service. If there were an easy way to drive nearby to a place to catch frequent transit, I'd never drive to Seattle. I strongly support having parking at the new mass transit stations.
NORTH KING COUNTY	The timeline is way too long. Why can't this happen faster?
NORTH KING COUNTY	I will be paying for a system I'll likely never use because I'll be dead. I'm all for doing my part but your timelines are MUCH too long!
NORTH KING COUNTY	START with projects in Seattle city itself and THEN expand outward. Forget bus and focus on light rail, subway, etc. Light rail to ALL Seattle neighborhoods, not just a few. We (in Magnolia) want to get out of our cars, too!!!
NORTH KING COUNTY	I am mostly concerned with light rail within the Seattle city limits. I would not take light rail to Everett or Tacoma. Traffic to and through our city make it impossible to get anywhere, and a Ballard and west Seattle light rail option in 22 years seems far too late. That's 22 years of northbound (out of Seattle) rush hour gridlock.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	<ol style="list-style-type: none"> <li>1. Ballard and West Seattle must be done on an accelerated timeline.</li> <li>2. Seattle is not getting enough Light Rail in this plan.</li> <li>3. Waiting 17-22 years for light rail to West Seattle and Ballard is a huge problem.</li> <li>4. I'm sure a huge part of this cost and delay is a new downtown tunnel. Scrap the new tunnel and figure out how to run more frequently through the existing tunnel.</li> <li>5. Consider running Ballard trains via UW instead of to downtown to save money and accelerate the timeline of reaching Ballard. Make sure this ballard to uw line has an underground transfer between platforms, or better yet, interline trains into U District station.</li> </ol>
NORTH KING COUNTY	<p>17 and 25 years for light rail to West Seattle and Ballard respectively! That is ridiculous! We need light rail to these neighborhoods as soon as possible! I can't and won't believe that 25 years is the fastest possible timeline. I was highly supportive of ST3 but hearing this timeline makes me deeply suspicious of if these light rail lines will ever be completed. The political winds will change or we'll have another recession and we'll be left with the bus changes but the light rail will never be built. These priorities need to be seriously reconsidered.</p>
NORTH KING COUNTY	<p>We need more light rail sooner than anything else. The proposed timeline for light rail is too far in the future, we really need these lines sooner than later.</p>
NORTH KING COUNTY	<p>Please include Graham St Station as an early deliverable system access project. 20 more years is too long to wait for the Graham St Station. Graham St Station is critical to allow one of the region's most transit-dependent communities to have walkable access to the light rail system. A plan that spends \$1 billion on suburban parking lots and requires us to wait 20 years for an affordable project that would increase walking and biking does not reflect the values of Puget Sound. I and many in my community will not vote for the plan in its current form. We need Graham St Station NOW!</p>
NORTH KING COUNTY	<p>Light rail connecting Ballard and West Seattle to downtown *cannot* wait 25 years to complete. These projects need to be started immediately and prioritized in the timeline. Seattle is already buckling under the weight of population growth, and this is only going to get worse.</p>
NORTH KING COUNTY	<p>Timeline seems too long for growth of the region. Like the plan, but expediting implementation is critical.</p>
NORTH KING COUNTY	<p>Projects need to be completed faster.</p>
NORTH KING COUNTY	<p>This plan is designed with growth over the long term in mind. However, it is too broad and does not address immediate issues in the most dense areas, the backbone of the city. Light rail to Ballard, South Lake Union, Seattle Center, and Belltown is important. But let's get it done. Sitting in 22 years of traffic before it is built, does that sound reasonable? I may not even live in Seattle then. Let's build really effective, focused projects in the most critical parts of the system in a short timescale.</p> <p>I appreciate Issaquah has needs too - but let's focus on effective bus service in Issaquah, that connects to a central light rail network. Keep the costs the same, but focus on the next 5-10 years.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	I'm shocked that the downtown to Ballard rail line seems to be such a low priority. Particularly with Expefia's relocation along that corridor, I had expected it to open much sooner -- that stretch of road is already notorious and is going to get far, far worse in the next few years. Waiting 22 years for relief just sounds ridiculous.
NORTH KING COUNTY	Build it faster!
NORTH KING COUNTY	Its too long. Your stations are beautiful, but I only spend 3-4 minutes in them. The stations don't have to be large palaces, they just have to be big enough to get the job done. I think that somehow a little bit of time can be shaved if you don't have to build so big.
NORTH KING COUNTY	I believe that the completion plans are too far out for light rail. There needs to be some thought and details provided on how much more it would cost to shorten the timeline for some the bigger projects. In particular, Ballard to downtown and West Seattle to downtown.
NORTH KING COUNTY	Sound Transit's current proposal calls for the Graham Street station to open in 20 years. After numerous previous delays, and a \$10 million down payment already funded, this is unacceptable. We need a station NOW! The existing light rail line in this underserved community should give it priority among the projects being considered by Sound Transit.
NORTH KING COUNTY	I wholeheartedly support light rail. However, this plan sucks ass. 2038 to Ballard? Are you kidding? We need light rail yesterday. Ballard is rapidly being developed as a dense urban village with reduced parking. The only way for that to work is with light rail as soon as possible.
NORTH KING COUNTY	Please prioritize the construction of transit projects in dense urban areas that will see the most benefit of additional transit capacity. Suburb transit service is valuable to commuters but does not serve the all-day demand seen in cities such as Seattle and Bellevue.
NORTH KING COUNTY	For crying out loud, 17 years for West Seattle improvement???? West Seattle's a parking lot as it stands TODAY! We went to the moon and back in a fraction of the time. I voted for the Mayor who's spent far too many scarce resources on bike travel in our city of hills and rain. I sorely regret my vote. Seattle is notorious for spending tax dollars on studies and plans, then scrapping them. We're in the hands of incompetents, and I wish I could relocate to a city lead by more progressive, intelligent minds. What a revolting state of affairs!
NORTH KING COUNTY	If Ballard and West Seattle are not built first I will vote no on ST3
NORTH KING COUNTY	Ballard in 22 years is insulting. The city has moved to drastically increase density in Ballard now but we have to wait 22 years for actual, reliable transit to arrive in our neighborhood? I do not understand how Tacoma and Redmond rate light rail before we do in this situation.
NORTH KING COUNTY	I have concerns about the ability to maintain roads if buses or other modes utilize the shoulders of current roadways. Can those roads support higher volume traffic?
NORTH KING COUNTY	FASTER, build it all FASTER!
NORTH KING COUNTY	Light rail from West Seattle to downtown needs to be priority number one given the current viaduct tunnel project. Please consider moving this forward on the time line.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	West Seattle is growing at an alarming rate. This fact in conjunction with there being only on major access bridge make me feel that they should get a true rapid transit solution BEFORE 17 years.
NORTH KING COUNTY	It is absolutely absurd how long this project is going to take to complete. 25 years in unacceptable especially at the costs predicted and I will definitely be voting this project down. In addition, there absolutely needs to be an off-grade light rail line from Ballard to UW. The plans for light rail expansion all the way to Tacoma are reaching too far. This is light rail, for everything else there is the Sounder. Tighten up the project, expedite the project, and we'll see how my vote changes. As it is, this project is too incomplete and convoluted for our once in a lifetime chance at building a good light rail system.
NORTH KING COUNTY	I didn't realize that it would take so long to implement these projects. I don't think I will ever benefit from them as a result at my age. No reason for me to support this as much as I would love to see some of the projects implemented.
NORTH KING COUNTY	Unacceptable that it will take 22 years for Ballard-Downtown. This plan needs to happen within 10 years (or sooner).
NORTH KING COUNTY	This timeline is way too slow! This plan taking 25 years is completely ridiculous and who knows what state the city will be in by that point in time. This needs to be completed as soon as possible. Also comprehensive lines need to be finished in Seattle first. There is way too much traffic in Ballard and SLU that needs to be alleviated.
NORTH KING COUNTY	Get better development deals from the tech industry and make them pay for mass transit!
NORTH KING COUNTY	You must be out of goddamn mind, if you think 25 years is an acceptable timeline for this project. Right now Seattle is growing very fast, and seems like it will for the foreseeable future, but we don't know when the city will become the new Bay Area and people will start leaving for another city with an easier housing market. At the very least, Seattle proper and the east side need to be completed within the decade, all with the right-of-way and not share any road with cars. As much as I support this project, I am of the mind to vote no if it will take over two decades and parts of the routes will share right-of-way with other vehicles. The current timeline is crazy and unacceptable.
NORTH KING COUNTY	The timeline for completion on these projects is extremely disappointing.
NORTH KING COUNTY	I rated question 12 as "strongly oppose" because the timelines are too long to complete light rail within the highest density areas in the entire system: Ballard-Downtown. Ridership on this segment is huge and must be prioritized to complete much sooner. For example SLU traffic is horrific and will get worse. We don't have time to wait 22 years!!!!
NORTH KING COUNTY	What the [explicit]? 22 years to get to Ballard and 25 years to Everett. That's stupid. My first reaction was "I'm not voting for that". I could probably use a transporter by then to get around.
NORTH KING COUNTY	The projects are overall good but the urban projects are underwhelming and the timelines are absurdly long. There needs to be something done with the downtown problem sooner.
NORTH KING COUNTY	The most population growth is coming to Seattle and the highest ridership likely will to. We shouldn't have to wait so long to get a Ballard light rail. BRT isn't s good mitigation -- people just view it as a slow bus that makes too many stops  Additionally a Ballard-UW light rail line would connect Seattle in very important ways.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	I would hope to see BRT services used as a half-measure along planned rail lines. That way these routes can start connecting the communities more expediently and when the rail lines are actually finished, they will boon an existing commuter pattern rather than trying to serve one that doesn't strongly exist yet.
NORTH KING COUNTY	Ballard is overcrowded now and needs a quicker timeline with an option that links Queen Anne and Magnolia not just Interbay. East-West public transit in this city is a nightmare and it seems to be always secondary to North-South lines. Also, West Seattle has been sorely lacking reliable quick public transportation for years. This must be addressed before demolition of hwy 99.
NORTH KING COUNTY	The completion timelines are completely unacceptable. This region is in a transportation crisis already. The COMPLETE system should have already been in place by now. Light rail to Ballard and West Seattle should be the biggest priority. Increasing bus service in not effective because the buses get stuck in the automobile traffic.
NORTH KING COUNTY	i understand that these projects take time, but you need to figure out how to speed this up. nearly 20 years to connect tacoma to the airport and seattle? really? and i am not able to understand what goes into an 8 year plan for BRT along I405. Figure out a way to speed this up.
NORTH KING COUNTY	Ballard connection needs to happen ASAP!
NORTH KING COUNTY	- Timetables are far too long, things are already bad, and I wonder if these improvements will even be sufficient by the time they are complete - Ballard to UW light rail line is a puzzling omission - grade-separated rail should be on this plan - more rail in Seattle, we need a real rail system
NORTH KING COUNTY	As a retired ship builder, I am staggered by how long a land based project takes. We built the third of the WSF Jumbo Mark II ferries in 9 months, a \$100 million project including material. How many people will have spent their entire working lives on SR 520 between I-405 and I-5? A simple box house next door to us in Ballard took 15 months. Land side projects need much better supervision and planning.
NORTH KING COUNTY	Waiting 8 to 22 years is way too long to wait for transit options that should already exist in our region. Seattle east-to-west rail options are lacking, including light rail from Ballard to UW with stops in Fremont and Wallingford.
NORTH KING COUNTY	I will not support ST3 unless you drastically speed up the timeframes and prioritize Seattle grade separated light rail expansion. King county and Seattle proper is growing much faster than the rest of the region. Stop prioritizing suburban projects over the core city projects. We NEED subway to Ballard, west Seattle, and east west connections (Ballard to UW, etc). It's ridiculous that it'll take 25 years for Ballard to get rail. I can't support this plan with these outrageous timeframes and lack of focus on Seattle. There's around a billion dollars worth of park and ride stations in this plan. Stop encouraging cars and sprawl!
NORTH KING COUNTY	I think the Ballard project is the most critical. It needs to be implemented much sooner than proposed.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	Is there any chance to complete projects concurrently? It seems like 22 years for light rail to Ballard is too long to wait.
NORTH KING COUNTY	I think it's ludicrous that West Seattle won't get light rail for 17 years and SLU/Ballard in 22 years. Both of these areas desperately need light rail now, and as soon as the routes currently under construction are done, these should be prioritized first (ideally, the construction would start before the Northgate extension is finished). I would be willing to pay a higher tax rate to get these projects done sooner, because SLU is already nearly entirely un-navigable during rush hour, and with all the new construction in SLU, it's only going to get worse. We cannot afford to wait 22 years for this!
NORTH KING COUNTY	What other considerations have been taken to see this work done in a shorter span, say 10-15 years?
NORTH KING COUNTY	I have comments about project completion times and projects that should be added. I'd pay 20 Billion dollars more if we could get West Seattle and Ballard done before I retire. This should be the highest priority and we should all be willing to pay a little more to have it done in ten years.  Also, I think you should take the Ballard to University district off the table as a planning project but as something that should be completed in the 25 year window. This is a painful traffic point and unobstructed rail service between the two would truly "complete" the system
NORTH KING COUNTY	It would be nice to have these light rail projects completed sooner! (Especially for west Seattle, but I'm biased of course)
NORTH KING COUNTY	Light Rail should be the main focus of the plan even though the expense is higher. You get what you pay for.
NORTH KING COUNTY	All ST3 projects need to be completed in 8 years or sooner. Traffic is too congested, and Seattle is growing at a pace that far exceeds the capacity of the current transportation infrastructure.
NORTH KING COUNTY	It said above that lightrail to Lynnwood would be completed in about 20 years, but I thought Lynnwood was suppose to be open in 2023, about 7 years from now under ST2, is there a major delay or something happen to the funding/planning of the lynnwood link?

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	<p>I am very disappointed in the proposed time table. 22 years for the center city, which needs light rail the most, to see any benefit is too much. I believe the project list, as a whole, is too large, and needs to be cut back to allow a budget that works in a 10-15 year timeframe, not a 25 year timeframe.</p> <p>We do not need light rail to Tacoma, Everett, and Issaquah, which will be substantially slower than the existing ST express service that it is intended to replace. Please cut of the projects that are not important, and using the savings to accelerate the projects that are important, in order to speed up the timeline.</p> <p>I would also like to see more concrete proposal about bus service. Capital improvements are all great, but if the I-405 BRT only runs once an hour, and not at all on Sundays, it won't be very useful. Please provide more details on what changes to ST express bus service we should expect if ST3 passes.</p>
NORTH KING COUNTY	Can the project be completed faster with more money?
NORTH KING COUNTY	Too long for Ballard.
NORTH KING COUNTY	It would be great if the light rail could be extended to Ballard sooner.
NORTH KING COUNTY	I would like to see the timeline for the Ballard-Downtown light rail and downtown transit tunnel improved,
NORTH KING COUNTY	Get the light rail extensions started ASAP.
NORTH KING COUNTY	These timelines are simply too slow. When possible, these projects should be moved up sooner, rather than later.
NORTH KING COUNTY	Light rail expansion to West Seattle and Ballard should not be 17 and 22 years off respectively. The timelines should be crafted to pull as many riders onto the system now and create a functional network.
NORTH KING COUNTY	Ballard in 22 years is absurd, we needed to have a completely connected grade separated mass transit system in this city 10 years ago. We need both Ballard to Downtown and West Seattle to Downtown PLUS Ballard to U District lines done in no longer than 10 years, can ST do it or cant they?
NORTH KING COUNTY	Highest priority should be given to light rail projects - specifically reducing completion dates. Bus rapid transit is not a long-term solution... Only bus projects that will not effect the completion dates of light rail lines should be considered as high priority.
NORTH KING COUNTY	Ballard to Downtown will impact the largest number of people, why is this not highest priority for early completion?? Expedia is moving thousands of employees to interbay by 2019 and other businesses and apartments are flooding into the interbay area as well. I'm not confident full and immediate consideration has been given to this part of the system
NORTH KING COUNTY	It's ridiculous that the plan is going to take 25 years. Nowhere else in the world would a project like this take so long. You need to speed up the timeline. I'd be willing to support a higher tax if it meant speeding it up.
NORTH KING COUNTY	This is a good plan, but it would be even better if it was on a much faster, shorter schedule. We need the system now, not 25 years from now. I would gladly double my household tax obligation in support of a shorter timeline.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	Construction is stretched out too long. UW & Capital Hill are evidence that if you design a system to go where needed, it will be used now. The 25 year time line is way too long for our economy. That puts us 40 years behind other major cities.
NORTH KING COUNTY	You need to accelerate the schedule. This timeline is too long. 20+ years is ridiculous and reflective of this region's inability to get anything done at all or at least in a timely manner. Do the projects in parallel.
NORTH KING COUNTY	I will vote no on ST3 though I'm a big believer of public transportation. The timeline is too long for me to believe in ST3. I don't know where or what I'll be doing in 22 years. I need to have more tangible results within my lifetime. Otherwise I'll be paying taxes for 22 years and I won't have anything to show for it, I'll be retired by the time everything is running.
NORTH KING COUNTY	The project timelines are absurd. We can't wait more than a generation to have adequate transit expansion in Seattle. By far the most important project is Ballard to Downtown, and the current proposal does not estimate that opening until 2038! It would be far better to forgo other projects for now (even West Seattle, if necessary) in order to speed up the most critical projects. I see no reason Ballard cannot be accomplished in a decade. Furthermore, the Ballard line is poorly designed, missing Belltown(!!!), and crossing over, rather than under the Ship Canal. Other important Seattle projects, such as Ballard to U-District or Lower Queen Anne to Capital Hill, are not even being considered. The suburban plans are heavily reliant on freeway routes and parking garages, transit planning that belongs in past generations. This proposal is an embarrassment for the region. Though, and because, I am extremely supportive of transit expansion, I strongly oppose this plan and will vote against it should it remain the same when it comes to the ballot. I feel many other pro-transit Seattleites, on whom you are relying on for strong electoral support, feel the same. As is, ST3 will likely be defeated.
NORTH KING COUNTY	Project timeline is to long. Cut it down to more plans or run multiple projects at once. It's going to look like the tunnel fiasco after many years especially when people see that this was approved and the project in a certain area is not starting for 5 or 10 years from now.
NORTH KING COUNTY	I don't see much value in investing in more bus service. We've already funded more bus services in the past year with the Move Seattle funding. I'd rather see that funding all go into accelerating rail service.
NORTH KING COUNTY	25 years is an extremely long time to wait for ST3 completion. Seattle and the region can't wait that long for relief. I encourage the Board and staff to find a way to speed up the timeline. Traffic in the area will only get worst.
NORTH KING COUNTY	I have lived in West Seattle for 39 years, have commuted to work by bus my entire career, and paid, and paid, and paid my hard earned money to ST. I have received zero benefit. There is no service to West Seattle and the existing ST services travel along routes that don't even reduce the number of cars on the roads for my typical trips. I am tired of paying money to ST for nothing. Also, you don't need light rail. Dedicated bus lanes work just as well and for big events you can reroute the buses. The West Seattle alignment is too far in the future to be of any use to me.
NORTH KING COUNTY	Hurry up!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	The timelines for completion of the Seattle projects are ridiculous. The Ballard and West Seattle lines should be the top priority and waiting 20+ years for completion is the number 1 reason I will vote no on ST3 and I will be strongly campaigning against ST3 unless the timelines are reconsidered.
NORTH KING COUNTY	The tag line of this proposal should be "yesterday's technology tomorrow". Light rail in Ballard in 22 years? Is that a joke? I strongly, strongly support transit-oriented development, but the timelines in this proposal are laughable. We can't wait 22 years. We need transit-oriented development with walkable, bike-able, car-free communities NOW. Under this proposal, it would even take 8 years to bring bus rapid transit online. It's inconceivable to me how it would take 8 years to set up a new bus line. 8 months maybe, but 8 years? What is going on here? The entire light rail system from Tacoma to Everett with all extensions should be FINISHED in 8 years. Instead, some bus lines will be starting to come online? Something went wrong in the development of this proposal. I'll support it because it beats nothing, but not by much.
NORTH KING COUNTY	Parking at rail stops will be the biggest component of commuter use in my opinion. I hope to see ample parking at all major stops. Also, I feel strongly that most of the growth in housing will now be forced to occur south of Seattle in areas like West Seattle, Burien, Normandy Park, Des Moines, etc. These areas still have substantial room for gentrification and increased density to support the Seattle economic center and its business constituents. It seems to me that the timeline ought to be accelerated for these areas so the cost for condemnation will be substantially lower and so there aren't as many constraints placed upon planning routes, stops, etc. It's a rare opportunity to get ahead of the crush and plan rather than react. Would love to see what planners can do when getting ahead, before there's a crisis.
NORTH KING COUNTY	The Ballard line should be prioritized based on the move of Expedia and the expansion of the tech companies at South Lake Union. More and more people are moving to these areas (Ballard, downtown, South Lake Union, Belltown, Greenwood, etc.) and congestion is already bad at these areas. It would be ideal if the Ballard Line could open shortly after the Northgate station opens to connect the entire area.
NORTH KING COUNTY	ridiculous timeline and cost
NORTH KING COUNTY	The timeline for the project is far too long. Tax us (young folks) more to get the funding and create support structures for the dense urban growth we want. The link light rail core, which should extend to Seattle city limits (including critical lines to Ballard and West Seattle) needs to be completed within 10 years. With the large influx of young professionals (of which I am one), the tax burden for these projects should fall on the younger generation who is most likely to use and want the dense growth it generates. ST3 should be more far more ambitious in its timeline and its funding requests. If we are going to transition to mass-transit, we need to commit and build quickly. A piecemeal mass-transit system is a broken one that people are far less likely to use than a single unified and expansive link light rail system.
NORTH KING COUNTY	17 years to get light rail to west seattle and tacoma is much too long , we need light rail yesterday!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	The Ballard and West Seattle lines will serve the most people and help reduce traffic where it is the worst. These lines need to be completed in the first phase not 20 years from now. They should be up and running by 2030 at the latest.
NORTH KING COUNTY	<p>The time lines to connect West Seattle, and Ballard are too long to address the current and future influx of new people to the Seattle area. Yes ST3 is a regional proposal but the reality is Seattle is the economic engine of the region. If Washington is to thrive and expand and support all the new people moving to Seattle in the coming years, large scale rapid transit must come online in a 5 year time frame, not 15-25 year time frame. I understand the limitation is funding, but the only way to address the regions crushing car problem is to create a reliable mass transit system. Speed this up, connect the large areas of Seattle, then connect Seattle to the surrounding regions.</p> <p>thank you for your time</p>
NORTH KING COUNTY	I think that the timeline for lightrail is too lengthy. By the time the West Seattle and Ballard extensions are complete, they wouldn't even be up to date to support the city. It's ridiculous to think that those would open YEARS AND YEARS from now.
NORTH KING COUNTY	I urge you to consider bettering the timeline to add light rail to West Seattle. Our community is growing rapidly, in fact, it is one of the fastest growing in the US. While there are many ways "out" of West Seattle, having the bridge merge into one lane on I-5 North that is already at a dead stop from traffic coming in from the south is the most used way and is inefficient at best.
NORTH KING COUNTY	Ballard should be the first project completed. 22 years is much too long to wait.

<p>NORTH KING COUNTY</p>	<p>Public Transportation/Mass Transit is a problem in mathematical optimization. Input requires good information and/or reasonable assumptions about current and future population distribution, employment centers, and recreation.</p> <p>In the 70 or so years that I lived in Pierce County, I never saw anything that even suggested to me that Pierce Transit treated this as mathematical problem, or even understood that it was one. I imagine (and of course I admit this can be entirely wrong - I just see no evidence for that) a hoard of "planners" hovering over maps, drawing and redrawing corridors and densities. The problem (for at least a few jurisdictions, Miami and Hong Kong among them, I think) has been the subject of PhD theses. Again, I see not a whiff of evidence that ST has done this either in the press or in the questions I just answered. Nor do I see it in the timing at stops where routes intersect.</p> <p>I also see little understanding of the importance of communicating with transit riders and potential transit riders using maps, and with a route-identification scheme which carries at least a modicum of information about routes. Pierce is especially awful in this regard (my experience is primarily with PT, ST between Grit City and Seattle, and KCT). When I was much younger, I spent a summer bumming around Europe. Transit maps abounded. They were permanently displayed at numerous stops. We could easily figure out how to get from A to B. Here, not so much. (Maps on cellphones are problematic, given the tiny real estate and poor readability in bright light.)A tiny subset of this problem is the significant dead-time of electronic annunciators on ST buses (59x). All the thing says, I believe, is the date and time. ONce inside the bus, you have no way to see what bus it actually is (it would be easy to board the wrong one). You might, for example, announce an updated ETA at various stops. A 59x is scheduled to get to T-town at about 4:50PM, and the last 13 (or maybe its 14) leaves for 26th and Proctor at about the same time. When traffic is heavy, it would be nice for passengers to know if they might make it or not, and it is entirely possible with all the GPS technology you (apparently) already have on many buses and (probably) trains.</p> <p>Route planners refuse to allow one to get from A to B if either A or B is more than some distance X from a transit stop. Apparently they don't take into account bicycles, or the willingness of people to walk a mile or two. They also demand a start or end time, when they could draw a chart of estimated time-of-travel vs start time.</p> <p>Finally (though I could go on much longer), I cannot understand why we have about 5 agencies - ST, Thurston, PT, KCM, and probably</p>
<p>NORTH KING COUNTY</p>	<p>This timeline is outrageous. The fastest, cheapest, most meaningful thing that could be build would be Ballard to UW. Instead, Ballard has to wait 22 years? I really support mass transit, and that's why I'm going to have to oppose this plan. Locking us into an entire generation without any improvements in mobility in Seattle is not something I can vote for.</p>
<p>NORTH KING COUNTY</p>	<p>I am a strong supporter of public transportation but this proposal means that the system I am asking for and paying for will be ready about 2 years before i retire. 25 years to build something is completely stupid , this is 2016 not 1816. It took 1/5 this time to build a rocket to the moon.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	I am 44 years old and have followed this plan very closely since moving to Seattle and specifically Ballard. I'm a big supporter of walkable communities and denser neighborhoods that have good efficient access to all modes of transportation but think that light rail is the key to moving a large population efficiently. I cannot understand why it will take 22 years to complete light rail to Ballard. This is completely unacceptable. I would support an elevated rail the whole way from Ballard to Westlake if this would complete the connection faster.
NORTH KING COUNTY	The timelines are WAY too long. Prioritize light rail and get it moving... like NOW!
NORTH KING COUNTY	Should be done sooner
NORTH KING COUNTY	I think the timeline and the schedule is absurd. I would be much more supportive of a plan that started in the center and worked wider then the current wide circle coming in tighter. I think it's unacceptable that the urban core would not have it's transit needs met before the suburbs who, by and large, are not very transit oriented to begin with. It's bananas that the plan for light rail to open in Ballard is 22 years away. BANANAS! We should be trying to make it easier for the people who choose to live in the urban core to actually live in the urban core. As a homeowner in the city and a daily bus rider, I would happily pay more than the projected \$200/year to see this plan with a significantly shorter timeline and an urban first schedule.
NORTH KING COUNTY	Completion timeline is PATHETIC. And this is all too little, too late. Still, I would support all of these things, even though they are very, very costly, IF they were done much, much more quickly. It takes way too long to complete these kinds of projects. If we are to maintain our quality of life here in the Seattle area, things need to change fast. Heck, I'll bet at least 1/3 of the people completing this survey will be retired by the time this work is completed.
NORTH KING COUNTY	Work on the light rail infrastructure should be the highest priority. Busses are good, but they aren't the solution. They're unreliable, and add to the traffic problem.
NORTH KING COUNTY	The projected timelines are ridiculously long and I don't understand the order of priorities. The suburbs voted to kill transit initiatives in Seattle and now they're getting the service first?
NORTH KING COUNTY	have the parts of the West Seattle plan/improvements out 17+ years is always a let down.
NORTH KING COUNTY	The plan takes much too long. Who knows what this area will be like in 15, 20 or 25 years. Transit is needed now. A new source of revenue is needed to amke this feasible.
NORTH KING COUNTY	The timelines proposed are unreasonable. These projects could be completed in a fraction of the time proposed. If the timelines don't reduce, I cannot support this proposal fully.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

<p>NORTH KING COUNTY</p>	<p>The proposed timelines for completion of ST3 are INSULTING to Puget sound residents. While we of course need these projects, we're paying taxes for a system that won't be fully realized until 2040? We'll all be old or dead by then. How can I be asked to pay for a system that won't be fully realized until I'm 60?</p> <p>Perhaps there is a way ST can publish scientific, peer reviewed projections of what kind of traffic relief commuters can expect to see throughout the completion of these various phases (travel times at peak hours from A to B via car/bus). Will supply even be able to keep up with demand? With our rapidly expanding population, we need more aggressive development to get relief to commuters much much sooner.</p> <p>The 130th St. Station deserves another look. A station being there would not only help the 10's of thousands of people along nearby existing transit lines but would also create more opportunity for development (like an urban village). This would create jobs and would create a more walk-able/livable neighborhood.</p>
<p>NORTH KING COUNTY</p>	<p>I think it is important to be mindful of service maintained throughout development. I have already seen valuable services reduced or eliminated due to light rail - I am a strong supportive of public transit, but with the new UW station, many of my available bus routes providing easy access downtown have been cut. My commute has actually increased with the lightrail, +10-15 minutes on foot and with a transfer (bus to lightrail), rather than having a more convenient option with lightrail.</p>
<p>NORTH KING COUNTY</p>	<p>Way too late to add Seattle metro extensions. Seattleites use the system and support it the most, and have the densest tax base, meaning we will pay for it more than anyone. I support extensions to the immediate suburbs Redmond/Issaquah but Everett /Tacoma should continue to use the sounder trains since they are actually in other counties.</p>
<p>NORTH KING COUNTY</p>	<p>Obviously this is a massive undertaking, but 25+ years just seems crazy to me. Is there no way to speed up the delivery of some of these projects?</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

<p>NORTH KING COUNTY</p>	<p>On the whole, as a Seattle resident without a car, I am quite disappointed.</p> <p>My comments are all regarding rail.</p> <ul style="list-style-type: none"> <li>* We need the Seattle projects (Ballard, West Seattle) *immediately*, not two decades from now. My toddler will be in college by then! I will hopefully be living in Hawaii (fingers crossed)!</li> <li>* The Seattle projects are actually pretty short and don't really serve that much of the city. Certainly the West Seattle line could at least hit some of the city and suburbs to the south of the junction.</li> <li>* I want to see more comprehensive rail projects serving other parts of Seattle (Fremont, Belltown, First Hill, other parts of Capital Hill, etc). Something more for the city!</li> <li>* Additionally, we need to be serious the quality of all rail extensions. Ballard should be connected via a tunnel under the ship canal and not be at grade through interbay like we did w/ the line from downtown to UW. The Issaquah connection should connect to DT Bellevue not that station on the other side of the freeway. Just look north a bit to Vancouver and see how amazing their Skytrain network is. We are so far behind them.</li> </ul> <p>As someone living in Seattle, without a much better timetable... and I mean starting on the Seattle stuff basically now I cant see supporting this. I'd rather it fail and then have a chance at a better plan in a year or two.</p> <p>Please tax the heck out of me to get it done. Lets make Seattle a real city with real transit. Take my money and get this done yesterday! :)</p>
<p>NORTH KING COUNTY</p>	<p>Priority should be given to reduce congestion downtown. Less drivers from within Seattle, and this can be achieved by prioritizing the Ballard and West Seattle light rail timeline. These are the people who are most likely to switch to public transit on a full time basis, since parking downtown is difficult and population density is greatest in Ballard and west Seattle. The current timeline is too long.</p>
<p>NORTH KING COUNTY</p>	<p>Ballard to downtown (~45 min) and Ballard to east side (~75 minutes) commutes are among the worst in the area by car or bus, despite having an extremely high ridership density. On top of that, local traffic is terrible and parking is limited. Please place this neighborhood on higher priority to ease congestion, improve quality of life, and lower our dependence on personally owned vehicles.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	Expanding transit and light rail in the metro Seattle area, i.e. west Seattle and Ballard, is MUCH more urgent and critical to deal with soon and due to the density of those neighborhoods (and growing) should, well NEEDS, to happen much sooner than the plan outlines. Driving is not an option for most people coming from the areas near downtown, however the buses have become so busy that they are always running late, and so crowded during rush hour we often have to wait until another bus comes because no more people can fit on. It has gotten exponentially worse in the past year. In another year I anticipate it may take almost an hour each way to commute by bus from neighborhoods like west seattle or Ballard/North Ballard if it continues the way it has been going. I would prefer to bike to work, however the route along westlake is extremely dangerous. Bike routes through the city need to be prioritized as well, and are probably the most urgent issue. A clear, separate defined bike lane needs to be constructed through the downtown area between 2nd and 7th/Pine for people commuting to and from Capitol Hill - Currently bikes have to merge with traffic and busses for a number of blocks through this area and I have nearly been hit on numerous occasions. It is very dangerous and embarrassing that a city like Seattle doesn't have better bike lanes in it's downtown. A clear, separate and safe bike path also needs to be created along westlake - currently bikes are forced to ride through the parking lot which is very unsafe as well. All bike lanes need to be expanded and improved and is the most urgent thing that needs to happen in the city - and also the cheapest/easiest.
NORTH KING COUNTY	We need Downtown Seattle to Ballard ASAP. 22 years is way too long of a time to wait. As a whole we need more transit and light rail in Seattle proper sooner.
NORTH KING COUNTY	The project time line is not broken up to account for market cycles. Thus, that means things like the Ballard line will get cut due to downturn in revenue since they are the last to be built. Additionally, not having the West Seattle line connect to the South or the Ballard line connect to the north at Northgate means that the system fails to provide transit options from what already exist and that Metro will use these lines to cut services thus placing more single occupancy vehicles on the road and defeating the purpose of the transit system. In sum ST3 lacks vision and ambition. Statement have been made that you want this system to provide the accessibility of DC Metro, but so far I keep seeing a system that falls short. The original goal of connecting downtown and the airport was the correct solution. However, it seems moving forward that does not seem to be happening.
NORTH KING COUNTY	Please include Graham St Station as an early deliverable system access project. 20 more years is too long to wait for the Graham St Station. Graham St Station is critical to allow one of the region's most transit-dependent communities to have walkable access to the light rail system. A plan that spends \$1 billion on suburban parking lots and requires us to wait 20 years for an inexpensive project that would increase walking and biking does not reflect the values of Puget Sound. I and many in my community will not vote for the plan in its current form. We need Graham St Station NOW!"
NORTH KING COUNTY	20 years to complete the Graham St station?! That has got to be shortened by 75% at least!
NORTH KING COUNTY	What can we do at what cost to make this happen in less than the time currently forecast?
NORTH KING COUNTY	Can we build it faster. These projects seem to take too much time.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	my suggestions are to improve the core of the Seattle/Bellevue metro area, specifically Ballard (where I live) and west Seattle. I would also look at other funding sources including some sort of fees for bicycle users.
NORTH KING COUNTY	The plan only considers commuters getting IN to their destination, usually Seattle. There is a new and growing subset of people who live in Seattle and want good transit options to commute OUT to places like Ballard, Fremont, Bellevue, Redmond, etc.
NORTH KING COUNTY	Given the current state of the region, waiting 25 years to complete this plan is unacceptable. I'm 100% behind building out transit, but I'd like to be able to actually use the system I'm paying for before I retire.
NORTH KING COUNTY	West Seattle and Ballard light rail extensions should take precedence in the timelines. Far too many people live there and work downtown and beyond to wait 17 years for a better transit option. Especially if you plan on enacting a toll on the new SR99 tunnel and don't offer them alternate forms of transportation. That will adversely effect folks who are simply trying to get to work in the city in which they live.
NORTH KING COUNTY	We cannot possibly wait 22 years for light rail from Ballard to Downtown. The crosstown light rail line from Ballard to UW is also very important; I used to do that bus ride and it took 45 minutes, pretty ridiculous for such a short distance (and driving was not much better...it's just a lot of lights and heavy traffic). I drive from Ballard downtown today because the buses still take too long; I see a huge crowd every time I pass the 15th and Market bus stop, waiting for the D and 15X at rush hour, and the crowds are moving north because there's not enough room for them all. The city decided to make Ballard an "urban village" when we greenlighted the monorail, with the expectation that we would be getting mass rapid transit to handle the additional density. Well, that density has gone wild in Ballard as we all know, surpassing all expectations, and yet Ballard is almost the last project to be completed for ST3? Why would we prioritize less dense areas over this? Buses are not the answer; they still take a long time to move through downtown, and they are subject to traffic jams just like cars. Anything we can do to move the light rail along faster would be welcome. Thank you!
NORTH KING COUNTY	The timeline is much too long for the light-rail lines, especially in the Downtown and Ballard area. It should be built faster even at a cost of other parts of the system such as the bus lines.
NORTH KING COUNTY	If an area such as West Seattle were to take on additional taxation could the project for that area be completed sooner?
NORTH KING COUNTY	The completion timeline of the Ballard line is absolute [explicit]. Ballard should not have to wait a generation for Link light rail. Ballard is a densely populated neighborhood, and getting denser each year, yet all traffic is funneled over an obsolete bridge that prioritizes cars. Without Ballard Link on a more aggressive timetable, people there will continue to be car-dependent and less able to switch to walking, bikes and transit. Seattle Center, a substantial trip generator also along this line, will have to wait far too long.
NORTH KING COUNTY	Simply too long of timeline for light rail projects. Where is the urgency? I know this is expensive, and every region wants their project done first, but 17 years is a long time to wait in West Seattle...
NORTH KING COUNTY	Speed up the plan timeline!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	We are drowning in traffic. What we do, where we go is often determined by how much traffic we need to deal with in order to get to our desired destination. All the projects outlined in ST3 are very important..I don't think they would be itemized if the need wasn't there. Everyone in our region is dealing with traffic angst. A timeline of 25 years to complete light rail to Everett and Issaquah, 22 years to Ballard, 20 years to Tukwila at Boeing access road and Lynnwood, 17 years to West Seattle and Tacoma is unacceptable. We will be at a standstill on Northbound I-5 well before lightrail arrives in Everett in 25 years. The timeline needs to be shortened so that the entire region will see improved traffic flow earlier than later.
NORTH KING COUNTY	West Seattle needs the light rail before 2033. It has had a surge in population that is only going to increase with the new apartment complexes being built. There is too much traffic and not enough buses as it is. Both the C line and the water taxi are completely overrun during rush hour, making it impossible to get home at a decent hour.
NORTH KING COUNTY	This is needed NOW
NORTH KING COUNTY	Ballard connection should be pushed up in the timeline to happen sooner than 20+ years.
NORTH KING COUNTY	If there is a way to increase the amount of money that can be used in a given fiscal year to complete the projects quicker, I would support it. To me, the expansion of mass transit is the single biggest issue facing Seattle. We cannot be a world class city without world class transportation.
NORTH KING COUNTY	omfg. the time line is ridiculous (too long). if sound transit needs some legislation changed so we can build rail faster, we absolutely need it as part of this package. paying taxes for something that will be completed during my lifetime I support. paying taxes for something that is decades in the future, is really really hard
NORTH KING COUNTY	With the understanding that the City/Metro needs additional support and the region isn't beholden to provide service only within the city limits, it seems like a duplication of service to extend too far south and north. Look to Chicago for their integrated commuter rail/subway/bus network. I just don't see how there is a need for service outside peak periods to/from the CBD as you move outside the city. You'd be creating two commuter rail networks. There is a HUGE need for connections in town. You don't want to encourage people to move farther away. Increase service/headways in the most dense areas (there's nothing really even planned for BELLTOWN, the most dense area. Nothing planned for the east/west Ballard to UW corridor. Conceding the larger east/west 520/90 movements, the biggest need is in town. Paying billions of dollars for parking and large suburban style stations is what ATL did. Your director knows we don't want ATL. I lived there for 15 years. It's not the model to follow. People are shifting in town, not to the burbs. Thanks.
NORTH KING COUNTY	Would happily support increase in funding/budget if it meant project would complete sooner.
NORTH KING COUNTY	West Seattle and Ballard Light rail need to be done sooner!! These should not be delayed.
NORTH KING COUNTY	Timeline acceleration should be highly prioritized. 8-25 years is insane, when other comparable cities are light years ahead of Seattle in planning, development, and execution. This is a fantastic plan, but it should have been developed 5-10 years ago. Move faster, Seattle.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	I don't understand why these projects take so very, very long to complete. Is it dependent on the revenue stream? I feel like I'll be dead by the time a lot of what's proposed is actually operational.
NORTH KING COUNTY	<p>My main objections to the proposed ST3 plan are around the timeline. I trust Sound Transit to know about effective project management, as the construction of the Central Link and the University Link projects have consistently come in under time and budget, but the expansion of light rail is a project that ought to be going faster, so that taxpayers voting on it today can hope to see the benefits of it within a reasonable time frame. The proposed timeline for the current plan has projects running consecutively, that could, with enough funding capability and workers and effective project management, be run concurrently. If there are legal or regulatory barriers in Sound Transit's funding or hiring capabilities that is adding years to this project, I would be greatly interested in there being additional legislation put forth that removes those barriers. If there is lobbying that needs to be done on the federal level to secure additional funds, I would want that communicated in the strongest terms to our elected officials. This is a project that needed to be started in the 70s, and we are playing catchup right now to have a comparable transit system to other metropolitan areas. Any unnecessary delay is intolerable.</p> <p>In addition to the comments above, I believe firmly that this undertaking should be pursued with the future of the area in mind. Seattle and surrounding areas are seeing a massive influx in population, growing housing prices, and a deepening wealth inequality. It's highly likely large amounts of people will be pushed into lower cost housing outside of major urban areas, and will depend on public transit to get to jobs. The higher quality that transit is, the quicker, the more efficient, the better. It is particularly important the rail be grade separated, to avoid either being impacted by, or impacting street level traffic, and construction having an eye towards of the possibility of future in-fill stations or rail expansions.</p>
NORTH KING COUNTY	<p>As a Seattle resident, I believe that it is more important to build the lines affecting residents of West Seattle and Ballard than the other lines.</p> <p>I am 80 years old. I may not live to see the completion of these lines, yet I will be taxed more every year for them to be built. I have family and connections in West Seattle and Burien, and would love to be able to travel there easily, especially with the demolition of the Viaduct, which is my favorite ride for the views.</p> <p>I also question the development aspects of the project, which would overwhelm and completely change the communities affected.</p>
NORTH KING COUNTY	I hope this project will shorten it's timeline as it receives more and more support. As someone who lives and commutes in Seattle, the number of cars on the road and the time it takes to travel to work is one of the largest reasons I have considered relocating. These plans will directly improve the quality of life for so many people who are forced to spend hours on the road because they cannot afford to live near where they work (especially for those who work in Seattle). This plan is extremely important and will impact lives positively IMMEDIATELY.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

<p>NORTH KING COUNTY</p>	<p>I am generally support more taxes for more transit.</p> <p>The concept of paying \$400 a year, as a household, for a connection from Ballard to downtown that won't be completed for 22 years(!) makes me question whether or not this plan makes sense. I'll have paid almost \$10,000 by the time that I actually get to use the services.</p> <p>On top of that, that the proposed Ballard connection is not going to go under the canal, and will have to stop for boat traffic makes me question if it's worth doing in the first place.</p> <p>I understand we need mass transit improvements, and I have voted for funding in the past, but, for me, this plan does not meet the basic requirements for my area, costs a lot of money, and takes more than 2 decades to complete.</p> <p>Step one would be dealing with the problem of a 7 year slated environmental review for the Ballard expansion. That's totally unacceptable. The plan should address WHY that was the initial expectation, and what steps have ALREADY BEEN TAKEN to shorten that timeline. If the worry really is about lawsuits, deal with getting buyin to prevent that first, and try to sell a plan after you have a reasonable timeframe secured.</p>
<p>NORTH KING COUNTY</p>	<p>The projects that connect to the existing system - primarily in Seattle, but also on the Eastside, are the most critical, and should be moved up in the timeline. You are going to lose the support of Seattle voters if you continue to take them for granted by prioritizing the north and south projects at the expense of in-city transit. You need to complete the Ballard and West Seattle lines within the next 15 years, or you will lose in November.</p> <p>Second comment - you need to include Ballard to UW, and a study of a Metro 8 subway, with the Ballard line going through Belltown.</p> <p>Third comment - Ballard line needs to be grade separated the whole way, either elevated or tunnel. Across the ship-canal, you need to tunnel to make these trips faster and serve more riders. Save money to make this possible by not building \$1B in parking at light rail stations, or by outsourcing parking at suburban stations to private companies.</p>
<p>NORTH KING COUNTY</p>	<p>The timeline for completion of projects is unreasonable. Many people who will be paying the additional increase in taxes will be unable to afford to live in the area in a few years and will have been paying for a system they won't use. There needs to be some tangible, near-term projects that people will be able to see come to fruition or this going to absolutely fail.</p>
<p>NORTH KING COUNTY</p>	<p>I would prefer a faster timeline, but hey, this is Seattle. Any progress is progress.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	<p>This timeline is unforgivably laughable, especially for the proposed cost. These improvements were needed 25 years ago, not 25 years from now.</p> <p>If it means focusing on fewer projects to get them done MUCH faster, then so be it. At-grade transit is WORTHLESS, and I will never vote for at-grade rail in the city limits of Seattle or the urban cores of Bellevue and Tacoma. BRT is a pathetic band-aid, at best, especially with the way it has been half-implemented so far without dedicated bus lanes and removing parking from overloaded arterials and thoroughfares.</p> <p>The Ballard and West Seattle lines are far and away the most important transit projects to develop as fast as possible. We need them NOW, not in 2033/2038. And they must be grade-separated, be it in tunnels or elevated. Anything else is a waste of time, money, and political capital.</p> <p>I realize that planning, review, permitting, and construction takes time but this is just absolutely pathetic. The rest of the world is building more transit far quicker and far cheaper than this proposal. We are being left behind, and this proposal does not focus on the significant pain points nearly enough. In 2041, when this ST3 proposal is scheduled to be completed, we will look back at this moment with nothing but regret about how poorly we focused our resources.</p> <p>This proposal is trying to do too much and please too many people, and in the process will not accomplish nearly enough and will please hardly anybody. Unless the timeline is made to be much more aggressive I am strongly inclined to vote down this proposal.</p>
NORTH KING COUNTY	<p>10 years should be the maximum amount of time to finish these light rail projects. I would be willing to pay extra if it meant we could finish these projects within a reasonable time (which 25 years is not).</p>
NORTH KING COUNTY	<p>The faster it gets developed the better</p>
NORTH KING COUNTY	<p>Hello,</p> <p>The timeline is too long and the cost is far too much (\$50 billion?!?) for what is proposed. We also think that the more of the cost should be shouldered by the people actually using the mass-transit services. I am nearly certain Sound Transit could do it faster and with less money because I have followed mass-transit projects around the country and world.</p> <p>Come on, you can do it better!</p> <p>Thanks, [name]</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	Ballard should not wait nearly 25 years for light rail. They need it now. Likewise West Seattle should not have to wait. I understand the region needs to support this plan, but extending the timeline for Seattle projects just doesn't make sense given the growth the City is experiencing.
NORTH KING COUNTY	Light rail extension to West Seattle should happen sooner. West Seattle is growing quickly and the people there should be included in the transit system earlier than 17 years from now. Also, It seems like a smaller project to complete than many other ones so it could have a faster return on the investment. Yes, the C bus connects you to the light rail but at what cost? If I'm trying to get South or East there is no timely way to do so from West Seattle. The biggest flaw in our current system is the lack of reasonably quick East-West transit.
NORTH KING COUNTY	The Ballard line needs to be moved to up in the schedule. The bottom line is literally about money - residence of Queen Anne, Magnolia, Ballard, SLU, and Belltown pay a huge portion of the property taxes for this area. Property values are extremely high in these neighborhoods and they denser than the outlying areas that are receiving light rail service first. The Ballard line should be first on the schedule even if that means the line does not initially tie in with the current lines.
NORTH KING COUNTY	I think the sooner the better for these projects. 25 years is too long to have everything finished. If we can somehow cut it down to 15-20 years that would be much better. I also think the Lynnwood/Everett light rail should be of higher priority. That corridor is one of our worst for traffic and 25 years is too long to wait for light rail to get there. I think it should be one of the first to be completed if possible.
NORTH KING COUNTY	I wish that the timeline was faster and that there was more of a focus on grade-separated light rail. This proposes some great stepping stones that I strongly support and I want MORE.
NORTH KING COUNTY	I realize Sound Transit has financial limitations as well as environmental regulations and government process steps that dictate the project completion timelines. I also realize ST would prefer to under promise and over deliver as far as schedule and cost. Please look for transformational opportunities to pull these projects to the "left", particularly those which will benefit the most citizens. Keep in mind projects in Seattle benefit more than just Seattle residents and taxpayers - they benefit anyone in the region who wants to travel to and within Seattle.
NORTH KING COUNTY	I wish the Ballard line was not the last to be completed. Also, the Ballard line should be connected to the north, not just a dead end line. It would also be nice to have a Sounder station out at Shilshole Marina somewhere.
NORTH KING COUNTY	It would be fantastic to get a light rail connection to Ballard sooner than 22 years... In general, I wish all these timelines were shorter, though I understand that there are good reasons for them to be as long as they are.
NORTH KING COUNTY	I'm 100% on board with ST3, but 20 years for light rail between downtown and Ballard is a very very long time.
NORTH KING COUNTY	Why does it take so long to get light rail built?! We're going to get to Mars first, and that is a shame.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	<p>It is unfortunate that our populace did not have the foresight to choose to build this in the 70s when they had the opportunity. Now we are at a point of critical need. The timeline is WAAAAY too long. Get creative and figure out how it can be delivered faster. Also, the West Seattle proposed line does not go far enough. It needs to extend south at least to Westwood if not fully to White Center or Burien. The vast majority of people who would benefit from improved transit live south of the Junction and the terrain is West Seattle is not conducive to walking and biking for most people. Remember that West Seattle has the highest hill in the city. Only the most intrepid of riders attempt bike commuting from West Seattle. Finally, why elevated in West Seattle? You are proposing an elevated station at The Junction. This is a dense area, which has seen a lot of new development in recent years (and ongoing). Where can you possibly put an elevated station without tearing up something that just got built? Cutting into hill after the Duwamish crossing and going via tunnel would be a far superior solution.</p>
NORTH KING COUNTY	<p>Looking at the early deliverables it feels like Seattle is left out, considering our traffic woes in the city. I understand that improvements to bus transit can go online much earlier than new light rail lines, but speeding up the timeline on projects like the Graham ST infill station would make this much much more palatable for voters in Seattle. And it seems like that's something that might actually be a possibility if it were made an early budget priority. Right now, it feels like Seattle voters are going to be asked to pay for something that they won't see any gains from for decades. Speeding up the time table on the infill stations would seem like a good early deliverable for the city. And Graham ST would also serve a poorer community (relative to the rest of the city) that could make great use of light rail access. Also seems like it might make a good area for transit oriented development that could serve dual needs of creating affordable housing (another desperate need in Seattle) near light rail.</p>
NORTH KING COUNTY	<p>Extending grade separated light rail within the Seattle city limits should be the #1 priority. It should not be the second to last project to be completed. This plan seems to focus on getting people from elsewhere in the region into the downtown core. What systems do we have to move these people once they get to the downtown core? If their destination is not within walking distance of a transit hub, driving will still be chosen by many. The focus should start with making it easy to move within the city. Once people are able to move effectively within the city, we can expand the systems that feed people to the downtown core.</p>
NORTH KING COUNTY	<p>The timeline is far too long for providing light rail stations to the dense neighborhoods. I and others would gladly pay more in order to have the projects completed sooner. 20 years is far too long for a problem which will cripple the area in 5-10 years. This package appears to be too little too late.</p> <p>Additionally, More thought needs to be given to east-west light rail lines. A significant number of people live in central and north seattle and work in Bellevue/redmond where there is additional room for businesses to grow. The possible light rail line from ballard across 520 to redmond should be looked at for inclusion in this proposal.</p>
NORTH KING COUNTY	<p>The plan is too slow. Expedite ballard and west seattle.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	<p>Prioritize connection from Ballard to Downtown, and West Seattle to Downtown.</p> <p>Prioritize creating denser living / denser communities near Downtown, rather than just extending transit farther and farther out.</p>
NORTH KING COUNTY	<p>I support mass transit and have voted for every transit project on the ballot since I moved here 6 years ago, but 22 years for light rail to Ballard and West Seattle is ridiculous. Unless these timelines are modified, either by additional funding from the city of Seattle or a change to the draft, I will vote against ST3 in November.</p>
NORTH KING COUNTY	<p>Is there any reason these can't be constructed concurrently? The 20 year timeline is something I don't know if I have the patience to stick around for.</p>
NORTH KING COUNTY	<p>The light rail needs to happen much faster. Maybe that's not possible. Our region is just so behind in light rail.</p>
NORTH KING COUNTY	<p>It deeply saddens me to see the project timeline for ST3 be so very far in the future. As a Ballard resident, I see everyday that transportation to and from the area is poor. I would like to be able to ride light rail from Ballard sometime before I retire, but as it stands with the current timeline, this isn't going to happen. Please consider doing whatever is possible to step up the timelines for the ST3 projects. The spine can wait (since we'll have most of it built), but the other investments are desperately needed *now*. They were actually needed yesterday, but there is no time machine to go back and approve Forward Thrust or RTA. Even if it costs us more, I for one will definitely vote for ST3 if it can deliver transit as quickly as possible. I'll still likely vote for it if the current timeline is continued, but I won't be surprised if thousands of other residents shun this plan because it will do to little too late.</p> <p>As an aside, I truly feel ST is missing a fantastic opportunity by only doing an "investment study" on the Ballard-UW line. This is an incredibly important bit of investment. Traveling east/west in Seattle is abysmal and needs improvements now. Light rail from Ballard to UW can make those improvements and hit some of the densest populations in the city.</p>
NORTH KING COUNTY	<p>Timeline for adding Graham station is completely unacceptable. Seattle voters already approved a Move Seattle levy that implied additional funding for this very station project, and not adding Graham light rail station for another 20 years erodes voter's trust in the system. Adding this station does not require extensive capital investments such as a second downtown transit tunnel. Why did Sound Transit decide to postpone the Graham light rail station project with the right of way and funding already available?</p>
NORTH KING COUNTY	<p>Cost aside, the proposed timeline is completely unacceptable and justifies every truism about government beauracracy. The entire city was regraded and terraformed in less time than this will take. I have voted for every transit proposal prior to this one, but this takes the cake with pure cushy government decadence.</p>
NORTH KING COUNTY	<p>I would prefer to see smaller projects with a shorter timeline rather than ambitious, multi-stage projects that take decades to finish.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	Some of these projects are estimated to take 10+ years to complete. I understand that boring the tunnels and construction will take time but what would be the cost associated with expediting the work to more reasonable durations of time, given the current state and rate of increase of traffic in the greater Seattle area?
NORTH KING COUNTY	There has to be a way to finish the projects sooner. The timelines that are given are extremely disappointing. The demand exists today.
NORTH KING COUNTY	This solution has been needed for decades, but the implementation is on a time scale of decades. This is madness and needs to be built out much, much faster than the time tables proposed.
NORTH KING COUNTY	Light rail to Ballard needs to be moved up to sooner than 22 years for completion. I also do not see anything in these plans to improve travel from Ballard/Crown Hill et al to UW (west/east travel in North Seattle).
NORTH KING COUNTY	I would like to see the Ballard and West Seattle additions to the light rail system be done sooner than the projected plan calls for, ahead of the expansion to Federal Way.
NORTH KING COUNTY	The time taken for the suggested projects to complete seems like an impediment to generating broad support.
NORTH KING COUNTY	Connection to Ballard and West Seattle by light rail is the most critical aspect of the expansion of Link Light Rail. While this project is a region-wide effort, it is simply critical to connect two of Seattle's most important districts by Link Light Rail. I understand that it takes time to plan for connections to Ballard and West Seattle, but the fact that Seattle residents will have to wait so long for access to these districts is hard to swallow. The need for light rail in Ballard and West Seattle is already here; waiting so long for those essential districts to be connected will likely be difficult for Seattle residents to bear.
NORTH KING COUNTY	We need light rail as quickly as possible. Mass transit that is not traffic dependent is super important for our area. We need to act now because we should have done this decades ago.
NORTH KING COUNTY	The project timelines are just too far in the future for me. I am probably going to be moving away from the Puget Sound area because transit is so bad.
NORTH KING COUNTY	The Light Rail from Ballard to West Seattle via Downtown needs to be a priority, 22 years is ridiculous.
NORTH KING COUNTY	The proposed project completion timelines are far too long. Seattle's booming economy is not likely to continue at the same pace for a quarter century. The demand for these projects is already beyond the threshold for "build now" actions. I understand that financing, public support, and approvals are difficult to work with in a fast manner, but the more we can do to speed these projects up, the better. Urgency is key.
NORTH KING COUNTY	Do whatever you can to speed up all of it. I support the plan and think we should break ground today and build it all as fast as we safely can.
NORTH KING COUNTY	1) Both the Ballard to Downtown and West Seattle to downtown segments need to happen sooner than 22 years!!!  2) A Ballard to UW crosstown line should be more seriously considered.
NORTH KING COUNTY	I'm concerned about how long it's going to take this to happen. I would rather pay more in taxes to help complete this in half the time. 22 years to get rail to Ballard is crazy.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	Love the idea of more lightrail, just wish it could realistically be completed faster. 22 years for lightrail to Ballard seems absurd.
NORTH KING COUNTY	The sooner, the better! Thanks.
NORTH KING COUNTY	I think that the in city routes are more valuable and will better serve the regions interests. Expanding light rail to less dense further reaches will make it under-served. Seattle residents need comprehensive subway sooner than later. This is where the density and parking issues already exist.
NORTH KING COUNTY	Timelines need to be moved up. The timelines are simply too long.
NORTH KING COUNTY	These timelines are ridiculous. It has already taken 20 years for the single line in use. I have voted for transit every time. However, I will not support this under the current timelines. People want transit, and will pay for it, but not 25 years from now. If there is no way to speed it up, this will fail. Ditch the second tunnel for now and extend the lines outward to Everett, Issaquah, Tacoma first to create a strong regional network that has high ridership.
NORTH KING COUNTY	The timeline for these projects is far too slow. These projects have been needed for the region for years. By the time these projects are done there will be a whole new set of unaddressed transportation problems that will be festering. 25 years to completion is simply unacceptable. Increase the price tag if necessary, but allow the transportation network to assist the region's growth, rather than cripple it.
NORTH KING COUNTY	While I have objections to some of the specific projects that were included and excluded from the st3 plan, this comment is about the brt lines on 405 and 522. I feel that these comparatively low effort bus projects should be moved to the very front of the line because they will have a large impact on an already congested route.  My second comment is that I am disappointed to not see an East-West Ballard to UW light rail connection. This is a huge pain point for Seattle already! I'd rather see this than light rail to issaquah, for instance.
NORTH KING COUNTY	My biggest complaint is the timeline. 25 years is too long to wait. We need these changes now. Reduce to a 15 year timeline, even if it means it will cost us more.
NORTH KING COUNTY	17 years for West Seattle and Ballard service is UNACCEPTABLE. I live in West Seattle and work in Ballard and spend hours commuting every day. We pay outrageous property tax and have been left out of service plans for decades. Enough is enough!!! I probably won't even live in Seattle in 17 years; why should I pay for transit improvements that I'll never get to see?!?! West Seattle and Ballard FIRST!!!
NORTH KING COUNTY	Ballard to Seattle needs to happen sooner, the current timeline is unacceptable, and I will not vote for this plan unless it's earlier in the timeline.  8 years for environmental inspection seems way too long. I will pay more to have it get here faster.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	I feel like this is all well and good, but it should have been started years ago. It's another case of too little, too late. I do appreciate that ST is at least acknowledging that SR522/Lake City Way actually exists and that there are a large number of commuters there that need more transit options. This area, particularly south of 125th St., is regularly neglected by Metro when they are revising routes, and in fact they just eliminated the only all-day bus route that goes from Lake City to Downtown (72). It shouldn't take me 2+ hours to travel a total distance of 13 miles, from Lake City to lower Queen Anne!
NORTH KING COUNTY	We should connect to Tacoma quicker than 20+ years.
NORTH KING COUNTY	Really wish there was explication on why the timeline is so long, and if there is a way to alleviate/speed up the timeline.
NORTH KING COUNTY	Its unbelievable the plan will cost \$50 billion and take so long to build out the light rail. 7 years for environmental study is crazy. Maybe the project will be done so folks can take light rail to my funeral.
NORTH KING COUNTY	17 years is a long timeline. I'd like to see it happen faster.
NORTH KING COUNTY	Pedestrian bridge from North Seattle College to Northgate station should be prioritized and built as soon as possible. Northgate and surrounding neighborhoods do not have the parking capacity needed for users who live, work or go to school on the other side of the freeway. The current bike and pedestrian options are cumbersome and unsafe and will decrease transit usage if there is not a more reasonable way to cross the freeway without a car.
NORTH KING COUNTY	<p>The Ballard/QA line in 25-years' time is entirely too long to wait. Furthermore, there is no line to connect UW/U-District to Ballard. If the First Hill streetcar is any indication, a streetcar is just as untenable as the 44 bus route as a reliable and quick way to get from the U-District to Fremont and Ballard. (What I'm saying is that quick and reliable light rail is 10x better than a slow and stuck-in-traffic streetcar/bus.) The center of the city is growing at a record pace, and will continue to do so as long as the city remains affordable and millennials seek to live in lively, walkable, transit-oriented city centers (unlikely to change any time soon). One light rail line that completely neglects the entire west side (Belltown, SLU, QA, Ballard, Fremont, Wallingford, etc.) of the city center is not going to suffice for the next 25 years. Imagine Cambridge, MA without the T from Kendall to Davis -- that's what the north side (U-District to Ballard) is going to be like in 25 years.</p> <p>Additionally, I don't understand why bringing light rail to heavily suburban areas is seemingly more urgent than sufficiently connecting the central city. Light-rail in suburban areas with loads of parking is only going to reinforce a car-centered culture and encourage people to live in and move to suburban areas.</p>
NORTH KING COUNTY	These timelines are laughable (way too slow).

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	<p>As described, this timeline is unacceptable. You can't talk about our growing region and how quickly traffic is getting worse and then offer a plan that addresses that problem in 25 years. I am a full supporter of mass transit and light rail expansion but the timeline as laid out is completely unacceptable and makes me strongly consider a no vote in November. The focus should be on more easily moving people around the city and region, not simply relieving traffic congestion so that you can drive around more. The lines to Ballard, West Seattle, and to Bellevue should be of first concern. Move people around the congested city more efficiently and open up opportunities to get to places people want to go. The next step should then be to connect different urban areas to help relieve suburban commutes. City focused light rail will benefit the city and region 7 days a week, 18 hours a day while intra-urban area light rail will benefit directional commutes 5 days a week for 2 hours in the morning and 2 hours in the evening. That's not city-focused urban renewal, it's a suburban growth enabler plan that encourages people to drive because "everyone else will be on light rail."</p> <p>Overall, I'm very disappointed in this plan and due to the timeline, a strong supporter of mass transit expansion is considering a no vote in November.</p>
NORTH KING COUNTY	<p>Ballard should be given higher priority in the timeline than Federal Way, Lynnwood and Tacoma. Work from the core of the city outwards.</p>
NORTH KING COUNTY	<p>I would rather see shorter timelines for some of the higher impact projects with removal or lag added to some of the lower impact projects. I love the plan as a whole and strongly support it, but with the state of traffic as it is, and rapid growth the area is experiencing, I would favor something even more aggressive. The plan is suitable to what the region looks like right now, as in we should have this system already in place. I feel like we are playing catch up to something that should have gotten going 20 years earlier than it has and unless we are more aggressive in planning and implementing these solutions we will always be lagging.</p>
NORTH KING COUNTY	<p>I am perplexed by the duration being floated here. We are 20 years into rail deployment, and you are asking for another 25. The final map looks good, but your timelines are flipping insane. You need to communicate with us why this is taking so long and what steps can be done to remedy this timeline and/or show that forward progress is being made!</p>
NORTH KING COUNTY	<p>The timeline for light rail to Ballard is FAR too slow. The downtown tunnel is a regional asset that will be used by trains from every single subarea. As a result, every subarea should contribute to the cost of the new downtown tunnel. The board should also eliminate funding for the Boeing Access Road station, which will have very poor ridership per dollar, and use that funding to speed up delivery of rail to Ballard and Graham Street.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	The timeline on some of this is pretty ridiculous. I know it takes time to build this, but waiting until 2038 to connect Ballard to Light Rail is not good. I'm sure this has been pointed out, but a child born today would be done with college before that happens. Waiting until 2036 for infill stations is also ridiculous. These stations are needed now, not 20 years from now. I'm sure there's a reason, but if it's not made apparent it's really tough to support this package. I'm an enthusiastic transit supporter and will probably grudgingly vote yes on this, but waiting so long to connect the dense areas in the region so that we can build rail lines to the suburbs strikes me as ill-advised.
NORTH KING COUNTY	I feel that places that could benefit from better transit - like west seattle and ballard - AND have voted for the tax increases should get preference over the eastside which consistently votes them down.
NORTH KING COUNTY	I believe the framework should be built out from the inside, primarily starting in Seattle (i.e. start with the Ballard and West Seattle Lines connecting the hub of Puget Sound - Seattle). Once that framework is established then I feel it's appropriate to branch out into the periphery.
NORTH KING COUNTY	FASTER. Twenty-five years is far too long to complete this system.
NORTH KING COUNTY	If there is any way in hell to get this done sooner, please do so. i would also add the 130th Street Station. As costs of living gets more expensive in our city, more people are moving south and north. Seems short sighted to not include a stop where we know the population is going to be.
NORTH KING COUNTY	The plan is nice, the timeframe is ridiculous. The priority for this should be need based, not geographic. Light rail to Ballard and W Seattle should be far and away the number one priority, and should be constructed on an accelerated timeline. The other projects can be completed with the time and resources left over.
NORTH KING COUNTY	A timeline of ~20 years for a Ballard expansion is untenable by itself, and made even worse if the line isn't grade separated.
NORTH KING COUNTY	2038 is way too long of a timeline for the Ballard line, I'd support a higher tax to get it done sooner.
NORTH KING COUNTY	This needs to happen. This needed to happen years ago, and things like it were voted down consistently. The 25 year time frame is what's so depressing. That says to me, as someone who recently entered the workforce, that we won't have a fully functioning system in Seattle until I'm close to retirement. The city will likely grow tremendously during that time, and these problems will continue to grow worse and worse. Creating innovation such as buses having dedicated lanes, ideally on their entire routes, is what it will take to get us through the next 25 years. I'm talking shutting down certain streets so only buses, streetcars, pedestrians, and bicycles are allowed on them.
NORTH KING COUNTY	This timeline is way too slow. The light rail system needs to be fast-tracked and completed as soon as possible. A Ballard-Fremont-Wallingford-UW light rail line is obviously missing, and should be ADDED to the proposed plan.
NORTH KING COUNTY	West Seattle should have had monorail already; with the density occurring, we cannot wait 17 years to be taken seriously as a neighborhood. Areas of our neighborhood are already severely neglected and have no service to downtown outside of peak hours and there is no reason it should take two hours to travel 15 miles on main routes that are supposedly "well served."

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	This project timeline will be the biggest factor keeping the "regular" every day voter from voting yes on this plan. I'm a big transit supporter and advocate, and even I am struggling to support this timeline. Projects like Graham St. Station and Downtown to Ballard are projects that are needed TODAY and under this plan, they would not be completed for over 20 years from now. To get my support and the support of these "everyday, regular" voters, ST needs to do figure out a way to reduce the timeline of delivery for these projects, even if it means that at the end of the 25 years, we may still be paying taxes even though there is no construction left to do. There is capacity of design and construction firms to do many of these projects simultaneously; there just needs to be the funding mechanisms to get us there.
NORTH KING COUNTY	Currently I am planning on voting no for two reasons (1) the timeline on this is too long and (2) light rail is not an appropriate technology for a spine from South Tacoma to Everett. There is not the density to be building some of these rail plans. I get it, everybody wants rail because Seattle got it. Politically you have to do it. But light rail from Tacoma to Everett is dumb, and the city needs more transit options. If these plans were faster, I'd be willing to overlook some of the questionable rail decisions. (Also Paine Field, really? Is everyone going to walk from the station to their factory jobs?)
NORTH KING COUNTY	The light rail link through SLU and Queen Anne to Ballard is an essential part of this plan, and should not be put off 22 years. Lower Queen Anne *needs* to be prioritized as a destination for light rail. Queen Anne is the largest neighborhood in Seattle, as well as the home of the Seattle Center and multiple tourist and cultural destinations. With the huge expansion of business in SLU and lower Queen Anne (Google, Facebook, Amazon, Microsoft and Expedia) traffic has become a nightmare and parking is impossible, and will only get worse in the next few years. For example, at this time, it takes 45 minutes for me to drive from lower Queen Anne to Capitol Hill during rush hour - I can get to Everett as quickly, which is absurd. While there are quite a few buses that serve Queen Anne, they use the same roads and get stuck in the same traffic, and are frequently behind schedule. The gridlock on Mercer and new business and housing in our neighborhoods is increasing exponentially and need to be served by a reliable, fast light rail link. This is obvious to anyone who lives, works or visits the Seattle Center, and should make this a significant priority, rather than one of the last projects completed.
NORTH KING COUNTY	I think improvements to transit within the city itself are of greater import than in outlying areas, and warrant attention sooner than the existing plan (e.g., ballard station proposed in 22 years).
NORTH KING COUNTY	Ballard in 2038 is far too long to complete.
NORTH KING COUNTY	ST needs a plan to develop the fenced off parcels in southeast Seattle. They are a blight. Also, the landscaped area in the SE corner of the Columbia City station is full of trash and has not been maintained. What is the plan prior to expansion? Overall the plan is going to take too much time.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	<p>It was my understanding that prior funding methods were to be used to develop the "spine" of the lightrail corridor. That model may have made sense then, however, I don't believe that it continues to make sense at this time. There are other modes of transportation that can help supplement the spine (Sounder and ST Bus). Additionally, I don't believe enough investment is being made within the Seattle Downtown Core. I'd like to see a better core built that we can expand on. For example, ensuring that our downtown capacity can handle the volume of riders/trains is important.</p> <p>Additionally, the project timelines are not beneficial to those areas whose promoted growth policies are having an immediate impact today on the quality of life. Light rail lines through the communities immediately surrounding Seattle (Ballard, West Seattle, Central, Interbay, etc.) must be expedited. We have supported infill growth without an comparable investment in transit that leaves our communities stalled when it comes to mobility. I think we should be aggressive with our delivery of these high capacity/frequency modes (Light rail) and I'd like to see us build out as fast as possible that is not limited by the funding model that has been employed to date.</p>
NORTH KING COUNTY	22 years is just too slow for this price. scale back or get the capitol to remove some red tape. half of us filling this out will be DEAD before 22 years.
NORTH KING COUNTY	<p>Doing Ballard to downtown so far away is just insane. We have needs NOW, not when my kids are middle aged. It's fine to do light rail in the suburbs, but the bang for the buck we would get by prioritizing city of Seattle light rail is huge compared to doing light rail to Issaquah or Paine Field, or even Everett. Don't we have commuter rail already to Everett and Tacoma? Light rail/subways should be put in dense urban areas first. Let's improve commuter rail for Tacoma and Everett, and add more express buses to more suburbs, and put in more rail in the city of Seattle. I would say Bellevue, too, but they are getting good light rail service with ST2.</p> <p>thanks</p>
NORTH KING COUNTY	Is it at all possible to accelerate the timeline, especially the Ballard to Downtown light rail?
NORTH KING COUNTY	The light rail time line is depressingly long. Bring this service sooner.
NORTH KING COUNTY	Ballard should take precedence over some of these larger, longer-reaching projects. 22 years is way too far out.
NORTH KING COUNTY	Too slow.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	I love the idea here, but I can be honest that if it takes up to 25 years as proposed, I can't care about the project with enthusiasm. I realize it can't be done overnight, but I don't understand the prioritization or need for one fix more than the other. Example: I'll be over 70 years old by the time Ballard sees light rail a few miles into Seattle. Based on how the buses are overloaded now, I'd cheer and throw money at the idea of seeing far better transit (however accomplished) within 1-5 years. That's similar for nearly all plans between east side, north and south (Everett, Bothell, Bellevue/Kirkland and down to Tacoma). The mobility here feels crippled for the amount of people suddenly showing up within the past decade. I've enjoyed the Link rail immensely and see the benefit, but can't care if it's going to take even 8-10 years (if it remains on time). Maybe the bus systems are the faster improvement while the rail is going on. I'll chip in for whatever fixes the issue within five years or less, but encourage ways to gain funding and labor for reducing the 25 year plan. Signed, an ignorant lifelone resident that needs to get around the Puget Sound without big mobs and long delays.
NORTH KING COUNTY	It would be great to see the light rail lines into West Seattle and Ballard prioritized and put on a faster timeline, particularly since residents in those communities will likely be footing a larger portion of the bill for this plan (higher property values). The need there is extremely urgent and would likely result in some of the fastest relief of road congestion through the city, particularly at peak times. 17 years is way too long to wait for this.
NORTH KING COUNTY	Twenty two years for Ballard? As if. That's not a plan. That's Northwest Milk Toast (NWMT). Ballard to downtown should be on the 8 year time line at most. Maybe Bernie will gets us some Fed money. Alternatively, since Jeff Bezos alone is responsible for bringing 30K new employees to South Lake Union he should spend a some of his 49Billion in net worth. . .
NORTH KING COUNTY	It would be better for the light rail projects to be finished sooner rather than later. Traffic is already horrible, and by the time light rail comes to west seattle and ballard, it will be many times worse.
NORTH KING COUNTY	The "25 year" plan is not going to be fast enough. We are exploding NOW and we need this stuff NOW, not in a decade and a half... Things are STILL getting worse, there are still MORE people coming in and thats just going to continue to accelerate. At this rate, 25 years from now we'll have so many people that this entire project will have to be reworked ANYWAYS. All of the proposals discussed need to occur by the end 2030 for any of it to legitimately help this area.
NORTH KING COUNTY	Please build this faster... 2041 completion date is ridiculous. No one will agree to pay taxes and have to wait that long.
NORTH KING COUNTY	Whatever it takes to make this move faster, lets do it. We can't wait 25 years for all this.
NORTH KING COUNTY	Stop trying to finance everything using bonds (property taxes). Establish an income tax. Accelerate the development of light rail projects dramatically. Focus on integrated systems rather than disconnected services such as street car, light rail, bus, etc.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	I really fear this package will fail if Seattle residents don't see new lightrail (beyond the Northgate extension) before 2033. I know other improvements will be made before then, but if people can't see their money making life in Seattle better before the Downtown West Seattle line is built, I think this will go down in flames.
NORTH KING COUNTY	The timelines are way to far out in the future, and you will not get my vote because of this. The explanations for why the timeline's are so far out have been inconclusive.
NORTH KING COUNTY	25 years is a ridiculous amount of time to expect the light rail to be completed. This needs to be a 10 year plan and resources need to be found to make this happen. Our region is expanding so fast that Sound Transit needs to follow a similar timeline to the expansion of the region. Ballard will look drastically different in 25 years and those living in the area will change drastically in that time period. Just look at the speed South Lake Union is changing. If you want people to vote YES in November you will have to lower the time of completion on this.
NORTH KING COUNTY	It's very tough to sell 10+ year projects. Any kind of incremental benefits, such as the University light rail station opening early are huge morale boosters. It's easy to look back and say "this should have been done years ago" but now, the people you're most relying on will be near retirement age when these networks go online. That's a tough sell. Small victories (and not [explicit] like bus "rapid" transit) for rail that won't get slowed by traffic are very important.  With all bus routes going through the U-district soon, it's very important to expedite the extension to Northgate and beyond.  Thanks!
NORTH KING COUNTY	We should be able to get this all done in half the time by increasing the amount we are taxed.
NORTH KING COUNTY	Waiting until 2038 for rail to Ballard? What a joke. I wonder if anyone of the planners tried to board metro #40 or #28 at peak time. Proposed measures and timelines for city of Seattle are inadequate. We need better transit now and not in 20 years.
NORTH KING COUNTY	West Seattle and Balard timelines are too slow considering they have some of the highest projected riderships. These should be completed quickly!
NORTH KING COUNTY	22 years for a Ballard connection seems really long. Connecting UW/Capitol Hill didn't take that long. What's up with that?
NORTH KING COUNTY	It's need to be done faster, otherwise when you finish the lines it will already need an upgrade!
NORTH KING COUNTY	I'm very supportive of this plan in terms of the services being added, but the TIMELINE IS WAY TOO SLOW. This reads like a plan to address the issues that we are having today. By the time 2030 and 2040 roll around, our issues are going to be so much worse, and this plan will probably be inadequate to address them.
NORTH KING COUNTY	PLEASE move Ballard and West Seattle UP on the timeline! Also, East West should move up-tough to get to Redmond or vice versa right now.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	The plan needs to be in action sooner before the problem grows faster out of control.
NORTH KING COUNTY	Light rail to Ballard needs to be prioritized. There is much greater density in this area of Seattle than in any other area where light rail is proposed and continues to grow at a rapid pace. I understand it takes a long time to collect enough funds to construct the line and it will take years of design, engineering and construction before the line can be ready, but 22 years seems way too far out - a project as important as this should seek to get light rail to areas like Ballard first and should be in the 10 to 15 year time frame. Please consider moving this up in the timeline and changing the priority of other projects or trimming back other items. Thank you!
NORTH KING COUNTY	The Seattle Center and the surrounding neighborhoods of Queen Anne and South Lake Union are major destinations for both tourists and locals. This needs to be made a priority before the 20 year mark.
NORTH KING COUNTY	We need to build fast reliable grade-separated transit quickly to make up for Seattle's lack of highway access and geological choke points. Projects should be built in tandem so they can be completed quicker and create a complete solution to mobility problems in the Puget Sound area.
NORTH KING COUNTY	I know ST should under promise on delivery dates, but it is hard to see so many projects completed over 20 years from now.
NORTH KING COUNTY	I strongly support the project in theory, but the timetable is simply too long. A timeline of 23 years? That is not workable. I know this is a real challenge, but this IS the challenge: getting things moving NOW. In a quarter of a century, that's simply too long. And frankly, it is hard to support enormous tax increases with no more immediate benefit.
NORTH KING COUNTY	ST must improve the timelines for completion for each segment or risk a failed voter outcome. The region needs transit relief immediately and proposing a quicker timeline will draw better support. Think outside of the box to complete ST3 in 15 years by adding second shift and weekend construction. It can be done. Consult with private organizations to gather ideas on how to implement a quicker construction schedule. My sense is that the public will only support this large investment if the timeline is something they can vision and participate in for the taxes they will have to pay.
NORTH KING COUNTY	I feel the biggest priority should be to ease traffic off of the major corridors first (5,405,90,520) by building light rail along those corridors. For example, I can get from south Seattle to downtown or to north Seattle using light rail, but I cannot use it to get to Bellevue. As a result, switching to the bus to get to work turns a 30 or 35 minute commute into an hour and 15 minute commute. It almost triples my commute time. But, if light rail extended along I90, then I'd have only a single transfer station or two instead of having to rely on slow buses. Further, there are long stretches that are pretty much being ignored by alternatives to buses. Yes, buses help alleviate traffic, but they don't help enough as they are still on the roads taking up space. It's better to plan mass transit off the roads and either build it underground and create new corridors (which we cannot do) or build it above ground along existing corridors people already use. Link Bellevue and Seattle, West Seattle and Seattle, and expand light rail so that it's a better alternative to glacially slow buses.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	I know major construction takes time, but this cannot come soon enough. I think it would be worth increasing taxes to increase the speed of construction.
NORTH KING COUNTY	The timelines to build out transit to Ballard and West Seattle are absurd. There must be a way to get more of the money upfront. Could you borrow it from the feds, and pay it back as the tax dollars roll in. Or could a public/private partnership with the companies in SLU be formed to front the cash. These aren't grants. These are low interests loans, similar to what the Seattle Arena owners are proposing for SODO.
NORTH KING COUNTY	The lengthy timeline to complete the Seattle-based light rail lines are simply unacceptable. Even once the Ballard and West Seattle lines are built, there will be absolutely no benefit to people going East-West in North Seattle. Not to mention that West Seattle's line is an expensive, gold-plated solution that won't even benefit most of that region, given how spread out the population living there is. ST3's current form is asking for too much time and money to create a symbolic "whole system" that will be a far flung waste. This November, I will be voting against any proposal that won't serve multiple, dense Seattle neighborhoods with a timeframe under two decades. A Ballard-UW mass transit line is exactly the kind of project that must seriously be on the table.
NORTH KING COUNTY	There's a good chance I won't vote for it given the long Ballard, Graham Street station, and West Seattle timeline combined with the focus on suburban park and rides. The park and rides ought to be paid parking only, or completely private parking and not funded by taxes.
NORTH KING COUNTY	The timelines are entirely too long. They are needed now to address current issues, 17 years is for babies not yet born. I suspect self-driving cars to be more viable than this plan.
NORTH KING COUNTY	Having West Seattle low on the priority completion list is absurd. It's one of the most populous neighborhoods and the transit options are very poor. I advocate for this project moving up the timeline for completion and/or adding park & ride at south end rail stations so those of us in the south end of Seattle can take advantage of the rail system without spending an hour on the bus just to *get* to the rail station.
NORTH KING COUNTY	Soon soon soon soon? When I was 16 and living in Seattle, we considered starting this kind of effort. I'm now 28. By that previous plan we would have actually had some stuff done already, and by this projected timeline I will be 53 by the time any significant effects are felt on the region... That's... a really long time. We shouldn't rush out a bunch of half-measures, but in 25 years things could be dramatically different.
NORTH KING COUNTY	This needs to be completed sooner. Housing prices and cost of living are only going to get worse the longer this drags out. Having the ability to live further away but still commute into the city in a reasonable amount of time is critical.
NORTH KING COUNTY	The lack of prioritization of inner Seattle neighborhoods is disturbing. Why is there no Ballard to UW line included in this package? The only bus available for that journey can take over an hour and tends to be a terrible experience. Why is the Ballard-Downtown line above grade? We need transit from that neighborhood that can't get held up due to personal watercraft.
NORTH KING COUNTY	It would be great if these projects could be completed *much* sooner.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	I would happily support progressive taxes to increase the speed of construction
NORTH KING COUNTY	there's no reason these kinds of projects need to take more than two decades. by the time they're completed, they will almost certainly no longer meet our needs. we need to make the necessary investments to get these projects completed on a faster timeline.
NORTH KING COUNTY	The timelines are pretty horrible to look at on paper. Honestly, I'm wildly supportive of the package as a whole, but the timelines make even my support go down a few notches. If that's giving me second thoughts, it's going to be really hard to get random people. Sound Transit should emphasize finding ways to make the early actions more substantial - for instance, front loading the Graham Street Station, and the freeway shoulder BRT.
NORTH KING COUNTY	Would pay more in taxes to speed up the timeline, problem is just getting worse. Without quicker improvement I'll likely move out of the Seattle/Tacoma area.
NORTH KING COUNTY	The timeline is too long. I fully support Link Light Rail, but we need it as soon as possible. Taking 20+ years to complete is disheartening.
NORTH KING COUNTY	The timeline is too long! light rail to Ballard 22 years, and light rail to Everett and Issaquah in 25 years... these are ridiculous. These projects need to get done sooner.
NORTH KING COUNTY	Shouldn't take 40 years to finish these projects.
NORTH KING COUNTY	Transit to/from South Lake Union is needed NOW--not in 25 years. Capitol Hill to SLU can often take 1.5 hours at rush hour via bus -- which never comes and is always full, it's only slightly better by car. So many tech workers in SLU can afford cars--which jams up the roads, but they'd ride transit if it was available and not a frustrating nightmare. After years of riding metro and ST-- I specifically bought a car and now drive because of the non-dependable transit to my new job in South Queen Anne/SLU.
NORTH KING COUNTY	Light Rail to Ballard and West Seattle First! Further extensions to the suburbs are important, but internal congestion in Seattle is what is leading to widespread regional traffic problems.
NORTH KING COUNTY	Ballard to Downtown will be an even more major traffic choke point with the arrival of Expedia to Interbay and with continued SLU growth. Timeline, \$, and prioritization should reflect that. E.g.; Ballard > Lewis McChord in terms of urgency of service needs.
NORTH KING COUNTY	sub area equity seems to put the viability of this at risk. We should be starting with the most dense areas and then work outward. The obsession with the spine being very front and center seemingly puts adoption and long term overall usage at a much smaller amount than it would be otherwise.
NORTH KING COUNTY	Ballard and West Seattle service needs to happen much sooner than planned.  There needs to be a stronger focus on a density of lines and stations throughout Seattle. And I'm skeptical of the value of light rail service to a place like Issaquah. I feel like BRT would be more than substantial for a route like that, and save a lot of money that can be used for something like a Ballard-UW/Bellevue line.
NORTH KING COUNTY	need to do downtown to ballard light rail much sooner.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	<p>22 years for Ballard light rail? WTF??? That was needed yesterday.</p> <p>Also, I take light rail from my home downtown to the airport and back several times per week. Trains are packed, late and often times out of service all together due to "incidents" on the at-grade portion in SODO and down MLK. No more at-grade light rail!!! More three car trains and more frequency! Our transportation system here is a joke. It's getting better---but we are still decades behind where we should be.</p>
NORTH KING COUNTY	Take more money and build faster!
NORTH KING COUNTY	The timelines are too long in general, and specifically Ballard and Everett should be prioritized sooner.
NORTH KING COUNTY	oppose plan because it takes too long to build light rail through ballard and queen anne
NORTH KING COUNTY	Way too long!!!! Make the stations simpler unless they are a major hub station. Just get it done faster!!!!
NORTH KING COUNTY	Too long to get light rail to ballard. Need grade-separated light rail along interbay to ballard in reasonable timeframe <12 years or am opposed to project.
NORTH KING COUNTY	The time line for the Ballard connection to Seattle must be shortened. We have already voted and one time had property purchased for a monorail connection. I think 10 years is plenty long enough to get Ballard and West Seattle connected to Seattle by rail. Let's get going! I understand it takes a decade to get a new rail line extension to the next city. However we need to move the rail extensions along as quickly as we can now, because our population is increasing, and this next generation is willing to forgo automobiles if we can give them working transit.
NORTH KING COUNTY	Overall, I'm a huge supporter of the ST3 expansion plan. My main concern is the timeline: I don't think a package that doesn't deliver anything to Seattle for 20+ years will pass. I worry that the Board assumes that Seattle will vote yes on anything with "transit" in it; this almost certainly won't be the case with the current package. I think it would be worth ditching a few projects to speed up the timeline, or get the federal government to loan the money to ST while we wait for the tax revenue to trickle in (I think this has been done in the past). I don't ask that you necessarily put Seattle at the front of the line, I just ask that you try to speed up the timeline by at least 5 years. Seattle voters looking at the package will find a 20 year wait unacceptable, but 15 years seems more reasonable and thus will garner far more yes votes. Best of luck, and I hope you can improve the package now and not after a defeat in November.
NORTH KING COUNTY	Your plans tend to suck in every way, so I tend to have very little faith in you. 50 Billion in 25 years. Seriously, 25 years is far too long. Get it done or don't do it.
NORTH KING COUNTY	Light rail projects within the city of Seattle need to be completed on a much quicker timeline. 20 years is an unacceptable amount of time to complete these projects
NORTH KING COUNTY	Why will it take 20 years to add a stop to an existing light rail line (Boeing Access Road)? I would like to see all these projects happen much faster, and would support additional funding to see 10 years shaved off these timelines. I believe the biggest resistance to ST3 will be the timeline. Please explain why these projects will take so long!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	Ballard connection above ground from the u dist or through interval to decrease construction time?
NORTH KING COUNTY	You really need to find the funds to move up the completion dates before you lose my family to another city.
NORTH KING COUNTY	I would like to see light rail between Ballard and Seattle to be completely grade separated and done sooner
NORTH KING COUNTY	This plan is a good start. Yet it is missing a few key components, such as Ballard to UW light rail with the potential for expansion along 520 to the Eastside. If the line between Ballard and downtown is completed then the best alignment for crossing Salmon Bay would be grade-separated, ideally a tunnel, as a bridge would be subject to frequent openings and delays as the current Ballard bridge is. The timeline for this package is also extremely long. 25 years is a lot of time to develop this level of infrastructure, arguably more then needed to develop a more comprehensive mass-transit system. The timeline for this project should be closer to 15 years, as the region will likely continue to expand and many of these projects are badly needed now, not in the distant future.
NORTH KING COUNTY	30 years to completion dates is completely ridiculous. Why can't you run legs of the proeject simultaneously. It makes no sense why you can't build differently light rail lines simultaneously and it would create more jobs. I'd rather pay more to get it done sooner. I'll almost be ready to retire by the time the Ballard line is complete, and that's total BS. Also, we should be prioritizing the city. The traffic in the city if Seattle is completely outrageous and your bus lanes often make it worse. I tried to take the busy daily, but between waiting for delayed buses and traffic time, plus arriving early to catch a bus, my commute time almost doubled. I don't consider that a reasonable amount of time to commit to transit. Saying we have buses in the city is not a good enough answer. The buses don't work in the city. For example, the 8 through SLU to cap hill is a complete joke. I can always walk faster than the bus can get down Denny. We need reliable rail in the city not just the suburbs.
NORTH KING COUNTY	The Ballard light rail should simply not take 22 years. That is absolutely ridiculous and almost borderline offensive given how fast its grown in the last 5. I support for more concurrent development (e.g. Seattle to Lynnwood and Downtown to Ballard) being build versus waiting 22 years on the Ballard line.  Cut the 22 years to 7 years and I'll vote yes for this, otherwise I'm voting no until a package that provides adequate transportation within an increasingly dense (but overloaded) Seattle is being put to the voters.
NORTH KING COUNTY	The timetable is simply too slow. You brought the UW and Capital Hill stations online ahead of schedule and under budget. Continue to pressure to ensure contractors are giving incentives to complete projects early. Light rail service to Ballard simply cannot be postponed to 2038!
NORTH KING COUNTY	Finish Ballard to West Seattle in a crash 5 year program without a second tunnel. The current one, with signalling and no buses can support far greater thruput. The rest is fluff and can wait. Don't spend transit money on parking lots, turn that over to a private contractor who can charge for parking and make a profit. Don't expand the bus network, dump it all into rail.
NORTH KING COUNTY	Th Ballard to Downtown light rail link is the project I care about the most and would prefer that to be completed first.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	<p>With suburban projects prioritized and Seattle's projects pushed off for 22-25 years, I am (despite being a huge transit fan) extremely unlikely to vote for this. The "spine" is something I am against in Sound Transit's plan, as a medium-speed rail line to Tacoma and Everett is inefficient and won't be as good of a use of money as connecting Seattle neighborhoods. I challenge Sound Transit to allot their money based on "population within one mile of the station," because those are the people most likely to use the system. We already have the Sounder commuter rail, and I am fully in favor of improving that where needed. I don't see the need to replace that with a series of park-and-rides to get Everett commuters onto a slow train to Seattle. I would like to see Sound Transit add a Ballard line, West Seattle line, Graham Street Station, AND a line from Ballard to UW via Wallingford / Fremont area.</p>
NORTH KING COUNTY	<p>Let's build it all now and not wait 25 years. That's ridiculous! I'm a big fan of light rail and I was shocked at how long this will take. Traffic is just going to get worse and the roads are already clogged. In 25 years, we'll be completely gridlocked. In fact, we are nearly gridlocked now! What are we waiting for? We tend to over-analyze routes, etc. Let's strike when the iron is hot. We know where this needs to go. Let's start building the whole thing at once and not in phases.</p>
NORTH KING COUNTY	<p>Given the current schedule of waiting until completion of the entire eastside line to open any sections of it, as well as the five-year gap from UW to Northgate, the phasing on ST3 should be geared to open parts of sections as soon as they are ready. 25 years is too long for most people to plan for in their everyday lives, and having the next two stations open in 7 years for example is much easier to support. In general, anything to push up the schedule for light rail would help, especially on the Everett and Ballard projects. Finally, anything Sound Transit can do improve spending efficiency or to push for tax reform to relieve the sales and excise taxes that provide the bulk of revenue in the state would be helpful. While absolutely worth the money in my opinion, this seems comparatively expensive and it could stress a region already grappling with a high cost of living.</p>
NORTH KING COUNTY	<p>It may seem that I indiscriminately marked everything very urgent and then marked only somewhat supportive of the time table. That is because the time table is too slow by my estimation! I have been voting for 30 years for mass transit every time I got the chance. It is an embarrassment that a city this size has not had a train/subway system. As mentioned in your material the traffic gets worse every day making the quality of life here such. But more to the point for the sake of our melting planet we have GOT to get all these cars off the road. I marked I only use it a few times a year....and that is because I live where it takes multiple buses and way to much time to get anywhere. I would LOVE to take the train that will not be built for another 8 years!!! It is too long - we have till 2020 to make major changes or face tipping points. 25 years is WAY TO LONG. why can't we work on all of at once and create more jobs while we are at it? Please tighten up the schedule! I am willing to pay my \$200 a month and I am not rolling in money.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	It seems reasonable to add the highest ridership lines first, which would include Ballard in addition to West Seattle. Moreover, the entire timeline should be accelerated. The design process can be considerably shortened, as is obvious upon considering other cities operating light rail systems, e.g. Portland, OR, which consistently designs and builds new lines in under a decade.
NORTH KING COUNTY	The timelines on this are MUCH too long. 20-25 years for Ballard and West Seattle? If all these projects can be completed in 10-15 years I believe voters will support it. With the current time frames it is not likely to pass- too much of a wait. Issue bonds and pay and build it now. It will save money in the long term- only more expensive and worse traffic the longer we wait.
NORTH KING COUNTY	22 years for LR to Ballard is ridiculous. This plan MUST address equity. Urban minority communities should be served before expanding LR to wealthy suburbs.
NORTH KING COUNTY	The timeline for completion is completely unacceptable. I will be nearing retirement by the time light rail is substantially expanded in Seattle beyond ST2. This gives me pause and I'm inclined to vote "no" on this basis alone - despite being one of ST's biggest supports and staunch advocates. Moreover, the programme wastes money on parking which does not deserve one dime of the public. Give us a transit, not pavement. On top of that, the proposal makes a grave error in directly serving Paine Field with an expensive alignment. The alignment is better suited to SR-99 saving riders time, enhancing TOD opportunities, and not duplicating very frequent service like Swift II. An alternative may simply be to designate a provisional spur if Snohomish County is so committed to a very low priority location.  In summary: I oppose this measure as offered. If Seattle doesn't get a new grade-separated alignment by 2029, I will vote "no".
NORTH KING COUNTY	Needs to be implemented faster. Makes no sense that light rail WITHIN seattle city (ballard, West seattle) will come AFTER lynnwood or the east side. People living outside of the city are more likely to own and use cars and not rely on public transit for their primary source of movement. People living in the city are less likely to own cars and therefore more likely to use transit, ST3 should focus on servicing the people who will use it. People living in the city rely on transit for every travel journey: buying groceries, visiting friends, etc, NOT just for commuting like people who live outside the city.
NORTH KING COUNTY	As quickly as possible! Quality of life is diminishing here because of the traffic.
NORTH KING COUNTY	speed things up. prioritize light rail in Seattle where it is most useful.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	<p>I read in the news that a North Seattle legislator is unhappy that Northgate will only have one station- please don't give in and give them two. I find that North Seattle has the most efficient and higher quality buses than the other areas. One station is sufficient for their community. Leftover money should be used to improve safety and efficiency for the broader community.</p> <p>More improvements need to be made for the C line rapid ride. During 5:45 - 6:05 pm, a cluster of busses come within 2-3 minutes of each other as one is always 20 minutes late. The C route gets overcrowded- people are barely in the door and some frustrated people are left out in the street.</p> <p>Most importantly- the rt 7 needs an overhaul. There should be a security guards on very bus. Also some of the stops need to be weeded out- why is there a stop every 30 ft?</p>
NORTH KING COUNTY	Oppose project time line being too long, not scope.
NORTH KING COUNTY	While I reside in Tukwila, I work in Issaquah and strongly feel the 'burbs need that connection to downtown and the airport (amongst other towns/cities). I wish Issaquah wasn't at the 25 year mark in this project, though. I'll continue to support the project, but who knows where I'll personally be in 25 yrs.
NORTH KING COUNTY	Other cities build 50+ stations in 25 years. It can't take 7 years to do an study. We should be digging now!
NORTH KING COUNTY	Much of this should be happening significantly faster than planned or proposed. There is a great need for these improvements and more MUCH more quickly. The existing timeliness should be drastically reduced, even if cost is slightly higher.
NORTH KING COUNTY	It needs to be done faster. On Europe, wear my family is from, trains go on line within three years of a proposal. Our system is way too slow, and is not ready to handle growth. Companies should be paying for part of this and the community outreach needed to get it done.
NORTH KING COUNTY	The light rail to Ballard should be completed faster than the proposed 22 years. Some aspects of the plan don't seem timely given the growth of particular neighborhoods.
NORTH KING COUNTY	I think it's crazy that we won't get light rail to Ballard through South Lake Union for 22 years! I don't have a car and live in SLU and have considered moving up to Ballard, but the fact that I won't have reliable transit for 22 years makes me consider moving to a different part of Seattle or even away from Seattle to get away from this horrible transit problem. We need the city of Seattle to be better connected before we start expanding to the north, sound, and east.
NORTH KING COUNTY	We need Ballad and West Seattle sooner!
NORTH KING COUNTY	A comprehensive transportation system cannot come soon enough. 25 years is too long to wait for adequate public transportation. There also needs to be a Ballard - UW link in the proposal.
NORTH KING COUNTY	Please look into ways of speeding up these plans.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	Prioritizing Ballard light over projects like Tacoma and Issaquah is vital. The timeline pushes wasteful projects like Tacoma and West Seattle ahead of Ballard. Also any proposal to Ballard with at-grade rail is as useless as the buses; West Seattle needs a subway much less than Ballard does yet West Seattle is proposed to have a subway while Ballard gets at-grade rail. Any proposal with insane timelines for Ballard or at-grade rail for Ballard will get a no vote from me.
NORTH KING COUNTY	It is very disappointing that this system will take 25 (or more) years to build. Can't this be accelerated? Does the system have to be built sequentially? Or, can the various parts be built simultaneously? We need relief today, not 25 years from now. What can be done to compress the timeline to 10 years? (Which is still a very long time.)
NORTH KING COUNTY	This is a great plan... It would be even better if it could be finished sooner
NORTH KING COUNTY	Do it faster and add Ballard to UW
NORTH KING COUNTY	I would more strongly support st3 if the timeline were more aggressive. I don't care about cost, the region needs this yesterday.
NORTH KING COUNTY	I realize these are huge infrastructure projects, but ANYTHING which can compress the timeline is vital. I'm not sure we can afford to wait 20 to 25 years for a complete light rail system.
NORTH KING COUNTY	i want to pay more to complete projects faster. Include a sliding scale of increased taxes and proposals and the estimated time reduction for it. For example does icreasing the proposed cost of \$17 dollars a month per adult to \$25 or \$30 significantly reduce the time of completion of projects. Can this still happen for ST2?
NORTH KING COUNTY	We need this so much sooner than 25 years from now.
NORTH KING COUNTY	I'd like to see the Ballard to Seattle leg of this plan finish sooner than in 22 years. We need solutions for this corridor sooner than that.
NORTH KING COUNTY	Many Ballard residents will be voting an emphatic "no" for three reasons having to do with the spur into Ballard: 1) alignment along existing commuting arterials that are subject to traffic congestion and streetlights, 2) a bridge over a heavily used waterway (when it should be a tunnel) and 3) the ridiculously long wait for completion, 2038.
NORTH KING COUNTY	Timeline is WAY TOO LONG
NORTH KING COUNTY	If it were possible to move the timeline up through concurrent-to-planned projects for the Ballard and West Seattle rail lines and other projects, that would be an important priority. We needed these solutions yesterday (or, 30+ years ago), and with the rate of increase in population and economic activity in the city center, we need to find ways to alleviate stress on the most important pressure points that spread to outlying regions.
NORTH KING COUNTY	I really think in city transit is very important and those lines should be done first
NORTH KING COUNTY	Faster, sooner
NORTH KING COUNTY	The timelines for ST3 are way too long, and I'm afraid that voters will reject the plans due to timelines alone. Also the suburban routes tend to favor freeway and highway alignment instead of serving regional neighborhoods directly.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	I'm extremely supportive of the ST3 plan. However, it's hard to be excited about a plan that proposes the first improvements coming online in 8 years time. By the time any of the light rail expansion happens, I could very well be living in a different part of the country. I'll support the plan regardless, but it'd be an easier sell if I knew that I would reap the rewards.
NORTH KING COUNTY	A quarter of a century to complete these projects is completely absurd. The growth of the city outpaces the deadlines set by decades.
NORTH KING COUNTY	Connection to Everett must be completed quicker. Ideally 15 years.
NORTH KING COUNTY	What can be done to speed up the projects? Also, can these projects be ordered such that the ones which provide the highest ridership are started first? The Ballard to Downtown Seattle light rail is projected to have the highest ridership of any project by sound transit's estimates, but is scheduled to be completed after lower ridership routes.
NORTH KING COUNTY	Given the differences in population density along the routes, prioritizing West Seattle over Ballard is absurd. The drawbridge is a terrible idea too, if it's not higher than the existing one. I also think Ballard-UW would be a more valuable route, since the UW-downtown line is so fast.
NORTH KING COUNTY	Timelines seem ridiculously slow. This is what we need NOW, TODAY. We'll need so much more in 20 years when ST3 is complete. By then we'll be behind the ball again (still).
NORTH KING COUNTY	<p>25 years is too far out for a half measure. This has huge blind spots in Seattle proper while wasting a lot of energy on suburbs that, at least in part, are already served by the Sounder, or would be better served by cheaper, likely as-fast bus transit.</p> <p>I don't mind paying more in taxes, but a half-measure 20 years out will be cold comfort when the city's traffic system is broken in 5 (which is the time scale I need to plan on) especially when, even if it were done tomorrow, there are still huge gaps that would be left unaddressed. I'd rather pay more for a focused system that does just one thing (i.e. inner Seattle) really well on a ~10 year time span.</p> <p>Worth noting: While I don't use public transit much now (I live within walking distance of work) this is changing within the next year, so public transit accessibility and efficacy is important to me so I can avoid the cost and burden of a car while hopefully maintaining a sub 20 minute commute. With what Seattle has right now, my options are ridiculously limited.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

<p>NORTH KING COUNTY</p>	<p>I live car-free and paid a huge premium to be 1 block from a Sound Transit station.</p> <p>Unless you are proposing a system that builds rapid connectivity across ALL major Seattle urban villages -- and gets stations online within 10-12 years -- I will be voting a big fat NO.</p> <p>Light rail from Seattle to Tacoma is stupid -- that's going to be a 90 minute trip because of the plodding surface street routing you locked us into from Sound Move.</p> <p>Also, commuter rail sounds cute but you need a plan for how we're gonna have enough ridership to justify the money being thrown into that.</p> <p>Your current plan has me paying the cost of a Tesla Model 3 in added property taxes before a single station is built in Seattle. NO WAY!</p>
<p>NORTH KING COUNTY</p>	<p>TransLink built the entire Canada line in 9 years, so why would it take 20 years to get to Ballard? Are we automatically incapable of doing reasonable things because we're American? This is a ridiculous timeline for a neighborhood already far under served. Stop wasting money on tricked out stations and invest in getting people from A to B. It's simple, drill a hole, install stations where they're needed, run a train every 2 minutes. Stop [explicit] around and just [explicit] do it, it doesn't take 50B!</p>
<p>NORTH KING COUNTY</p>	<p>It seems completely illogical that this will take 25 years to build. We need all of these things NOW. Clearly this elongated timeline is not due planning and construction timelines. The skills, workforce, equipment, and knowledge exist to make this thing happen much, much faster. I don't understand why ST isn't using a variety of different approaches (e.g. more project happening simultaneously, having construction continue on nights and weekends, etc.) to make this happen much faster. This would bring much needed jobs to our area and get the needed transit infrastructure done in a timely fashion. I would like to see ST publish more info on why they are opting for such a slow pace of construction. The current timeline is the biggest thing keeping from voting in support of this ST3, even though I STRONGLY support public transit.</p>
<p>NORTH KING COUNTY</p>	<p>I wish it could be faster, but if this is truly the best we can do we shouldn't let perfect be the enemy of good. Said another way, if there is a way to get light rail expanded faster, do it, but the time will fly either way, so let's not let the long timeframe deter us from moving forward. (That said, putting the graham street station in sooner would be better, and light rail to the west neighborhoods and east side would be great, the sooner the better.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	<p>This timeline is extremely long. I understand it takes time to collect the necessary revenue (or maybe just a higher tax to get it done quicker). I'd like to see innovative funding strategies employed such as P3.</p> <p>Spine concept makes no sense. Why are we prioritizing low density areas? Where is Ballard to UDistrict?</p> <p>Ballard and West Seattle should be top priorities.</p>
NORTH KING COUNTY	<p>Construction plans are way to slow. 25 years is unacceptable. It needs to match our influx of people. Asia has the ability to build entire cities in the time line proposed. Please review and consider expediting to encourage continued growth.</p>
NORTH KING COUNTY	<p>The faster, the better!</p>
NORTH KING COUNTY	<p>While I'm very supportive of the light rail expansion, the timelines (as far out as 25 years) makes me not want to support it. Knowing that it will take a quarter of a century is demotivating.</p>
NORTH KING COUNTY	<ol style="list-style-type: none"> <li>1. The most growth and transit oriented development is happening in Seattle. Why are the Seattle rail projects at the back of the line? I will have paid taxes for 20+ years and received little to no benefit from ST3 while rail is being built out to far flung suburbs. Why does it take 20 years to build a second transit tunnel?</li> <li>2. Why is there no E-W rail line planned for Seattle? Put the 45th st subway back on the agenda.</li> <li>3. Where is the Northgate ped/bike bridge? Nobody who lives there will be able to use this station otherwise. Makes no sense</li> <li>4. Why are you spending \$billions on suburban parking lots? Is this a good use of taxpayer money to make suburban commuters lives easier instead of serving the growing Seattle area? Or are you buying suburban votes?</li> <li>5. Mass transit doesn't help congestion, never has never will. NYC has the highest transit mode share and plenty of congestion. If you want to help congestion put congestion pricing on the agenda as a funding source. Of course once logical things start happening, people gripe and Olympia starts meddling.</li> </ol> <p>I support transit but cannot support this plan with the given agenda and timelines. Transit needs to support growth and density and not sell useless dreams of congestion reduction for the burbs.</p>
NORTH KING COUNTY	<p>Would like to complete Seattle light rail segments sooner. Seattle residents will also be willing to pay more.</p>
NORTH KING COUNTY	<p>The early openings of the light rail stations in Capitol Hill and UW show that these projects can be completed earlier than planned. I think we should focus on accelerating the timelines of these projects, especially the light rail completion timelines.</p>
NORTH KING COUNTY	<p>The timeline should be quicker than it is. Realistically, in 25 years our region will either be way beyond the scope of this project, or will have collapsed on itself with the overpopulation issues we face. Also, some priorities should be switched around. One in particular, The light rail from Lynnwood to Tukwila at Boeing access road seems much more important than connecting West Seattle &amp; Tacoma.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	The UW and Capitol Hill stations were completed under budget and early. Does this mean that the other stations could follow suit? Waiting 20-25 years for full transit in the region is hard to get excited about because it means our traffic woes will get much worse before it gets better.
NORTH KING COUNTY	Just wish it was quicker!
NORTH KING COUNTY	Really, with the tunnel removing access from West Seattle and Ballard to downtown, you are planning to wait 17 years to provide relief. Not voting for that!
NORTH KING COUNTY	What can be done to make the timeline to Ballard faster? Also, Ballard to UW.
NORTH KING COUNTY	Light rail to Ballard and West Seattle should be moved forward in the timeline, supporting transit through and to high density population areas and increasing quality of life in high density population areas.
NORTH KING COUNTY	1. I used to work for the City of Seattle, Engineering Department, Traffic Division, in the mid-late 60s. -Some- of these "proposals" have been gathering dust -since- -then-! What in the hell is taking so damn long?! Yes, yes, you need to get "input" from the public on all of this .. .. but you don't listen to it when you get it, so what are you waiting for - Christmas?!  2. The one thing that almost everyone seems to "over-look"(??) is the topography of the Puget Sound area. Meaning it's relatively easy to go North-South around here, but (very difficult -- damn near impossible - pick one) to go East-West! Why hasn't anyone given serious thought to that?! Geez Louise, people!
NORTH KING COUNTY	The timeline is way too long; work should be done to compress the timelines significantly.
NORTH KING COUNTY	Timeline for st3 is crazy. 20-30 years to extend rail network does nothing to solve transit needs region has now and in the medium term future. Plan needs to make major changes sooner esp considering removal of the viaduct is going to put major hurt on very limited transport options for communities south of Seattle.
NORTH KING COUNTY	Moving to Tacoma this month so if you want to bump up light rail by a decade that would be nice :)
NORTH KING COUNTY	If I have to wait 22 years for my neighborhood (ballard) to get improvements, this package doesn't benefit me enough to deserve a vote.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	<p>I understand regional politics are at play, but prioritizing a spine to far flung corners of our region with low density and low speeds at the expense of reaching our most dense neighborhoods with people who want to give up their cars (Ballard and Belltown) is a critical mistake, just like going to the airport before Capitol Hill was a mistake that resulted in far less ridership than would could have been achieved. I may not vote for this package if all benefits within my working life will go to areas that do not serve the densest neighborhoods that need rail the most. Ballard first.</p> <p>Unclogging the Seattle-Bellevue area (where people are more likely to give up their drives) will also serve the far flung areas, allowing them to drive down a freeway that is far less packed at its chock points.</p> <p>I'd also like to know what is being done to explore options to accelerate the construction schedule. Could the feds provide additional loans to allow construction to start sooner? Will any local philanthropists be willing to provide loans to the system?</p>
NORTH KING COUNTY	<p>I have reservations about the downtown transit tunnel taking funds away from other projects in Seattle. I think the tunnel should be built last for projects in Seattle. I like the West Seattle line to SoDo that opens first. I think the Ballard line should be similar and open before the tunnel is completed. I also like proposals to connect Ballard to the University of Washington, and I was disappointed that the line did not extend to the University. I was pleased to see the funding for improving the C &amp; D. I think there needs to be a greater partnership between local governments to separate transit from traffic. I wish there could be a holistic approach to transportation planning and traffic could be regulated to prevent bottlenecks around freeways from impeding the flow of transit. I think the infill stations should be moved up in the timeline.</p>
NORTH KING COUNTY	<p>Should be more ambitious and move faster</p>
NORTH KING COUNTY	<p>The estimated time is just way too far into the future. We need to shorten the timeline.</p>
NORTH KING COUNTY	<p>While I answered #12 as Strongly Support - I do NOT support these long, drawn out timelines! I know it's hard but it must happen faster - even if it costs more! We should be able to bring Ballard &amp; West Seattle online in 15/12 years - not 22/17! The time is NOW! It must be done faster to serve the City well. Instead of paying \$400 dollars a year, I'd be willing to pay \$600 a year - BUT ONLY if it gets done faster! Seattle needs better transit now.</p>
NORTH KING COUNTY	<p>I think people would rather pay more, a lot more, and cut the building times in half.</p>
NORTH KING COUNTY	<p>The most frequent comment I hear about the proposal is that it takes too long and costs too much. Many people feel that they will pay for something that they will never benefit from, having moved or died before the project reaches their neighborhood. Personally, I recognize that the cost and timeline are reasonable and will benefit the entire region for years to come. I just don't know how many people in our instant culture will be willing to pay and wait.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	Seems like as usual, West Seattle is at the back of the line for bus and light rail systems. Meanwhile, please consider adding more #50 buses! And putting back a bus that runs from Delridge neighborhoods to beyond downtown, like the 125 used to do (went up to Capitol Hill). The more often we can take buses down here in this little valley, the more people will take them. (Especially the #50 that goes up to the junction. If that ran 4x an hour instead of 1x or 2x an hour, it would fill up.)
NORTH KING COUNTY	It's hard to support a plan that goes out 25 years. I will no longer be working or even be living in the areas anymore. It's frustrating to see projects beyond 10 years. Would rather pay more now for a short term timeline. Traffic is already bad so we might as well suffer more in the short term to get quicker long term benefit of mass transit. I would like to see more frequent bus service to the community colleges so high school students can benefit from more educational opportunities on their own in the suburban areas.
NORTH KING COUNTY	In-city projects should be prioritized over suburban expansion because they help everyone - even commuters coming from out of town.
NORTH KING COUNTY	Your building a system that barely meets today's needs, but delivering it in 25 years. The completion time frame needs to be faster. Also, there should be light rail across 520 into Bellevue
NORTH KING COUNTY	For the love, do not make us wait 22 years to get light rail. That is beyond unacceptable. I leave home and get to work two hours before most of my coworkers to avoid morning commute times. I lived in Sweden for a year, without a car, and was able to get all over Goteborg via tram and bus. It was incredible. it was affordable, always on time, easy, and it made me walk places. I have never been in such good health. I want all these things for my life in Seattle.
NORTH KING COUNTY	I would be supportive of modifications to ST3 (including tax increases) that sped up the implementation process, particularly for Link light rail extensions to dense neighborhoods/communities like West Seattle, Ballard, Bellevue, and Tacoma. The faster we can build out the skeleton of our light rail system, the more those communities will feel that they have a stake in funding, expanding, and maintaining regional mass transit.
NORTH KING COUNTY	<p>This plan offers an unhelpful timetable that handles the least-trafficked routes first, and yet still leaves the dense areas underserved until the end of the project in more than two decades (at which point it's not inconceivable that other advances, such as in driverless cars, may have begun to address congestion issues.)</p> <p>This plan needs to have an increased focus on our densest and most heavily utilized transit routes (e.g. Ballard - UW, Metro 8) and we need those within the next decade, not a generation from now. If the timelines are slow because of funding coming from taxes, then this plan needs to be based off grants or bonds in order to make this investment pay off while the people who vote for this plan are still in the workforce.</p>
NORTH KING COUNTY	We can't afford to wait 16 years for light rail to West Seattle. Thankfully, I work from home so I am not usually part of the problem. But when I go out, it can take me up to an hour to get through Downtown Seattle by car. Buses use the same roads as cars, with not enough special bus-only lanes to make it worth the extra time. We need to fix this asap - can we do it in five years? Let's do it!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	<p>There has got to be a way to speed this up. Look at what we were able to pull off in WWII. I think the record for building a liberty ship was something like three days start to finish. Or, if you prefer this example, the transcontinental railroad. If memory serves that took more like six years. I know it's a matter of finding the money up front, I'm just saying we need to figure out a way to do that, because getting people excited about paying for something they aren't going to see for potentially 25 years is going to be a tough sell, to put it mildly.</p> <p>I'm about the biggest fan of transit you could find, but even I have a tough time swallowing this given the timeframe.</p>
NORTH KING COUNTY	<p>22 years for Ballard light rail is WAY TOO LONG!!!! There has got to be a way to speed this (and other parts of the plan) along. Please prioritize the grade separated options that take transit OUT of traffic and make it happen fast! There is massive support for this in the area, we want it SOONER not LATER. There has got to be a way to do that.</p>
NORTH KING COUNTY	<p>I live in Queen Anne and take the rapid ride to Ballard and downtown often. It works really well. It will work better when the new Ballard Bridge is in place. So, while I know Seattle is a strong partner for ST, light rail isn't needed there as much as other areas that don't have the type of transportation infrastructure that already exists in Ballard. I think this timeline ignores the rapid growth on the eastside and should consider light rail to Issaquah sooner.</p>
NORTH KING COUNTY	<p>The Lynwood light rail should be moved in to less than 20 years! Also, I try to commute by train from Edmonds to Tukwila whenever possible. However, Sounder train link up between the North(Everett - Seattle) and the South(Seattle - Lakewood) gives me only ONE option either way to make a connection. Can we please have additional options to link up the train service as well.</p>
NORTH KING COUNTY	<p>Light rail to Ballard and West Seattle and the Graham St. Station should be top priority. Our congestion is far worse within these parts of the city than getting to the city.</p>
NORTH KING COUNTY	<p>Project schedule needs to be expedited. We cannot wait until 2038. ST3 really should be in place today.</p>
NORTH KING COUNTY	<p>Prioritize all Seattle projects. Growth is happening here now and the greatest need for rail is in Seattle. Ballard and West Seattle by 2030, with studies completed for West Seattle to Burien, UW-Ballard spur, and the Metro 8 line. All new Seattle projects should be tunneled or elevated only, no at-grade projects.</p>
NORTH KING COUNTY	<p>YOU NEED TO BUILD THIS DAMM THING MUCH FASTER THEN 25 YEARS. I WILL BE HAPPY TO HAVE THIS SYSTEM BUILD OUT FOR 15 YEARS!!!!!!!!!!!!</p>
NORTH KING COUNTY	<p>The Graham Street station was in the original plan and was dropped. It is not a huge expense to get it built compared to other items in the plan, and would allow people in the neighborhoods between Rainier Beach and Columbia City to get to the light rail more easily. It would also be a huge help to the businesses on Graham and MLK. I hope that you prioritize this one to be implemented soon.</p>
NORTH KING COUNTY	<p>West Ballard has lost bus service, grocery stores and parking while property taxes have doubled or tripled. Why isn't our neighborhood considered in this plan?</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	The densest groups of people need to be served first, not last. Ballard and West Seattle. We have been literally paying the price to reduce sprawl, and we deserve improved service before fewer people who have paid less and contributed to sprawl. The timeline is backwards. Ballard and West Seattle should be first.
NORTH KING COUNTY	25 years is far too long to wait, and the situation will only continue to deteriorate in that time, rendering the proposed expansion less-than-optimal by the proposed completion dates - accelerate the schedule!
NORTH KING COUNTY	The Seattle LR project timelines are simply too long. 22 years to Ballard! Seattle voters won't go for this - we'll see something silly like another push for Monorail if the ST3 package can't shave down those timelines for folks who are already incredibly supportive of transit and are begging for more NOW.
NORTH KING COUNTY	Knowing how fast the region is growing and how congested we are becoming, taking 20+ years to finish these light rail projects is leaving us in the past still. With the new stations that took 6 years to open is an example of how slow the projects are. When they open, ridership was way over expectations. The faster we can get these projects done, the better the region will be for quality of life, congestion and allow us to adjust to future changes easier and not in another 30 years when ST3 is completed.
NORTH KING COUNTY	The timeline is way, way, way too long. 25 years will undercut support for the large increase in taxes. You should look for ways to decrease the timeline to 15 years. We voted on light rail 20 years ago!! Time to finish the job is now.
NORTH KING COUNTY	We need mass transit in the next few years, rather than in 20 years. If the region continues to grow as it has been doing, the region will be gridlocked. The pace needs to be faster than the proposed plan.
NORTH KING COUNTY	I understand that the biggest bottleneck to completing this in a reasonable time is funding.  I think more avenues should be researched to provide funding because this is a problem that needs to be addresses ASAP.
NORTH KING COUNTY	Ballard-Downtown line completion is altogether too slow. It is also disturbing that there is only partial grade separation in Interbay, as well as the use of a movable bridge when a tunnel is the only appropriate choice.
NORTH KING COUNTY	We need a station at Graham St NOW! An infill station should NOT take that long to complete. Many of us will be DEAD by 2036! Transit expansion is a huge priority for me as a citizen and a taxpayer (even though I have a car), but this timeline is absurd. We are a lower income area with fewer options than other parts of the city. If we are going to pay for this, we deserve access on a reasonable timeline.
NORTH KING COUNTY	25 years is a long time that I do not think I would benefit from the construction.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	We honestly don't have 20+ years to wait for reliable transit. Amazon alone is hiring 20,000 new employees who will be working in SLU; add to that all the expanding companies and the ones like Expedia who are moving into Seattle. As a formerly homeless veteran, the ability to live and transit affordably is critical to mine and my peers' stability. Many people are moving further away from the city to more affordable housing, with either little transit, no transit, or with transit of questionable reliability. What can we as a city do to speed up the expansion, and/or can we put affordable housing near the existing and future stations? How can we strengthen the reliability of the existing transit options?
NORTH KING COUNTY	Bring it faster, even if it costs more. Make the taxes more progressive. Perhaps a graduated system where cars worth more than X or homes valued above zip code median are taxed at a higher rate.
NORTH KING COUNTY	I live in Belltown and my highest priority is helping people go back and forth between Downtown and Ballard. What helps Ballard helps Belltown. The farther someone lives from Downtown the longer I think they should have to wait - some of them are actually trying to keep away from the masses.
NORTH KING COUNTY	My understanding is that the Graham St. Station was part of the original light rail plan and, for some reason unbeknownst to me, not included in the final roll out of the light rail. The distance between the Columbia City and Othello Stations is too far. Adding the Graham St. Station should be an emergent priority for 3 reasons - 1. The station would serve a predominantly low income area that already suffers from a lack of transit options. This is an equity and social justice issue. 2. 10 million for the Graham St. Station has already been voted on and approved. 3. It is a low hanging fruit. The light rail already runs through, a station just needs to be made. Of course maps and schedules will need to be adjusted, but this is minor.
NORTH KING COUNTY	<p>Light rail is the most critical development on the entire project list. The timeline needs to be realistic, not pessimistic, so people know we can ride the light rail in our lifetime. I'm relatively young, and your timeline means I'll be able to join AARP before I'd have the chance to commute by light rail. It's awful.</p> <p>We need to make sure the light rail is grade separated, not at-grade, so we're not stuck with a bad system with built-in delays.</p> <p>Bus projects like ride-on-shoulder or rapid transit are discouraging measures that will be quickly overwhelmed by traffic volume. I am opposed to any component of the plan that delays or distracts from work on light rail. We need to focus on expediting light rail; bus improvements are secondary to that urgent need.</p> <p>I am in agreement with the light rail plan, but I want a plan that lays down a promising future while solving problems without delay.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	I support building the Graham Street Station as soon as possible, funded in other ways if needed. It was a part of the original Light Rail plans and it's absence affects the people in my neighborhood greatly. We find ourselves stranded too far between stations to make use of Light Rail. The current proposal is to build it 20 years from now, which is simply unacceptable. Please make this an immediate priority and complete the Light Rail as it was supposed to be in South Seattle.
NORTH KING COUNTY	As a avid transit user/supporter, I will absolutely NOT support ST3 with the current timeline for the Seattle projects (Ballard/West Seattle) and will actively work to encourage my friends/colleagues to not support it. We need better transit NOW! I want to use these systems in my lifetime if I am expected to pay for them. You are proposing a timeline that is beyond the end of my working life. Also, I am appalled that the Ballard to downtown Seattle line is going to travel via Interbay - an area that has very limited pedestrian/bike access and smaller communities (Magnolia, Queen Anne) than the potential development in Fremont in the coming decades, which we are already seeing explode with new multi-story residential and business development along Stone Way and in the downtown Fremont core. Additionally, I am VERY concerned about the health of the small-businesses in downtown Fremont if light-rail transit bypasses this neighborhood. Bus service alone (which has been reduced to the downtown Fremont core w/the removal of the 28 & 26 local buses just this week) - making it appear to locals and visitors that getting to Seattle by bus is challenging. Light-rail transit to Capitol Hill, the U-District, Beacon Hill & Columbia City has made those neighborhoods easily accessible destinations for exploration. Please seriously consider the impact bypassing Fremont will have on this community and it's small businesses.
NORTH KING COUNTY	At-grade for Ballard is a horrible proposal. And you want to have it depend on marine traffic with a drawbridge??? Additionally, the timeline for West Seattle and Ballard are ridiculous. There should not be a priority for South King County or the East Side over a dense Seattle area with horrible east-west connections. Buses should solve suburbia's connections, not light rail at the expense of dense urban areas being snubbed.
NORTH KING COUNTY	ST3's timeline needs to be sped up. We need light rail sooner than 22-25 years from now.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	<p>The timeline proposed for completing ST3 projects to West Seattle and Ballard are insane, and switch my vote from strongly support to oppose. Simple ridership statistics show that the need for reliable, fast transit to Seattle's neighborhoods is critical - and yet those neighborhoods won't be getting anything until I'm well into my 50s. That is not acceptable.</p> <p>In addition, the at-grade rail proposed for Ballard-to-Downtown flies in the face of what the community *and data* supported in the Ballard-Downtown HCT study completed by Sound Transit and SDOT. To take the 70%+ support for a fully grade separated, and ideally a full subway, and propose a project as flawed as this is a slap in the face. It speaks to a dangerous belief on the part of ST's planning team that the Seattle Vote can be taken for granted, while suburban desires that make little-to-no sense from a planning standing (The Paine Field diversion, etc.) are pandered to. This is, again, not acceptable - and will sink ST3 in November if not corrected.</p> <p>Ballard must be fully grade separated, either in a subway tunnel or elevated. Both Ballard and West Seattle services need to be delivered far faster than is proposed, and the insistence of building a BART-like system to Tacoma and Everett must be challenged in light of ridership data and rapidly changing attitudes towards suburban living and the long commutes that come with it.</p>
NORTH KING COUNTY	The timelines need to be accelerated, anything longer than 10 years is unacceptable.
NORTH KING COUNTY	I think people want better transit options much sooner. If there's a way to speed up the timelines, please do so.
NORTH KING COUNTY	I cannot in good conscience support any regional mass transit system that requires a 17 year delay to West Seattle and a 22 year delay to Ballard, two thriving sections of Seattle that are utterly disconnected from downtown. I will NOT be voting for ST3 as it currently is proposed. Move those timelines forward measurably and I will happily support it.
NORTH KING COUNTY	Can we do the projects sooner. We need transit solutions now
NORTH KING COUNTY	Ballard light rail needs to happen sooner! Let's get people around within the city before we expand so far south into the suburbs.
NORTH KING COUNTY	17 years for service to West Seattle and 22 years for service to Ballard is really disappointing and makes me less supportive of the plan. These need to be a priority
NORTH KING COUNTY	Light Rail projects need to be prioritized and completed as quickly as possible with grade-separation being mandatory for the success of the system. I will not vote for ST3 if these aren't prioritized more.
NORTH KING COUNTY	Ballard first.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	Kinda bummed by how many Seattle neighborhoods are going to have to wait for a whole new generation of commuters to be born before we can get this service...by the time light rail comes to my neighborhood, I'll probably have already been priced out of it. Obviously I understand construction deadlines can be insane, but the U-District Link was completed so quickly, comparatively speaking--the long wait times for many other Seattle-specific projects on this proposal is pretty depressing. The traffic is horrible right now--at the rate it's going, 17 years is wayyyy too long to wait for light rail to a neighborhood that already encompasses a full fifth of the city's population. Is there no way to push some of these deadlines up? I would be fully prepared to pay higher taxes if it meant we could get this done way sooner. The traffic/population crisis is only going to continue to expand at an alarming rate; we as a city need to be ready to hustle to meet its demands.
NORTH KING COUNTY	I fully support expansion of the transit services - but it cannot take 25 years to complete. The Seattle area is already too far behind in terms of modern transportation options, and we at least need the West Seattle and Ballard lines sooner. These neighborhoods are two areas where numerous people are moving as more jobs come to the region, and will showcase the continued success of the light rail program when they are completed ahead of schedule and under budget as the capitol hill and UW stations were!
NORTH KING COUNTY	I think the timelines to complete the Ballard and West Seattle lines are not acceptable. Also, given the high projected ridership, I believe the Ballard line must be fully grade separated. Finally, more should be done to address cross-town traffic in North Seattle. (I live in Ravenna/Bryant and strongly support funding the extension from the UW to Ballard.)
NORTH KING COUNTY	ST needs to explain why the rail expansion will take so long. Also need to shift priority to Seattle and Bellevue. Remove Tacoma except for buses and Sounder trains.
NORTH KING COUNTY	The Ballard line should be the first priority, even more than West Seattle. I don't live in Seattle, I live in Shoreline, but I still recognize this fact because I go to Seattle all the time and work there. Many of us in the suburbs are going to be commuting to Seattle in the future to work and an effective Seattle light rail system is beneficial to all.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	<p>West Seattle and Balard cannot wait 17 years form improved transit service. While Ballard has an emerging problem with transportation, West Seattle has been left out of transit planning or given routes that only make travel more difficult. (no path to West Seattle from South of Spokane Street. Poor access to I 5 North from the Spokane Street viaduct, no access to downtown after the SR99 tunnel) To ask these residents to wait this long is a non-starter for me. I will not vote for this plan unless access to mass transit is made at top priority. As an example, a trip from West Seattle to the hospital area is a 50 minute trip unless one is willing to walk from 3rd Ave and Seneca.</p> <p>The route rail route from West Seattle is way to elaborate thus making it less attractive financially. A link from W. Seattle to the 5th Ave S. rail corridor is enough. We can change trains. The link to Ballard can begin at Westlake Center and run on the monorail right of way and on to Elliot Ave W to Ballard.</p> <p>I know from experience that transit authorities don't utilize this sort of input. We citizens see this in poorly located stations that need additional funding and zoning to attract riders. If you put it in a place where people need mass transit they will use it. An example of this is the MLK rail corridor. A better location would have been Rainer Avenue that is more densely populated. Do what other the cable, natural gas and electric companies do. Build to the users then extend and branch. Remember, we do not need fancy stations with expensive walls and art. We need to get to our destination. All else can come later. Perhaps a look at Paris, Berlin, and Mexico City would help.</p> <p>Lastly, a small thing that helps people see where they are on a line is picture graphs, Embedded pictures on the station walls with the same image in each car make it much easier to find one stop.</p>
NORTH KING COUNTY	Timeline is too slow, a more aggressive approach is needed
NORTH KING COUNTY	"light rail to Ballard 22 years" and "light rail to West Seattle and Tacoma would be complete within 17 years" are laughable timelines. Work from the core outward. At least start a "core project" at the same time you start a suburb project.
NORTH KING COUNTY	Ballard and West Seattle deserve priority. People who live in Seattle already invest more money and capital in being close-in so that they do not have to commute by car. Those who live in outskirts enjoy cheaper cost of living but have to deal with a commute by that choice. I do not understand why this region spends so much on connecting its suburbs when the city is not yet fully connected in a modern fashion. Speed up the plan for Ballard and West Seattle. 22 years is a planning atrocity compared to what Portland was able to accomplish in less than ten.
NORTH KING COUNTY	The infill stations should be worked on separately from larger track extension projects. They are a different type of projects dealing with existing infrastructure and their own constraints. The infill stations could be bundled in one package and contacted out in a reasonable time-frame (within five years bid to build contracting). This would increase rider ship in areas already existing and provide additional revenue. Track extensions are seeking to provide service to areas that don't have it yet. The wait time to revenue generation is longer. Also, if waiting until 2036 for graham street, ST would miss out on the funding pledge of the city budget.
NORTH KING COUNTY	it is too slow. I don't even know if I'll be living in the area by the time this is done. I'm a recent college graduate, and by the time this is done, my kids will be done college. Collect more taxes if needed. Just get this done.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	Timelines are way too pessimistic.
NORTH KING COUNTY	<p>The timeline for completion, especially for Ballard and West Seattle light rail, is waaaaay too long! Speed up the construction as both of these neighborhoods are dense and getting denser. They desperately need GRADE SEPARATED light rail as soon as possible. Also, please add the Ballard to UW spur line into the plan or at least budget for the EIS study in ST3 so when funding becomes available, we can start construction.</p> <p>But most importantly, in order to get my support and for the support of a super majority of Seattle-ites (which you'll need for passage) you must SPEED UP THE TIMELINE!!</p>
NORTH KING COUNTY	Light rail from downtown to Ballard and West Seattle needs to be completed within 10 years. Timeframes need to be accelerated for this package to get voter approval.
NORTH KING COUNTY	Ballard to Downtown and West Seattle to Downtown light rail ABSOLUTELY must be prioritized. The timeline outlined in ST3 is completely unacceptable.
NORTH KING COUNTY	Prioritize constructing rail lines serving Ballard, West Seattle, NE 130th to Shoreline. These will make the greatest impact for increased ridership. Please no more surface rail lines; above and below grade travel are safer and more efficient options. Elevated rail lines are great and cheaper/faster than constructing tunnels, people will support this option over ground level rail lines.
NORTH KING COUNTY	Please make the lightrail to Ballard a higher priority
NORTH KING COUNTY	<p>It's ridiculous that expanding light rail to Ballard and West Seattle is at such low priority that it won't be completed for 22 years. I have spent my entire life in Ballard, and up until a few years ago I had a reliable and easy way to get from Sunset Hill to downtown. It took a while, but at least it was a five-minute walk from my front door to the bus stop. With the reduction in bus service to Ballard, that same line is only available during rush hour, and if I want to leave my house I either need to walk a mile to the nearest bus stop or take my car. If I'm drinking in downtown Ballard, it is impossible for me to get home responsibly without calling a taxi or Uber.</p> <p>That is ridiculous. It needs to change. No one in Ballard is going to vote to increase their taxes in exchange for a promise that will be fulfilled after their newborns graduate high school. I know you need the support of the suburbs, but this package will fail unless you can promise immediate relief to the people who need it the most.</p> <p>Beyond that, it's important that the new light rail constructed in Seattle is not constructed at-grade. The efficiency of light rail loses its luster if the train is held up in rush hour traffic. Construct elevated tracks and the trains will ALWAYS be more reliable than cars.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	<p>I'm an avid supporter of transit, but I truly fear that the timelines outlined in this plan could result in a failure at the ballot. If it's truly impossible to deliver some of these critical projects in less than a generation, then please get all hands on deck to explain to the public why this is the case. (Do these plans envision multiple projects being built in parallel? Will construction crews be working 24/7/35? Even for those of us who are very much inclined to support ST3, it's really tough to comprehend how things could take anywhere near this long.) Our current transportation system has degraded terribly in just a few years. I urge the board to address this head-on and consider if there are not ways to somehow deliver some earlier wins. (It seems that shoulder-running buses are a small effort in this direction, but not nearly enough.)</p> <p>A couple of other suggestions:</p> <ol style="list-style-type: none"> <li>1) The recent backpedaling by the legislature and governor on the 405 HOT lanes gives me great concern about the wisdom of investing in freeway BRT. Can the board somehow feel confident that leaders will take the necessary steps to build and *maintain* access for transit on a shared right-of-way? Without such a commitment, light rail seems like a much better investment.</li> <li>2) I have no principled objection to parking facilities, but I'd hate to see them built at the expense of projects that actually move people. Any public funds spent on parking facilities should be funded by parking fees paid by the users. As traffic conditions worsen, there's no need to "bribe" drivers with free parking.</li> </ol>
NORTH KING COUNTY	<p>I think the timeline to complete the light rail lines to Ballard and West Seattle should be prioritized to be constructed first. The length of the lines connecting the Eastside (Redmond) are more than 3X further in terms of distance. We should prioritize shorter term projects that will impact all commuters first rather than last (thousands of people commute from the Ballard and West Seattle neighborhoods into downtown Seattle everyday creating traffic for everyone, not just for people who do not live in the city). Also the timeline to complete the entire ST3 is too long in my opinion. If money is not the bottleneck keeping multiple projects from being constructed at once, then more effort needs to be allocated towards figuring out how to begin construction of multiple projects sooner and at the same time.</p>
NORTH KING COUNTY	<p>All light rail improvements should be built in parallel. There is no reason the Everett and Ballard lines cannot be built while the Issaquah and Redmond lines are under construction.</p> <p>For me to support, Paine Field and Ballard should be substantially complete within 10 years in 2026. Construction to Paine Field should be underway before Lynnwood is complete in 2023. Also, why build out entire segments at a time? Open each station along the way instead of opening 10 stations at once.</p>
NORTH KING COUNTY	<p>We need to reduce the amount of time it will take to complete the Seattle Link Light Rail Projects. Seattle voters are the key to getting this Draft Plan approved; yet we won't see many of the main benefits for almost 20 years....</p>
NORTH KING COUNTY	<p>We need light rail in West Seattle and Ballard sooner than 20 years from now.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	West Seattle should come online much earlier than proposed and the entire timeline needs to be greatly reduced as the needs are growing much faster than what current conditions can handle. Especially when you look at the decrease of traffic volume and disruption of access from the viaduct replacement fiasco.
NORTH KING COUNTY	I would be happy with paying for ST3 if the timelines laid out weren't so ridiculous. At that rate, my first grader living in West Seattle wouldn't be able to ride the light rail from his neighborhood until he was already graduated from college! Take 10 years off the timeline and you have my full support!
NORTH KING COUNTY	I understand that the ST funding model means that each package has to be pretty broad in terms of where projects happen, but for the cost this proposes to put on people in Puget Sound, the timelines are a joke. With traffic as bad as it is now, the idea that none of these projects will provide any relief from that until eight years from now (and more like 15 for anything that is grade-separated) makes it hard to take seriously.
NORTH KING COUNTY	Some projects like the graham station should be done quickly with less cost and disruption to service. It would be great to see that added quickly and not on an 8 to 25 year plan. That seems like a long time to get a station that was originally in the light rail plan. The stops between othello and columbia city are too far apart and the business center at Graham would grow and develop with a new station. In fact this station would advance the economic development of the south end faster than the columbia city station due to its proximity to the proposed station.
NORTH KING COUNTY	This needs to happen faster. The Seattle projects being tacked on to the end of the timeline makes sense in getting the suburbs what they have been promised for years but misses the point that the system starts with Seattle. We need complete transit options in our City, before we expand our system and our network out. Seattle residents CAN and SHOULD pay more for their system - they WILL be the main beneficiaries. \$200 a year is nothing to have a complete system in the next decade. Let's work on funding this project to where it is useful to the people paying for it. I'd happily support an increase in property taxes of .50/\$1000 assessed value. Please, PLEASE, don't let us compromise on getting this right, and getting it up and running ASAP. If it's funding that is an issue in getting light rail to Ballard and West Seattle, then let's fund it ourselves. In addition, the new downtown tunnel, while expensive, will work wonders in getting headways down, as well as creating options for times when there is a mechanical issue with a train, or a collision on the at grade tracks (which is almost daily now). It baffles me how adding this much capacity, but not adding an additional tunnel for when there is a conflict, could possibly work until 2038.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	Unfortunately, as a 21 year old West Seattle resident, I will be 38 when light rail makes it to West Seattle. Realistically I can't be certain I'll live in the city, much less the neighborhood 17 years from now, so it's difficult to be enthusiastic about the light rail, as necessary as it may be to make Seattle a real city. I understand that things like this take time but I find it unfortunate the timeline is so drawn out. I can only imagine what middle-aged residents might think. Further, I find it kind of pointless to prioritize which expansion portion I find most important. Obviously I think the biggest priority should be connecting West Seattle and Ballard to regular mainland Seattle -- I live there. I don't live in the eastside or Pierce county. But that doesn't make my preferences more important than anyone else's. Ultimately priority should be given via a utilitarian rationale -- whichever portion gets the most cars off the road/gets the greatest number of people on the train should be given priority.
NORTH KING COUNTY	Anything and everything that can be done to complete a traffic-independent system quickly should be done. 22 years to connect Ballard to Downtown via Seattle Center and South Lake Union is an extremely long wait. These areas are ready to support heavy ridership now and should be a priority. My personal wish would be to ride the rail from my home in South Lake Union to my job in Everett, but it looks like I'll be just about retired by the time that could be a reality.
NORTH KING COUNTY	I think people would be more likely to support the plan if they think they'll be able to benefit from it sooner. As it is, these are almost more like projects for my not-yet-born children to enjoy. I also think grade separation is important to keep trains running on time - more of these projects (especially downtown) should be separated from street traffic.
NORTH KING COUNTY	Faster! Faster! Faster! Please find a way to make these important projects happen sooner. I would support elevated rail if it meant we could have it sooner than tunneling.
NORTH KING COUNTY	Obviously the hardest part of the proposal to swallow. With these timeframes its almost like you're trying to get people to not vote for it.
NORTH KING COUNTY	The project completion timeline is a joke. Given 30+ years and 50billion, I would expect that Sound Transit could build a fully independent subway/ light rail system for Seattle. Instead what we are getting is a few more light-rail stops over 30 years and mostly in suburbia and not core-Seattle. I'm a supporter of public transit, but this plan is a joke.
NORTH KING COUNTY	Ballard needs light rail connections in less than 22 years!! Have you seen how many people live here now??
NORTH KING COUNTY	timelines are much too long. Seattle centric lines need to be quicker (10-15 years) and grade seperated. Proposal will not pass with 25 year wait time. Majority of the votes FOR this plan will come from Seattle metro, you need to have a big get for them if they are going to approve. I am strongly considering voting against in the hope that you will come up with a better plan with shorter buld times.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	<p>I think it is a waste of time and money to put more buses on the road. They are stuck in traffic and only contribute to congestion. Please stop wasting time and money. BUILD LIGHT RAIL. Grade separated REAL mass transit. Anything else is just wasting time and resources. Please build the system we should have had 50 years ago. I will vote against ST3 if it is still mostly more bus programs.</p>
NORTH KING COUNTY	<p>Given the level of funding allocated to ST3 the timelines are unacceptably long. We need to focus on opening GRADE SEPARATED light rail transit as soon as possible.</p> <p>Also, we need to have the core of the city linked much more tightly. It should not take a hour and 2 busses to go from Capital Hill to Ballard!</p>
NORTH KING COUNTY	<p>Ballard First, on separate grade</p>
NORTH KING COUNTY	<p>Ballad/West Seattle and Graham Street Station should be completed 1st they should be the No.1 priority. I love transit and am a strong advocate for light rail, but if these connections aren't given the priority they deserve I will vote NO and I will urge everyone I know and the organizations I support to vote NO.</p> <p>[name] [title] Rainier [organization]</p>
NORTH KING COUNTY	<p>The Ballard line should not be held out for 22 years.</p>
NORTH KING COUNTY	<p>It is critical that the link between Ballard and Downtown through Interbay be completed ASAP. Traffic has destroyed the quality of life that we once knew. The proposed timeline of 22 years to connect Ballard to Downtown via transit that does not require passing over Ballard Bridge is totally unacceptable.</p> <p>A program of incentives to promote donations towards building light rail as fast as possible (train car graphic wraps, employee rider discounts, product placement) directed at the largest companies who are drawing people to the area should be considered.</p> <p>The other day it took me an hour and a half to ride the bus downtown from Magnolia during rush hour. Half the riders got off and walked. I need a reliable means to get to my work NOW, not 22 years from now. I would gladly pay double the proposed tax amount so that the Interbay station could be implemented ASAP.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	There needs to be information about why the schedule is so long. Are the timelines long because of engineering constraints? Is it the lack of funding that delays projects? Is it that the density to justify transit will not have developed until some future date? I know the answer is different for each project, but it would be great to know what goes into the decisions to schedule things so far out. For example, Ballard has been growing like crazy and is expected to continue to, and all that has happened to respond is a winding, slow, RapidRide system that is half a mile or more from half of the new development, and a slight reduction in north south service on the west side of the village.
NORTH KING COUNTY	North Seattle at N 130th St is littered with cars and not too many options to go carless. A stop at 130th would dramatically change that, and allow greater density in the surrounding neighborhoods.
NORTH KING COUNTY	Twenty-five years is way too long to wait. The city needs this now and as soon as possible. There's so many elderly people who need this transportation and many of them will not live to see it but will be paying for it out of their hard earned money. I own a business on the light rail and we need more neighborhoods connected so we can broaden our reach of clientele. This light rail is the most important piece of legislation our region has seen in years, the people of our region needed this decades ago. Please don't have us wait any longer than we have to. Let's compete with China and other regions of the World and have the best public transportation system possible in the world.
NORTH KING COUNTY	I believe the timeline for transit improvements, like light rail, within the city of seattle is unacceptable. We need solutions now. BUS ONLY lanes (through downtown) that are marked in red, and carry a huge fine for violators, is probably the cheapest way to get things done in the city. We need light rail to ballard, west seattle, and the neighborhoods in close proximity. It should not take hours to get to west seattle or ballard, like it currently can (in the worst of conditions). It should be minutes. Consistently. Seattle, with larger population, larger tax base, larger transit needs should come first.
NORTH KING COUNTY	<p>Considering the pressures we face now and know we will face in the future, the current proposal is absolutely unacceptable as IT DOESN'T EVEN APPROACH MEETING THE NEEDS IT'S SUPPOSED TO MEET.</p> <p>It's a failed plan on the face of it. We need more transit faster.</p> <p>Frankly, we just need it faster, because we can add more plans year by year.</p>
NORTH KING COUNTY	Prioritize the Graham Street station. Waiting until 2036 on the EXISTING line is absolutely ridiculous. The mayor campaigned in this neighborhood for support of the levy promising that this was a priority and we should not be ignored. Get the damn thing built.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	The cost wouldn't be an issue, if the projects were going to be completed before I retire in 20 years. If you can't do this through conventional methods, build the system through a P3 with a financing element so we can fast-track more of the system to give those of us who will retire in the next 20 years a chance to use what we pay for. If you can't do a P3, then prioritize urban parts of the system and skip the parking... so, so much parking!
NORTH KING COUNTY	Please find a way to get this done in a reasonable amount of time- with your current projections I will be long-retired by the time I have the opportunity to take light rail to work!
NORTH KING COUNTY	West Seattle has taken on so much density, doubling the number of apartments on the peninsula in ten years. Our geography makes it very difficult to get in and out of West Seattle. The West Seattle light Rail link should be moved up and occur within the next seven to ten years - not 17.
NORTH KING COUNTY	The Graham Street stop would have a dramatic impact in the area it would serve and be one of the fastest and most affordable projects in ST3 yet it has been put off until 2036, 20 years from now. A realivley simple project that was promised years ago now will not be available for another two decades. This should be an immediate project, completed in the next 3 years should ST3 pass.
NORTH KING COUNTY	Timeline should be reduced in time and completed mire quickly.
NORTH KING COUNTY	I'm turning 30 this year. Waiting until I am 52 before light rail goes to Ballard (and a substandard at-grade rail at that) is simply unacceptable, unless the city itself has plans to build its own version of the San Francisco Muni. I am a huge proponent of light rail, but it will be difficult for any Seattlite to vote to subsidize all the suburbs first before ever getting the lines we should have had in the city 15 years ago. The Ballard line needs to be prioritized over virtually everything else in this plan; it is already a dense neighborhood with poor transit options, and is growing at a rate far higher than many of the places that ST3 reaches first. In addition, I strongly support the addition of a spur line connecting the UW station to Ballard, through Wallingford and Fremont. These are some of the most congested areas of the city and the bus system simply cannot accommodate them any longer with any efficiency. Sound Transit did well to provide South Seattle with the light rail before everywhere else, but the time has come for the neighborhoods north of the lake to have light rail (but building a grade-separated line from downtown to Ballard should still be at the very top of the list).  -[name]
NORTH KING COUNTY	Would LOVE To see the Graham St Station moved up or the creation of parking near some of the stations in the Central District. This area has high crime and walking extended distances is not safe currently. Many residents live within walking distance to Graham and MLK, this stop was in the original plan and would make life better for many! Please consider.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	I think these developments need to happen much, much faster. Our transit system, particularly light rail, is already far behind. I don't understand why it would take eight years to get Bus Rapid Transit routes online. My priorities are expanding light rail within city of Seattle and then to other cities for commuters (i.e. Bellevue, Redmond, etc). Also, I notice in the plan there is a lack of East-West corridors within Seattle.
NORTH KING COUNTY	Projects within the current light rail network, such as Graham Street station should be completed first.
NORTH KING COUNTY	We need light rail today and faster!
NORTH KING COUNTY	very disappointing to have to wait 22 years for light rail to Ballard.
NORTH KING COUNTY	The 25 year build out is too little too late. The region needs the proposed transit improvements and more today not 25 years from now. For our region to continue to prosper we need the infrastructure. Widespread fast and reliable mass transit is the most important thing we can do to ensure equity and address ever increasing housing costs. Planning mass transit to encourage and support walkable dense and active neighborhoods is good for the environment and our collective health and happiness. Build it now not tomorrow.
NORTH KING COUNTY	Because of the completion timeline for ST3, the city should reevaluate and prioritize to accommodate likely transportation changes such as the very likely possibility of autonomous taxi services and the like within the next decade. Expensive rail improvements to suburban areas should be reevaluated in favor of more flexible bus routes, expanded parking at median distance nodes to accommodate mixed commutes (car and rail/bus), and continued expansion of light rail to closer Seattle neighborhoods such as Ballard and West Seattle.
NORTH KING COUNTY	I think one of the most urgent needs is to improve the service to the existing light rail network. I find waiting 20 plus years to have a Graham street station ridiculous.  I appreciate building out the reach of transit, but it's crucial to build out the core and expand access for people already using the transit system. Graham street was in the original proposal and should be added as soon as possible.
NORTH KING COUNTY	I'm stunned, as are others in the Rainier Valley, to learn that you are not planning to complete the Graham Hill station for 20 years, which is why I "strongly opposed" the ST3 phase plan. As I understand it, the infrastructure is already present at Graham St. which means that to complete this station would be a relatively very small project. Given this, and given that it would benefit so MANY people in our neighborhood, please, please, PLEASE complete it on a fast track. Don't make us wait until most of are retired and our children departed from home. We supported the recent money-raising project on the ballot in huge measure so that the money would be secured to complete the Graham Hill Station. Please. Don't make us wait 20 years. Don't do this. We need it now. At this point, many of us take the Columbia City train, but this means we're driving into Columbia City, adding to the congestion of that increasingly over-packed neighborhood, parking farther and farther away from the train because there are fewer and fewer places to park. Build the Graham Hill Station. Let us leave our cars at home and walk to the station.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	The timeline, particularly for Ballard, is far too long. We need this now, and can't afford to wait for decades. I am willing to pay, but only with greatly accelerated timelines. There is also far too much suburban focus. We should use sounder for Everett and Tacoma, and build light rail where there is sufficient density, like Belltown and Ballard.
NORTH KING COUNTY	<p>The Graham Street Station was originally supposed to be in the first phase of the lightrail. It was pulled after many businesses spent money to remodel so they would be able to accommodate more customers. It was then pulled. Expecting those of us in the Rainier Valley to wait another 20 years to put this in place is absurd. I hardly ever use lightrail because I live near Graham st, am a single woman and would never walk alone in the evenings. This station would allow me to frequent public transportation more frequently. It is over a mile walk for me to go to the Columbia City station as well as the Othello station. I am unable to walk that far and certainly not going to do it alone.</p> <p>Secondly, the fact that there weren't allocated parking lots provided for free to all the stations is ridiculous. I went to many pre planning meetings and got up to tell the mayor about why there should be parking provided. Mayor McGinn was all for me riding my bike to the light rail station. (Oh yes, a single woman, dressed up to go to a business meeting after hours, downtown alone.) No thank you. So.. Because of this, I hardly ever take lightrail. It is inconvenient. I live closer to Rainier Avenue and for me to get to the station, I have to drive anyway. Spending another few dollars to park downtown is worth it since I would have to pay for lightrail anyway. So.. Since parking is almost non-existent and zoned, it doesn't allow enough time for me to get what I need done. They won't allow us to purchase parking passes either, which is also absurd. I am fed up and really want the Graham Station so I can walk to the lightrail. Please don't make us wait another 20 years. We all spent years with flat tires while the lightrail was built. Let us have the station that should have been there in the first place.</p>
NORTH KING COUNTY	This timeline is terrible- no one wants to vote for something they can't expect to live to use. Ballard is huge and vital, and becoming untenable. It has expanded beyond belief, and transit needs to happen in 5-7 years, not 22. This is why I am against this plan. Slow, and going to the wrong places first. I agree with almost all of this, especially 1-3: <a href="http://seattletransitblog.com/2016/03/31/how-to-fix-st3-so-seattle-will-vote-for-it/">http://seattletransitblog.com/2016/03/31/how-to-fix-st3-so-seattle-will-vote-for-it/</a>
NORTH KING COUNTY	I agree with adding services and want light rail as many places as we can get it. I don't use public transportation because it would take me longer and be less convenient to do so. My biggest disappointment with the plan is the 25 year time line. I'd be will to pay 2x as much in taxes if the time line could be cut in half. With 800 cars on the road each week it seems like this plan really needs to be accelerated.
NORTH KING COUNTY	Really excited about this plan, and the transit investment for our region, but please move the dates sooner, especially Graham Street and Ballard/SLU.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	If every WEEK there are 800 new cars on our road, then how can we realistically plan a system to accommodate Seattle traffic in 25 years? The scope of this plan, while I love it, seems likely to change within the next 25 years and therefore investments in the longest term projects now, will essentially be lost. Is there a way to break it into smaller chunks? Thanks for all your hard work! I use the light rail almost everyday. Would love to see a graham street station in the next 5 years.
NORTH KING COUNTY	20 years is WAY WAY too long to wait for a Graham Street station that is practically already built. South Seattle is in URGENT NEED of improved public transportation and has been ignored for YEARS in favor of central and north Seattle projects. This is a social justice issue and I will fight like hell if the timeline is not moved up.
NORTH KING COUNTY	The project timeline for west Seattle is putting us last. Why? We are the largest neighborhood in the city, and have already been suffering for YEARS with the HWY 99 debacle, with no end in sight. The water taxi is orphaned on the city side, why is that? Why is the rapid ride C line standing room only and forced in and out of stop-and-go traffic half the time? regional transit planning has been so poor, so siloed and non cooperative with state and city planners. I am tired of west Seattle being last on all the ST project plans for light rail. Put the rail where the people are.
NORTH KING COUNTY	Can't we figure out how to pay for it in a way that includes municipal bonds or something to shorten the timeframe. We need these neighborhood connections through light rail as soon as possible. I'll pay for a faster timeline.
NORTH KING COUNTY	Getting light rail to Ballard and West Seattle are the highest priorities of this plan, but they are currently scheduled at the end of roll-out. These and on-shoulder BRT should roll out ASAP. Similarly, extensions like the Graham St. and 130th stations do the most to expand the utility of the light rail system as a whole by extending its reach and opening up new communities to inclusion in the system. These, too, should be prioritized first, since they can be completed in shorter time windows and be operational during the rest of the plan.
NORTH KING COUNTY	Voters are more likely to support a shorter timeline. We desperately want light rail to come to West Seattle but it needs to happen much sooner.
NORTH KING COUNTY	Ballard Link project is WAY too far out.
NORTH KING COUNTY	The 8, 12, ...25 year time lines are way too slow! That's why I only 'somewhat supported' the proposal.
NORTH KING COUNTY	If it's possible to trade money for faster timelines, ot would be worth cutting other projects in Seattle to get faster completion of the Ballard and West Seattle light rail lines. 18 years is too long to wait, especially given the recent and projected growth in the city. Reliable transit that is a true alternative to driving is already sorely needed, especially between current and future growth areas like Ballard.
NORTH KING COUNTY	Though I believe I would support this plan regardless of the 25 year timeline, I am profoundly disappointed at the amount of time it will take to complete the inner-city routes on this project
NORTH KING COUNTY	I think the timelines should be shorter for light rail.
NORTH KING COUNTY	West Seattle and Ballard need transit sooner than 17 years from now. That's a joke.
NORTH KING COUNTY	It amazes me that Ballard/West Seattle are not at the top of the list. Both places are full of people who commute, and both are inconvenient to get to via car. There would be massive ridership for a station in either location.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	It is unacceptable for the Graham Street station to be on a 20 year timeline. The station was in the original light rail plan nearly 20 years ago; we shouldn't have to wait an additional 20 years for it to finally be a reality. I agree that the public transportation system needs to be extended and expanded, but prioritizing suburban service over under-served urban communities doesn't make sense. The community where the Graham St. Station is planned has long been impacted by the light rail but we haven't enjoyed the benefit. This is a chance for Sound Transit to prove that equity plays a part in their decisions, and to deliver an early and visible benefit for the giant check they're asking us to sign.
NORTH KING COUNTY	Developing light rail access to West Seattle and Ballard should be moved much farther up in the timeline. Those two neighborhoods are suffering NOW given the amount of people who have settled in these "urban villages". Once the viaduct is down, the pain and frustration may well be unbearable.
NORTH KING COUNTY	With the current timeframe, I'm probably going to move to a city further along in their transit expansion as I want to enjoy it in my lifetime.
NORTH KING COUNTY	Push NW Seattle lightrail forward in the schedule. The young Ballard community is dying to spend money on transit - that will secure North Seattle as "home," a place to settle down, have kids etc. Cost of living here is so high that people can't wait to get rid of their cars. Help me help you.
NORTH KING COUNTY	I am very much ch in support of vastly expanding the link light rail system throughout the Peugeot sound area. My opposition to this particular plan is the schedule of the various proposed lines. Ballard to downtown Seattle and west Seattle to downtown MUST come first. And those two lines MUST be grad separated, either elevated tracks or in a tunnel. The Rainer Valley is prof of that. ST2 is already happening to the east side out to Redmond and that is fine. Build that ASAP. But the first lines of ST3 must connect Ballard & West Seattle to downtown. Change that order of the schedule and you'll have my full and vocal support! Also, hire some of the people involved in the Seattle Subway organization. They have clear thinking on this massive project and you need their good ideas in your organization. [name] in the Central District of Seattle.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

<p>NORTH KING COUNTY</p>	<p>Ballard needs light rail much sooner and completely grade separated. I also think UW-to-Ballard needs to be on the list. If you can't deliver Ballard-to-Downtown sooner maybe the UW-to-Ballard line would make more sense to get people from Ballard to downtown and back just as fast. Even if you don't build it first, I would highly recommend still building it in ST3. It would be cheaper as an extension of the Ballard-to-Downtown line because a O&amp;M facility would not be needed. There is no excuse for not putting Ballard-to-UW on the list. It's one of the highest performing lines in both studies and your own surveys.</p> <p>Read more about timeline problems here: <a href="https://www.theurbanist.org/2016/03/25/sound-transit-submits-suburb-heavy-expansion-plan/#comment-5825">https://www.theurbanist.org/2016/03/25/sound-transit-submits-suburb-heavy-expansion-plan/#comment-5825</a></p> <p>And don't let Everett talk you into the idiotic Paine Field routing. You're wasting billions of dollars to deliver inferior results.</p>
<p>NORTH KING COUNTY</p>	<p>It sure would be great to move these timelines up a bit! I'm looking to buy a home in West Seattle, and though I will gladly tax myself to no end to support public goods in which I believe, I think that there may be some reservations from others regarding a 17-22-year wait to get light rail to Ballard and West Seattle.</p> <p>I also think that at-grade construction is not a good idea in Ballard (or anywhere else, for that matter), as it will not only slow the system overall when mixed with traffic lights, it's also just not a good idea (as we've seen in the southern reach of the existing Link Light Rail). Above- or underground tracks and stations are far more preferable and versatile in completing a necessary piece of our transportation network that integrates into the communities it serves.</p>
<p>NORTH KING COUNTY</p>	<p>I want a system I can use before I'm dead. Not one that I pay for now and hope that my unborn baby can one day maybe use before they can legally buy beer.</p>
<p>NORTH KING COUNTY</p>	<p>Project completion timelines are too slow for our rate of growth. It's time to think innovatively for ways to bring these vital and needed projects to completion much, much sooner!</p> <p>Also, light rail or a Rapid Ride Bus needs to run from Burien to White Center and up Delridge. From there it could connect with the C, and later with the new light rail stop.</p>
<p>NORTH KING COUNTY</p>	<p>While I strongly support the ST3 projects goals and routes it takes way too long!!!          Waiting 22 years to get the light rail system to Ballard is unacceptable!!!          This system is already many years too late. There must be a better faster way to get these routes built in a far more timely manor.          We need it now!! Not in 22+ years!!!!!!!!!!!!!!!!!!!!</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	ST3 is frankly not ambitious enough in its timeline and seems to neglect the seattle proper in favor the suburbs. I'm a Ballard resident so I am particularly appalled at how poorly thought out (at grade!) and slow to build (22 years!) the Ballard line seems to be. Thank you.
NORTH KING COUNTY	22 years to expand to Ballard is way too long. As Seattle Transit Blog points out, the line to Ballard is the single best project in the package, by every possible metric (Ridership per dollar? Check. Potential for Transit Oriented Development? Check. Potential for federal funding? Check.) Seattle needs the Downtown-Ballard line with grade separation prioritized, and we need to at least create the EIS for the Ballard-UW line. Getting across the northern part of the city from west to east is extremely inefficient right now.
NORTH KING COUNTY	I think it's ludicrous the way that you're scheduling your projects. Why don't you prioritize projects based on the projected ridership. This will help pay for the rest of the projects, so it seems like such a no brainer. Ballard daily ridership is higher than almost all the rest of your lines combined, why in the world would you put it last? It just seems so so silly to do that, and I can't even understand what your rationale would be. Build the trains where people will use them most FIRST. And don't put them on the roads where people will get stuck in traffic on trains, and where the trains will make traffic worse
NORTH KING COUNTY	The Ballard timeline is too long. 22 years?? Between traffic and geography, it's already particularly difficult to get in and out of Ballard, I don't want to imagine how much worse it will get over the next 22 years before light rail arrives. It's a very high density area and a popular destination for residents of other neighborhoods. It makes sense to get light rail service to Ballard earlier to get those people off the roads sooner.
NORTH KING COUNTY	This is a long time to wait for a light rail from Ballard to downtown. That needs to be a much higher priority and needs to be completed much much faster! Seattle is growing way to fast to wait that long for a more robust light rail!
NORTH KING COUNTY	ST should explain the rationale for the timing of different elements of the plan, including the prioritization criteria.
NORTH KING COUNTY	ballard needs to be sooner, and not at grade

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	<p>A 22 year timeline for a rail connection from Ballard to downtown is completely ridiculous, this should have been in the works 10 years ago in order to be within reach 5 years from now, and it still would have been 10 years too late. You need to prioritize relieving congestion primarily in the areas the new influx of residents are landing, and secondarily where current residents are indicating they would use transit more frequently if access to transit were improved.</p> <p>Funding should come more from fuel sales taxes, parking taxes, construction and development taxes etc, (earmarked specifically for transportation development as opposed to simply funneling into the general fund), and lastly from property taxes leveraged against local residents. Property taxes are already burdensome enough given the state of Washington's educational system, Seattle police department, etc. There should be a direct disincentive for choosing to drive anywhere. It's clear that the traffic itself is not an effective disincentive, so it should cost people significantly more to make the decision to burn fuel if they are too lazy to walk, cycle, or use efficient transit. There should also be more participation from local mega employers to help offset the congestion their newly arriving employees are adding to the traffic strain in the region. Rather than simply overpaying their employees in order for them to overpay for their new homes and afford to drive to work and pay every day for parking, they should actively engage in this process as a stakeholder and offer real solutions to remove vehicles from our roads. Microsoft's Connector bus service is a good example.</p>
NORTH KING COUNTY	The proposed time frames are extremely long. Downtown to Ballard in 22 years? I'll be an old man by then. Surely it can be done faster.
NORTH KING COUNTY	Shorten the timelines; how does it take 25 years to lay some track?
NORTH KING COUNTY	It is ridiculous that any of this should take 22 years. You must do better if you expect current taxpayers to pay for it.
NORTH KING COUNTY	22 years is too long.
NORTH KING COUNTY	It's my hope that the light rail system will continue to expand until the Puget Sound region has a fully operational mass transit "subway" system (whether or not underground) that reaches all corners of the Puget Sound Region. Obviously that will take a lot of time and many more ballot measures. My timeline concern for this plan is that it will be 8 years before BRT can be implemented up the I-405 corridor. Really? Eight years to set aside bus lanes? I'd like to see that orange line on the map be a light rail proposal too....What would it take (and what would it cost) to accelerate this whole process?
NORTH KING COUNTY	22 years to get relief into Ballard is unacceptable. With the growth in our neighborhoods why do we have to wait so long!?
NORTH KING COUNTY	Any way to get Ballard connected faster will benefit everyone through less in-city congestion.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	Lightrail to Tacoma and Everett region should be given highest priority. People commute everyday from Everett to Boeing and Tacoma everyday. The traffic is terrible. If lightrail served these areas traffic would be reduced. The sooner it's built, the sooner people will ride.  Bike projects cost too much money and time.
NORTH KING COUNTY	I would like to see the Graham Street Light Rail Station established well before the current projected date. I think the ST3 Transit Plan should focus on improving light rail access within Seattle city limits and helping under-served low-income populations with their transportation needs, before expanding to the suburbs to help commuters who live outside the city limits.
NORTH KING COUNTY	Ballard's growth is exponential NOW. Light rail in 22 years? I won't vote for that. We need to be first in line for a solution, not last.  Also, you need to have park and rides at all the stations. It is unrealistic to think people don't need cars to get around.
NORTH KING COUNTY	Far too slow. I will not support this project unless the timelines move up drastically. Specifically Ballard and West Seattle. Build it in 10 years and then I will support.
NORTH KING COUNTY	Please make Ballard and West Seattle the next areas to get mass transit. The viaduct and Elliot way are not viable methods of transportation to get to downtown. We also need East -> West transit that is reliable and fast beside the 10, 40 and 44 bus lines.
NORTH KING COUNTY	25 years is too long to wait. This needs to get done in 10-15 years.
NORTH KING COUNTY	Fantastic plan, but the phases are not right. Put higher priority in the most dense parts, i.e. Seattle.
NORTH KING COUNTY	The Everett line should finish earlier, thanks,
NORTH KING COUNTY	When I look at the weather report on the news and they show a picture of Seattle skyline they say it's a beautiful day- I think who are they kidding! I see a haze around our city that I did not see 20 years ago and it is clear to my eyes that the air quality is bad. Tax carbon burning engines! Make it easy for people to not have cars. Those who insist on burning oil into our air can just wait in traffic and that is fine with me.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

<p>NORTH KING COUNTY</p>	<p>The timeline for the Ballard line is just too long. 22 years is crazy long. There has to be an opportunity to accelerate the schedule. Cost is tough to balance, but when you weigh against the option to accelerate the schedule, the choice becomes easier. I'd pay double if it cut the time of the project in half. Having this done in 11 years as opposed to 22 would be huge. I wouldn't miss the money as much as I would miss the years without light rail.</p> <p>Also, having Ballard line be at-grade is a waste. We may as well just stick with BRT, as light rail won't help commute time or volume.</p> <p>The Seattle Subway project's insights are spot on: <a href="http://seattletransitblog.com/2016/03/31/how-to-fix-st3-so-seattle-will-vote-for-it/">http://seattletransitblog.com/2016/03/31/how-to-fix-st3-so-seattle-will-vote-for-it/</a></p> <p>It feels like the prioritization of lines is set up to get maximum buy in from the county, while assuming Seattle will vote for anything as long as it gets more light rail eventually, even if it comes in dead last. However, I think you'll find suburban voters harder to sway even with their payout coming first, and Seattle voters to be more fickle of the fine details.</p>
<p>NORTH KING COUNTY</p>	<p>As a resident of Seattle, I strongly oppose this plan simply because there is no benefit to me. While the link desperately needs expansion, I would have to pay hundreds of dollars a year and wouldn't see a benefit for at least 17 years. If the lines to Ballard and West Seattle were completed sooner (like within 10 years), I could see myself supporting this plan.</p>
<p>NORTH KING COUNTY</p>	<p>Its great to see the Graham Street Station in ST3 is fully funded however, waiting 20 years for a station that was included in the original plan years ago seems to be an oversight. Graham Street Station should be pushed up in the timeline. A station at this critical Southend junction would support and anchor the small, largely immigrant and refugee owned business district at Graham and Othello - a community that weathered the construction storm when light rail first went in...anticipating to see the fruits of their struggle once the station was completed. They are still waiting. Pushing Graham Street Station ahead in the timeline is an equitable choice aligned with the City's commitment to race and social justice. Please consider revising the timeline to include Graham Street Station in the 1st phase. Thank you.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

<p>NORTH KING COUNTY</p>	<p>Light Rail in/around the population and employment centers MUST be the priority (Everett, Ballard, Overlake, W. Seattle). Traffic is hurting mobility TODAY. Waiting 10+ years to connect Microsoft and 20+ years to connect Ballard or the Boeing Everett complex is unacceptable. These are huge employers with tens of thousands of employees that are contributing to (and suffering from) congested roadways right now. ANYTHING that can advance that time line should be pursued. Alternatively, consider investment in BRT / RR lines along the future rail corridors as a stop-gap to improve mobility.</p> <p>Additionally, one of the most attractive things about Light Rail is the speed (Westlake to Cap Hill in 2 minutes is outstanding!). These new corridors should be elevated or tunneled where possible and on exclusive right-of-ways (like SODO busway or like Portland's MAX near the Convention Center) where not. Avoid at-grade road crossing (like MLK) and NO DRAWBRIDGES! Even if MLK-Style road crossing don't increase actual transit times, there's a significant popular perception that they do. Spending the extra money for elevated tracks will be worth the public perception and encourage ridership.</p>
<p>NORTH KING COUNTY</p>	<p>The timeline to support West Seattle with light rail is absurdly late and is the key reason I answered that I would strongly oppose ST3 as currently drafted. The plan is obviously drafted by Eastsiders for Eastsiders. Move up the West Seattle and Ballard timelines to the Redmond and Federal Way proposed dates and I would strongly support. Ballard in 22 years?? Absurd!!</p>
<p>NORTH KING COUNTY</p>	<p>Timeline is way too long. I would rather pay more now to speed up the project.</p> <p>The focus should also be on more dense, in-city neighborhoods rather than connecting far out suburbs. Priority should be given to Ballard, West Seattle, and Shoreline rather than Everett or Federal Way. The transit would have much more usage.</p>
<p>NORTH KING COUNTY</p>	<p>Why 25 years? This needs to be a priority or broken down into 5 year chunks to say by x date we will do this and by y date we will do this. If the traffic keeps up and with Google and Expedia projects coming in he next 4 years this needs to be fast tracked or Seattle will stop growing as no one will be able to get around.</p>
<p>NORTH KING COUNTY</p>	<p>I live and work in Seattle in areas where there is no light rail options. The neighborhoods within Seattle should take priority in the next Sound Transit construction project and the Ballard and West Seattle projects should be the first ones completed.</p>
<p>NORTH KING COUNTY</p>	<p>I live in downtown Seattle and work as an independent contractor throughout King County, and frequently outside of the county, from Olympia to Everett. I don't have a car so I rely on public transportation to get to jobs. I'm strongly in favor of expanding public transportation systems as much and as quickly as possible, as they make it possible for me to get places. I love the Link Light Rail system; I like how fast it is and how frequently it runs; and even if I had a car, I'd probably take the light rail to get to the airport, as it's faster and more convenient. Projects like this proposed expansion are the whole reason we have taxes, if you ask me.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	I feel very strongly that 20 years is way too long to wait to add a stop at Graham Street along the existing line. The stop was supposed to be part of the previous plan. To continue to support the Rainier Valley's economically and culturally diverse residents to use the light rail, we need to add that stop sooner than later. It doesn't seem like it is that expensive in the big picture, and I don't understand why it can't be built at the same time as some of the other projects in the early segments of this plan.
NORTH KING COUNTY	The timetable for completion of the Ballard and West Seattle light rail lines should be moved up. I don't think it makes sense to link Tacoma and Seattle by light rail before Seattle's neighborhoods are connected. There's already an existing train line between the two cities.
NORTH KING COUNTY	The time line is ridiculously slow. The spine should be completed years faster than is planned. Adding bus lines shouldn't take 8 years. The train to West Seattle and Ballard shouldn't take 17 years either. The 25 year timeline is what is going to make this not pass. Maybe approving each line individually would get a quicker time frame? I propose hiring more than one company to work multiple lines at a time and get this done quicker. Start ST3 now do not wait for ST2 to finish.
NORTH KING COUNTY	I feel that some projects should be moved up if possible and giving priority to light rail to get around. It will be our "subway/metro" system. In addition being innovative in building "free" parking structures near transit hubs would greatly increase use of the system. Maybe build parking lots over the top of some transit stations.
NORTH KING COUNTY	The timeline and funding priorities of this plan are all out of whack. Inner city grade separated transit should be the timeline and funding priority with plans to extend those lines into an intra-city system in future. 20+ years to build a 5 mile line within the city is unacceptable and I can't and won't vote for this package as currently drawn up.
NORTH KING COUNTY	Seems like it shouldn't take 25 years..... Love the tunnels!!! We need to dramatically increase that! Just like all the other big cities..... Expansion of the tunnels would really change traffic and people more likely to go places when ordinarily they would avoid the standstill traffic. Going East/West in general is still a major issue... Great start though!!! Casey McMullin ( Native Seattleite!)
NORTH KING COUNTY	The timelines for project completions guarantees failure. The demand is far exceeding the timeline to address and these projects will fall short of providing relief in a time effective matter. Unless the timelines to implementation are accelerated drastically these projects will not provide the return on investment. Pie in the sky goals do not add value to the discussion and more buses on the roads really are not the answer. Rail must be built and it must be built faster. More use of elevated rail vs tunnel needs to be utilized.
NORTH KING COUNTY	South lake union is rapidly becoming a huge tech center, with more and more companies expanding into this area. Lightrail to South lake union through downtown should be a priority over other projects.
NORTH KING COUNTY	I'd love for light rail to Redmond/Bellevue to move faster. Same for light rail to Tacoma. Speed it up, please!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	Rearrange project deadlines. Seattle area currently is poorly served by mass transit compared to the rest of the region. E.g. it is faster and easier to get to downtown from the east side than from Ballard. Seattle residents who work in Seattle would, IMO, be more likely to get out of their cars than persons commuting to Seattle from outside Seattle.
NORTH KING COUNTY	Build everything as quickly as possible.
NORTH KING COUNTY	Many of these projects should be undertaken simultaneously. In city transportation needs should not be delayed. Integration with Metro and the streetcar system is also important.
NORTH KING COUNTY	It all needs to happen sooner!!!!!!!!!! Great planning everyone and good luck!
NORTH KING COUNTY	Getting light rail to Ballard in 22 years seems like an eternity. You should prioritize dense areas like Ballard first to really remove cars off the road and make Seattle truly a walkable city. This would make Seattle residents actually consider not even owning a car like folks do in Boston, New York, Washington DC, etc. To prioritize Redmond, Lynnwood, and Federal Way seems really odd as folks will still continue to drive, especially if the Light rail in the city itself doesn't even go to places where they may need to go, like Ballard, Fremont, Wallingford, South lake union, West Seattle, etc.
NORTH KING COUNTY	We need these services much more quickly! For example, waiting 22 years for Ballard light rail service is completely unacceptable. We need to look for more funding to reduce the timeline. Seattle is already so congested that it's barely livable. In 22 years it will be so much worse.
NORTH KING COUNTY	This timeline is incredibly long. We need these services as soon as possible, especially in the N-S direction through Seattle. The boondoggle that is the viaduct tunnel will make the situation much worse by not allowing for a downtown exit.
NORTH KING COUNTY	The light rail expansion is needed now, not in 25 years.
NORTH KING COUNTY	The Ballard and West Seattle schedules need to be moved up by about a decade each. Ballard has a huge potential for ridership and West Seattle has the nasty bottleneck trying to get over that bridge. And funding for preliminary studies for the proposed extensions should be fully funded so that projects are shovel ready.
NORTH KING COUNTY	The entire plan takes far too long to complete!!!! We need this system YESTERDAY! How is it Translink's Canada Line can be completed in just 5 years, (tunnel and elevated) but you are taking close to 10 years to complete a segment? Reduce your time line. At your current snail's pace I may be dead before these projects are complete. Get projects like Graham St Station and Ballard to Downtown going immediately! Not having these projects is negatively affecting the neighborhoods.
NORTH KING COUNTY	I do not understand why Ballard is out 22 years. There are several young professionals moving into this neighborhood who would prefer to use light rail. I feel we should take care of our shorter intercity links first before focusing on connecting the suburbs. We'll use these links for more than just commuting to work. We'll ride into downtown for theater, dinner, music and all the other intercity culture downtown has to offer.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	Just plain way,way too far out.
NORTH KING COUNTY	I want to light rail in Ballard first, please.
NORTH KING COUNTY	Overall I believe the timelines for link should be improved if at all possible. Reliable transit to / from Everett and Issaquah would significantly improve the options available for areas to live and work around Seattle without needing to add more cars to an already busy commute.
NORTH KING COUNTY	Know buildng will take time, but believe making light rail available sooner to Ballard and West Seattle would help with traffic coming into Seattle. Living on Beacon Hill we have found using the system has been a great benefit. The new link to Cap Hill and the U has opened up a new way of getting north much easier. Plus leaving our car home. Faster would be better for everyone!
NORTH KING COUNTY	The timeline is demoralizing. Anything that can be done to speed up delivery would be much appreciated.
NORTH KING COUNTY	Do it ASAP. No excuses.
NORTH KING COUNTY	Getting light rail all the way to Redmond as quickly as possible is my personal #1 priority—I'd love if it didn't take 12 years—but I also strongly support all the light rail spurs to dense in-city neighborhoods like Ballard and West Seattle. With the exception of Redmond, which is a major commuter draw from the city, those connections within the city are fundamentally more important than extending transit to far outlying areas like DuPont. Even if they get light rail, people in the suburbs are used to car culture, and are going to have a hard time switching over in a meaningful way—even if they take the train to work, everywhere else they go requires a car, so it'll remain their first thought when traveling. By contrast, if we can connect the much denser neighborhoods of the city, we can make it possible for far more people to stop relying on cars altogether. Right now, getting between neighborhoods like Ballard and Columbia City are the <i>*only*</i> reasons many of the people in my community haven't completely switched over to public transit. We can reach that tipping point with this plan.
NORTH KING COUNTY	This city is already bursting at the seams- one the primary issues is traffic and road congestion. We need to address these problems as quickly as possible, specifically building out transit in high density areas - these expansions cannot wait. Additionally, people need to be made aware that these additional costs to tax payers are well worth it. I am happy to pay higher property taxes to build out transit.
NORTH KING COUNTY	Would like light rail to Ballard sooner (but I don't live in Ballard, just that access to NW part of Seattle is difficult due to traffic).
NORTH KING COUNTY	The proposed timelines are very long. The region desperately needs improved transit sooner rather than later.
NORTH KING COUNTY	Why does it take so long to complete these projects?

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	Until transit can show that they will actually complete the projects promised, I will not vote again for transit. I've always voted for transit, however, all I have to show is traffic calming/loosing lanes and the bus that runs in front of my apartment removed. I would now have to take 3 buses to go 5mi to work (so I don't...it's unreasonable when I work 12hr shifts to tack on 2.5hrs transit time) and my husband cannot now rely on transit to get him to work in a timely manner. We are considering being a 2 car household for the first time, which is really disappointing. I want to use public transit but it keeps disappearing from where I live!!
NORTH KING COUNTY	Timelines are way too long and priorities don't necessarily make sense. BRT shouldn't take 8 years, and the Ballard and Everett lines need to be moved forward.
NORTH KING COUNTY	We need transit now! In 25 years the needs of the community will be different than they are currently. This is a joke.
NORTH KING COUNTY	There is no way this should take 25 years. It should be completed in 10.
NORTH KING COUNTY	Increase revenue sources to complete sooner. This should have been built 40 years ago.
NORTH KING COUNTY	I wish light rail could be completed sooner. Thanks for all your hard work! :)
NORTH KING COUNTY	22 years to get light rail to Ballard is a really long time. I would like to see that sped up.
NORTH KING COUNTY	The Puget Sound area has had a poor history of keeping up with the times and improving transit infrastructure. Population growth in the Seattle greater metro area is not going to be slowing anytime soon. These expansions need to happen before our already choked streets and highways become impossible to traverse.
NORTH KING COUNTY	Much faster timeline. I'd happily pay higher taxes.
NORTH KING COUNTY	Light rail is coming too late. We have to solve this in the next five years.
NORTH KING COUNTY	I believe the Ballard and West Seattle lines need to be prioritized. 22 years is way too long.
NORTH KING COUNTY	We need the Graham street station! There are a lot of commuters in this area and it doesn't make any sense to go so far between Columbia City and Othello without stopping. Please move up the timeline for completion on this project to within a couple of years. We can't wait!
NORTH KING COUNTY	Faster service between Ballard and downtown can't wait 22 years. It should NOT take an hour to go 7 miles. Light rail, not buses that are stuck with cars, bridge openings, and dangerous for bikes and pedestrians.
NORTH KING COUNTY	I am completely in support of all Light Rail expansions. I wish there were more Light Rails being put in instead of buses. I want this to happen quicker than 25 years and am not necessarily in support of the order of projects listed in 12.
NORTH KING COUNTY	This plan is good, but moving too slow. Puget Sound's population and commuting needs are growing at a much faster rate than the proposed plan would address.
NORTH KING COUNTY	project completion timelines are excessive and do not address the needed infrastructure now. plans developed in the next 25 years have little to no impact on current transportation difficulties, time frames need to be dramatically reduced into the 5-10 year range

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	The Graham St station would add HUGE to the existing light rail. There population between Othello and Columbia City stations is very dense and this project should be relatively inexpensive as the rail is already there, it's just adding a few platforms, right? :)
NORTH KING COUNTY	Is there any way to speed up light rail to Ballard and West Seattle? Those are high population density areas that need better transit options!
NORTH KING COUNTY	Still not clear on why it will take so long to complete the projects. Is it funding related? Light rail/train projects needing time makes sense (though 22 years for light rail to Ballard??) but eight years to start bus service seems unreasonably slow, especially given the insane traffic on the 405 corridor (and what I thus see as an immediate need). I was also disappointed that so many of the proposed changes are still 'downtown Seattle'-centric. As someone who lives in Fremont, works in Bellevue, and uses transit daily I know the annoyance of transfers (sometimes I have to take 3 buses each way!) and hour+ commutes to go 11 miles. Even when 520 is backed up, I can still get home faster by driving. I have a car; the temptation is real. Light rail crossing 520 would be a very, very good thing.
NORTH KING COUNTY	The timeline for the Ballard extension is not fast enough. We paid lots of tax dollars for the monorail to be built out to Ballard and it was never done. Lots of money spent and nothing to show for it. Also, we tax payers never got a refund or ever found out how they spent the money we paid. Maybe the money collected for the monorail should be spent for the light rail. Oh wait it was spent for something else. I will not support paying more money for something I will not live to see. In 22 years I would be 100 years old and I really don't think I'll live that long. Sorry, but I do not want to see my tax dollars spent on this project unless light rail comes to Ballard in the next few years. All I've seen the majority of my tax dollars spent on the last few years is studies and more studies. Enough!
NORTH KING COUNTY	Speed it up, it's worth investing in moving quicker
NORTH KING COUNTY	The West Seattle light rail should be prioritized as the area is rapidly expanding, and bus transport is limited.
NORTH KING COUNTY	A light rail system that can only run 1 train every 6 minutes delivers too little, too late. It will be beyond capacity before the expanded service even starts. We can see that simply from the service as it is today, serving fewer stations and a smaller population. Wind forward 25 years from now. Do you really think it can service the needs of the greater metro region and the larger population living further and further out, still needing to work in downtown districts?
NORTH KING COUNTY	Light rail from Ballard to downtown should be completed within 12 years.
NORTH KING COUNTY	The timeline of completion makes this project almost irrelevant to me due to how long it takes. I might moved away from this crazy traffic just because it's taking too long to make anything better.
NORTH KING COUNTY	I'm pretty disappointed by this plan. I may end up reluctantly voting for it just because of the Seattle portion (even if the Ballard draw-bridge option seems very disappointing to me), but the suburban stations service less urbanized areas and require transfers to get to major job centers. I feel irresponsible voting for this...which sucks, because I'm also disillusioned by the length of the timeline, and don't want to extend it by voting "no."

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	I'd be willing to bet if you proposed an additional plan after this one that would essentially act like a "booster", there would be mass interest. The main complaint I hear from people in regards to ST3 is that the timeline is not aggressive enough (decades to completion is not inspirational, even if it is the Seattle way). People are frustrated with their problems now, and I think floating the idea of seeking additional funding PURELY for the purpose of speeding up production would be popular - and what would be even more popular is if it was partially funded by development deals struck with corporations and other private entities that stand to benefit from the expansion of the light rail and the positioning of the stations, instead of placing the tax burden entirely on the citizenry.  Food for thought.
NORTH KING COUNTY	Just get light rail to Everett and Tacoma and Redmond with a couple stations at each end...then build more stations in between...that will get you the most ridership early on when it counts and get the most cars off the road from the start.
NORTH KING COUNTY	Would love to see this all happen faster, with more stations in the central Seattle area connecting more of the neighborhoods (Eastlake, Madison Valley, Fremont). The BRT plan is fine for now but think it would be better in the long term if tha was turned into a light rail system. Traffic congestion on 405 is horrendous and buses don't seem as appealing to both the work commuter but also the entertainment commuter (shopping/events). Plus taking more people off the road for the airport. Seattle is only getting bigger and the Eastside is growing.
NORTH KING COUNTY	I truly find it odd that the Ballard and West Seattle plans are so far down the timeline. As the density grows the transit options have lowered. As a daily commuter in Ballard the buses are always jammed tight and I keep seeing one single family home being demolished and replaced with a condo or a own house complex. The major city traffic needs to be on point before expanding to the north or south. Also more east west lines need to be included and fast tracked.
NORTH KING COUNTY	Would like to see light rail in and around ballard, west seattle more upfront in timeline than in 17yrs due to rapid population growth in these areas and building congestion
NORTH KING COUNTY	Hurry
NORTH KING COUNTY	Think bigger and faster! We need this transit sooner. any way to get more funding and start these projects sooner?
NORTH KING COUNTY	I am enthusiastic about these projects, and I'm concerned about the lengthy timeline. We need more, sooner! As a Seattle resident, I would be willing to pay more to have some of these projects done sooner.
NORTH KING COUNTY	Get it done based on ridership potential...not politics.
NORTH KING COUNTY	The Ballard project should be prioritized to be completed sooner. Especially with Expedia moving to Seattle, the traffic alone Elliott Way will be horrible.
NORTH KING COUNTY	The time line is just to long. You're asking a lot from Seattle residents with not many short term gains. Also very disappointed nothing planned for Central district / Madison Valley area.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	Ballard and west Seattle projects should be top priority and completed as soon as possible. Seattle light rail should be below grade.
NORTH KING COUNTY	I think the light rail plans should be prioritized over buses.
NORTH KING COUNTY	Catch up! Moved here and can't believe the challenge of living here without a car. And driving a car here is a challenge of its own, not to mention the lack of street signs and parking. I don't understand why buses have to fight with cars in downtown Seattle for lane space. Why are the cars mixed in with the buses in the transportation corridor? Why do Sounder trains only run one-way and only during working commute hours? Why can't I travel on transit to Tacoma at regular intervals?
NORTH KING COUNTY	My "somewhat support" on question 12 is solely related to the timeline. 22 years is way too long for improvements in the Seattle core. Every possible avenue should be explored and plans modified to shorten that timeline by at least 5 years so that West Seattle comes on line in 15 years and Ballard in 17 years. By the time the system is scheduled to be finished, I will have helped pay for a system that I could never use to commute to work because I'll be retired.
NORTH KING COUNTY	FASTER FASTER FASTER!!!!!!! Great projects but can/should be built quicker. Also opposed to regressive sales tax as a source of funding.
NORTH KING COUNTY	Please make sure that the trains provide direct connections to the largest employers in the area. Plans that "almost" get to Boeing, for example, and rely on buses to finish the journey would be very short-sighted.
NORTH KING COUNTY	Please work on other tax and funding options to build this faster. 25 years is 30 years too late for Puget Sound to have comprehensive mass transit.
NORTH KING COUNTY	It seems strange that if we expect the growth to be significant in the aseattle metro area we are prioritizing the projects for those areas first. I rarely use the current system we have from Crown Hill to South Lake Union because of its unreliability, time it takes and overly crowded busses. 23 years for that to happen seems ridiculous, especially with the amount of growth projected just in the next 5 years. There is an immediate need to improvements the current bus system for the interim if any of the future projects are to be successful as we are already seeing gridlock with the amount of people we have in the city. How is the current and very near future issues going to be addressed. It is super important that we as a city are looking at the long term, but we also need plans for the interim.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	<p>If are doing this to reduce traffic and to slow global warming and fossil fuel use, it seems like waiting 25 years for it to be done might be too little, too late. The proposed plan to fund ST3 with a slow trickle of tax money seems to be at the root of the lengthy timelines. Can we possibly move this forward at WWII/Manhattan Project/Google speed? Perhaps there's a way to get a large infusion of cash upfront to jumpstart these projects. Could we, for instance, issue bonds to fund it, or borrow the money from the Gates Foundation, and pay the money back later from taxes? There is a lot of financial know-how in the Seattle area; some folks who know these things may well help with this project as a donation.</p> <p>It also seems that getting it up and moving ASAP, will create more much-needed construction and blue-collar jobs for the region. I am willing to help with this. [name, address] South Seattle</p>
NORTH KING COUNTY	<p>22 years to get something done in Ballard? Great, I might still be alive when this train makes its first run.</p> <p>Please take a look at the boom going on in Ballard and re-think the order of the projects. I'm tired of paying for transit improvements that do nothing to help the area where I live. Seattle is fast becoming a city where, due to poor planning and way too many new condos and apartments slammed into a neighborhood, you simply cannot get from point A to point B unless it's either 10am on a weekday or first thing Sunday morning. AND the city just keeps approving the projects with NO CORRESPONDING improvements to infrastructure until YEARS after when they are needed. Stop growing Ballard until transit, infrastructure, policing presence are caught up to the population demand!</p>
NORTH KING COUNTY	<p>The timeline for ALL projects is TOO LONG! Ballard has seen tremendous growth in the past 5 years and is significantly underserved by transit. Light rail is needed RIGHT NOW! I will only support a plan that gets light rail to Ballard in 10 years. Any plan that has a timeline longer than 10 years will get a NO vote from me!</p>
NORTH KING COUNTY	<p>The time line should be re-ordered to include the Ballard and West Seattle extensions first. Deal with the inner city commuters first, and do not prioritize folks that live outside of the City. Currently, it takes longer to commute from Columbia City to Ballard than it does to commute from Everett to Ballard. We pay substantially more money to live in the City and transit packages should not encourage moving outside of the City and contributing to sprawl. Provide transit to support the fast-paced urban growth!</p>
NORTH KING COUNTY	<p>Ballard and west seattle light rail additions should be expedited to the shortest completion time frame. This gives as a fully functioning transit system within the city of Seattle allowing for increase in density that is happening / critical to the city's success.</p>
NORTH KING COUNTY	<p>The proposed timelines are extremely slow. Please investigate ways to reduce time to completion.</p>
NORTH KING COUNTY	<p>Given the rapid high density growth in Ballard it is ridiculous to wait that long for the Ballard line. Ridership would be high in this area.</p>
NORTH KING COUNTY	<p>I will not support any project where the funding comes from an increase to current sales tax.</p>
NORTH KING COUNTY	<p>Too little too late... Make Seattle world class in transit now! Then expand beyond Seattle</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	I would like to see the timelines shortened for light rail to Tacoma , Everett, west Seattle ,and Ballard.
NORTH KING COUNTY	It is not clear to me why some of these projects take so long. I would like more information on that. My overall feeling is that we should be doing this a whole lot faster than we are. Is the length of time because of funding limitations? Because of land acquisition? Because of drilling tunnels?
NORTH KING COUNTY	This has to be completed much sooner, we are already decades behind where our mass transit should be. I strongly support a higher tax if it means the projects can be completed in a timely fashion.
NORTH KING COUNTY	I think these should be prioritized to relieve I5 congestion in particular.
NORTH KING COUNTY	<ol style="list-style-type: none"> <li>1. Address communities that actually use and will use public transportation FIRST. Take care of the city first and then move outward. Seattle residents pay higher taxes to live closer in and should not have worse commutes than someone who chooses to live in Everett.</li> <li>2. Look to major corporations for extra financial support considering it is they who are responsible for the drastic increase in traffic, such as Amazon.</li> <li>3. Offer major businesses "light rail stops" that are named after/themed after/advertise them in exchange for greater financial responsibility/support to make this plan come to fruition when we need it ...NOW. The traffic in 8-17 years from now will be horrific.</li> <li>4. Utilize waterways: more pedestrian ferries from a.) Ballard-Fremont-S. Lake Union. B.)shoreline-Ballard-downtown-west seattle</li> </ol>
NORTH KING COUNTY	22 years to connect Ballard to Downtown is waaay too long. Ridership will be huge compared to other lines and this should be completed more quickly.
NORTH KING COUNTY	Ballard Light rail would transport more riders per day than any other. It should be first. Completion timelines should reflect ridership.
NORTH KING COUNTY	Ballard needs to move way forward in your timeline. The northwest part of Seattle is consistently neglected by transit authorities in favor of the UW and south and east Seattle. The buses to/from Ballard and Fremont are a joke. Always packed in like sardines. Almost always late. Almost always stuck in traffic including trying to cross the ship canal. In other words, buses serving the northwest part of the city are extremely unreliable. Rapid buses are ridiculous. The "E" line was a waste of money. No different from the old "regular" metro ride. Light rail is the solution; not buses. I will not vote for this plan if it spends money on bus rapid transit (deceptive name) before building light rail to Ballard. Also, property taxes are way to high. You need to tap into businesses more than this plan sets forth, not the common homeowner who is struggling to keep up with our skyrocketing property taxes.
NORTH KING COUNTY	I believe an effort should be made to obtain additional federal resources to complete the ST3 plan sooner. It is needed urgently in the face on tremendous growth in the area.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	Two things - 1) Include an efficiency study of CURRENT transit operations and financials. This would ensure operations are as efficient and cost effective as possible going forward BEFORE the system becomes larger and more complex. 2) The public should not be footing the entire bill here, nor need we be. Brainstorm AND ask for public input on creative funding ideas. For example, advertising on buses and trains and at stations, train cars named after big donors... I'm sure there are lots of fabulous, innovative ideas out there. This would actually increase public awareness and involvement!
NORTH KING COUNTY	the sooner the better, please lets get this done.
NORTH KING COUNTY	Meeting the last generation's needs a generation from now is unacceptably long. This needs to be sped up, particularly in Seattle. I would rather say no to something too slow and get a better plan next year than accept a multi-decade timeline.
NORTH KING COUNTY	Way too long to support at the ballot box. Unless the West Seattle Link project can be completed and ready for use in less than 10 years this is a NO vote. The time to develop is simply too long for the investment.
NORTH KING COUNTY	This is a ridiculously slow plan. We're gridlocked now. You can move a lot of people who are already bought into mass transit by giving them the opportunity. Focus on walking, biking, busing, then get going on the light rail. You don't have much with regard to supporting movement from west to east on the Seattle side. Seems impossible to get from Ballard to UW to get on the train. Seems impossible to get from Ballard to Renton.
NORTH KING COUNTY	Focus on Link Light rail reaching industrial commuter centers earlier than the proposed schedule. For example, reaching Redmond for Microsoft employees and Paine Field for Boeing employees.
NORTH KING COUNTY	This should not take 25 years especially for areas that are now hampered for rapid transit such as Ballard.
NORTH KING COUNTY	The project completion timelines are TOO LONG! We need to adjust the plan to expedite the implementation .....
NORTH KING COUNTY	Ballard , West Seattle and 130th should be first priority
NORTH KING COUNTY	20 years from now, when the population is already increased by 1 million, seems like a long time out for implementation. As a Ballard resident I can't imagine waiting 22 years for light rail.
NORTH KING COUNTY	I believe the West Seattle and Ballard Light Rail should come on line sooner than the proposed dates.
NORTH KING COUNTY	The timeline for Ballard is MUCH too long.
NORTH KING COUNTY	We should have started the light rail projects 20-30 years ago! We desperately need light rail in the area, and I am in support of any measure that takes pressure off our already jammed highways and gets us moving on the rails.
NORTH KING COUNTY	With continued demand for in-city living, light rail to West Seattle in 17 years and light rail to Ballard in 22 years is a ridiculously long timeline.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	I'm concerned the current timeline doesn't account for increased population in the next 25 years. While these projects clearly take planning and time, it seems that the timeline should be accelerated or that the plan should be more comprehensive to account for those changes.
NORTH KING COUNTY	Ballard is exploding! Each condo probably reflects 2 cars. I don't know where those people work, but I suspect fast rail service to downtown and South Lake Union would be popular and successful TODAY, and way too late in 22 years!
NORTH KING COUNTY	Would prioritize parking at existing lightrail stops to maximize utilization as project expands.
NORTH KING COUNTY	As a Ballard resident it seems absolutely ridiculous to wait 22 years for light rail to reach my neighborhood. Paying \$200 per year extra for something that is so far in the future is not ideal. I would pay more per month in order to speed up the timeline. I have read that it is a money issue not a construction issue that is dictating the time line. If there was a way to raise the money more quickly I would be in support of that. That said even if the project timeline is not pushed up I will still vote for it because I think it is important for Seattle to improve mass transit and it is an investment for my future.
NORTH KING COUNTY	Let's complete the streetcar extension along Broadway and connect SLU with Broadway along First Ave. Outside of Ballard and West Seattle, what does the Sound project do for the rest of Seattle.
NORTH KING COUNTY	The wait is too long for light rail to Ballard. We need it now. I don't understand why projects can't be built concurrently and/or faster.
NORTH KING COUNTY	West Seattle light rail should be a very high priority with as short-as-possible completion date. West Seattle has been neglected and ever since Hwy 99 and the Viaduct replacement were started the time has more than doubled to get downtown. Light rail would help alleviate traffic congestion.
NORTH KING COUNTY	<p>I realize all this stuff takes time but there are things that could happen sooner rather than later. Any amendments to the existing service that could be implemented immediately should be pushed. (like shoulder bus lanes and enhanced scheduling) Living in Seattle without a car, as I do, requires a huge time investment just getting from point A to point B. With varying degrees of reliability and efficiency. A 30 minute doctor's appointment shouldn't be bookended by a 90 minute commute each way. While some corridors run pretty much on time a lot of the posted schedules are laughable (I'm talking to YOU #40) Overcrowding is a huge issue and late running buses exacerbate the problem. Having larger capacity buses on busy routes would help. I have often squeezed on to some already overcrowded bus because, while there may be another half empty one right behind it, there's no guarantee of that. I might just as easily end up standing on a street corner in the rain for another 30 minutes or more. I'm really tired of standing in the aisle clutching my groceries and hoping I don't fall on anyone while some teenage lout sits in a seat staring at his phone. (OK, I know there's nothing you can do about rudeness)</p> <p>I also think some alternative funding options need to be considered. As a homeowner, my property taxes keep going up and up and, while I don't begrudge having money spent on transit, Seattle has a huge population of renters who's contribution is filtered through their landlords and aren't paying anywhere near an equal share.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	I will always vote for expanding regional transit. But I'm very concerned about the long timelines involved in this plan. It may be a difficult sell to convince people to pay a lot of money for something that they may die, retire, or move before they are able to use it. I would suggest being prepared to message why it will take so long to build these improvements, and to investigate any options that may allow timelines to be shortened.
NORTH KING COUNTY	The mayor of Seattle has targeted Ballard as a high density housing area (HALA plan). Every time a small, single family house is torn down, it is replaced with an apartment building that houses between 6 and 8 families. Ballard is already at capacity for street parking, and there are new projects are built everyday without parking. Yet residents of Ballard still need cars because bus service in Ballard does not have the capacity to support this increase ridership, nor is it convenient to reach anywhere outside of Ballard. Traveling to the airport is difficult, and even reaching relatively close destinations like UW campus or downtown can take twice as long by bus during rush hour. Areas like Wallingford and Ballard rely on 45th/Market St as a main thoroughfare and to reach major north-south routes like 15th and I-5, these roads will continue to be bottlenecks, even if conditions improve on major north-south routes, if riders first have to bus to another route (e.g. busing to the light rail). It is frustrating as a resident of Ballard, who will have to pay for my fair share of the ST3, that the only part of the project designed to relieve traffic in my area won't be built for another two decades. Traffic in Ballard is already bad, and the gridlock will intolerable by the time any projects that reach Ballard are built. While I am sure this cannot be the case, the ST3 plan seems to be designed without regard for the mayor's HALA plan.
NORTH KING COUNTY	Has a study ever been done on the use of the people outside of King County that use Sound Transit? Are their taxes going up as well? IT seems that most people I see are not from City of Seattle and King County and they use the Sound Transit and don't have the property taxes to help support Sound Transit. IF other counties contributed, our City of Seattle and King County taxes wouldn't be so high
NORTH KING COUNTY	The projects and funding should be broken down into individual or 2 - 3 projects. Asking me to support the number of projects and completion dates that are so far in the future will NOT gain my support or vote.  Projects MUST have a quicker and sooner completion schedule in order to gain my support and vote.
NORTH KING COUNTY	The light rail from West Seattle to Downtown Seattle and the light rail from Bellevue to Redmond/Overlake Transit Center should be prioritized and completed far before the 17 year project completion time currently proposed.
NORTH KING COUNTY	22 years to add the Ballard light rail? What's the point? Hopefully we'll be retired by then. Whatever.
NORTH KING COUNTY	I'm sure that I have no idea how much is involved in getting these projects completed, but 22 years seems a long time to wait for the light rail connection that is *closest* to downtown. I would more strongly support a plan that prioritizes Ballard over Redmond or Federal Way.
NORTH KING COUNTY	Light-rail within the city should be prioritized. Having a 17 year and 22 year time horizon for light rail coming to West Seattle and Ballard seems too long. The city is the epicenter of transit problems, and should be focused on first.
NORTH KING COUNTY	Please do this faster if at all possible.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	Growth in areas surrounding Seattle is occurring very rapidly, as well as growth within the city. Traffic is gridlocked, and mass transit is not keeping up with density as it is increasing. Existing property taxes are already very high, and yet, to improve the situation only homeowners are asked to increase their taxes, why aren't corporations or others benefitting and contributing to the growth of the city helping with the expansion of the transit situation? Trolley's sharing the road with cars going about 1 mile like the SLUT and the one on First Hill don't seem practical. As a 21 year resident of Seattle, it is extremely disappointing to watch an unfettered growth with little preparation regarding transit. The growth is now, the timeline 25 years? Really? That's the best we can do?
NORTH KING COUNTY	I would strongly support spending *more* money to have these plans happen faster. Especially the light rail to Ballard. If you could cut the time in half by doubling the budget, I would vote Yes for sure. As it is, I'll nearly be retired by the time I could actually use this.
NORTH KING COUNTY	Projects within Seattle neighborhood should be completed sooner < 10 years
NORTH KING COUNTY	I am a senior of low income and rely on the busses for transportation all over the city. I am appreciative of improvements elsewhere in the city, but we who live in West Seattle do not understand how long and complex getting to and fro areas right in our community is!  We should not have to wait as long as we do, with the transfers we have to, to get for instance from the Fauntleroy area to Alki, or to the Admiral areas of our community. It is far quicker to bus downtown or Capitol Hill than it is for us to travel within our own community--those of us who are disabled seniors in particular have to forgo walks along Alki, shopping in Admiral, et cetera, because of the transfers and length of time to enjoy these areas. The C line now no longer goes to Ballard or to the Seattle Center for instance, areas we enjoyed bussing to on the C line. We wish after living so many years in this community that traveling within it was less of a hassle.
NORTH KING COUNTY	We cannot afford to wait 25 years. Ballard in 22 years? West Seattle in 17 years? That is ridiculous. Please speed it up considerably and GET IT DONE.
NORTH KING COUNTY	I think you have to speed this project way up!! 20 years until Ballard is online??!! You have to go faster. Northgate too. It seems to that you could put some people to work and get this thing done!
NORTH KING COUNTY	Get this done sooner so I can enjoy it before I'm an old, old man. In China, for example, it doesn't take so long to get these things done. There's too much red tape, environmental impact studies, permits, town hall meeting, approval processes, etc.
NORTH KING COUNTY	I think you should definitely prioritize further development of Sounder trains. Light rail is great, but from Tacoma-Seattle or Everett-Seattle, it would take forever. Sounder trains are way more efficient. And also, generally speaking, I hope that as the network expands, you consider putting express light rail lines into effect. Especially at some of the current southern stops, there aren't a lot of people getting on or off, and it would speed things up if the only every other train stopped there. Stadium and Sodo are usually pretty deserted.
NORTH KING COUNTY	We would love for the West Seattle area to be finished sooner. Traffic is getting worse with all the new buildings and people moving in. I would use public transit if we had rail.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	Focus on getting around Seattle without cars, then on handling the perimeter areas.
NORTH KING COUNTY	25 years seems like too long a timeline. Sorry - but Dubai put up the world's tallest building in 3 years. It took us over a decade to rebuilt the World Trade Center site. We need larger investments in state and federal infrastructure now - so that this 25 yr project could be achieved in a decade. It's not impossible - just a matter of will and resources.
NORTH KING COUNTY	I like the overall plan and goals of ST3, however, I am concerned with the length of time it will take for these projects to be completed, especially the ones concerning West Seattle and Ballard. I live in West Seattle and take the bus to work in SODO. Even with the bus, the commute is made much longer due to tons of traffic on the West Seattle Bridge. West Seattle is continuing to build more and more dense apartments and housing, but there is seemingly no urgency to accommodate the increase in traffic to an already heavy traffic burdened area. Please consider shifting the focus of building light rail to West Seattle and Ballard before the projects to areas outside of Seattle. Thank you.
NORTH KING COUNTY	Like many people, I believe this plan is too late, and should have built starting in the 1970's. Something needs to be done (with imminent domain law exceptions, exemptions from environmental studies, etc) to speed this up. Property taxes need to have a tiered structure, and luxury car vehicles over \$40,000 should have a penalty tax, so that the rich pay even more to increase the ST3 available budget faster. It should not take 25 years to do this. 15 maybe, given the tunnels to some areas, but 25 is too slow.
NORTH KING COUNTY	This initiative is the right degree of proactivity at just about the right time. The reliance on automobiles is outrageous in metro Seattle and this draft plan presents many viable, sustainable and scaleable solutions for our future.  Please continue to keep pedestrian/cycling traffic within the scope of your work, many of us in my community ride/run to work or to downtown regularly!
NORTH KING COUNTY	Anything you can do to speed up service and speed up development of new transit projects would be great
NORTH KING COUNTY	Ballard light rail is needed in less than 22 years, preferably in less then 15 years.
NORTH KING COUNTY	Most would well like to have an expedited ST3 build out. There are structural limits to how quickly SDT3 can be built, but here's hoping ST will build on recent success and find ways to shorten the rollout of new service.
NORTH KING COUNTY	We need mass transit a lot faster than is indicated here. Vancouver, BC built a light rail line to Richmond in two years for the Olympics, including bridges over waterways and elevated stations. Why is this taking so long? We must do better.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	<p>I think the Ballard line is the most important because of the increasing density there and challenges getting downtown or to I-5 area from there. West Seattle would be the second most important in my mind. I live in NE Seattle and already I'm feeling the positive impact of the new Husky Stadium station.</p> <p>I think one or both parts of the Kent/Des Moines sections could be removed to save money for other components, because heavy rail supports this area somewhat and with additional parking at light rail stations closer to the airport and Tacoma, people have options.</p>
NORTH KING COUNTY	<p>Light rail timeline is WAY too long. Needs to be all complete in 10 years, not 25!</p>
NORTH KING COUNTY	<p>The timelines are rather ridiculous. By the time the BRT comes online, I hope to have a job closer to home. This commute from Tukwila to Kirkland is getting to be too much, especially with the Toll lanes on 405. That just made things worse for those who can't afford the luxury of paying the toll.</p>
NORTH KING COUNTY	<p>All should be done faster!! Agressively adding housing to the inner core of the city, and adding transit options in 22 years is crazy--we voted repeatedly for transit (monorail) when it would have helped, we are so far behind now, we need to step it up!</p>
NORTH KING COUNTY	<p>I don't commute from outside the city, so I can't really comment on improving everyone's commute. However, if the city is going to keep encouraging large businesses to locate within the city, shouldn't they be responsible for helping pay for their commuters and all the problems they're causing (especially along the Mercer corridor)?</p> <p>I'm more interested in improving transportation within the city. A system that always has to route through downtown first doesn't make sense. We need more transportation between neighborhoods. There's not enough transportation (and it takes at least 3 times as long as by car), yet there are expensive parking meters everywhere, even in some of the smallest neighborhoods. It's killing the small businesses, and encouraging only chains (and way too many banks), which completely ruins the personality and the charm of these areas.</p> <p>Also, this timeline is useless, as it would take too long to get anyone moving, which we need now and within the next 5 years -- projecting out that long seems pointless. Things will be completely different by then. So it's not the price that I'm worried about; it's the plan which isn't adding transportation that improves the city.</p>
NORTH KING COUNTY	<p>Light rail or subways need to be in place much faster than the proposed timelines. Seattle alone is growing 1,000+ people monthly...there is no way plans that are 10-25 years away are going to help the problem right now, and the slow pace will keep roads gridlocked for longer and longer times during each day. Sound Transit also needs to start the process of Eminent Domain...government in Puget Sound is so worried about pissing people off, getting re-elected, and/or lawsuits, rather than forcing people to relocate and seizing their property for the better good...this has to be done once and for all. This is a big reason why no good mass transit train system is in place to this day, as government has no backbone and they let the citizens fight to the bitter end as they don't want it "in my backyard."</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	Not sure why Ballard and west Seattle are last. They should be first.
NORTH KING COUNTY	I STRONGLY support the \$50 Billion investment. I STRONGLY support nearly all of the proposed routes. But I strongly OPPOSE the 25 year timeline. We needed this transit 30 years ago. We can't wait another 25 years to have this system. We need it in 10 years. TEN YEARS!!  Go big Sound Transit! Make it happen! Have a transformative vision! Don't settle for mediocre investment! With 1 million more people moving to Puget Sound in the next 25 years if we don't complete ST3 until then, it will be immediately overcapacity on opening day.  TEN YEARS! Complete ST3 FAST!
NORTH KING COUNTY	Ballard and West Seattle should be finished more quickly. Twenty two years until a train gets to Ballard? That's ridiculous. The whole plan is too slow with too much emphasis on bus service. Let's get a bit more aggressive with this.
NORTH KING COUNTY	The timelines are WAY TOO SLOW!! Traffic already is hideous, and the city council is packing into every neighborhood many more thousands of new residents. Without immediate improvements in public transportation, how in the hell are we supposed to get anywhere? How can we get to work? How can we go places for entertainment or shopping, or to see friends or play out doors? Wait for seven more years before any of the new transportation services are available at all?
NORTH KING COUNTY	needs to happen MUCH faster!!!
NORTH KING COUNTY	Extensions need to be completed much sooner. We can't wait decades for mass transit for Seattle below prioritizing extending beyond city limits.
NORTH KING COUNTY	Looking forward to using them
NORTH KING COUNTY	Taking 17 years to bring light rail stations to West Seattle is too long.
NORTH KING COUNTY	There should be somway to improve upon the deliverable timeline. Change the financing if necessary. Or lessen the number of projects. This measure is important but will lose at the ballot as written. I am a strong mass transit supporter leaning towards a no vote.
NORTH KING COUNTY	Should be done within 5 to 8 years and NOT 25 years. ST1 and 2 has taken TOO long to completed and should move quickly for ST3 with newer construction method, technology and management improvements to finish the project quicker than ST1 & ST2.
NORTH KING COUNTY	The masses that utilize Light rail are in Seattle. The congestion and Population growth in SEATTLE are making it nearly impossible to get around even in it's own communities of West Seattle and Ballard. I'd think that resolving these issues would be put on a plan in a timeframe to complete them sooner than 17 years out.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	traffic continues to be issues. not sure if it is holding good talent from moving into the city, but it should. this city should really lead the nation in clean and efficient mass transit, instead of all these folks just idling in their cars making smoke.
NORTH KING COUNTY	The timelines here are terrible. We can't afford to wait 8 years for better bus corridors nor 25 years for light rail completion. Other states/countries do these projects way faster--why can't we? It seems like too much is being committed to here due to trying to get larger regional support and spread the costs out, but instead we need to figure out ways to move quickly on the most substantial areas. Do less, and do it faster.
NORTH KING COUNTY	Projects affecting the intra-urban areas should be prioritized ahead of those affecting inter-urban routes. To do otherwise, when traffic is as bad in the Ballard-Downtown-West Seattle areas as it is, is ludicrous. I totally support doing something like this, but the priorities are upside-down. A disproportionate cost burden will be placed on Seattle residents, as appraised home values in the city are much higher than in Everett, Tacoma or Auburn, yet we have to wait 20+ years for light rail??? RIDICULOUS!! BTW, I noted that I only use mass transit a couple of times a year now - I used to use it regularly, until the only route that serves my neighborhood (28) got cut back to just a few hours a day & only on weekdays. Urban routes have been cut - other options should be offered to serve those areas before focusing on creating a new regional system.
NORTH KING COUNTY	The plans are too far out in the future for us to even consider. West Seattle is poorly served and Metro cut back on all bus service out here. To have to wait 17 years for some better options is worthless to us.
NORTH KING COUNTY	I'm not sure of the reasoning behind the timeline for the projects. The West Seattle Bridge will be a parking lot long before 17 years. The Eastside has far greater capacity on the roads at the moment than do West Seattle, Ballard, and other neighborhoods within the city. The Westside of the region, along the I-5 corridor, deserves just as much consideration as the Eastside, if not more. Therefore, prioritizing the Eastside projects above all others is not something I can wholly support. I cannot support a plan that puts everyone else second because the 405 project was so ill-conceived.
NORTH KING COUNTY	the Seattle light rail expansions need to happen sooner. Both Ballard and West Seattle are bottle necked and separated transit is needed to help relieve this pressure.
NORTH KING COUNTY	22 years is too long to wait for light rail to Ballard.
NORTH KING COUNTY	The projected completion plans of the various phases of the proposals are much too long. There is an urgent need NOW for improved transit around the entire Puget Sound area. I would be interested in how these time frames were determined, how the priorities of which areas to be completed first were determined, and whether these projected completion dates could be accelerated. (Dare I mention global warming? We all have to take the environmental impacts of continued auto traffic vs. mass transit seriously, for ourselves and future generations. Faster action is required.)

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	Getting the projects completed sooner should be a focus. This region is ready for an expansion of mass transit. If we are to keep up with population and employment growth, mass transit projects have to come on line in a timely manner.
NORTH KING COUNTY	The timeline is ridiculously slow and misses the point entirely -- we need solutions NOW!!! Follow leaders in states like California who have had a comprehensive transportation plan and budget for years. Local officials along with Sound Transit have been complicit in hiding the facts -- the need and total cost for these critical transportation projects -- from ALL the stakeholders for decades. This is a good start, but the timeline needs to be dramatically reduced. In summary, the current ST3 Draft Plan is unacceptable to me with the timelines as they are currently proposed. This is why I am Strongly Opposed to Question 12 above.
NORTH KING COUNTY	Have two separate experts/entities submit project completion timelines with rationales focusing on factors that could interfere. Having only one timeline is too often way off the mark and I think voters simply don't trust outcome data. The outcome data that is more accurate could then be used during the next phase based on having demonstrated competence.
NORTH KING COUNTY	I wish it would happen faster. There is a problem now.
NORTH KING COUNTY	Every transit project that I am aware of is completed late and over budget. According to the Seattle Times the cost the public is given to vote on is deliberately low to increase the chances of approval.  So- how can you possibly determine a cost estimate and construction schedule that spans 20+ years? No one knows how much costs may increase over that time frame, or even if the materials etc needed will be available during that time period. I strongly expect that every year or so you will be coming to us for more money.  You have bitten off way more than you can chew. There also is no history of reliability. Therefore I will vote no. On a purely selfish note, none of this does anything for those of us living near Alki or in North Admiral. I have to walk, 1.5 miles to the C rapid ride bus. I can do that easily but it does add close to an hour (round trip) to my trip downtown.
NORTH KING COUNTY	We need options for west seattle now, not in 12 years. 12 years is a ridiculous amount of time for a project like this, sorry.
NORTH KING COUNTY	Would like to see focus on North corridor to Everett, being many Boeing employees are present, a long 20+ wait for that rail is absolutely preposterous, seems like priorities and planning are mixed up.
NORTH KING COUNTY	The light rail to the U-District needs to be completed ASAP, the UW Stadium is too far from everything and the busses run terribly in this area now.
NORTH KING COUNTY	While regional traffic is important, the timelines for in-Seattle transit are much too long. We must have Ballard and West Seattle online faster than the plan allows.
NORTH KING COUNTY	Please accelerate the plan. 20 years is too long to relieve existing congestion, even before considering the growth expected.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	I'm in favor for anything other than expanded services to cyclists. THOSE FREELoading [explicit] don't pay for ANYTHING!!!!!!!!!!!!!!!!!!!!!! [explicit] THEM!@!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!
NORTH KING COUNTY	Ballard line in 25yrs will be pointless to us as we will definitely not be living in our current location by then. This means we are paying taxes in those years and get nothing in return.
NORTH KING COUNTY	The light rail projects between capital hill and the u-district came in under budget and quicker than expected. If this was the case for future projects that sound transit does how would they insure that the people paying for these transit options get their \$\$ back? If there is a tax that goes into affect and lasts for 20+ years but these projects finish in 18 years how do I know I'm not getting screwed?
NORTH KING COUNTY	Light rail to West Seattle and Ballard in 17-22 years is a little hard to take. Is this really the earliest that can happen? I am not confident that the tunnel will be done by then (or ever) either.
NORTH KING COUNTY	I think most people recognize the need for better mass transit, and are eager for these projects to be completely more quickly and might be wondering why the light rail is going to one area vs another. As a layperson, it's not clear why this plan and timeline became the draft plan. More information about why certain areas were chosen for the light rail vs others would clarify this. I've seen a few people mention Renton missing out on the light rail. For the timelines, it would also be helpful to know what the limiting factor is on the times.
NORTH KING COUNTY	People are impatient; the projects should be sped up. I watched the Los Angeles light rail construction--it's taken 30 years, but it was worth it. So, I can support the current time goals, but I think the overall project would be more successful if it could be done faster.
NORTH KING COUNTY	I don't know how, but the timelines need to come down ... 22 years until light rail to Ballard .... The population growth will bring the city to a standstill long before that...
NORTH KING COUNTY	25 years is about three times too long for a reasonable timeline. By that date, traffic will already have killed our metro region and made it an unlivable place. How feasible is an eight or ten year plan that covers the same extensive infrastructure projects?
NORTH KING COUNTY	Priorities are reversed. The core Ballard and West Seattle (stops closer to downtown) should be completed first.
NORTH KING COUNTY	The timeline for accomplishing these improvements is too conservative. Please find ways to accelerate the schedule because we cannot wait 15-25 years for an improved mass transit system if the region keeps up its current growth rate.
NORTH KING COUNTY	Lightrail to Lynnwood should be a much higher priority and the timeframe for delivery shortened.
NORTH KING COUNTY	I believe the phases should be adjusted so that the Seattle projects are weighted with the highest priority and the timeline should be shortened. I also believe light rail should be weighted more heavily than bus service and will be a more effective, long-term transit solution.
NORTH KING COUNTY	It's all important because it all should have happened 50 years ago! We are continuously behind and having to play catch up instead of developing our transit system ahead of the population. By the time all of this comes online it will already be obsolete. But at least we are now trying. Thank you.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	Would be great to have this done sooner
NORTH KING COUNTY	All this should have been done 20 years ago. Get on with it.
NORTH KING COUNTY	Please, please find a way to shorten the timeline for these projects. We can't wait 17-22 years for light rail to Ballard and West Seattle. We need it now, or in five years at the latest. Please try to find a way to get this done ASAP. Maybe there's some creative way around this. I'm sure you've thought of this, but 20 years is too long to wait. Please!
NORTH KING COUNTY	Faster development
NORTH KING COUNTY	Light rail to Ballard in 25 years is crazy. I live 6 miles from my work and it takes 40 minutes by express bus to get there. Because of the re-zone of Ballard a decade ago for the monorail that never happened, density in this part of Seattle is extremely high. It will be nearly impossible to get anywhere from here soon.
NORTH KING COUNTY	How can it possibly take 22 years to build a line to Ballard?
NORTH KING COUNTY	I strongly support the expansion of all light rail projects within the I-5 corridor, but the projected timeline is not soon enough. Transportation in Seattle has become a crisis as a result of decades of neglect. A direct and continuous line from Tacoma to Everett needs to be an absolute priority over everything else.
NORTH KING COUNTY	Additional revenues should be researched to speed up these timelines and add additional services. The Puget Sound population is growing so rapidly that by the time these projects are completed, demand will far exceed what the system can provide. Our cities will be gridlocked if we do not provide adequate public transportation to meet future demands. That being said, I applaud everyone involved with the current proposals and look forward to seeing more improvements.
NORTH KING COUNTY	Project timelines are ridiculously slow. There is a well known axiom that for building projects that you cannot do things quickly, well and cheaply but you can pick 2 of these. ST3 seems to be picking 1 (doing it well). The combination of expense and slow speed is unacceptable. ST needs to get its finger out and do this in 10 years, not 25
NORTH KING COUNTY	With more people moving into the Greater Seattle Area every day, the projected completion timelines will not solve the transportation issue. By the time that we have finished these projects with the current timeline, we will have new and greater issues with population and transportation in the region. The drafted plans are the solutions that Seattle needs now, but it may not be the solution that an even more heavily populated area will need then.
NORTH KING COUNTY	Ballard and West Seattle are currently underserved by transit and in general it is difficult to move east-west around Seattle. Light rail to/from Ballard, West Seattle, and Bellvue/Redmond should be prioritized. At the rate Seattle is growing, completing light rail projects in 20+ years is too long - we need them now.
NORTH KING COUNTY	Ballard cannot wait 22 years for this plan!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	<p>The rate of implementation of light rail is pathetically slow. Light rail is the only important thing in the plan, particularly Ballard to downtown. 22 years to get this going is an eternity. That should be completed in less than 12--yes, 12--and the light rail to West Seattle? No one cares about West Seattle. No jobs are there; no one commutes there. That should be replaced by light rail from Ballard to UW, also implemented within 12 years.</p> <p>Seattle's geography lends itself to easier travel North-South, with I-5, highway 99, and a variety of main streets in the city acting as North-South thoroughfares. However, traffic bottlenecks going East-West, particularly Ballard to UW, where so many people both (1) live and (2) work. If we want transit to be MOST efficient, put it where it's most needed: Ballard to downtown and Ballard to UW. Don't throw toys at West Seattle and all these suburban communities just to try to get votes. Give Seattle what it needs and enough people here will vote for it. Also, it's important to get it done ASAP so that the people voting for it can actually look forward to it and reap the rewards. There's no way I'm voting for something that implements the most critical light rail projects within 20+ years. 12 years should be the max. Thus, I strongly oppose the current draft plan, but would love to be able to get behind a plan that takes efficiency and rate of implementation seriously.</p>
NORTH KING COUNTY	How can we speed up the implementation?
NORTH KING COUNTY	Do it all quicker.
NORTH KING COUNTY	Why is this taking so long? There seems to be no urgency to this timetable. It seems focused on providing Light Rail service to me least populated areas that wanted the least, and neglecting the densest areas at the core.
NORTH KING COUNTY	I know ST must serve all regions and not just Seattle, but in terms of density the Ballard and West Seattle light rail projects are the most critical and should be prioritized.
NORTH KING COUNTY	Light rail transit should be prioritized in Seattle, especially east/west travel. If I were to prioritize project completion timelines, I would build an east/west light rail corridor between Ballard and UW first. I'm must less interested in expanding transit service outside of Seattle city limits, and want to see more light rail that connects all Seattle neighborhoods.
NORTH KING COUNTY	If possible, it would be nice to have this built faster. Currently I live in Wallingford and I won't be able to take the light rail from Ballard until I'm 56. In my opinion that is too long to wait when we (my age group) has been wanting this for years.
NORTH KING COUNTY	I live in Ballard, so of course that's my priority. But the truth is that neighborhoods west of 99 and north of the canal are cut off from the rest of the city. There are a lot of competing priorities, but I don't understand why Ballard has to wait 22 years for light rail under this version of the plan. I may not even be alive by that point, so my support not as strong as it would otherwise be. The fact is that underground light rail should be the number one priority for all areas of the metro area. Plans involving more transit on the roads are bandaids (buses on the shoulder being the exception). The roads are clogged, and our lovely local geography places natural limits on how many roads cross bodies of water. Underground is the way to go. There's no reason to wait.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	Prioritize Ballard-Downtown LRT and West Seattle-Downtown LRT, make UW-Ballard shovel-ready, prioritize Graham St. Station & 130th St. Station! Ideally, everything should be sped up, but Seattle needs to be especially prioritized for mobility and for votes.
NORTH KING COUNTY	It's outrageous that it should take this long to complete.
NORTH KING COUNTY	Projects in Seattle should come first. Seattle is by far the densest area of the Puget Sound region and has the most cars. Thus, the Seattle projects would have the biggest impact. Also due to its population and density, Seattle pays by far the most in tax revenues. I would support the ST3 draft plan more if the Seattle projects part of the plan were given overall priority.
NORTH KING COUNTY	Why does Ballard have to wait the longest? To me, it's the most urgently needed expansion. So many things can change, go wrong, increase in price in 22 years! By then, I will be an old lady, and my kids will have moved away!
NORTH KING COUNTY	The correlation between employment centers and cars on the road seems to have been missed in terms of timing. Lynnwood / Everett expansion needs to be much, much earlier on your proposed timeline. It seems all the south end projects come first, then the metro City and north. Please, please rethink this. Where there are jobs, there are cars. 20+ years is too far away.  Separately, focus, focus, focus on the light rail. Nothing will motivate me more to take public transportation than not having to sit in traffic. The fact that the light rail is a separate system is critically important. I have used it a couple of times to go to/from the airport. This is a spectacular service and I can't WAIT until you open Roosevelt and Northgate. More of this would be huge. Buses.... I'm still sitting in traffic and am slowed by the stops too. Not enough to get me out of my car.
NORTH KING COUNTY	17 years for light rail to West Seattle is a long time to wait! What can we do to move up the timeline?
NORTH KING COUNTY	As a resident of Queen Anne, I have biked to the University district in order to use light rail. I would strongly support moving the light rail expansion to Ballard up in the timeline.
NORTH KING COUNTY	The city is designated Ballard as a high growth area and that growth is adding thousands of new residents each year and massive construction is still underway. The traffic down 15th is so thick its diverting to other streets where possible. The current improvements of rapid ride, bike and pedestrian improvements are not keeping up. Given the bottle neck of bridges on 15th, Fremont,99.....the only possibility is some type of rail. I can currently bike to downtown just about as fast as car and faster than bus-door to door time. A second option is a dedicated bike trail/lane with no stops from ballard to downtown and ballard to fremont.
NORTH KING COUNTY	The timeline is just too long. I realize doing this faster means more taxes, which I am fine with. If we had a state income tax... but we don't. However, we do have a large new revenue source in the marijuana tax. We don't need to spend all that money convincing kids not to use it. We should change the revenue to add to the general fund so it can be allocated to all education, transit, and more important priorities.
NORTH KING COUNTY	Timelines to completion are too long.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	<p>With the Seattle housing being impossible for normal people to afford (I'm an MA in a health center and I make 18/hr) people are moving much further north and south to be able to afford living without roommates. Seattle transit is unreliable, showing up some of the time and is always standing room only both to and from downtown. Expanding far north and south with adequate parking I feel is the most important part of the expansion project. With that being said any where that we can build it people will ride. This is not the Seattle of my childhood and there isn't enough road space for everyone anymore.</p> <p>*One more side note, Amazon, google and Facebook all have facilities in the SLU area. A lot of them use public transit and if its going to be 22 years before we are thinking of getting them a light rail I belive a rapid ride should be put in that area. Those buildings affect the SLU/freemont/ballard transit in the most awful way possible.</p>
NORTH KING COUNTY	<p>I appreciate the complexity and scope of ST3, but I am impatient. 22 years until the Ballard route is online? What obstacles keep us from pushing that to ten years, or less? I'm eager and will pay a premium for faster results. Thanks for all your work (and thanks too for creating such a user-friendly website).</p>
NORTH KING COUNTY	<p>22 years for the Ballard light rail sounds like a really long time, especially considering all the new apartment complexes, townhouses, apodments, and lack of parking.</p>
NORTH KING COUNTY	<p>Speed up the time line for building light rail and the parking garages. Build larger parking garages.</p>
NORTH KING COUNTY	<p>I think that any timeline for construction should include an assessment of the willingness/likelihood of the targeted population to use the service - I think the University Station has taught Sound Transit that if you build transit in an area where the populous wants to use it, then it will be used (unlike the experience at the southern end of the line thus far). The Ballard and West Seattle communities have already shown a longstanding yearning for mass transit (voting for a monorail repeatedly and filling up rapid ride buses to the brim). If Everett and Redmond current mass transit options look like this today, with added capacity like Ballard has experienced) then maybe they merit going early. But, if they are acting like most suburban residents and not doing so, then they should not be the priority. Additionally, most transit systems charge more for fares, the farther the distance from the destination - since the central Puget Sound is likely paying for this system disproportionately (due to higher gross sales and property values), it is only fair that Everett and Tacoma pay materially (not \$1) more for their fares to Seattle. Finally, if a community wishes to accelerate their planning timeline, then they should be able to tax themselves (property) to accelerate the funding mechanism (like a Metropolitan Improvement District) - and then towards the end of the bond period you can pay those MIDs back in property tax credits.</p>
NORTH KING COUNTY	<p>I know development takes a long time and we need to plan way into the future, but it's hard to get excited about something that doesn't promise more relief in the near future.</p>
NORTH KING COUNTY	<p>very sad that improvements to W. Seattle will come late- the density of this place has increased exponentially w/o transit keeping up. We are contemplating a move unfortunately- traffic impact to/from W. Seattle has become a quality of life issue. It's shameful that a city of this size/progressiveness is so lacking in transit/planning.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	West Seattle needs to move up on the priority list- its one of the commutes most highly impacted by the Viaduct/ Tunnel project. Serious consideration needs to be given to this, as 17 years is an unacceptable timeline for a community so close to downtown.
NORTH KING COUNTY	Move West Seattle light rail completion timeline to complete in 7 years.
NORTH KING COUNTY	Overall I highly support the need to expand rail service in the region, however the timeline is laughable. We are already 10 years behind the need for rail up the Downtown/Ballard corridor. With continued rapid growth to the north, Expedia moving to the old AmGen building space on 15th, and already terrible traffic congestion that link should be slated for completion as soon as possible - within 5 years at the most.
NORTH KING COUNTY	<p>I strongly support transit options. I don't have a car and use public transit every single day. I'm currently in my 30s and waiting until I'm in my 50s for these projects to be complete is way too long. We desperately need other sources of funding besides property taxes in order to get these projects done in a timely manner. Our regional area has way too many cars on the road, and traffic's only getting worse. In my opinion, businesses -- especially those like Amazon, Microsoft, Google, etc who bring in thousands more people to the city to work and live -- should be paying huge taxes going directly to transit for their impact on our environment.</p> <p>It's also ridiculous that there's no plan for lightrail East to West from Redmond to Ballard. Have you tried to commute from UW to Ballard recently? It's a nightmare and only getting worse. The huge neighborhoods of Wallingford, Phiney Ridge, Greenlake, Ballard, Crown Hill, etc. Each of those neighborhoods has over 12,000 people within half mile blocks, and without providing easy transit options, they will continue to drive their cars. Yesterday, I walked from Meridian in Wallingford to 9th in the U District and I beat the 44 on a Saturday early evening.</p> <p>Additionally, south Beacon Hill and Georgetown also are underserved.</p>
NORTH KING COUNTY	<p>Too much money has already been spent on Sounder (cost per rider is ridiculous)!</p> <p>Parking access to light rail is inadequate so it unusable especially by elderly, mothers with young children, handicapped etc. Poor planning.</p> <p>So much money spent on bike projects gives all transit projects a bad name (and justifiably so).</p> <p>No more money for poor planning.</p>
NORTH KING COUNTY	Sad that this plan will take decades to complete, but these decisions should have been made ten years ago, so might as well get started now.
NORTH KING COUNTY	The timelines are far too long. The need is urgent.
NORTH KING COUNTY	2033 is too long to wait for all transit projects to be completed. ST should prioritize getting light rail projects as soon as possible over spreading out the cost a bit.
NORTH KING COUNTY	The central core should be finished first. Traffic congestion and densification is rapidly occurring there. Property acquisition cost will increase faster in these active(densifying) areas.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	Efforts should be made to accelerate the plan, amongst those I know there is strong support for the plan but the challenge in voting is the length of time til completion/utilization of the projects. Current Light Rail projects are ahead of schedule and under budget, shouldn't we estimate that ST projects will continue to be delivered improved timing?
NORTH KING COUNTY	I am in favor of a shorter timelines so that projects can be completed sooner.
NORTH KING COUNTY	We are nearing a crisis when it comes to the number of cars on the road. This timeline seems entirely too long.
NORTH KING COUNTY	<p>I strongly believe that the West Seattle and Ballard lines of light rail should be prioritized. Seattle is a city. Cities have light rail.</p> <p>While I support mass transit, generally, I DO NOT feel BRT is the solution. The C and D lines have not provided additional capacity. Rather, they have taken lanes of local traffic away in some of the fastest growing neighborhoods of Seattle.</p> <p>We need permanent light rail that has new, dedicated paths of travel that are separate from street traffic... and we need it yesterday!</p>
NORTH KING COUNTY	25 years is too long. I know we should have started all this about 40 years ago, but I'd be willing to pay higher taxes or consider other plans that would speed up the timeline. Mass transit won't be utilized by many of us until there's a option in place that will match or improve the time expense of our commute time by car - and even though traffic is terrible, I still don't see an option via mass transit to replace my commute from Crown Hill to Georgetown in less than 1 hour. As far as I can tell, only light rail will make mass transit a viable option for me, and at the current rate of construction I will be retired before I see this in place. By then, will the system even address the needs to our future city? When will be move beyond playing catch up?
NORTH KING COUNTY	The connections to West Seattle and Ballard should be moved up on the time line. Waiting 17 years is just not reasonable.
NORTH KING COUNTY	I wish I had more time to study this. I'm sure this has already been considered, but with the Bertha snafu and viaduct concerns, what impact will there be on not making light rail to West Seattle a higher priority? Maybe none, but I would like to have read more about some of those considerations.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	I have not read through the entire draft yet but feel very strongly that adding parking to existing transit stations should be a huge priority that happens as quickly as possible. I'm working for a medium size company in SoDo that is relocating downtown to 5th and Pine. I split my commute between car/bus/bike, but the majority of our employees drive to work and now need to use transit, so there has been much discussion of how to make that transition. One of the biggest obstacles is not being able to get a parking spots at light rail stations. I think the population density is still low enough in the suburbs that we need to make sure there is enough parking at these stations, otherwise we're leaving out a huge segment of park and ride customers! I really feel that we should prioritize money for parking, so that customers who WOULD take light rail are not discouraged by the parking situation.
NORTH KING COUNTY	Timelines are too long. People love the Light Rail and it is finally getting people out of their cars. Cancel the tunnel and put the funds in to light rail.
NORTH KING COUNTY	Would like to see the Ballard and West Seattle Light Rail delivered more quickly. If Light Rail is not delivered for 22 years and 17 years respectively, then need to increase Express bus options to downtown and make rapid ride more rapid than regular bus routes. I'd like to know the Plan B to address commute time until light rail is in place.
NORTH KING COUNTY	Considering that I bought my Ballard home in 2002 with the anticipation that Seattle would be building the Monorail along 15th Ave NW by 2010, having to wait a total of 36 years to be served by any type of rail service is a pretty bitter pill to swallow. I live in the Ballard Urban Village that is seeing unprecedented population growth and residential construction with insufficient and unrealistic status quo zoning which does NOT provide the DENSITY necessary to address this growth. Having to wait 22 years for the transportation infrastructure catch up by near the end of my lifetime is disappointing, to say the least. I understand that ST is scrambling to play catch-up and that these are the consequences from previous generations of leaders/residents not supporting sufficient mass transportation. Given the community meetings that I have attended with my WA State legislators, my guess is that they are not going to be very sympathetic to the ST3 plan as it is currently constructed either. And as an opponent of the Alaskan Way Viaduct Replacement Project, it looks more and more like that is a loser that will do nothing but put a drag on the region's overall transportation strategy. Pulling the plug on that and rededicating its resources towards regional light rail and BRT would go a long ways in restoring my faith that local political leadership knows where to put our precious, limited resources.
NORTH KING COUNTY	The core development of Ballard means that we cannot afford to wait 20 years for light rail to nw Seattle/magnolia/north Queen Anne. Why are we not asking for more money from developers that are profiting enormously by adding density? Why can't employers like google amazon and Expedia who are drivin commutes to this same neighborhood being asked to help pay and speed up the timeline?
NORTH KING COUNTY	I wish it could happen sooner! I would love to take light rail around Seattle. The buses are ok, but they are often affected by traffic because they share the road with cars. 22 years until light rail service comes to Ballard!?! Oh my goodness. With all the development that is happening in this neighborhood, I'm surprised service to Ballard isn't a higher priority.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	"Urgent" projects should be completed within FIVE years, not eight. As in, #1 West Seattle to Downtown light rail . #2 Light Rail Downtown to Ballard, #3 Light Rail Downtown to Bellevue. And all urgent BRT should be completed within two years.
NORTH KING COUNTY	We need these things ASAP! The timeline is crazy slow. Getting anywhere in Seattle now is a [explicit]. I think that priority needs to be given to getting the urban mess under control before expanding suburban locations, even though that of course has to happen. Ballard, West Seattle, a station at 130th... those need to be the main priority. Again, ASAP.
NORTH KING COUNTY	25 years out is too long for many people. Is there any way to finance the project so that building can be completed much sooner, even if it's paid for over a long period of time?
NORTH KING COUNTY	I strongly support all transit development and have been supporting them for nearly a decade. WHY DO THEY TAKE SO LONG.
NORTH KING COUNTY	Not ambitious enough. Taking 22 years to get light rail to Ballard and West Seattle is absurd.  We should make the investment to get that accomplished in 5 years.
NORTH KING COUNTY	Branching out light rail service, especially to the east side, is a great idea. But, will proposed transit solutions for 17-25 years from now keep up with growth, development, and adaptation to future technological advances? Overall, the proposed plan looks like it is "too little too late" by the time it will all be finished. We will need a wider rail network that takes less time to get between the first and last stops on each line. For instance, I would not want to take the light rail from anywhere north of Northgate down to the airport because of all the stops it makes, except in peak rush hour.  Also, I strongly support any upgrades or increased service for the Sounder. If possible, please utilize Sounder trains throughout the day (and on weekends) instead of just during peak transit times.
NORTH KING COUNTY	Not enough background detail given to vote Yes for this. It's being rushed upon the voters with all type of cheerful, magical, hype. Can we go slower on this vote so people have a chance to try to make a logical choice about financing this plan. Why does it have to be on the ballot this Fall after we are already being loaded with extra property taxes generating levies.
NORTH KING COUNTY	There is no way I am going to vote for this with the present timeline. If the project is on time, and I am still alive, I will be 74 when it reaches West Seattle.
NORTH KING COUNTY	The timelines is much too slow. Why can't we hire some experts from Tokyo, Hong Kong, Shanghai, Singapore or other cities with highly efficient and complex public transportation systems, who have the skill set to get these projects done in the next 10 years?
NORTH KING COUNTY	BALLARD VIA QUEEN ANNE AND FREMONT ARE ESSENTIAL. These are huge residential neighborhoods with vibrant and dense urban destinations, large tourist attractions, and truly terrible traffic in the instance of games, concerts, rain, sun, sneezes, etc. Please prioritize these projects much sooner than 22 years. That's simply unacceptable.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	All of this is very exciting and very important. However, it needs to be better. 1) Find a way to finish these routes sooner; we already need them! 2) Find a way to pay for them that does make Washington's tax system an even more regressive tax system! It is very frustrating to want to support important transit but not want to make our taxes more regressive. 3) Please include a UW to Ballard light rail route - the 44 is awful.
NORTH KING COUNTY	Ballard needs this NOW. I won't even be around in 22 years. If I am, I'll be 90 and probably too old to care. Would love to see Ballard moved to the top of the list.
NORTH KING COUNTY	Ballard is on an extreme growth schedule and 22 years is way too long to wait for light rail.
NORTH KING COUNTY	ADD PARKING to rapid-ride bus stops. Also, the linkage to Interbay and Ballard are important to our family sooner than proposed.
NORTH KING COUNTY	22 year timeline to add light rail to Ballard is ridiculous. That is the most populous area and should have been included in the original plan to begin with. if i have to wait another 22 years, I am strongly against any added taxes for transit to much less populated areas such as Everett and south of Tacoma. All that does is promote urban spread - ie: Dallas, Houston, Detroit, etc. Serve the urban areas now.
NORTH KING COUNTY	I would order the priority of these projects this way  Under this plan, bus rapid transit (BRT) service on I-405 between Lynnwood, Bellevue and Renton would come online in eight years; light rail to West Seattle and Tacoma would be complete within 12 years, light rail to Lynnwood and Tukwila at Boeing access road in 17 years, and light rail to Everett and Issaquah in 20 light rail to Redmond and Federal Way would be complete within 22 years, light rail to Ballard 25 years
NORTH KING COUNTY	I strongly support public transit initiatives. I believe that expanding our light rail and bus system are very important initiatives. One additional initiative I'd like to see is the expansion of the bus system within Seattle, with the addition of more bus lines within the city. Many neighborhoods are underserved by the bus system because they have very few bus lines (if any). While it's great to be close to a transit hub, it can be even better to simply be a block or two away from a single bus stop.
NORTH KING COUNTY	Think about the current traffic conditions, the Pudget Sound Area is already at capacity and it's in desperate need of smart mass transit now. Consider the timelines and speed them up. The world will be a different place in 25 years!
NORTH KING COUNTY	I simply hope that those in charge of these projects are constantly searching for potential federal funding sources to speed up this development. We need these projects completed quickly
NORTH KING COUNTY	Prioritize core and low cost/ridership ratio.
NORTH KING COUNTY	This is one of the most urgent problems facing the Seattle metro area. As far as I'm concerned, we should be pouring money into finishing this project as soon as we can.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	I strongly suggest that you speed up the completion date for the west seattle project and the balard project. I am almost 80 and thee two projects would not be completed in my life time. I own my home and the extra cost I would have to pay in taxes will not benefit me at all.
NORTH KING COUNTY	Rail is needed first and far sooner. We are already behind, way behind on this.
NORTH KING COUNTY	Without having data regarding population, population growth, commute times, and current usage of services such as the Sounder train, unfortunately, it is impossible to provide intelligent, informed answers to your questions. The fact that the mayor has allowed unchecked growth without a city planner or long term transportation plan is inexcusable as commutes are becoming worse daily. I commute West Seattle to Tacoma and am familiar with traffic patterns in the south sound and south end of Seattle. As the largest neighborhood in the city, I do think that prioritizing light rail to West Seattle would keep a lot of cars out of downtown, but it cannot be just the Alaska junction. Service needs to go south and connect to the airport. Anyone who has seen the development in Ballard would think the same of prioritizing Ballard service. The method of raising funds is of course key. I am all for light rail, but the whole region needs to pay for it. I am not going to vote to keep increasing my property tax and Seattle sales tax if Everett, Tacoma, Bellevue and any other area is not also contributing. Everyone needs to contribute, then I will vote for it. Same goes for businesses. I realize there is a chicken and egg issue, but Seattle is a desirable place to have a business and many of the businesses moving here can afford to pay a tax to support public transportation development and maintenance. Why hasn't that been mentioned? Also, I think there needs to be secure bike storage at all transit. And is it true there is no place for a car to drop off a passenger at Husky stadium to catch the light rail? If so, that is ridiculous. Who wouldn't take the train to the airport, but most people are going to want a ride to the station. We are not NY or DC. There aren't enough stations to think that everyone will walk or bike to the station yet. Please, be realistic. A one way, two lane drop off is needed at all stations. Well lighted parking. And it is all needed now. I have stopped going into Capitol Hill and downtown because traffic and parking are so bad. I'm willing to contribute, but I want to know that the whole region is contributing AND I don't want West Seattle to continue to be left out.
NORTH KING COUNTY	Prioritize expansion in areas of highest population density and growth: Ballard and West Seattle connections to downtown Seattle
NORTH KING COUNTY	Need this YESTERDAY. Would prefer more rail over buses, as long as they can stay out of traffic.
NORTH KING COUNTY	Need to find a way to compress the timeline.
NORTH KING COUNTY	Timelines don't address current needs soon enough. Several neighborhoods with reduced transit options or with pedestrian unfriendly hills not addressed by rail or bus routes (i.e. Eastlake)
NORTH KING COUNTY	They seem too long. 25 years is a long time.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	Traffic congestion around Puget Sound has become markedly worse over the past 5 yrs. The region desperately needs improved public transit options on a faster time scale than the one proposed in ST3. Why will the proposed plan require decades to implement - this is not viable and will not be supported.
NORTH KING COUNTY	Light rail to West Seattle would not appear until 2017, and Ballard would not appear for 22 years. These timelines are unacceptably long. Adding light rail to Seattle is the single most important transit project that Seattle can undergo. The city is already clamoring for more reliable and grade-separated transit, and light rail is the only option in that direction. Please expedite these light rail projects as priorities 1 and 2 for Seattle.
NORTH KING COUNTY	As Ballard is an extremely hot neighborhood, it would be borderline insane to wait 22 years to put light rail there.
NORTH KING COUNTY	There must be a way to get these projects done faster. The commute to Ballard and surrounding neighborhoods, for example, is already too congested and more time-consuming than it should be, and with 22 more years of population growth and big businesses moving to/growing in Seattle before this light rail connection is finished, that congestion will be eventually be unbearable and detrimental to our city's quality of life. And if the light rail that is finished 22 years from now is NOT at a separate grade from the streets and subject to the raising and lowering of bridges over the Ship Canal, the outcome will be disappointing. To tie in with that, we need a better solution to the transit options in the Ballard-Fremont-Wallingford-UDistrict corridor. The fact that the next 25 years of Sound Transit funding only offers funding for studying future transit options (and not offering solutions) will likely turn off many voters.
NORTH KING COUNTY	Sooner is better. Every effort at simultaneous and complementary activity should be made. A plan with a shorter timeline would be an easier pill for the voting public to swallow.
NORTH KING COUNTY	Timeliness are out of order. Ballard and West Seattle need to be pushed ahead of some of the suburban plans given that most of the growth will happen within city limits and the current transit options are suboptimal for these areas.
NORTH KING COUNTY	The timelines are too long, making these great plans in danger of being "too little, too late". If population is growing as fast as predicted, this plan will likely not reduce congestion, and may not even keep up with growth.
NORTH KING COUNTY	Ballard is one of Seattle's fastest growing neighborhoods. At the same time bus routes to west Ballard have been cut in half. A reliable public transportation solution is needed now, not over 20 years from now.
NORTH KING COUNTY	I prefer that East side (Bellevue/Redmond) mobility should be completed secondary to mobility and projects on the west side of the lake.
NORTH KING COUNTY	Graham street must be completed in three years and this area must be a model for affordable transit oriented development. I cannot support this plan unless we added this major racial Equity issue on a timeframe that actually reflects that long delay already experienced by the community.
NORTH KING COUNTY	We need more light rail and transit options much more quickly than this plan offers. 22 years to a complete line to Ballard and the east side is crazy. We need these lines line in place as quickly as possible.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	I think it is absolutely critical that we finish the West Seattle link in the shortest amount of time. The cost to construct is lower than Ballard and the time to finish is faster than Ballard. And this link has a large enough ridership to be contributing to the overall revenue very quickly. It just simply makes sense to have this link done first.
NORTH KING COUNTY	The faster the better!
NORTH KING COUNTY	Long overdue. Would like to see a faster timeline to complete this project.
NORTH KING COUNTY	This is too long to wait for the transit we need today. Tax us more and find additional funding or efficiencies.
NORTH KING COUNTY	The timeline for completion is too long. We need all of these improvements especially light rail expansion to come online much sooner. Every effort should be made to start all of the light rail projects as soon as possible. A 22 year plan is a little ridiculous. I'm 34 and I'll long retired before these projects are completed. This should be a 10 year plan.
NORTH KING COUNTY	Twenty two years to Ballard and West Seattle is a joke. Huge increases in population density are already taking place in Ballard, and providing those commuters with a rail option should be a top priority.
NORTH KING COUNTY	Ballard and West Seattle should be the priority when planning the future of the transit network. The timeline for completion should not be as far off and there is no reason the light rail to Ballard should include two stations in South Lake Union when each station costs roughly 300 million dollars. Further, I see no reason to include a Boeing station in Tukwila anticipating that commuters will use the light rail for access to an industrial facility, particularly as the company has been cutting jobs in recent years. This station may be less viable over time and should be reconsidered.
NORTH KING COUNTY	I've read every reason why this should take so long, and I still find the length of the timelines unacceptable. With the innovation that this region is known for there has to be a better way. I commute from Ballard to downtown daily, my wife commutes to the U District, I do not see how the roads along those routes, already clogged with buses and cars, can support a sustained level of growth. I support the costs involved, and the extensions to outlying communities that are not anywhere near where I am, but we all need it faster. The north sounder travels right through Ballard, a block from my house; add a station. And get the light rail done.
NORTH KING COUNTY	Curious to know what plans are available to go east/west from Ballard to UW. There are not many options.
NORTH KING COUNTY	We need this completed much sooner than 8 to 25 years (depending on the project).
NORTH KING COUNTY	stick with the proposed completion dates instead of working on it for years. look at other big metropolitan areas in the US and see how fast they can get their transit expansion completed, how inexpensive it is and most importantly how effective this is. Seattle is an extremely long way away from all of it, and making public transportation even more expensive for commuters is absolutely outrageous.
NORTH KING COUNTY	This completion timeline is way too slow. With ST2 we got Norhgate Link (tunnel) 13 years later, with Lynnwood, East Link, and South Link only 2 years after that. Now we are being asked to wait 25 years for the single most important line in the package? Inconceivable, figure out how to reorder project priority, financing, or whatever is necessary to cut that time significantly.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	<p>I strongly support transit in Seattle but CANNOT vote for the plan in its current form. There is too little benefit within Seattle city limits, but worse, the timeline is far too long. I understand that a new tunnel will take significant time. However, you should build West Seattle to downtown much sooner. And Ballard to SLU should also happen much sooner. Trains can turn back at SLU before the need to enter a new tunnel. Suburban projects can wait. We need rail where we currently have density - not rail to continue encouraging sprawl.</p> <p>I plan to vote no on this plan and hope that something more beneficial to the city - both in terms of number of projects and timeline - can be created. As a homeowner, I would happily pay more for a better proposal.</p> <p>As Dow Constantine said - this is a once in a generation opportunity. I don't want to make the wrong choice and prevent us from doing something better for an entire generation.</p>
NORTH KING COUNTY	<p>I think that all of the projects need to be accelerated &amp; especially the light rail time frames are too long. I would more strongly support a 3-10 year plan for full implementation.</p>
NORTH KING COUNTY	<p>West Seattle and Ballard must happen first and soon. We need to prioritize the timeline. This is critical.</p>
NORTH KING COUNTY	<p>Projects in within the city should be prioritized, as those people will likely embrace them most. Fewer people have cars within the city. The transit system in this city keeps Seattle from really being a world-class city, and this plan doesn't do much to help that.</p>
NORTH KING COUNTY	<p>West Seattle timeline should be quicker</p>
NORTH KING COUNTY	<p>The timeline for these projects are really far away, everything should be done to make it faster.</p> <p>Project in the denser areas (e.g. West Seattle and Ballard) should start earlier to support growth in the densest areas.</p> <p>Instead of extending central link to Everett, Sounder service should be improved to provide rapid and reliable service between Seattle and Everett.</p>
NORTH KING COUNTY	<p>The timeline is far too long to complete the system. This is not a new or original comment, but I wanted one additional vote saying it was too long.</p> <p>The price tag of \$200/year is very reasonable for this much transit and I suspect, many people would be willing to pay more to have the projects completed sooner.</p> <p>In the pricing for the residential property tax, it appears that homeowners will pay more than renters, which should be amended so all residences must pay equal tax.</p>
NORTH KING COUNTY	<p>I know I'm biased, living in Ballard (without a car!) but it seems like prioritizing getting around the urban core should be a higher priority than encouraging people to live out in the suburbs.</p>
NORTH KING COUNTY	<p>Move ballard to the first phase!</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	Light rail for Ballard has to be done faster than 22 years. Nothing else comes close to being as important in the entire project. You will get more votes if you address the Ballard timeline issue. Do it in phases if you have to. Cut back on the West Seattle as much as politically possible and divert the resources to Ballard first. Swap the timelines if you can - Ballard in 17 years (or sooner), West Seattle in 22. You will get more votes for the package overall, and it will be far far better for the region.
NORTH KING COUNTY	I would be more supportive if this project could move faster. Current timelines for light rail do not address seriously clogged roads in a helpful manner. I am willing to support this project financially if it moves fast enough to help. Also I personally support the Boeing access rd and graham st stops because i would use them. I think the Ballard run could actually help the city be more livable.
NORTH KING COUNTY	The timeline in question 12 is way too far out. All plans should be completed within ten years max. 25 years out is way too late.
NORTH KING COUNTY	It would be very nice to speed up the timeline if at all possible.
NORTH KING COUNTY	Graham street station should be moved up; it was part of the original plan submitted to the taxpayers.
NORTH KING COUNTY	Some of these projects seem to take too long to build. I live in Ballard, and it is hard to get anywhere from this neighborhood using public transportation. The fact that it would take 22 years to build a light rail service to downtown seems outrageous. There should also be light rail service from Ballard to the U District that connects it to the other light rail station. It seems like by the time all of this is done, Seattle won't be as booming as it is now. While these proposals are a great start, they seem to not help anyone in the present day. The city should have known this ahead of time, and tried supporting public transportation a long time ago, instead of just helping car services.
NORTH KING COUNTY	25 years is too long of a timeline. This needs to be accomplished in 15 years.
NORTH KING COUNTY	The timeline should be moved up ESPECIALLY for Light Rail and the Graham Street Station. Light Rail is our future and we MUST seeking matching funds from the Federal Government to make this happen in half the time you propose.
NORTH KING COUNTY	Please please please add the Graham station as soon as possible. It will be extremely beneficial to many people in our area.
NORTH KING COUNTY	Please prioritize light rail expansion before bus expansion.
NORTH KING COUNTY	Please prioritize light rail to everett/paine field. Thousands of employee commuters could be removed from the roads if light rail was an option.
NORTH KING COUNTY	I would like to review additional options to increase the speed at which we complete these projects. With congestion and population rising so quickly, I am more inclined to support a higher increase in taxes to support relief of our overly taxed system.
NORTH KING COUNTY	While the ST3 project is greatly needed, the Seattle population growth is rapid, while light rail will take 17 years to build... That is quite a while to wait for the city to reduce traffic congestion.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	If not doing BRT first would increase the speed at which we get light rail, then would love to see that happen. Also, would love to see Ballard prioritized before the stop to Boeing road.
NORTH KING COUNTY	If possible, the timelines should be stepped up so that implementation takes place faster. Traffic and congestion are already enormous problems in Puget Sound and are getting worse by the day. Our world class city needs world class public transportation infrastructure NOW!
NORTH KING COUNTY	ST3 should be more aggressive
NORTH KING COUNTY	I don't get it. We vote, you issue bonds and start construction. Why the heck do we need to wait 25 years?
NORTH KING COUNTY	Should secure more funding to complete projects faster to accommodate rapid population growth
NORTH KING COUNTY	High populations with low income should be given public transportation services FIRST.
NORTH KING COUNTY	The timeline is ridiculously long. We need all this transit now. Fix it. Make it happen sooner. I won't vote for something that won't happen for 25 years. Also, all rail needs to be grade separated. Stop putting light rail in the way of street traffic and vice versa.
NORTH KING COUNTY	The timeline for completion needs to be speeded up. I would be willing to pay more for quicker completion.
NORTH KING COUNTY	Seattle should be serviced first. Traffic is a mess and the D line and Ballard is horrible because its so slow
NORTH KING COUNTY	The project timelines are FAR too slow. 22 years to build out rail to Ballard? Our family would support 5x the expense if the timeline could be moved up 3-5x faster... 22 years means that the Ballard community will harden around lack of functional, quality transit (I ride the #40 bus often to downtown, and it is just miserably slow). Please find ways to speed up the pace!
NORTH KING COUNTY	Why wouldn't Ballard be sooner?
NORTH KING COUNTY	the density of micro studios going up in Ballard is greater than that of other areas in the service area, and putting it at the end of the list would almost certainly be a mistake
NORTH KING COUNTY	I am more than happy to pay for more light rail, but this timeline is out there. It's tough for me to want to pay for something that won't exist for 30 years.
NORTH KING COUNTY	Faster faster faster!! I would gladly pay \$1000 / year to increase speed of development.
NORTH KING COUNTY	I understand that this must be an incredibly difficult process to get approved and designed. The only feedback I feel comfortable sharing without much more study of the plan is that there should be more of a push to complete light rail on the west side of the city. This should be a major priority in my opinion. Westlake, Queen Anne, Ballard, and Shoreline have no good transit options, as the busses are routinely delayed 15-30 minutes during peak hours. A light rail is the only way commuters can reliably count on getting places on time. I would strongly support higher taxes to get light rail expanded at a faster rate.
NORTH KING COUNTY	You should revise the plan to get the light rail routes implemented sooner that serve Seattle proper. The further out routes should be completed last.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	You should try to find a way to get these projects done faster. The main reason people like myself don't use the system, is because it is currently very inconvenient. It would take me over an hour to get to work from my home in Seattle using current public transportation and one 10-15 minutes using a car. I hope that light rail will help with that, but it's still four or five years away. I strongly support this effort, I just hope you can find a way to get it done faster. Good Luck!
NORTH KING COUNTY	West Seattle to Ballard needs to be sooner.
NORTH KING COUNTY	Do everything possible to move up the time lines for all LINK and Rapid Ride installations
NORTH KING COUNTY	It is taking too long. We need the transportation options added ASAP.
NORTH KING COUNTY	LRT should be prioritized and should be completed much sooner than proposed in the existing timeline.
NORTH KING COUNTY	Completion timeline seems so long. other countries can build such projects very quickly. Why are we talking 12-25 years timelines? Why can't these be knocked out in a decade?
NORTH KING COUNTY	Spend more, speed up.
NORTH KING COUNTY	The timeline today to add a station at Graham Street is mind-blowingly long. Why not expedite that, since the infrastructure involved is so minimal compared to the other new light rail lines that also will be added. That one new station would create access for many more south Seattlites to use rail. It seems extra important for those of us within Seattle city limits, the urban center of our region, to be able to navigate our city without cars. I would love to use light rail for my daily commute or any trip I take into downtown Seattle, but it's impractical without a closer station to my home. I also strongly advocate for improved parking at light rail stations so those of us who are still a few miles from a station can simply park at the station.
NORTH KING COUNTY	If there are no feasible options to accelerate the timelines to bring the light rail systems online, ST should develop and seek public feedback on even more ambitious regional light rail system that would truly connect the entire region, with several east-west lines in addition to the predominantly north-south lines proposed here, providing riders multiple light-rail travel options to traverse Seattle and the surrounding cities. The ST3 plan is a good start, but we need to see a plan that will work for the region a century from now, not just the one proposed, which will help, but which really should have been done decades ago.
NORTH KING COUNTY	Timeline is way too long. Reduce the number of projects to allow available funding to build fewer projects, but to build them more quickly.
NORTH KING COUNTY	Ballard to Downtown & SLU would cut in-city traffic so dramatically. It should definitely be moved up in timeline priority.
NORTH KING COUNTY	What are short term fixes for plans that won't be completed for 25 years? Hard to imagine that Seattle will be the same and that light rail, buses, etc. will still be the best transit modes at that time.
NORTH KING COUNTY	Prioritizing the West Seattle to downtown light rail is extremely urgent, as residents in this area are dependent upon the SOV car traffic-choked West Seattle bridge for commuting every weekday morning. Thank you for your work!
NORTH KING COUNTY	build it faster

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	Ballard to downtown/SLU feels way too far out - as does west seattle. As somebody who has a neighborhood station coming in 7 years (Judkins park), I know these things take awhile, but those routes feel incredibly urgent.
NORTH KING COUNTY	Two comments: 1. Light rail expansion within the City of Seattle should be prioritized to continue encouraging smart development practices and reduce automobile dependency within the city. An effective regional rail system is only as good as the urban public transportation system it is feeding into. 2. Developing free parking facilities at suburban stations will be an inefficient use of funds and a clear catalyst for sprawl that will undermine the potential for transit oriented development in those communities. As a committed advocate for strong public transportation, I will have a difficult time supporting a ballot measure that so clearly prioritizes auto-oriented suburban environments.
NORTH KING COUNTY	17 years for light rail to West Seattle seems very long. and 22 years for Ballard? Most of the timelines are very long and waiting this long to provide a mass transit solution within Seattle seems excessive. Timelines should be shorter if possible (within the next 10 years at least).
NORTH KING COUNTY	Thank you for including the proposed light rail spur to West Seattle as a mid-term deliverable. But overall the timelines are quite long. It is important to find ways to speed up delivery of proposed projects because a difference of even a few years on the mid- and long-range projects can make a huge difference in people's perceptions of the plan. Please explore options for fast-tracking and crashing project elements that can reduce the time to completion. I believe there is political will in Seattle for the city to work with Sound Transit to help expedite in-city projects.
NORTH KING COUNTY	I struggled to answer question number 12. I find it frustrating that it's going to take Seattle and the Puget Sound region 20+ years to address transportation options that are common place in many large cities in the US. I support all of these activities 100% and more. I know there are cost constraints and as a home owner, I'm not in love with higher residential taxes... I just find it frustrating that these projects were not started 15 - 20 years ago when we knew then that traffic was a problem and it was only going to get worse.
NORTH KING COUNTY	Not sure what to put this under, but I do see lots of empty buses running around town. I'd rather see the bus lines modified and the extra dollars going toward getting the light rail up to speed quicker.
NORTH KING COUNTY	The timeline is far too long. ST must find a way to get the high-capacity and high-demand lines to West Seattle, Ballard and Redmond online as fast as possible. Light rail should not be reaching far into the suburbs, especially paralleling Sounder lines. Fund upgrades to Lynnwood, Edmonds, Federal Way, Kent and Everett Sounder stations over light rail extensions.
NORTH KING COUNTY	Please speed up the timeline! I fear current growth will pace this project within 8-25 years and Seattle will be in same shape.
NORTH KING COUNTY	The timeline needs to be accelerated. In particular, why does establishing a BRT route between Lynnwood & Renton takes 8 years? That seems absurd. I understand the light rail has a much longer build time, but 12-25 years still means years of climate damage & traffic. Any possible acceleration on those projects would improve quality of life.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	Light rail to West Seattle and Tacoma would be completed sooner than 17 years.
NORTH KING COUNTY	Faster, faster, faster. Build it faster.
NORTH KING COUNTY	The current timeline is absurd, no one will vote for something they are likely to never use in their lifetime and we need mass transit NOW. Also, placement of new U-Link station is a joke, it is in the middle of no where on campus and there isn't even a Pronto stop at the station to make getting to the actual campus possible in less that 15 minutes from the station. Please don't locate future stops in locations that don't make getting around any easier for the majority of the population who might use them (like students). Even as a strong supporter of mass transit I might not vote for this because the timeline is crazy even though I am under 40 and might get some use out of it in my lifetime unlike most voters.
NORTH KING COUNTY	Sound transit has proven to be a very trustworthy, on-target organization, and massive expansion of transit is needed as Seattle scales. We can't just grow upward, we have to get fewer cars on the street in order to have vibrant cities.
NORTH KING COUNTY	I would like to see the Graham street station happen sooner than in the current plan. This station was in the original light rail plan and was removed for cost purposes, greatly limiting the accessibility of light rail specifically and transit generally for people who live in SE Seattle. (Because, bus service was cut based on the assumption that people could take light rail despite the fact that so many people still have to take a bus to rail; rail fares were initially more costly than bus, financially disadvantaging a community that is already disproportionately low-income; and, bus-rail transfers are still less simple than bus-to-bus). This has disproportionately impacted people of color and low-income people in our city. We've approved city funds to support this and it should be a high priority. Similarly, given the shift of low-income populations into south King county and the increased for those folks to commute into Seattle or Tacoma for work, I would prioritize south King/Pierce for transit investments. A new downtown tunnel sounds like a total nightmare (seriously, another tunnel??) so I would prioritize making bus service as efficient and available as possible for areas like West Seattle and Ballard. That seems like a better return on investment.
NORTH KING COUNTY	We needed ST3 10 years ago. Anything that can be done to shorten the timeline should be explored.
NORTH KING COUNTY	I would love to see us building more concurrently to get things up and running faster. Tax more, tax faster, leverage success on ST1 & 2 to get access to better debt, and build build build as fast as possible.
NORTH KING COUNTY	ST3 draft implementation time frames are to slow.. No urgency
NORTH KING COUNTY	Traveling between the U-District and Ballard seems to be worsening daily. Buses are full and streets are over capacity with vehicles. I strongly support light rail expansion, but the east-west issue needs to be addressed far sooner than proposed. Condense that timeline significantly and I'll happily vote for this.
NORTH KING COUNTY	This plan is good, but 8-25 years is WAY TOO LONG!!! Once you have the support of the people, please get on with it! We who have said yes, should get to enjoy it before we are grandparents!! Seriously, other countries get these huge capital projects completed in just a few years... 25 years is a joke!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	I understand that projects this large take time, but waiting upwards of a decade or two for light rail expansion seems a little nuts. Traffic has gotten punitive in the Seattle area, and it won't ease up without rapid transit expansion. Adding a light rail station at Graham and expanding to the Eastside, West Seattle, and North Seattle from downtown and environs should be top priority to accommodate tens of thousands of commuters - we're moving south and north because the core of the city is too expensive, but many of us still work downtown and on the Eastside. Thanks for helping improve our daily lives and environmental impact!
NORTH KING COUNTY	This timeline is way, way too long, especially for extending the light rail within Seattle city limits (eg. the Ballard line).The number of people who are directly impacted by creating new stations within Seattle before those going outside of the city should be a deciding factor in the timeline of improvements. Please, please take whatever means necessary to shorten the timeline on this project
NORTH KING COUNTY	I'm worried that the long time horizons for light rail extension, especially around the Seattle city core, are too far out and could damage the proposal's chances with Seattle voters. 20-25 years is just too long to wait for crucial new connections, for one because it seems unrealistic that ST can maintain political support for such a long term project (the country is bound to go through another recession in that time period, for example).
NORTH KING COUNTY	Ridiculously slow timeline--especially for the Seattle projects which are urgently needed now. Why not prioritize what is needed now, and slow down on the far-suburban projects which won't be needed for a long time, anyway? I will probably vote against this proposal because of this.
NORTH KING COUNTY	The region needs to recognize and invest in the most congested and DENSE areas FIRST: Ballard to Downtown, West Seattle to Downtown, Federal Way to Tacoma, and Redmond and Issaquah (in that order).
NORTH KING COUNTY	Too expensive and too long of time to complete. Propose is smaller projects, then ask again after they have been successfully completed.
NORTH KING COUNTY	Build it faster
NORTH KING COUNTY	West Seattle to Downtown is a MAJOR bottleneck and has been for a long time. I think this should receive priority to Ballard. More people would move to West Seattle if it had easier public transit access (not buses) to Downtown. Right now Ballard is becoming too expensive for anyone to live in except people whose incomes are very high. It seems unfair to always prioritize high income areas.  In addition, PLEASE consider figuring out how to have the businesses who are creating these bottlenecks (Microsoft, Amazon, soon-to-be Expedia, Google, etc etc) pay for a larger portion. They are causing the growing pains - they need to assist with them more than they are. I'm tired of being on the short end of the stick.
NORTH KING COUNTY	We need these solutions far sooner than you are proposing.
NORTH KING COUNTY	The timeline is very concerning. I would like to see it a little shorter. 15 years maybe?
NORTH KING COUNTY	It should be done faster before it is too late.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	The construction management plan and consultants need to be selected and reviewed to allow for 24/7 construction activity scheduling and accelerated completion dates. WE HAVE TO DO THIS IN A SHORTER TIME FRAME. We need municipal permitting help and concurrent design/construction activity starts. Having personally used their systems ,China does this sooo much quicker than us and the systems are state of the art. 25 years is WAY too long ,we need some creative thinking around schedules and design ,even if we are not living in a centrally controlled economy. The international contracting community should be able to move this project quicker,I hope ! ( Bertha notwithstanding ).
NORTH KING COUNTY	Faster!!!!
NORTH KING COUNTY	I think it should all be accelerated and done on much faster timelines.
NORTH KING COUNTY	Faster completion of light rail to West Seattle and Ballard lines. Crosstown Fremont line needs to be considered sooner.
NORTH KING COUNTY	timeline should be shorter for all projects
NORTH KING COUNTY	Connecting Tacoma and Seattle by light rail should be an accelerated priority.
NORTH KING COUNTY	This plan won't be completed in time to be useful to the majority of people who vote. Please speed up the timelines! Seattle is growing too fast not to have a viable subway system.
NORTH KING COUNTY	The GLACIAL PACE of light rail construction is a "no" vote for me. Get it done in a reasonable time frame! Buses don't work, and I will not vote for more bus service that sits in traffic with everyone else.
NORTH KING COUNTY	I strongly believe the Ballard line should be moved up the priority scale and done as soon as possible. Also would front-loading the tax rates to be higher in the near-term (and balance it with a lower rate later in the lifetime of the tax increase) allow more revenue to come in to allow for higher loans to help finance projects sooner rather than later?
NORTH KING COUNTY	If the cost is to be so great, why is all of this projected to take so long? I wouldn't mind paying for expansion if it would be in service before my retirement--17 years?! You have got to be joking.
NORTH KING COUNTY	ST should tighten up timelines. If I had to wait 25 years for transit improvements I would be less likely to vote yes. As it is I live on Cap Hill so I have my transit. I would be willing to pay more if that is what it takes to shorten the timelines.
NORTH KING COUNTY	The plan is too far-flung. Having a handful of stops in Seattle and 1 per town elsewhere is not enough, and will dilute its effectiveness, especially if people can't drive and park at the stations. I would prioritize West Seattle, Ballard, and Redmond-Bellevue-Seattle over places as far away as Fife. These are the places people live and work. Not nearly as many people commute from Everett to downtown Seattle.
NORTH KING COUNTY	Accelerate the timeline for implementation of this plan. A regional transportation system is integral to the economic and ecological success of the Puget Sound Region. Providing mass transit between neighborhoods and the greater region in a timeframe more aggressive than 25 years needs to be a top priority.
NORTH KING COUNTY	Locations within City of Seattle need better dedicated light rail transit, and sooner than proposed here. Twenty-two years for the Ballard connection to Downtown is ridiculously far away!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	Highest priority is completing the light rail quicker than proposed, while looking at how to support more people using it (IE more bus lines through neighborhoods taking bus riders to light rail stations). Parking may be important too, but would rather those dollars go to more neighborhood bus service taking riders to the stations, rather than commuters parking at the stations.
NORTH KING COUNTY	17 years for West Seattle completion is so disappointing.
NORTH KING COUNTY	The connection between Ballard and Downtown Seattle should be included in the 8 years plan, not 22 years plan, given the rapid growth and currently miserable bus service between downtown and Ballard.
NORTH KING COUNTY	Timelines for Ballard and West Seattle are way to far out - we need to work to move these timelines forward as much as possible.
NORTH KING COUNTY	We must speed it up! Anything we can do to make this faster.
NORTH KING COUNTY	22 years to get to Ballard with track running mostly at grade level? That timeline is unacceptable.
NORTH KING COUNTY	20+ years to Ballard is NOT acceptable - this should be TOP priority. This will increase ridership and prove that the system works WE NEED MORE light rail in the city, and much FASTER - Ballard to Downtown, Downtown to West Seattle, Ballard to UW, etc.
NORTH KING COUNTY	Parking and pedestrian access are most important. Don't let us down again. FASTER IS BETTER. IT WILL IMPROVE OUR ECONOMY TOO!
NORTH KING COUNTY	25 years is too long to wait for critical infrastructure
NORTH KING COUNTY	Projects take too long to complete. Should be expedited - Express buses first as they are less expensive.
NORTH KING COUNTY	West Seattle and Ballard completion is too far out.
NORTH KING COUNTY	I would like to see priority given to projects with the highest projected ridership upon completion. This would seem to be an efficient use of time to reduce road congestion.I think projects like the Ballard line should therefore have higher priority than the current proposed timeline.
NORTH KING COUNTY	I am very disappointed about the timeline to connect Ballard and West Seattle to the light rail. Also, I am concerned at the affordability of light rail for low income riders.
NORTH KING COUNTY	go faster. Add the stations (Graham & 130th NOW). Bus Rapid Ride shouldn't take 8 years, 2 or 3 maybe! Make sure all the connections to the stations are efficient from parking to biking to buses....
NORTH KING COUNTY	Faster!
NORTH KING COUNTY	I would like to see ST find ways to shorten the timelines for transit projects in the region. Reliable and efficient transit options will be an important complement to affordable housing initiatives and a vital resource to help the region sustain its rapid growth. This is an urgent need now, and will only become more overwhelmingly so over the next 25 years.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	Projects shown do not provide sufficient information as to current commuter times, etc. to determine whether or not the schedule provided is prioritized properly. Why provide a schedule and not provide the reasons those items are receiving priority. It is hard to believe for example that the commute can be much worse than West Seattle to downtown, yet it is given one of the lowest priorities in the offering.
NORTH KING COUNTY	It is disappointing that it takes so long to complete this plan. For example, BRT routes take 8 years to complete? I worry a plan with too long of a horizon will be hard for people to accept and will be rejected at the polls.
NORTH KING COUNTY	Get it done faster. Invest in a more equitable tax system to pay for it.
NORTH KING COUNTY	The timelines are absolutely ridiculous.
NORTH KING COUNTY	Ballard and West Seattle timelines should be pushed forward, they are more important than the suburb lines.
NORTH KING COUNTY	Most of these should be expedited. At Seattle's rate of growth, in 25 years when some of these finish they will be obsolete and old and unable to handle the quantity of people/changing landscape.
NORTH KING COUNTY	I don't understand why light rail in the suburbs would ever need to be completed ahead of light rail inside the city. People in Bellevue can get to downtown in 20 minutes already on express buses, but it takes an hour to get downtown from Ballard or Greenwood. Insane
NORTH KING COUNTY	Absolutely everything must be done to expedite the West Seattle and Ballard light rail - We need them today as it is.
NORTH KING COUNTY	It would be nicer if the train to Ballard finished earlier than 22 years. The link is so much nicer than the creepy buses. It would also be thoughtful to make a station near Seattle Children's hospital. There's a huge population in this city that works there and trying to get to work still isn't perfect.
NORTH KING COUNTY	25 years? So, you want me to pay for something that I can enjoy 25 years later? What? Is this like social security? If there is a shorter timeline, it may be enticing. But, 25 years? Hell no.
NORTH KING COUNTY	We are already far behind the eight ball in this region, in regards to mass transit. We are at gridlock nearly all day...the timelines need to be expedited and projects completed swiftly. I completely support (and have for the past 25+ years) a more robust mass transit plan for this region...it's past time.
NORTH KING COUNTY	the lengthy timelines for S. Graham st., West Seattle, and Ballard are an ridiculously long time out. Especially for Graham, most light rail infrastructure is there. Graham should be prioritized for quick impact. Due to a lack of parking at Othello or Columbia City stops, a light rail stop at Graham is extremely necessary. I never understood why it was passed up to begin with.
NORTH KING COUNTY	The timelines for project completion should be accelerated.
NORTH KING COUNTY	All timelines way too long.
NORTH KING COUNTY	Too long to complete and costs too great for property owners. Costs should be across the board for each person whether they own property or not.
NORTH KING COUNTY	I would support speeding up the timelines of the project where ever possible. The need for light rail and improved transit is so great in our region, and the need will continue to grow every year, that the idea of waiting nearly 30 years is just difficult to swallow.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	Please speed up the timeline. Priority is reliable, frequent transportation. Can we get some of these BRT lines up quicker while we're waiting for lightrail?
NORTH KING COUNTY	Future plans need to be considered sooner, and projects fast tracked. In 8 years time your plan will be gravely outdated, and networks and infrastructure limited given the amount of growth expected. I am all for public transit, but to expect this 25 year plan to have a positive impact given the steady population growth is an unfortunate way to think about the future of our cities.
NORTH KING COUNTY	Please advance the Ballard to downtown underground/elevated plan sooner. Seattle property owners will be willing to pay more taxes sooner to make this happen. Surface focused bus solutions will not solve the problem with the growth we are receiving.
NORTH KING COUNTY	Why is this plan going to take so long? I'll be retired by the time it gets complete. Why can't this be done quicker? I'd support a more aggressive time line on link light rail expansion.
NORTH KING COUNTY	I'd like to see the city core light rail connections (West Seattle and Ballard) completed sooner. Get your core connected then build out to the north, northeast, southeast and south as you have planned. The outlying areas can be served sooner with more/better express bus connections. Overall I like the vision. This ought to exist already... so, let's finally get on with it. Poor transportation infrastructure will eventually hurt growth.
NORTH KING COUNTY	8 years to add a bus line!? I mean, that just sounds ridiculous.
NORTH KING COUNTY	This seems very far in the future
NORTH KING COUNTY	The time line is way too long. Twenty five years from now they will be a drop in the bucket. Our population is growing too quickly.
NORTH KING COUNTY	I think that we just need more independent public transportation, like the light rail... so the more the better!  Also, getting West Seattle to downtown should be more of a priority.
NORTH KING COUNTY	Need results sooner than 8-25 years!
NORTH KING COUNTY	We need to significantly advance the timeline for completion of the projects. With the current timelines the situation will be worse rather than better by the time the new lines are online. There should be significant incentives for building high density housing near major transit lines with penalties for building low density housing in those same areas.
NORTH KING COUNTY	Right now, the timeline seems long for these developments, but the Puget Sound has postponed public transit development for long enough. The longer we wait, the more expensive it will become. Even if I get to enjoy these services when I'm in my 50s or 60s, I think these improvements will be a net benefit for the community and for future generations.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	<p>I believe the biggest factor in my hesitation to support is this transit package is the long timelines. 22 years to Ballard is a very long time. And even 8 years for Bus Rapid Transit is a long time. There is an urgency commuters feel to get relief to congestion as soon as possible. I am extremely positive towards light-rail additions and improving Seattle's transportation system, however, the 25-year timeline makes me hesitant to back the package since it will not provided relief very quickly. I understand the complexity of planning such a large project and pleasing so many stakeholders, as well as technical challenges (particularly with tunnels to Ballard) but I think there is a significant problem with congestion that needs solved sooner than later.</p> <p>I also believe that at-grade should be avoided more since traffic and other incidents can cause delays, even if light rail is technically "traffic-separated". Reliability is also a key consideration with transit.</p>
NORTH KING COUNTY	Build it faster!
NORTH KING COUNTY	I would prefer focus on light rail rather than rapid bus service and get the connection to west seattle sooner
NORTH KING COUNTY	Include optimistic timelines as well as potential opportunities to accelerate construction (such as federal funding, savings from early project completion, etc).
NORTH KING COUNTY	<p>My understanding is that the Light Rail extension to Lynnwood would be complete by 2023. Am I correct? The ST3 draft seems to indicate that it would be complete in 20 years, which would be 2037. That would be totally unacceptable.</p> <p>I'd also like to stress the importance of adding a 130th station to the Light Rail. If it is not possible to alter the "provisional" status due to the federal grant limitations, you should at least be committed to adding the station right after the Northgate extension is complete. Anything less than that would be, again, unacceptable.</p>
NORTH KING COUNTY	<p>I believe that it is working people who have the most to gain from improved public transportation. Thus, light rail and improved bus lines need to go to neighborhoods that have the lowest income working people living in them. Under the current plan, by the time light rail gets to West Seattle, for example, those working people living there NOW who would most benefit from improved transit, especially light rail . . . will not even be there, as costs of living will have driven them out of the neighborhood. If those folks are to have a shot at staying in the region, it is the transportation needs of low-income working people that need to be considered and provided for first.</p> <p>Secondly, I would like to know what efforts have been made to secure federal funding for this project, how much federal funding there is for the project, and why there isn't more...is there a way to obtain greater federal support and thus reduce the local/regional tax burden?</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	you can be more aggressive with these timelines to get light rail to serve areas that need it better. commit to several at once and make the jump now rather than later. 22 years to ballard? 17 to west seattle? these time frames are extremely too long to get the impact you need to see results in congestion is the region. dig in and get it done!!! people will be be more apt to spend on this if you give a quicker timeline than that.
NORTH KING COUNTY	Light rail to Ballard in 22 years is a joke. Your project list is an absolute joke and there will be no money for the projects at the end of the timeline. I am pro transit but will be voting against this measure due to the laughable timeline.
NORTH KING COUNTY	West Seattle cannot wait 17 years for light rail! West Seattle is the largest neighborhood in the city, with the tightest choke point (the bridge). Light rail must be extended to West Seattle sooner than the current project plan.
NORTH KING COUNTY	Light rail projects supporting the Seattle city corridor such as Ballard and West Seattle should be prioritized. This promotes more urban density and less sprawl.
NORTH KING COUNTY	I'm concerned about the total cost of this project.
NORTH KING COUNTY	Way. Too. Long. There's no way people will vote for something they will never see. They're too selfish. There must be a way to accelerate the high return projects.
NORTH KING COUNTY	It would be so great if the timelines could be sped up!
NORTH KING COUNTY	I support additional funding to accelerate the light rail development.
NORTH KING COUNTY	These projects need to come faster. We've needed better transit 5 years ago, not 25 years from now.
NORTH KING COUNTY	I think the length of time for these projects is absurd. How can it be that we can build skyscrapers and a floating bridge in a way shorter amount of time?! 22 years- it's laughable. And hard to want to invest in or imagine when I won't likely ever benefit from it.
NORTH KING COUNTY	Ballard light rail needs to be fast tracked. Once operational, daily ridership should equal the population of the entire east side. The 15th corridor is already a disaster. Once Expedia brings in an additional 3000 employees in 2018, the road will be nigh impassable. Please move up the timeline as much as possible.
NORTH KING COUNTY	Mass transit in this area is a joke. The planners have no clue what is going on, with all due respect, and flip around like almost dead fish. Car pools, then busses, then bikes, then rail, then back to bikes, then train transit along mudslide routes (or was that before the second episode of bikes? Can't recall).
NORTH KING COUNTY	Projected completion times of 15-25 years will barely be a drop in the bucket to help relieve the transit issues that Seattle faces today. The population is growing too rapidly, I fear that these measures, while great on paper, will be woefully inadequate by the time they're even completed.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	While I feel that transit expansion is important and I somewhat support this plan, the timeline makes me extremely indifferent towards it. I don't know where I will be living in 1 year, let alone 8 or 17, or 22. Unfortunately, the area of expansion that I feel is most important to me is not scheduled for completion for another 20 years. At that point, I don't really care. Maybe we'll be driving hover-crafts by then - who knows? I feel that an area of service that is severely lacking is Capitol Hill to Fremont/Ballard. This plan does little (if anything) to address that route. Because I do not feel that my needs are met by Sound Transit, I rarely utilize it. I desperately want to take the bus to work, but I'm unwilling to walk 20 minutes to get downtown to take a bus for another 20 minutes. At that point, it makes more sense for me to drive and spend \$10 on parking every day. I'm sorry, Sound Transit, but I don't feel that you're meeting my needs.
NORTH KING COUNTY	25 years seems too long to wait for transit which Seattle needs now. Furthermore that time line implies no other sound transit rail lines will be built in Seattle (beyond ST3) despite there being a desire for lines beyond this plan (e.g. Ballard-UW). As a seattle resident, I'd like to see the rail projects in seattle sooner (ideally without slowing down rail projects elsewhere) and I'd like to see aggressive planning to further address seattle's rail needs and possible a funding mechanism which allows building rail lines beyond ST3 sooner.
NORTH KING COUNTY	I'm concerned that this timeline is quite long for some areas close to/in Seattle that are desperate for better transit options (West Seattle, especially). I completely understand that these projects are very time-intensive, but it would be nice to see a more urgent timeline for some of these options.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	<p>I have a disability that prevents me from driving, so access to transit is an incredibly significant issue in my life. That said, if Sound Transit places the current incarnation of the ST3 package on the ballot this November, I likely will vote against the measure for the following reasons:</p> <p>The completion deadline for Ballard is unacceptable. The Ballard to downtown line projects to have the highest ridership of any of the lines proposed in the ST3 package but is one of the last to be completed. It is insulting that Ballard gets light rail five years after West Seattle. Ballard has taken on more than its fair share of development in the last 10 years and deserves priority in getting light rail in exchange for this development. West Seattle, on the other hand, has fought development tooth and nail and been largely successful in doing so.</p> <p>It appears that the timing of when various light rail segments is inversely proportional to how likely a people in the neighborhood are to vote for ST3 and Sound Transit is taking Ballard voters for granted. This is a mistake.</p> <p>Also, the Ballard to downtown line should not run at-grade along Interbay. It should go to Fremont and then down to Lower Queen Anne. No one lives in Interbay, nor is it a neighborhood suited for significant development in the future.</p> <p>Finally, ST3 should include a Ballard to UW line. I understand that building a second downtown tunnel for the Ballard to Downtown line will take time, but it should not take nearly as long to build a Ballard to UW line, which riders can then transfer to the Central Link line (or the Ballard to UW trains could continue downtown). The 44 is one of the most overworked and slowest bus lines in the city (along with the 8) and there is no good way to increase its reliability, so a light rail line is crucial.</p>
NORTH KING COUNTY	Ballard needs light rail sooner - 22 years is almost my entire life so far! The 15 and D are already over capacity during rush hour. Can you start 20 years ago?
NORTH KING COUNTY	Increased priority/speed on light rail access to Ballard
NORTH KING COUNTY	Need to find ways to do this faster and for less cost
NORTH KING COUNTY	Ballard, west Seattle and Seattle to Bellevue/ Redmond rail should happen way way way before they are scheduled to. I strongly support most elements of the plan and would support speeding it all up, even if it cost more. Please reprioritize Ballard, west Seattle and Seattle to Bellevue / redmond rail lines. Thank you!
NORTH KING COUNTY	My interests are first Ballard/West Seattle. After that I would like to see Mercer Island/Issaquah, Tacoma, Everett.
NORTH KING COUNTY	I would love to see as much emphasis as possible on light rail projects. The ability to avoid traffic is huge. Plus buses have a certain stigma to them. Someone excited about taking a light rail or subway in Boston will not have the same enthusiasm taking a bus in Seattle.
NORTH KING COUNTY	25 years is ridiculously long... we and the local air. environment cannot afford to wait that long
NORTH KING COUNTY	We need this now, not 25 years from now!!! How can we build it faster??? I would support paying more.
NORTH KING COUNTY	Nobody is going tow ant to pay for this when we become san francisco 2. I'm all for speeding it up, but were 10 years behind here....

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	This plan is expensive for individual tax payers which I'd not be opposed to if it weren't for the 15+ year time table. That is just too long to wait. A better plan should be focussing on ways to streamline the infrastructure building and get it done quicker.
NORTH KING COUNTY	The timeline to do even bus rapid transit seems embarrassingly long. How long does it take to buy buses, train drivers, and install bus stops?
NORTH KING COUNTY	Completion schedule should be accelerated.
NORTH KING COUNTY	Ballard earlier please. Seattle will have the ridership for these lines and we need it now.
NORTH KING COUNTY	<p>I really would like to see Light Rail to West Seattle in my lifetime, but West Seattle is rapidly getting developed. The plan to get light rail to West Seattle is too slow! If it takes 17 years, there won't be any place to locate a station without destroying whole stretches of Neighborhood like in Capitol Hill. It also appears that all planning terminates at the Alaska Junction which is a major gridlock point in West Seattle already and will only get worse in 17 years. The Alaska Junction is a neighborhood center. It doesn't need all the noise, traffic, etc that comes with making it a transit center. It makes way more sense to route the future light rail on Fauntleroy which was designed originally for streetcars and doesn't have 90 degree turns. The junction is literally 3 blocks from Fauntleroy! The area currently being developed around Alaska and Fauntleroy already has more apartments than the Alaska Junction, so a station there would serve more people anyway.</p> <p>Commute times are already nearly an hour for me. I ride the Rapid ride every weekday for work and it is constantly getting stuck in traffic. The Rapid Ride C is almost always over capacity and delayed further from people struggling to get on or off the overcrowded busses. We really need an actual rapid ride like Light Rail that can bypass the West Seattle Bridge which is now so bad the traffic backs up into West Seattle.</p> <p>I will vote against this proposal as it currently stands. I don't see this proposal benefitting me. The priorities need to be reevaluated based on what's needed to make commuting fast and reliable where it's needed most, which is not what this plan currently does.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

<p>NORTH KING COUNTY</p>	<p>Comment #1: BRT should be implemented sooner, if possible. It will help alleviate highway congestion prior to the arrival of the light rail option. The option of providing redundancy to the system is important, especially once maintenance to light rail and bus transit routes becomes an issue in 20-30 years. BRT and light rail need to share park &amp; ride type facilities.</p> <p>Comment #2: Given the timeline of expansion, has there been any serious consideration for the intensive capital funding required to maintain the system once it is up and running? ST will be asking for maintenance funding and will end up diverting monies raised in ST3 long before the 12 year mark hits.</p> <p>Comment #3: While I fully support developing multi-modal transit along the I-5 / I-405 corridor, any sort of funding request OVER a ten year construction funding period is ridiculous. I don't want to pay for something 12 years out and I certainly don't want to give ST a blank check for funding for more than five years. To qualify my insight, I have \$66M to \$2B in constructing large infrastructure projects at the CM level, so the likelihood of overruns are guaranteed. Prove to me you can build more than one tunnel on budget and on-schedule. Prove to me you are going to be responsible with funding for the next five years. Let's keep our projections on real/actual construction realistic.</p>
<p>NORTH KING COUNTY</p>	<p>"Under this plan, bus rapid transit (BRT) service on I-405 between Lynnwood, Bellevue and Renton would come online in eight years; light rail to Redmond and Federal Way would be complete within 12 years, light rail to West Seattle and Tacoma would be complete within 17 years, light rail to Lynnwood and Tukwila at Boeing access road in 20 years, light rail to Ballard 22 years, and light rail to Everett and Issaquah in 25 years. " - This is all so slow! Maybe I can understand why light rail can take so long, but why would BRT on 405 take EIGHT years?</p>
<p>NORTH KING COUNTY</p>	<p>Projects should be expedited, especially bus projects that need less capital spend. For example 405 brt should launch before 85th and Renton stations are ready. Rail lines broken into smaller phases to allow sections to come online earlier. And consider ballard-UW for faster delivery, pushing 2nd DT tunnel until end of the package</p> <p>Also improve connections between BRT lines, esp 522 interfacing with 405, and improve bus-rail transfer. Subregions should be allowed to tax themselves additionally if it accelerates project timelines (and results in more projects being built in the long run)</p>
<p>NORTH KING COUNTY</p>	<p>It's crazy to me that these projects take so long. Planning 25 years out to build rail? I can't believe the process is that slow.</p>
<p>NORTH KING COUNTY</p>	<p>Would be willing to pay more in taxes to have project completion deadlines sooner.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	The proposed timeline is far too lengthy - we need these transit infrastructure as soon as possible.  I also feel strongly that bike infrastructure be a key feature of these projects.
NORTH KING COUNTY	I know planning and development can take a long time. I think there could be voter support for increased costs in return for quicker construction. I am confident that with every extension to the rail you will find and reach new riders who will eagerly hop aboard.
NORTH KING COUNTY	The cost is way out of reality. I oppose this 19th century technology scheme. What cheaper alternative has been proposed? This with other tax increases proposed are past the the limit of our means. Stop with the continual excessive taxes!
NORTH KING COUNTY	Opening dates need to be much, much sooner. Light rail to Ballard and West Seattle needs to be completely grade-separated.
NORTH KING COUNTY	Unclear to me when the rail to SLU is planned (is it part of Ballard expansion?) If part of Ballard expansion, 22 years is much farther out than it should be; there's a clear need to be able to take rail to work in SLU that exceeds the long tail of commuters coming from outside Seattle (who can make do by bus'ing to rail; much of commute delay is spent bus'ing from the rail into work and from work back onto rail where the traffic is particularly thick. Improving rail access within Seattle will significantly reduce commute delay).
NORTH KING COUNTY	Light rail timelines are way too long. 22 years to Ballard is sort of ridiculous.
NORTH KING COUNTY	Grade separated rail to Ballard needs to be the first priority. I don't think I can vote for any plan that doesn't improve the timeline and ensure grade separation on this project  We also need more east -west transit in Seattle like Ballard to UW or a line that connects Downtown, SLU, Capitol Hill and Central District.
NORTH KING COUNTY	By the time we finish these projects, there will be so many ... it all seems like too little, WAY too late. Clearly there is money in Seattle for development, find a way to get the big corporations who are congesting our cities to fund it: Amazon, Google, Microsoft, Boeing, Expedia. Taxes on big corporations who are bringing a bunch of people into our cities. It benefits them, they should pay. We need these new transit options yesterday.
NORTH KING COUNTY	Ballard to Seattle needs to be completed MUCH sooner than in 22 years! Also, it really needs a separate right-of-way that isolates it from street traffic and drawbridges.
NORTH KING COUNTY	Having buses use shoulders on highways should be done much sooner than in 8 years! This would immediately make more people take transit since they would see that the buses don't get clogged up in traffic!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	I wish the light rail expansion could happen in less than half the time. Double the cost if necessary; we need light rail now. Also, bike/pedestrian access is important. Charge for parking. The timeline is so long that most people paying for this won't be working (and needing reliable daily transit) by the time the project is finished. With a timeline that long, I'd rather my property taxes fund our woefully underfunded schools for a somewhat immediate benefit...
NORTH KING COUNTY	What is the cost difference in terms of expanding the light rail system at an accelerated pace. The time horizon for say Ballard is 22 years, which is an eternity relatively speaking.
NORTH KING COUNTY	over 20 years to complete? I don't think that's fast enough to keep up with Seattle's current growth.
NORTH KING COUNTY	Light rail should be completed much sooner
NORTH KING COUNTY	Awful timeline that is completely out of touch with the actual urgency needed, which explains my answer to #12. I am happy to see there is a plan, but we need to light a fire under our butts on this one and find a way to get it done FASTER, FASTER, FASTER while retaining the same quality. Apply whatever efficiencies and best practices learned from the Husky Stadium extension to deliver ahead of schedule and under budget. Ballard and West Seattle are booming parts of Seattle; these lines should be prioritized over absolutely everything else on this list. Rail to West Seattle is a no-brainer and I'm glad that there is some urgency given to this line as well. The rest of the system expansion is great and all, but I would really like to see the priorities put on the fastest-growing areas where the most people are expected to use the transit.  Also, a bit lower-priority and "backyard bias" since I live in between, but I am dissatisfied that Ballard to U-Dist light rail has not made the cut. Even with its frequency a ride on the 44 is a cramped miserable experience that takes forever because of the congestion on 45th (a street that cannot be widened or really improved in any way).
NORTH KING COUNTY	25 years seems way too long!
NORTH KING COUNTY	1-Completion of inner city lines (WS and Ballard) is far too late to keep pace with development that is planned to boost affordable housing. 2-I do not support this plan as currently funded. Motor vehicle excise should have a MUCH higher burden. Property tax needs relief. We need a state income tax in order to accomplish both this and education funding. But the overall cost of this plan should be pared down, as well.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	<p>I live on the current Link light rail line and use it regularly. I don't have a lot of preference for where the expansions should be or in what priority because the current system largely already meets my personal needs. However, I do very much support the expansion of the system. I support more mass transit that encourages people to not drive as much as possible. Expansions should be prioritized in order of which projects will move the most number of people.</p> <p>In the interest of encouraging people to not drive, I encourage the ST3 plan to include robust methods for getting people to light rail stations or transit centers without driving. While some parking at stations could be helpful, ST3 should not include acres of free parking. If parking at stations is determined to be a necessary part of the plan, parking should require a fee. This helps encourage people to choose non-driving options and provides an additional revenue stream for ST3 projects.</p>
NORTH KING COUNTY	<p>I'd like to see extending light rail to Tacoma moved up on the timeline. While I acknowledge that big businesses on the east side contribute a lot of traffic, if we can link Tacoma in sooner, population expansion is served sooner which would open up opportunities south of Seattle for businesses and residents alike. Or at least offer more frequent rail service.</p>
NORTH KING COUNTY	<p>Get the high priority items done AS FAST AS POSSIBLE</p>
NORTH KING COUNTY	<p>This is an absurdly long timeline. We all know that these things take time, but Seattle is expanding way too rapidly to wait for more light rail for 25 years. Traffic is already a nightmare, and it's only going to get worse--potentially to the point of hurting us economically.</p>
NORTH KING COUNTY	<p>Enhancements to the core Seattle metro area cannot afford to wait 17-25 years. Gridlock is a common problem today that can only be solved by grade separated transit and this extended timeline will knee-cap growth in prosperity for far too long.</p>
NORTH KING COUNTY	<p>Timeline are too long. You need to issue bonds or something and get the money in to speed up development. This expansion should've already existed but is just starting now.</p>
NORTH KING COUNTY	<p>The light rail to Ballard and West Seattle should come earlier in the timeline because the inner neighborhoods of Seattle is becoming extremely dense very quickly.</p>
NORTH KING COUNTY	<p>The overall timeline is too slow for the current expansion levels of Seattle. Tax us higher and make it happen faster!</p>
NORTH KING COUNTY	<p>I will not be supportive of this plan unless the timeline for the Ballard line can be modified to bring it on line much sooner. For a neighborhood growing as fast as Ballard 22 years is unacceptable.</p>
NORTH KING COUNTY	<p>Increase the taxes for these projects and aim for a much more aggressive timeline. Expansion is occurring at a much faster rate than what our current transit system can support. These enhancements need to begin immediately.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	I lived in Portland during college and got to take full advantage of a city that has an excellent transit system-- it was incredible. While there I watched transit expansions be approved, built, and implemented in a matter of years. Years, not decades. It is MIND BOGGLING that I could have a child tomorrow and they wouldn't be able to ride all of these transit options as an adult because they STILL wouldn't be finished yet. The fact that we have to measure our timeline in DECADES instead of years is ridiculous. As a product of the suburbs of Seattle I was shocked and thrilled when I arrived in Portland for college and was able to get everywhere I needed to go with absolute ease on their lightrail system. Moving back home after college I thought I would live in the city again, one of the main reasons being I wouldn't need to drive everywhere--how wrong I was. When you are behind on something you have to work faster than others to catch up, this timeline so slow it's painful. I would rather there be less projects and go faster. And while I know you must include suburban cities in order to actually get it passed by voters, Seattle is where these improvements would be most used, and as such those lines should be the top priority.
NORTH KING COUNTY	Order of when things come on line seems reverse to current needs, and the overall time seems way too long. It's hard to see how it can take 8 years for BRT on 405? Waiting 22 years for LRT to go to Ballard is too long. We'll be in self-driving cars by then. Fixed rail to Redmond and Issaquah does not seem to stack up (no density now, can't see it in 20 years unless massive zoning changes in both places occur).
NORTH KING COUNTY	Ballard and West Seattle are the highest priority areas for Light Rail development in my opinion and Sound Transit should do everything in their power to PRIORITIZE these projects to reduce their timeline. 22 years for Ballard is ridiculous. These areas are booming NOW, we needed this kind of transit there 2 years ago. The West Seattle bridge is a parking lot during commuting hours and a light rail station would be a HUGE improvement there over options currently available.  I'm also very skeptical about added bus routes. Traffic has become such an issue here that going on a bus on I-5 or I-405 is no better than a car, therefore there's not a great incentive, unlike light rail.
NORTH KING COUNTY	The central spine of the link light rail route along the I-5 corridor should be completed first. This will accommodate more commuters from across the Puget Sound region than if Seattle area neighborhoods are connected. If you really want to get cars off the road, provide access to reliable commute/transit options for people who have to travel the greatest distance.
NORTH KING COUNTY	The new stations to existing light rail should be included first timeframe. The stations do not need to be big and fancy like the existing and should be able to be done quickly and fairly cheap.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	I'm assuming you've considered where growth is happening in the area and where the need is the greatest. West Seattle is growing in leaps and bounds; who knows what it'll look like in 17 years....are we sure this timeline is going to handle the population? Of course, if all of this had been planned 30 years ago..... And in response to the question on the next page about how many household members are frequent transit riders.....I used to ride daily to work downtown from West Seattle. Now, taking public transit to Rainier Valley takes an hour, no matter which route you take...through downtown or on the 50. Currently I use transit including water taxi for some events downtown but not generally beyond because no options are truly "rapid" and some are just plain inconvenient. Sad that the C no longer becomes the D; I used it exactly once to get to (north) Ballard and it was great. I think a better question would be "would you ride transit more frequently if it were more convenient and faster" because I would definitely say yes to that.
NORTH KING COUNTY	The only comment I have is how disappointing it is to see the projected timeline, in particular for Ballard. I have lived in Ballard for 5 years and since then, 5 (huge) apartment buildings have been built within a 6 block span of my apartment building. Ballard cannot keep up with the growth and is bursting at the seams for transportation support. There are just too many cars. I would love to get rid of my car completely, however due to obstacles with public transportation I don't feel I can do that yet.
NORTH KING COUNTY	The West Seattle and Ballard links should not take so long. These areas are booming and need light rail service as soon as possible. There should be a higher priority on these projects. Also, how about extending the existing electric street car lines for South Lk. Union and Capitol Hill to the University district and Ravenna. There is not any proposed plans for the electric street cars.
NORTH KING COUNTY	Wish it could be here sooner. Just thinking of myself, personally, I have internship opportunities in Everett and just south of Tacoma that are currently way too hard to get to by bus to make it possible. Having better rapid transit to these two cities in the next 3 - 5 years would have a huge impact on my education, and my career.
NORTH KING COUNTY	West Seattle and Ballard light rail should be top priority for getting city commuters off the streets allowing for outside the city commuters to have less traffic. West Seattle bridge meeting up with I5 is dangerous and always backed up. Getting from West Seattle to I5 then to I90 should be illegal. It's almost impossible to do without cutting off another driver. Getting the city dwellers off the roads will make commuters from outside the cities commute much less stressful and less time consuming.
NORTH KING COUNTY	West Seattle and Ballard plans should be completed much sooner.
NORTH KING COUNTY	Ballard to Seattle Light Rail should be priority because of expected ridership.
NORTH KING COUNTY	You really need to consider making the Ballard to West Seattle Link Light Rail happen first. This is going to be completed in the future. Things will be different than they are now. Everywhere where you think you need a train you needed one 5 years ago. Everywhere where you think you need a bus corridor you need a train today. Put trains in. With train stations. With local neighborhood shuttle bus routes feeding train stations.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	<p>My neighborhood will not vote yes on this because of the delay in service. Most people will not vote for something that is regressive tax that they will not see in there life time. People that are stuck in traffic and bussiness should pay this. They are the ones helped most by improved transportation. No to sales tax. This is the most regressive tax that you can think up. It forces poor people to pay more than there fair share. TAX people making more than \$100,000.00. They move here to get out of paying for anything. They are the most able to pay. They think that they do not have to pay for any thing. Tim Inman and his lot are to blame for this. If we still had people will \$50.000 plus dollar cars paying there fair share we would of had most of this done by now. The plan is too little too late. The monorail was shot down because they were paying for it upfront with three to five year time frames. People in Olympia should have led us out of this problem a long time ago. I do not think that this plan has any chance of being passed by the public. Make it happen then get the public to pay for it. We have to see something happen first to have people buy in.</p>
NORTH KING COUNTY	<p>25 years is a long time. I'd focus on the major metro areas first. Think where the Tech Companies are. People need to get from Redmond/Bellevue to Seattle and back. That should be the priority. Not addressing the congestion now could cost the region jobs. With the exception of Boeing most Large companies in the region, and a bulk of the employees are in Redmond (Microsoft) Bellevue, or Seattle. Companies are moving from the suburbs to attract the best talent (Wyerhauser, Google, etc.). Make it easier to get around Seattle Bellevue and Redmond.</p>
NORTH KING COUNTY	<p>The lengthy implementation timetable is absurd, given the size and growth of Seattle and the surrounding areas. ABSURD. Double the charge on residents to \$400 per year and see what you can do with that. Seattle is getting more visibility nationally given business growth here and the need to support that workforce; additionally transplant residents are accustomed to cities with successful mass transit programs and are finding Seattle's lack of reliable mass transit laughable. How could it possibly be that there are no plans to connect MAJOR outlying housing areas for 17-22 YEARS???!!!!! Seattle is embarrassing itself with this timetable. Pathetic and embarrassing. Please reach out to more colleagues who have the knowledge and sense of urgency to get this done in a reasonable timeframe - something Seattle officials greatly lack. Even Bellevue moves quicker on projects than Seattle does. Get yourselves together. Ask for help. You look foolish. Incredibly foolish.</p>
NORTH KING COUNTY	<p>Q#12: West Seattle and Ballard lines should be higher priority with regard to the overall timeline.</p>
NORTH KING COUNTY	<p>Project timeline is too long to keep pace with Seattle's growth.</p>

<p>NORTH KING COUNTY</p>	<p>These are really long time lines and many land-use and traffic patterns may change in the 20-25 year length of this proposal. I have lived in the Roosevelt/Ravenna area of Seattle for over thirty years. While the original opening of a Roosevelt station light rail stop was to be in 2006, it was later modified to open around 2021. This is now the same time as the Northgate light rail, and very similar to the time the light rail across 1-90 to the east side through Bellevue. It appears that all additional funding is through increased property tax collection, higher sales tax, and higher car tab fees. These increases are in addition to all the fees and taxes currently collected for the first two phases of these projects. While building out to other areas, including near the Boeing plant in Everett could greatly increase the utility of the system, it is too far out. Who can say what the Boeing Everett plant employment numbers will be in 20-25 years to justify that investment? This is a very extensive and a very expensive plan. The taxes and fees will be collected with no end-date, including the ones already approved. Why so long to even implement Bus Rapid transit to some of these areas, as the routes can be changed if demand changes or mistakes are made in frequency of service, and so forth? I feel also that transparency in this process should show voters what taxes and fees are currently being assessed, and for what length of time, for the already approved projects. The UW stadium/Capital Hill link rail stations just opened, after many years of funding. In addition, as a Seattle tax payer, I am paying additional fees for mostly Seattle bus service. I would like to see a detailed accounting of how much the average household--not just the average individual--will be paying if ST3 is approved. The cost of ST3 is estimated to be \$50 billion dollars in new taxes/fees from things I have read elsewhere. For this kind of money, why is the timeline so long? Many current residents may well be retired before the have an opportunity to use most of these additions to transit. Right now jobs and development are booming in Seattle, King County, and other areas of our region. But that may not be the case in the many years ST3 would take to complete. Are there other sources of revenue or funding that could shorten this time line, and lead to less risk for the taxpayers in our region? While this project has many desirable benefits, I believe it could push out other types of projects that are funded from the same revenue streams, especially since the region would not see completion of ST3 projects for many years. Right now, although I think there are many good parts to this proposal, I think it is ultimately too expensive and too far into the future for what the benefits will be.</p>
<p>NORTH KING COUNTY</p>	<p>1) Ballard light rail needs to happen faster. MUCH MUCH faster. 2) The reason I've stopped riding Metro and instead carpool with my husband is because busses between Ballard and Downtown are unpredictable due to traffic, take too long, and are too crowded. Until I know I can show up to a stop without having to consult a schedule (i.e., BRT or rail comes every several minutes) and can know exactly how long my commute will be (light rail is best for this, BRT second best), I will continue to be another car adding to our ever-worsening traffic problem. 3) I, along with many of my friends, are willing to pay large sums to get light rail built faster, and are extremely frustrated with the slow process.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	<p>Improving transportation options from north Seattle neighborhoods to downtown/South Lake Union will take 22 years? My husband and I need solutions in the next 1-3 years. I'm all for thinking ahead, but we'll be retired in 22 years! Transit from our North Ballard neighborhood is unreliable and inefficient, and the endless emphasis on adding bike lanes across neighborhoods and in the downtown core is infuriating. It ignores the reality that many people face -- commuting parents cannot ride a bike when they have children to drop off at school and/or daycare. Anyone with a variable work schedule outside peak commuter hours finds buses to and from our neighborhood a challenge.</p> <p>What I see missing from all the talk about transportation options is the reality that most people still drive and must drive due to work schedules or family commitments. Addresses this reality is a good first step. How about larger "park and ride" type lots at Northgate and along Westlake Ave. with frequent transit into the downtown/South Lake Union core? That would help immediately get cars off the downtown streets and get people using transit. It's an easier first step that could be implemented much sooner than two decades from now.</p>
NORTH KING COUNTY	Consider ways this could be done faster!
NORTH KING COUNTY	The Roosevelt station isn't supposed to be opened until 2021 and that construction project has already begun. A 25 year timeline seems to be too long.
NORTH KING COUNTY	The timetable needs to be cut in half
NORTH KING COUNTY	all projects are badly needed--I shouldn't think there are many people who disagree--and all need to be realized asap. Very hard to think of another 25 years considering the current traffic impasses! Full speed ahead is the word!
NORTH KING COUNTY	<p>Please figure out a way to build a more extensive transit network in _much_ less time than currently proposed.</p> <p>For example: Light rail to Tacoma in 17 years, to Lynnwood in 20 years, and to Everett in 25 years is utterly ridiculous.</p> <p>By the time these extensions are built as proposed, it will be too late to meet the demand of the likely development and population changes in the region, particularly in the north/south corridor.</p>
NORTH KING COUNTY	I strongly support this plan, but STRONGLY oppose the proposed timeline. There has got to be a way to shorten this. Sound transit has to move quicker.
NORTH KING COUNTY	I would support a higher tax if it meant a shorter timeline for these plans. 25 years seems like a long time with our current level of growth
NORTH KING COUNTY	Seattle / Eastside has to move quicker
NORTH KING COUNTY	The buses are packed running from Ballard to downtown. The demand for housing in the Ballard area is unmet and growing to feed into the Seattle employment centers. First priority should be to build out the highest density infrastructure in the City of Seattle where there is the greatest demand and then extend to other areas based on population density and viability of alternative transit options.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	I would be willing to pay more, even as a renter who doesn't own property in the city, to have the Link completed IN SEATTLE (NORTHGATE, new G street station, etc) and would prioritize that over expanding to the region. We need city wide solutions now. Put major parking lots at the north and south end of the link rail for the rest of the region to be able to leave their cars out of the city. But, we have to solve Seattle's problem and it can't wait 25 years....
NORTH KING COUNTY	17 years seems like a long time to wait for light rail to come to West Seattle--please break that time frame down to: 1. how long to West Seattle 2. How long from WS to Tacoma. Ballard and West Seattle are two extensions that are obviously needed. I would like for Sound Transit to complete work within the city first before moving outward.
NORTH KING COUNTY	The lightrail service to Ballard and West Seattle should have higher priority given how difficult it is to get to those places when you are limited to the main bridges.
NORTH KING COUNTY	Speed up all the timelines as much as possible. All of this transit work is critical to the quality of life of the citizenry and the viability of businesses in the region.
NORTH KING COUNTY	accelerate the light rail corridor construction in the Ballard & West Seattle zones --- it's imperative!
NORTH KING COUNTY	I think we should focus on less things and get them done quicker so people can start benefiting sooner. For an adult in Seattle to wait this long-they will be retired before they see the benefits. Seattle needs something at the Seattle Center and Space Needle to transport people to different places. The only thing we have is the Monorail and that is mostly for tourists and goes to one place that is easily walkable. I wish the Monorail would extend to go further into downtown.
NORTH KING COUNTY	I understand there are a lot of moving parts to consider here, but 22 years for light rail to Ballard is not ideal - if there is any way to shorten the project timeline for the West Seattle and Ballard extensions, that would be much better for our already over-capacity city infrastructure.
NORTH KING COUNTY	With Ballard and West Seattle having some of the worst commutes, I think the focus should be on bringing the light rail to those areas. Making connections downtown makes the most sense since that is where the greatest concentration of traffic is. I also believe that linking Bellevue to downtown Seattle should be a priority.
NORTH KING COUNTY	Can this be done any faster??
NORTH KING COUNTY	The project costs way too much !!!!
NORTH KING COUNTY	I love everything suggested here! I just wish the improvements y'all're suggesting would come a bit sooner.
NORTH KING COUNTY	How can we build the Ballard and West Seattle lines faster?

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	You need to figure out how to make this entire happen faster for the entire plan. In particular, if this passes, projects like Graham Street Station should be completed ASAP. That station should have been built when the initial Link line was built through the Rainier Valley. I don't see why it can't come on-line by the time the Northgate and East Link stations open in 2023 (if not before). The huge gap between the Othello and Columbia City stops needs to be filled. Tons of low income people live near Graham Street and would benefit from easier access to the light rail. The area around Graham Street is also ripe for more Transit Oriented Development within 2-5 minutes of the train. MLK should be ground zero for TOD density, and by extension, increased transit ridership--you know, the kind that helps support a transit system that can really replace cars for people. This should be one of the easiest parts of the plan to complete. Why on earth must it wait until 2036?
NORTH KING COUNTY	At the rate of accidents occurring in Seattle DAILY + the number of new residents coming into Seattle weekly, this timeline needs to be expedited considerably.
NORTH KING COUNTY	would be willing to "donate" to plan to speed up process. Would buy bonds for this project.
NORTH KING COUNTY	17-22 years is way too long to wait to connect West Seattle and Ballard to Downtown via light rail. Seattle's population is EXPLODING. As more and more people move here to work in the Downtown core, but commute from outlying neighborhoods, traffic is only going to get worse. (What happens when 99 finally comes down -- or a truck carrying frozen crab overturns on it? Total infrastructure shutdown.) BRT alone will not solve this constant state of gridlock. Only light rail and other solutions that don't share traffic with cars will make a difference. Stop waiting. Prioritize better public transportation for neighborhoods closest to the city center.
NORTH KING COUNTY	So, best case scenario is that light rail between Ballard and downtown is in 22 years?! :(
NORTH KING COUNTY	If you would like this plan to be taken seriously, I believe a timeline needs to be 10 years. I would be very hesitant to approve a project knowing the benefit would be up to 25 years away, when I would most likely never benefit from it. In 25 years, I may no longer live in Seattle, or may be retired and no longer in need of public transportation. Call me selfish, but I do not like the idea of paying for something I will not benefit from. Put people to work and get everything done at once!
NORTH KING COUNTY	Like, I assume, most people will say, we need a solution that moves faster. given the every growing size of this area, and the incoming large tech companies that will move into downtown Seattle, moving citizens around has reached critical levels.
NORTH KING COUNTY	I feel like Seattle pro
NORTH KING COUNTY	Find the money to make it happen sooner. Rob banks if you have to. We needed this 20 years ago.
NORTH KING COUNTY	Zoning changes in Ballard have radically increased density with little regard to transit and traffic. Light rail to Ballard should be a higher priority.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	The transport improvements to Ballard seem much more urgent than the timeline suggests, who knows where the development of Ballard will be in 22 years. Ballard residents need better public transit now, the buses are already overflowing and it will only get worse over the next few years. I understand that light rail projects take a lot of time, but please give some consideration to speeding up the timeline for the ballard transit improvements.
NORTH KING COUNTY	I would not support measures that increase my already high cost of living if I am not to see any reward. 20 years is ridiculous.
NORTH KING COUNTY	I wish the center city projects (West Seattle and Ballard) would be prioritized and moved sooner.
NORTH KING COUNTY	Waaaaaaaaaaaaayyyyyy tooo loooooonnnnnngggggg here, Seattle. Get it together!
NORTH KING COUNTY	We desperately need to expand our light rail services in particular, and other projects in ST3 as soon as we can - I support the ST3 draft plan. The estimated completion times are difficult to hear, but we need to act now -- have a solid plan and present it voters ASAP. Take advantage of this 2016 election year with high voter turn out! Please present us voters with a solid plan to expand our HCT where we need it most for this region, give it the best tax structure possible and completion dates you can. We can't afford to put this off. Keep up the good work and I look forward to voting yes on a solid ST3 plan in November 2016.
NORTH KING COUNTY	You don't know how to get these projects done within budget or time so don't waste our money
NORTH KING COUNTY	The timelines for rail development in this proposal are frustratingly long. I can appreciate the challenges that building out light rail infrastructure will pose, especially in an area like Seattle. However, it will be a difficult sell to get people to sign up for a set of projects that on a best case scenario will be completed by 2050.
NORTH KING COUNTY	Light rail from Lynwood to Everett via the industrial area at Paine field and the section of light rail from Seattle to Tacoma pushed up in the timeline so as to relieve pressure on the I5 corridor as quickly as possible.
NORTH KING COUNTY	Ballard and West Seattle should be priorities first. Also, there should be an acceleration of the plan to 15 years or less.
NORTH KING COUNTY	I think the timeline for light rail to West Seattle should be improved. It is growing here at a fast rate and with only the bridge to get in or out we need mass transit desperately. Please move us up the priority list.
NORTH KING COUNTY	I think expanding the northbound all the way to Lynnwood is priority number one.
NORTH KING COUNTY	South Lake Union keeps getting denser and more expensive, and people will need reliable mass transit out of there to avoid a total traffic meltdown. I think the West Seattle line is the best bet at this, and should be moved earlier in the plan.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	<p>Projects should be phased on their ability to reduce greenhouse gas emissions and address housing affordability by connecting dense residential areas with major employment areas. Given these criteria the Ballard to downtown project should be one of the top priorities for completion. Also this line should also be completely grade separated to increase travel speed and reliability. If there is an elevated rail option that can be completed faster than a new downtown tunnel, please consider this option. The aesthetic criticisms of elevated rail are moot if downtown is underwater.</p> <p>Also for stations in Seattle, ensure that space is allocated for bike share stations.</p>
NORTH KING COUNTY	Light rail needs to get to Boeing at Paine Field long before places like West Seattle that do not have large employers.
NORTH KING COUNTY	Everett and Issaquah should be higher priority than Ballard. Plus I hope this city will learn, and stop trying to build tunnels through downtown.
NORTH KING COUNTY	unbelievable that West Seattle is 17 years out with the rate of development that is happening right now! Also, the West Seattle Light Rail plan dumps that downtown workers at the Stadium or requires them to transfer to another light rail or bus. Seriously? West Seattle should be able to go straight to Midtown without transfers.
NORTH KING COUNTY	Light rail to Ballard should be completed sooner
NORTH KING COUNTY	<p>The Boeing Access Road infill station should be completed in the first phase of construction. It was voted on and approved as part of the first Sound TRansit light rail levy package and should have priority over other proposed projects in the new ST3 plan. Please build it as soon as possible! It is painful to live so close to the rail line and not be able to ride it.</p> <p>Thank you for keeping the BAR station on the list of projects.</p>
NORTH KING COUNTY	I was disappointed to see that the Ballard and West Seattle light rail projects are at the end of this 25 year plan. With city congestion so high, and parking getting so much more difficult, I would love to see the inner city light rail projects prioritized.
NORTH KING COUNTY	I don't have any information on why its more important to put light rail into Redmond or Tacoma before other areas - will light rail in those areas first provide significant congestion relief? Light rail is not coming to Ballard for 22 years and It's really hard to swallow another \$20 gone per month and probably not see any benefit probably in my lifetime here. The rate of development in Ballard has not been supported by transit improvements including recent bus levies in King County.
NORTH KING COUNTY	This needs to be completed MUCH faster than proposed. Additional sources of revenue must be found. Not knowing the details of the funding, it's hard for me to say how. However, this plan will definitely not keep up with the growth expected. This plan provides adequate service for CURRENT population levels, not future. It's frustrating.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	I understand planning takes time, but when these projects are not scheduled to come online for 12-25 years, that seems like too little too late. It's difficult to believe the scope of what's planned will actually be filling the future needs of the city when the proposals would seem to only meet current needs. I also don't understand why there is no mention of lightrail on 520, when the new bridge was specifically built to have capacity for that future addition.
NORTH KING COUNTY	Accelerating some of the Seattle metro projects to distribute load across the system and remove additional vehicles from the roads.
NORTH KING COUNTY	your timelines have all citizens waiting patiently for mass transit & by this read those ppl will be retired ! Seattle was thought to be innovative; but my time here has shown the opposite where accommodating everyone fails to provide adequately for anyone. Seattle is how NOT to approach growth...& at what added expense to its tax payers who are being fleeced. What about Bertha? drop & run? what a mess this city is ..& what an embarrassment the city planners are to its population.
NORTH KING COUNTY	We all want improvements in our own neighborhoods, granted. But 17 years for West Seattle? We are choking!
NORTH KING COUNTY	A second tunnel through downtown will help to relieve potential mass transit bottlenecks, and provide flexibility for service options for Sound transit. Accelerating the build out to Ballard makes sense in this timeline.  The taxes approved to fund building will take several years to start accumulating, if there is a program that would allow Sound Transit to borrow some initial funding from the federal dept of transportation, and then pay back using approved tax revenue this might allow for several years to be shaved off of certain timelines
NORTH KING COUNTY	The timelines are ridiculous! I am a huge transit supporter, but as density grows, especially in Ballard, nothing will happen for 22 years. This is the definition of worst plan possible, I may not actually see light rail in Ballard because I could be dead. Most voters will see this and wonder why they should vote for this, the timelines will kill this proposal.
NORTH KING COUNTY	22 years for the Ballard line, which has higher ridership than about any line in any city anywhere (other than NY, DC, Boston and SF), is too long. This needs to be sped up.
NORTH KING COUNTY	speed up delivery of the final products and do not distract efforts and disruption with half measures (BRT, parking, etc)
NORTH KING COUNTY	Would love the West Seattle and Ballard link light rail to be completed more rapidly.
NORTH KING COUNTY	The light rail in the city needs to be completed much sooner than the timelines listed above. Ballard to downtown is a mess now and need attention ASAP!
NORTH KING COUNTY	Project takes way too long to complete. Why are we so embarrassingly behind cities like Portland and Vancouver?

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	The timelines are way too long and there needs to be additional sources of funding. The average citizen of Puget Sound can not shoulder the majority of the costs of transit expansion. Sources of additional income need to come from developer impact fees, federal government, bonds, etc. Why are there no capital improvement bonds even listed as a funding source? Mass transit is a decade long project so the source of income should be capitol improvement bonds.
NORTH KING COUNTY	Project is too Far Out--I would support if ALL COMPONENTS COULD BE COMPLETED IN 10 YEARS MAX.
NORTH KING COUNTY	Speed up the timeline substantially.
NORTH KING COUNTY	traffic is an issue now, 25 years is too long, we need ballard to downtown on-line now
NORTH KING COUNTY	I think the light rail projects closer to the downtown cores of Seattle and Bellevue should be completed before the outer projects to Tacoma/Everett/Federal Way. In the short term increase express bus service or heavy rail train to these outer areas.
NORTH KING COUNTY	Unclogging the major arteries should be an urgent priority. Getting people moving North-South & East-West in Seattle will be a huge improvement for the region as a whole, especially as housing prices increase and people seek more affordable urban neighborhoods. Adding shoulder bus service or other rapid bus service that doesn't have to jockey with traffic in the meantime while these projects are developed will go a long way to fostering support in the community for increased taxes and disruption associated with construction
NORTH KING COUNTY	BUILD TRAINS FASTER! HURRY!  Also Washington needs an income tax so we can have nice things like trains!
NORTH KING COUNTY	Why 25 years in phases, to complete these projects?! Sooner is better! and the jobs that it would create! Also, I don't like the busses using shoulders because the shoulders should be for disabled cars and allowing cars to pull over so emergency services can pass. Grew up on Boston w/the "wrong-way" busses on the interstate and they didn't last long. Busses should use carpool and have dedicated lanes which can merge into traffic where space is limited. Why busses and not rail. 15 Everett to Renton should have been a option putting -- rail down the center of the highway, not busses!
NORTH KING COUNTY	Time period to complete the above projects would be obsolete as technology is moving faster than light rail.
NORTH KING COUNTY	The proposed timeline is MUCH TOO SLOW. We already need many of these projects NOW, and to wait 20-25 years for completion means that many people voting in November will not be alive to see them finished, while the younger people may mostly have moved away. The last transportation levy passed with over 70% support. The proposed taxes should be doubled (for a shorter amount of time!), and the projects accelerated to be complete by 2030.
NORTH KING COUNTY	Expanding mass transit is phenomenal. It is about time for Seattle to develop robust transit systems on par with cities like Sydney, London, and Medellin. It will be a strong factor in elevating Seattle on the world stage.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	How many years for the Graham St. Station!?!?!? Didn't the city just approve the station and designate \$10 million for it. Why not build it now?
NORTH KING COUNTY	Far too slow. I was really excited about this until I saw the completion timelines.
NORTH KING COUNTY	Can we use current right-a-ways along major corridors to speed up the extention of light rail to high population density areas.
NORTH KING COUNTY	make it faster
NORTH KING COUNTY	I put strongly oppose for #12 because I would love to see all of this happen before I die.
NORTH KING COUNTY	Advance Ballard and West Seattle Links to earlier completions. Also, it is vital that Sound Transit and any transit improvements closely coordinate with Seattle/King County infrastructure as adding rail and busses to already congested streets nets zero if not negative improvements. Thank you.
NORTH KING COUNTY	We need light rail to West Seattle/ Ballard much, much sooner than 20+ years.
NORTH KING COUNTY	I wish we could put these projects on a "fast track" -- I will be elderly by the time we have light rail to Ballard!  Also, the new light rail stop at Husky Stadium is great. But it's really unfortunate that it was designed without a safe place for transit users to be dropped off or picked up. Realistically, people who live a few miles away are not always going to be walking or biking to the station. The buses that "feed" the station are not frequent enough - or go to enough destinations frequently at "off times", or easy enough to walk to (in the dark, in the rain, with lots of baggage...) - to be completely relied on.  I am so excited, though, to finally see light rail coming to fruition, and can't wait for the system to be extended further. (I live right near the future Roosevelt station.)  Thank you!
NORTH KING COUNTY	It is unreasonable to ask people to support things that won't happen for 22 years. Don't start taxing people until two years before construction begins.
NORTH KING COUNTY	West Seattle cannot wait 17 years for light rail given the thousands of new apartments built and influx of residents wanting to move to West Seattle to be close to jobs and events downtown. If the timetable was moved up to start sooner and be completed sooner I would be willing to pay more than the proposed costs and imagine many other West Seattle residents would as well. We also need to take more of an environmental stance and charge trucks and other large polluters more for the roads they use to help fund such a project.
NORTH KING COUNTY	West Seattle is included in only one of the plans and the timeline is too long. Bus service is already over flowing and development continues at a rapid pace in West Seattle. Please provide light rail to West Seattle as soon as possible.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	<p>It seems to me that one of the major considerations of the scheduling of this work should be scale of impact - both in terms of the population size, and the severity of traffic in the region. Based on that, I would prioritize the west Seattle and Ballard light rail lines over the Issaquah and Kent expansions.</p> <p>Additionally I am concerned about the reliance at grade light rail in the Ballard line - the current stretches of at grade rail seem to be the greatest source of system delays in the current lines, so avoiding additional at grade rail seems like it would be a priority.</p>
NORTH KING COUNTY	Focus on North / South lines (Ballard to West Seattle)
NORTH KING COUNTY	I think the timeline for West Seattle link extension needs to be reconsidered. The current Rapid C is extremely full and uncomfortable during peak times now. There are several new apartment buildings that have gone up in the Junction and several new ones currently being built. Some of these are micro housing, which means the residents may not have cars and will need to use the transit system to get to work and to the city. The population expansion in West Seattle will be huge and cannot be supported by the current bus system and with an already very congested West Seattle Bridge, it is going to be very hard for the residents to leave the area.
NORTH KING COUNTY	Find a way to design and construct the projects FASTER. 25 years is too long to wait stuck in traffic!
NORTH KING COUNTY	We should build all of this faster! We're already playing catch up as a major metro area with very little transit infrastructure-- it shouldn't take 20 years to build light rail to Ballard, we should be able to do that in 10!
NORTH KING COUNTY	<p>The Graham Street station needs to be completed sooner!!</p> <p>Please work to bring us all these awesome projects earlier!!</p>
NORTH KING COUNTY	I remember similar plans from about 25 years ago. Those didn't happen, and the city is suffering as a result. I don't want to see those same mistakes made again. I support building these resources ASAP.
NORTH KING COUNTY	The line to Ballard needs to be on a shorter timeline or most North Seattle voters won't even look twice.
NORTH KING COUNTY	Projects should be prioritized by immediate need & projected ridership. Ballard should happen much sooner than 22 years.
NORTH KING COUNTY	Faster, please
NORTH KING COUNTY	Light rail to Ballard and West Seattle NEED to be completed sooner than 22 years. How does using the existing downtown transit tunnel speed up this crucial connection between highly dense areas?
NORTH KING COUNTY	The timeline is not fast enough, maybe you ask for more money, add in more light rail through Seattle, you can work in the same amount of time but have more funds to complete more rail projects during the timeline.
NORTH KING COUNTY	The transcontinental railroad took 6 years to build from St. Louis to San Francisco. It is the theater of the absurd for you to propose getting a train out to Ballard in 22 years. To ask me to pay additional taxes for over 20 years before any benefit is seen in my neighborhood, which has experienced some of the fastest pace development and population increase is short sighted and stupid. Find some federal money and come up with a better proposal to build faster, or forget it.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	The ballard and West Seattle lines should be prioritized! 25 years? Are you kidding?
NORTH KING COUNTY	West Seattle needs to be done yesterday. Everytime I go over the bridge it takes at least 15 minutes and that is not in rush hours. They are building a lot of apartments in West Seattle and the population is growing rapidly. Once Bertha and 99 get back on track, we will be stuck over here.
NORTH KING COUNTY	These projects need to be completed on a much quicker timeline than 25 years
NORTH KING COUNTY	I support Sound Transit, but the timing should be 5-10 years, not 20-30. If I could go from West Seattle to Ballard in 5-10 years I would be supportive of the project. The entire project as outlined should be done in 5-10 years.
NORTH KING COUNTY	Your project is another example of hijacking the taxpayers within insane tax increases. If one rents, is the landlord supposed to eat those hefty tax increases? I doubt it. The renter is going to have to suck it up. Sales tax at 10.4% That is insane. The people in Vancouver voted down a proposed massive increase to TransLink. It was voted down by 62% of the vote. Your proposal is insane, taxpayers get fleeced, and it will be another poorly managed slush fund for unqualified bureaucrats to manage. It belongs on the bottom of Elliot Bay.
NORTH KING COUNTY	Contractor bidding process should be open and public knowledge. Contractors should be subject to hard penalties for missed timelines and budget overruns, including potential personal liability -- if they cannot judge a project's scope and function well from the beginning they should not submit a bid for the work.  Construction should happen faster, allowing for disruption of traffic and including night work in order to not drag out project timelines. Instead of 25 years it should be 8. If Seattle wants to continue it's growth it's growth needs to happen now.
NORTH KING COUNTY	Given that our region is starting very late in developing a comprehensive light rail system, my feeling is that the North - South light rail lines be an absolute priority. Much attention has been given to south end travel. We need an extra push to bring the north King Co. and south Snohomish Co. to completion. Also, a way of getting from west Shoreline to downtown Bellevue/Kirkland is needed. Finally, I thought that there was going to be a light rail station on 185th Street in Shoreline, roughly where Shoreline Ctr. is. I do not see this on the map above. It is a critical stop that would serve north King and south Snohomish Co. residents.
NORTH KING COUNTY	17 years before we have a real mass transit option that doesn't also get snarled up in road traffic for connecting West Seattle to downtown Seattle? Very disappointing to see that timeline.
NORTH KING COUNTY	I don't know a lot about the data, and I can see how it might help to clear congestion by focusing on projects that clear congestion from commuters outside the city, but as a resident who lives in the city with no car intentionally, I find the delay in projects like Downtown-Ballard, Downtown-West Seattle to be concerning. I hope you can find a way to prioritize better transportation for residents who live in the city as well as the commuters who are causing traffic in it.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	<p>Projects need to be completed sooner than the plan proposes. We are in traffic gridlock in our city because of all these new residents. I have spoken with many longtime residents of Seattle, and resentment is building amongst them.</p> <p>I am also concerned about the access to our neighborhoods that drug and alcohol addicted people would receive. We have seen many new problems in our neighborhood since the installation of the tent city in Ballard. We've had people living along the train tracks and using people's water hoses, yards, and hanging out in Carkeek Park. They gain this access to our neighborhood because the bus stops right behind QFC on Holman Road, and there is access to Carkeek Park just a few yards away. It's no longer safe to walk the trails in the park. People are smoking marijuana there and hanging around all day. It's so unfair for all of us who pay our taxes and are responsible citizens. I would like to know how the planning for the new transportation would limit potentially destructive and dangerous people from ruining the relative safety that citizens experience in neighborhoods of Seattle and cities such as Edmonds. Would more police presence be included in the plan?</p>
NORTH KING COUNTY	<p>This timeline is way too extended. With the brilliant people who live in this region, let's find a way to speed it up - ideally either a light rail line that travels the length of I-5 from Tacoma to Everett as the first priority with extra buses to supplement spurs from there. Also, you need to find a way to lower this cost for homeowners while still charging renters in this area - there are way too many of us who take advantage of public transportation that don't own a home -- ideally you could get more sooner while still charging each individual less. How can the big businesses who are booming our city help? Amazon in SLU, REI moving to Bellevue, Boeing and its Lake Stevens crew -- how can they help. Let's move quickly on at least one stretch of this and let all the people know that their money is being used quickly and efficiently!!</p>
NORTH KING COUNTY	<p>The time to get light to Ballard is way too far out. What can be done to accelerate that timetable?</p>
NORTH KING COUNTY	<p>The timeline is absurd! Ballard to downtown and Ballard to UW need to happen ASAP!</p>
NORTH KING COUNTY	<p>Everything needs to happen faster. It's ridiculous that Graham Street station doesn't come on line until 2036. That should be finished by the time Northgate and East Link open. It's a prime TOD opportunity and the longest gap on the existing south end light rail route. Ballard and West Seattle trains should happen faster too. The goal should be to finish all this by 2030. Let's bite the bullet and just get it done, even if it costs more. Otherwise, many of us will be dead by the time this stuff gets finished.</p>
NORTH KING COUNTY	<p>You will get a lot more support for ST3 if the timelines can be moved up for light rail. Many are saying that they will be retired before the rail is built. They are short-sighted, but they are voters.</p>
NORTH KING COUNTY	<p>Ballard should not be last on the list</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	<p>Can't cry over what's already done, but this [explicit] should have been built 20 years ago.</p> <p>I absolutely hate the timeline. Hate it. My parents generation will be geriatric or dead by the time this is complete. I'll be an old man. That said, I don't plan to [explicit] over posterity by voting against it. That said, hurry it up. I don't care if I have to pay more for it. I'd rather pay more now and be able to use it later.</p>
NORTH KING COUNTY	<p>The way Ballard is growing and the number of people here using busses, and the traffic on 15th, it seems like Ballard should be sooner on the timeline.</p>
NORTH KING COUNTY	<p>I realize ST has to start somewhere... but it would be nice if you started with West Seattle. Although West Seattle is Seattle's largest neighborhood, it seems to be consistently overlooked or ignored. It's already a challenge getting off this peninsula and we won't have light rail for 17 more years? Bus service, while decent, ends up sitting in the same traffic jams and with the recent uptick in population, those jams will continue to become more problematic. Please consider moving West Seattle to the head of line. Thank you for your time.</p>
NORTH KING COUNTY	<p>I am SHOCKED that the proposed rail line to Everett would not arrive for 25 years! Many of my friends and family sit in traffic for 2-3 hours EACH WAY commuting from Snohomish into King County. With the rail lines along the water essentially not an option for many months of the year due to mudslides, we're left with one option: driving. From a cost, climate change, and cost of living point of view, please don't ignore Snohomish County!</p>
NORTH KING COUNTY	<p>This plan is flawed not only because there are too few lines and stops within Seattle (where many people do not drive, and whole neighborhoods are left out of these proposed lines), but also because it will take a ridiculous amount of time to implement. Light rail from Ballard to Downtown should not take 22 years. Furthermore, light rail lines from Ballard to the University District and through the Central District/South Seattle should also be included.</p>
NORTH KING COUNTY	<p>I love that we're investing in transit, but 22 years until we can connect Ballard to downtown!? I do believe that it's important to connect outlying neighborhoods and where people will be, but the focus of our investment needs to be on where people are at now.</p>
NORTH KING COUNTY	<p>I answered in the "strongly needed" categories on most questions. These rail and bus line improvements should have been done yesterday. I am totally in favor of going forward with all of these items, but as you noticed, I do not ride any of the transit services currently available...they do not go where I want to go, and even if they do, they take so long I find them very dysfunctional for making meetings, work, etc. I would gladly begin using services if additional lines were added.</p>
NORTH KING COUNTY	<p>Investigate methods to speed up the plan significantly.</p>
NORTH KING COUNTY	<p>Why does it take so long? The timing is ridiculous. We need to be able to reliably navigate the city NOW. 30 years is 60 years too late! Connecting Ballard to UW via rapid transit sooner rather than later would be a huge, much needed improvement.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	Ballard should be a priority. There is so much density and new construction. The timeline is horrible. We needed this yesterday. Additionally, all of the rail should grade separated and not have to compete with traffic or what's the point? I've used rail in London, Paris, San Fran, Chicago--we need to do this right. It will never get any cheaper.
NORTH KING COUNTY	As a government contractor, I understand many of the seemingly arcane rules and regulations that impede the pace of progress. However, I firmly believe that the ST3 draft timelines are inconsistent with the reality of a growing metropolis. I respectfully suggest to imagine a scenario where the major infrastructure in the greater Seattle area was destroyed by an earthquake. How quickly would the city and county rebuild? I truly doubt it would take a quarter century to accomplish those tasks. There must be a faster, easier way to achieve these goals. By the way, does ST3 take into account our projected population growth, or will we constantly be building for the present and ignoring the future?  Ps On an unrelated note I firmly believe that Bertha was an absolute waste of time and money, and I implore you to ignore such boondoggles at all costs.
NORTH KING COUNTY	Its selfish to be sure - but focusing on Seattle's core before reaching outward seems smart to me... waiting 20+ years at current growth is a rough sell.
NORTH KING COUNTY	Build Ballard to Downtown as soon as possible. It has the best ridership and should be prioritized. 22 years is too long!
NORTH KING COUNTY	Graham St. station needs to be completed ASAP. Population density is in South Seattle. The distance between Columbia City and Othello stations are too far apart. Graham is a busy thoroughfare and links residents of Rainier Valley together.
NORTH KING COUNTY	I am curious if the light rail projects would be completed sooner if they were made a higher priority than the BRT. The success of BRT programs will always be limited by highway infrastructure and traffic, and my guess is that these limitations will get worse with time. The BRT may get running sooner, but it will also become constrained sooner. Not so with light rail. So it seems that focusing on getting light rail up and running ASAP would be a better long-term investment than devoting resources to the BRT first. Seattle is already many decades behind in its light rail development, the sooner we start catching up, the better.
NORTH KING COUNTY	With apologies to Paula Cole, I don't want to wait for our lives to be over before Ballard Link is available. We should have built it 30 years ago. (If I had been alive at the time, I would have done everything in my power to help Forward Thrust pass.)  I will certainly vote for ST3, pretty much no matter what. But it's really a shame that we can't borrow money and build faster, especially the line that is expected to have over 130,000 riders per day.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	I would love to see two things. Construction on Seattle (West Seattle, Ballard) rail lines set as priority number 1, with construction at the same time as East Link. Second, I would love to see a real dedication to truly affordable below market-rate housing (no less than 50% permanent) at and near transit stations. Public transportation should positively affect all communities, but especially aid lower and middle income residents (people who rely on public transportation).
NORTH KING COUNTY	My support for this comes from dire need. Parts of the greater Seattle area are virtually inaccessible to me, like Des Moines (from North Seattle). But even Beacon Hill at random times of the day becomes inaccessible because of the traffic. These projects are sorely needed and so I think "meantime" solutions are ESSENTIAL--while people wait 8-25 years for projects, things like buses in the shoulder will be so necessary. I am from Seattle, I don't have a car, and the traffic alone makes me want to leave my hometown of 30 years. Please do something to ease transportation while we wait for the next project to be completed. Thank you for listening.
NORTH KING COUNTY	I think many people in higher income brackets would welcome an increased tax burden in exchange for speeding up these plans--traffic here is already one of the worst grids in the country, and it's going to get exponentially worse as density rapidly continues to rise. I am also curious as to why citizens (sales/use), drivers and households are all expected to contribute to the funding (meaning many people will be triple-taxed for it), while there is no provision for businesses etc. to contribute to the funding, even though they are ostensibly the primary cause of the population boom. Why are we making developers pay linkage fees in order to prevent an affordable housing crisis, but not asking businesses to pay into affordable transportation to avoid further traffic problems? Going back to the topic selected above, light rail to the airport taking 20 years is really not a tenable goal, since it's currently one of the fastest-growing in the world, and it's very expensive (in time and money) to get downtown from SEA. BRT is a much higher priority than I previously rated, in light of how long the projects are scheduled to run (maybe that information should come before people rate short-term solutions, rather than after?)
NORTH KING COUNTY	<p>&gt;Interested in seeing these projects completed sooner. Would like to see action by cities and counties to speed up permitting, public outreach, etc. so we can get this all online faster (Think China!! ;))</p> <p>&gt;Would have liked to see more capital projects associated with cities giving increasingly more ROW to transit. ST Express is the workhorse of Sound Transit and could be even better if it had more HOV lanes, light priority, and other ways to get advantage over cars and out of SOV traffic.</p>
NORTH KING COUNTY	Why don't you try something radical, and build as much as you can, as quickly as you can. Multiple projects going on at the same time. The region desperately needs this system, but waiting until 2023 or later for segments to be completed is ludicrous. Build it all at once, so that the impact on our roads, which affects transit as well as freight and passenger vehicles, is mitigated.
NORTH KING COUNTY	Speed up the timeline

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	I really support this project, but the timeline is ridiculous. With all the people moving into the Seattle area, a 25 year plan to improve traffic is little better than no plan at all. What would it take to complete all projects in ten years? We need results that can be used within two-three years, yet the earliest completion date proposed is 8 years. Frankly, I'd be willing to pay double in taxes to get results in a timely manner.
NORTH KING COUNTY	Can we go faster?
NORTH KING COUNTY	These timelines are not acceptable. We need world-class transportation now. This country put a man on the moon in ten years and won World War II in four. Twenty-five years to complete these projects suggests appalling lack of creative thinking at the top of this organization.
NORTH KING COUNTY	Find ways to deliver faster. Put the emphasis on where the ridership is highest and demand is greatest. Ballard in 22 years? Have you visited there lately?
NORTH KING COUNTY	I recognize that project timelines are based on a wide range of factors including revenue streams, engineering work, and the environmental impact statement process. However, I would strongly urge Sound Transit to find ways to accelerate the delivery of critical light rail lines, particularly those serving Ballard, West Seattle, and Redmond.
NORTH KING COUNTY	The size of the package should be increased so that priority projects can be completed more quickly. People expect major transit projects to come online long before 2035 or 2042. We are willing to pay more taxes to bring these critical transportation assets to reality much faster.
NORTH KING COUNTY	I feel very strongly that we should focus on connecting all parts of our city before we expand out into the suburbs when it comes to the light rail. Ballard should be the first place we expand to, as well as West Seattle. It should not be tacked on as a last project 25 years from now. Right now, it's extremely difficult to get throughout the city with public transportation. My fiance travels less than 4 miles to work every day, but because of the way public transportation operates right now, he would have to take TWO buses to cover that short distance. Instead, he drives every day and gets very frustrated with traffic. We need to connect our city first!
NORTH KING COUNTY	Everything needs to be built FASTER. The people in this region are making up for time lost by our previous bad decisions of Forward Thrust and the original Sound Move plan. If ST3 passes, ST should be more aggressive in obtaining property rights, and building in the most time-sensitive manner. Furthermore, the size of the district should be increased to bring in more revenue and start planning for needed transit services and future expansions both across the Sound (Kitsap), the south (Thurston), and north (the rest of Snohomish County).
NORTH KING COUNTY	Get light rail to the NW part of Seattle first (e.g. Ballard). NW Seattle always gets the shaft. More buses are a waste of money. "Bus Rapid Transit" is a myth. It should not be a priority. I will definitely vote against any plan that puts buses ahead of light rail to NW Seattle.
NORTH KING COUNTY	I was reading that you may even be able to complete some of the projects faster than the proposed timeline given the increased use of the new light rail lines. I would like to see the completion times starting sooner than 8 eight years. I would hope you could find some projects that you could complete in 2-3 years given the increased revenue.
NORTH KING COUNTY	25 years is far too long, it should be reduced to 5 years!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	Up to 17 years to get lightrail to/from West Seattle is TOO SLOW given the enormous amount of residential growth in the community.
NORTH KING COUNTY	This needs to be done far sooner than fifteen to twenty years. That's stupid to take so long.
NORTH KING COUNTY	I would like to see Light Rail come to West Seattle sooner than 17 years. We are isolated out here on this peninsula with a lot of people and very few ways to get to Downtown Seattle without using the already clogged West Seattle Bridge.
NORTH KING COUNTY	22 year for Ballard? Thats crazy! We need it now! Taxes: opposed to sales tax, it's a regressive tax. Fully suport property tax!
NORTH KING COUNTY	25 years is way too long. I'd much rather see a 5-10 year timeline.
NORTH KING COUNTY	I think Ballard needs to be figured out quicker than 22 years from now. It is already a horrible commute. There also should be better cross-town (east/west) solutions in place for north Seattle - Ballard to UW, Lake City to Northgate, etc. - implemented quickly to take better advantage of the existing light rail development.
NORTH KING COUNTY	Ballard needs more transit options to get to various parts of the city. To get anywhere other than Fremont, downtown and the north, it takes 2 buses and over an hour. Especially since it is so far from I-5, this is a travesty. Frankly I am outraged to hear that nothing is going to change as far as Ballard transit is concerned for at least the next 22 years.
NORTH KING COUNTY	I probably won't be around in 17 years, though the impact of a lightrail to West Seattle would be amazing. That would cut my commute time down from over an hour, which would be a vast improvement to the current system! But timelines on this just seem so crazy far away.
NORTH KING COUNTY	We are lagging other cities with mass transit options. The addition of the two Link Light rail had an immediate impact on my behavior and I have used it consistently when needed to get downtown. This is despite having to walk/bike 2 1/2 miles to the UW station (there are no viable bus options time/location).  I would see what we can do to accelerate the schedule so that we catch up at a minimum.
NORTH KING COUNTY	Focus on light rail before expanding the bus system. If the light rail is done properly, the additional bus system modifications may change again.
NORTH KING COUNTY	Light rail to Ballard sooner!
NORTH KING COUNTY	To be quite honest, I will NOT vote for ST3, and will mobilize against it in my community if the Graham St Station timeline is not pushed up. Please include Graham St Station as an early deliverable system access project. Graham St Station is critical to allow one of the region's most transit-dependent communities to have walkable access to the light rail system. A plan that spends \$1 billion on suburban parking lots and requires us to wait 20 years for an inexpensive project that would increase walking and biking does not reflect the values of Puget Sound. I and many in my community will not vote for the plan in its current form. We need Graham St Station NOW!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	The completion timelines are ludicrous, we need public transit 10 years ago, not a quarter of a century from now. Whatever it costs to get it done faster is worth it, as it is costing the whole city money every day that our insane lack of infrastructure continues. Why not work on the whole system at once instead of building it in little pieces? Get the construction delays and troubles over with all at once, and be done with it. The payoff in the end is worth it. The only reason I currently do not use transit is because I work in the Central District and live in Ballard, and there is no way for me to get to work in less than ~90 minutes on the bus. This type of ineffective transit will eventually harm the whole region's growth.
NORTH KING COUNTY	I am disappointed in the length of the projected timelines -- I would love to see the West Seattle rail before my son (now 3) graduates high school.
NORTH KING COUNTY	<p>Light rail to Ballard needs to come first and far sooner, with West Seattle closely behind.</p> <p>Light rail from Ballard -&gt; UW needs to be fully included in ST3</p> <p>Focus should be on building out from the urban core to maximize return on investment.</p> <p>Light rail along Denny between LQA and Cap Hill/Madison Valley needs to be studied and shovel ready in ST3</p> <p>Light rail from UW - Eastside along 520 needs to be studied and shovel ready in ST3</p> <p>Construction of park and rides should be minimized and parking fees assessed.</p> <p>TOD needs to be scaled up around light rail stations - coordination with local jurisdictions for increase in zoning limits</p>
NORTH KING COUNTY	I support the prioritization but am not happy about the timelines. I understand SEPA takes time. Could planning be done more effectively in parallel? The all the alignments will not be known, but for those segments that are fixed will real estate be acquired, engineering started, etc? I know ST is doing everything they can to speed up the build-out, but I hope you are continuing to think creatively and aggressively.
NORTH KING COUNTY	Please hurry. We're all upset about our rapid growth and traffic. Thank you.
NORTH KING COUNTY	<p>Speaking as a Ballard resident, I must say that I am pretty dismayed that the light rail is slated so far out. Please consider prioritizing.</p> <p>Also, while I'm fine with most of the tax proposals, I am strongly against any increase in the sales tax, as studies show this tax disproportionately effects the poor. WA state already has the most regressive tax system in the country.</p>
NORTH KING COUNTY	It feels like this doesn't account for the increased density in Seattle, where roads are constantly being clogged.
NORTH KING COUNTY	The timelines need to be brought forward if any impact is to be made on the increasing transit issues in the city. Can alternative faster options also be presented to voters that may cost more money?
NORTH KING COUNTY	Move up completion of the Ballard to Downtown line. It is by far the most significant improvement in transit and will provide the highest return on investment to the tax payer.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	Waiting and paying for light rail to and from West Seattle is ridiculous. I am 63 and waiting 17 years for light rail... really and you want me to pay for it now? If you want my support and you would have it hire more people to complete all of the projects in a timely manor so we can get the city moving. I also wonder if you really expect the people of West Seattle to live here 17 years while paying for no benefit. How many of those people do you expect to move in 17 years? Sorry but no support here.
NORTH KING COUNTY	We need non-street level transit asap! It'll help make the Sound affordable for those being priced out of the region.
NORTH KING COUNTY	Please be safe while doing it, but move ahead ASAP.
NORTH KING COUNTY	Light rail to Ballard in 22 years is untenable and deeply erodes my household's support for this package. Please find a way to move this project forward on the timeline.
NORTH KING COUNTY	I feel like the Ballard line should be prioritized. As 22 years is a very long time, and Ballard is a very popular spot with less and less accessible parking options.
NORTH KING COUNTY	West Seattle and Ballard should be the first projects that are addressed. The current timeline is unacceptable, especially if both stay on the current population growth track due to endless condo projects. I'm not alone in comments about this timeline when I speak with friends, co-workers and neighbors who commute to the downtown core. As a resident of West Seattle, commuting options need to change in the metro area WAY before they do in the suburbs. We have NO dedicated bus lanes, not enough buses (we are often passed by at bus stops by overloaded buses during commuting hours) and there is no way to get to/from downtown in a timely manner during commuting hours without significantly impacting our personal lives. Unless West Seattle and Ballard are moved to phase 1 of this schedule, I will vote against the entire project.
NORTH KING COUNTY	Should accelerate timelines. Would support paying more for a compressed timeline... We need to complete this sooner!
NORTH KING COUNTY	The fact that the zoning laws have changed in the Seattle city limits whereby developers aren't required to provide an equal number of parking spaces per units created is nutty planning. If the city is trying to promote less cars, it would seem that it would be a priority to encourage the use of mass transit. Until there is better light rail, it is going to be impossible to leave or get into West Seattle--it sometimes takes 45 minutes to get off that bridge. There are so many apartment buildings going in here and there is NO or very limited parking associated with each of these buildings. I have a car on the street and if it was easier and didn't take so long to get from one place to another, I would consider giving it up completely. Ballard is the same way.
NORTH KING COUNTY	These are incredibly long timelines. I'd like to see more short term plans or more aggressive negotiating to shorten the timelines on these plans. Also, more progressive revenue sources.
NORTH KING COUNTY	I think the West Seattle and Ballard light rails should be priority projects as it is difficult to get in and out of these neighborhoods.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	Please bring the Bus Rapid Transit (BRT) on SR 522 and NE 145th Street in closer to the opening of the 145th light rail station. Also, the additional 300 stall parking structures along SR 522 - one in Bothell, one in Kenmore, and one in Lake Forest Park - to provide access to BRT is very important.
NORTH KING COUNTY	Construction is way to slow. I voted for light twenty years ago and it's just now being completed. Seattle needs better transit options, not in 25 years but as soon as possible. I was young when I voted in 1996 I might be dead by the time the next stage is finished. In 2008 I visited Shanghai, I bet between then and now they have built 50 times as much light rail as Sound Transit. Granted the political environment is way different but still, 50 times?!!! Come on Seattle isn't that backwards slow is it?  Sound transit should care more about getting stuff done then about political expediency and inclusiveness. Have a vision and make it succeed before we are all dead.
NORTH KING COUNTY	Projects are important and important to get right, but 25 years is an incredibly long time from now.
NORTH KING COUNTY	Build it quicker.
NORTH KING COUNTY	If sales tax increases by 1.0% (a large number, but with potentially wide support), could most initiatives be completed within 8 years?
NORTH KING COUNTY	It's a shame the completion timelines are so far out -- I would strongly support every aspect of this plan if there was a way to devote the money and human labor to make it happen faster. I don't even know if I will live in this area when these projects are complete. It's all very needed, however, and I'm glad there is a plan underway to increase public transit.
NORTH KING COUNTY	I wish this could all be done 10x faster.
NORTH KING COUNTY	I know it is difficult, but we really need these rail expansions like yesterday. Happy to pay more or live with the disruption of cut-and-cover to move this up by five or ten years.  I also strongly feel like cross-town Seattle rail routes are essential. Cross-town (east/west) travel in Seattle, especially along 45th or Mercer/Denny is unspeakable. Would truly love to see Ballard/UW, or a Metro 8 subway line - again, happy to pay more or live with the disruption of cut and cover for awhile. Horrifying to me to think these essential projects might be 40 years out!! This is so necessary.  Seattle is growing rapidly and we need to move quickly. I know Sound Transit is just keeping it real about the political realities of doing business in this town (and I appreciate the honesty), but anything we can do to speed this process is greatly appreciated.
NORTH KING COUNTY	Taking way too long. The transcontinental railroad was built in a fraction of the time. Sound Transit should look at a private-public partnership and get the work done faster. 40 years is too long to wait to relieve traffic congestion.
NORTH KING COUNTY	Focus on solving Seattle's traffic issues before expanding to surrounding suburbs.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	I feel like Seattle is already behind in transit would support a faster timeline.
NORTH KING COUNTY	My experience is traveling from West Seattle to Ballard and back every day. I travel by car. I wish I could travel by bus or light rail, but the bus is too slow and uncomfortable (packed) and light rail doesn't exist on this route. 17 years! By the time it is done it may not be of any use!
NORTH KING COUNTY	More aggressive financing should be used to securitize future tax receipts, allowing project timelines to be accelerated. I'm sure the muni departments at a lot of big banks would love to talk to you. In addition, projects in areas with the highest forecasted population growth should be prioritized.
NORTH KING COUNTY	I understand that projects of this scale take time but light rail projects should be priority, seeing they add no congestion to any roadways. A faster timeline to light rail expansion is needed.
NORTH KING COUNTY	Focus should be more downtown areas and then expand to other surrounding areas. We needed to fix the infrastructure of Seattle first.
NORTH KING COUNTY	The project phasing plan represents Sound Transit's priorities -- which appear contrary focusing on higher ridership areas first. This is a peanut butter approach to extending light rail to the ends of the earth first and then going with denser more productive areas like light rail to Ballard and West Seattle near the end. I cannot in good conscience support this draft plan, as written. A revised system plan should prioritize at least one of the Seattle corridors to finish it in the late 2020's and work on the 2nd downtown Seattle tunnel should begin immediately after the successful vote. That will take time and effort for environmental considerations, engineering, etc. Lastly, I won't support a diversion of light rail to an industrial area like Paine Field or lots of excess publicly built parking. Parking should be accommodated as part of TOD-planning and private developers should provide parking as the market will bear. This will help save money to speed up the extension of light rail.
NORTH KING COUNTY	I sincerely wish that the West Seattle transit improvements would be on a shorter time line.
NORTH KING COUNTY	This is too many years away. Can we build it faster?
NORTH KING COUNTY	It seems like it only makes sense to prioritize the extension that would add the most new riders to the system first. The Ballard to Downtown line is such a vital piece of the system that it should be moved to the top of list of priorities with a much sooner completion date target.
NORTH KING COUNTY	Anything that you're saying take more than 15 years should be in a future proposal ST4...ST5...  GET IT ALL DONE IN 15 YEARS OR LESS...CHANGE A YOUR MINDSET TO 'POST NATURAL DISASTER REBUILD' AS APPOSE TO YOUR 'PLAY IT SAFE' OR 'SLOW AND STEADY' CONSERVATIVE APPROACH!!!
NORTH KING COUNTY	Complete the Seattle components far earlier. They are essential. Tax Seattle residents more if necessary to fund earlier completion.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	Timeline is far too long - 22 years until Ballard? And the first line will be open in 8 years? The first 28 miles of BART began running 8 years after construction first started ( <a href="http://www.bart.gov/about/history/history3">http://www.bart.gov/about/history/history3</a> ). I support ST3, but you have to figure out how to reduce the timeline. Maybe 8 years is unreasonable, but under 20, at the very least.
NORTH KING COUNTY	When I originally saw the plan, I considered the project completion times to places like Ballard and Tacoma to be par for the course in terms of large infrastructural expansions. However, this article ( <a href="http://www.thetransportpolitic.com/2016/04/06/youve-got-50-billion-for-transit-now-how-should-you-spend-it/">http://www.thetransportpolitic.com/2016/04/06/youve-got-50-billion-for-transit-now-how-should-you-spend-it/</a> ) has changed my mind significantly. The plan's focus should be on expected ridership. In the long run, expansions within Seattle will have more riders, generate more revenue, and cost less for the tax payer. Though not immediately "fair" or "equitable" to suburban commuters, building rail in denser, more rider-prone areas is wiser prioritization. Leveraged in the way of the article I provided, a plan with more expedient light rail construction within Seattle and to Tacoma could surely pass in November.
NORTH KING COUNTY	We need to open Ballard to West Seattle LRT as soon as humanly possible. We need to speed up the timeline. This is THE most critical project in terms of ridership and cost effectiveness in the entire ST3 project, next to BRT improvements to the existing RapidRide C and D lines which are relatively cheap and very important.
NORTH KING COUNTY	Transit is terribly behind demand. Compare this city to Vancouver, BC where they have an automated metro system to efficiently carry people as well as an expansive above ground system. Link is nice, but lacks the convenience and efficiency of a true metro that the city deserves. I'm extremely supportive of public transit, but the programs you're embarking on now should have been completed decades ago.
NORTH KING COUNTY	The timeline is too long. We are a transit supporting household but are leaning towards voting no due to the timeline. The Ballard and West Seattle light rail lines need to be prioritize before the other light rail projects. I say this even though I do not live in these neighborhoods and am dependent on the overcrowded E Line for my transit needs.
NORTH KING COUNTY	Ballard service and center city light rail improvements are coming too late in your priorities list. 22 years is too long for Ballard given the potential for ridership. Should be a build out from the center approach.
NORTH KING COUNTY	This project must be completed in a faster time frame. There must be a way to expedite the process. Multi projects should be simultaneously being performed.
NORTH KING COUNTY	Must spend more to get it done faster. And Ballard should be 1st in timeline.
NORTH KING COUNTY	It would be nice to have it faster and cheaper. \$50B seems like a lot of money, but maybe it would help to see how that is broken down by station and extension of rail and how it compares to the cost of building the existing links.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	<p>The timeline is way too long, and this is perhaps the biggest problem. Other cities larger than ours have completed comprehensive subway construction in half the time we're proposing to have a single line done. The timeline is unacceptable. For transit options that we need tomorrow, we can't wait until existing workers are retired or dead.</p> <p>Also, at-grade rail to Ballard with a drawbridge holdup is two steps back. Mass transit rail should avoid being at-grade wherever possible.</p>
NORTH KING COUNTY	<p>I would strongly support both the plan and the funding if priorities were changed. West Seattle and Ballard should be moved way up on the list. These neighborhoods have been hugely impacted by urban growth and largely bypassed in planning.</p>
NORTH KING COUNTY	<p>Link to North Seattle should be moved to the front of the projects list. More people live north and commute to downtown than live on the Eastside.</p>
NORTH KING COUNTY	<p>We need this yesterday not 17 years from now. Why is it going to take this long? By the time it gets built it will be outdated.</p>
NORTH KING COUNTY	<p>The timeline for completion is far too far out.</p>
NORTH KING COUNTY	<p>I am a homeowner and daily light rail user in Columbia City. So as a property tax payer, I'm all for this plan! Seattle is already a large major city and we need the infrastructure of a major city -- most importantly, light rail. Grade-separated transit is a necessity in any large city, but I'd argue it's even more important in Seattle, where there are so many geographical constraints that bottleneck traffic. I moved from Wallingford to Columbia City in large part so my commute didn't involve having to drive over bridges. I respect wanting to "build the spine" and get light rail to other places, but I think it needs to be prioritized *first* in Seattle's urban core. That's where you'll get the most riders and the most political support. It's a game changer to take light rail to work/school, as thousands of people in Capitol Hill and UW are now realizing. Expand on that! And I would love to be able to ride these lines before I'm deep into middle age.</p>
NORTH KING COUNTY	<p>The projects are definitely important, even at the current timeline, but the long lead times are dismaying. I plan to vote for ST3, but I think a lot more people would be a lot more enthusiastic if they believed some of these services would be available while they are still active commuters. An East-West line between Ballard and UW should definitely be added.</p>
NORTH KING COUNTY	<p>Why are the projected timelines so far out? Is this because of funding, or construction logistics?</p>
NORTH KING COUNTY	<p>22 years for the Ballard light rail is too long a time horizon</p>
NORTH KING COUNTY	<p>Shorter timeframe for light rail expansion</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	In my opinion ST3 will not pass unless the timeline for the Seattle light rail project is pushed up towards the front of the project. We desperately need improvements within the city of Seattle to ease congestion before looking to the suburbs. The city of Seattle has the greatest number of people who will come out to vote either for or against ST3, it is in my opinion that if you rearrange the timeline and put the Seattle improvements first ST3 will pass, and if you don't, it will likely fail.
NORTH KING COUNTY	I don't live in Ballard, and wouldn't use that line much, but I know from studies that the potential impact of that line in terms of ridership is massive. As a lifelong Seattle resident, my own interest is in spending out limited dollars where we'll get the highest regional impact, and that's starting with a GRADE-SEPARATED line to Ballard and new downtown tunnel. This project can not wait--to put a Redmond extension in line before something with this type of impact is nuts.  Additionally, the focus of stations absolutely needs to be transit-oriented development, supported by walkable, bikeable, and transit-linked neighborhoods. Parking is wasted \$!
NORTH KING COUNTY	An east / west connector in Seattle should be a HIGH priority (Ballard and West Seattle). With that, you have my full support. Without that, I will not be supporting this package.
NORTH KING COUNTY	I'm sure everyone is saying this, but I wish all of this could be completed sooner! Thanks.
NORTH KING COUNTY	Even though the time frame for completion is 25 years, I think it's important to keep these projects moving forward. If the population continues to grow as rapidly as it is now, making sure people can easily and affordable get around is paramount. Invest now.
NORTH KING COUNTY	It would be nice if these projects could be completed sooner.
NORTH KING COUNTY	I think the timelines are too long. I would like to see HUGE transparency and accountability for the money. The 520 bridge was a horrific waste of taxpayer money and now we're watching it again with the viaduct. After 30 years in Seattle, the money we have funded over and over again for projects is like watching it circle the drain and ultimately disappear. Those in charge are not paying attention and I am against giving folks anymore money to continue more projects they are not capable of completing on time and on budget. We all seem to have to manage our money for good use and I suggest the City/County/State start operating under the same intention.
NORTH KING COUNTY	With the huge increase in the number of people living and working in South Lake Union, I would urge that the light rail to Ballard be put at the top of the light rail schedule. I strongly support any and all increases in reliable, car-free transportation in Seattle and the surrounding areas.
NORTH KING COUNTY	I understand the Seattle light rail projects are expensive and will take a long time to build out, but I'd love it if the Graham Street infill station and the 130th street station could come on-line sooner than what is in the draft proposal. I also understand that folks in Snohomish County are down on the 25 year timeline in getting light rail to Everett and I'd be interested in floating a timeline that removed the routing through Paine Field as a trade off for a shorter timeline.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	It is a shame that it is projected to take decades to finish what seem to be small components of this plan. We need better mass transit now! Isn't there any way to make this move faster? Also, lack of parking at light rail stations limits their use.
NORTH KING COUNTY	Why wasn't this done sooner? I'll pay \$200 per month just to get this done faster.
NORTH KING COUNTY	The light rail to West Seattle should be the first priority and completed sooner. Just look at all the new condos and apartment buildings being built in West Seattle with no additional transit capacity added. C line buses are already packed to the gills during commute times. This is only going to get a lot worse. In not other region of West Seattle, other than South Lake Union, is so much additional housing being added. This implies that West Seattle should be the highest priority for light rail expansion.
NORTH KING COUNTY	8 years to add new bus lines? That seems like a very long time for something that doesn't require heavy amounts of new infrastructure.
NORTH KING COUNTY	With the amount of new construction of large residential complexes (apartments and condos) in Ballard, transit service will need to be improved on a quicker timeline.
NORTH KING COUNTY	Link to Ballard should get top priority and not take 22 years (!!!!).
NORTH KING COUNTY	A 25-year plan is difficult for many/most tax payers to comprehend. If there is a way to pay higher taxes earlier and get some key quick results, then reduce taxes over time to complete the later project items, that may be more tangible to the community. Paying higher taxes now and not seeing any of the improvements for eight years will probably generate a lot of resistance. I, personally, use public transit whenever possible and support public transportation initiatives - buses, trains, safety for pedestrians, etc. - consistently. However, I have the benefit of a reasonable living income to pay the taxes and transit fares, while many people are not so fortunate.
NORTH KING COUNTY	I would be willing to pay more in taxes if it meant transit projects, primarily light rail, could be completed sooner.
NORTH KING COUNTY	How would speeding up the timeline of the implementation impact the budget? Waiting 25 years for a full regional transportation system is too long, particularly for an area that is growing as rapidly as the greater Seattle/Tacoma area.
NORTH KING COUNTY	Too long of timelines. I'd gladly pay more in taxes to get this done sooner.
NORTH KING COUNTY	Currently the cities bus systems are not utilized all that much. By adding BRT there will be much benefit as far as reduced congestion and people are generally opposed to riding busses regardless. What really needs to be expedited is the building of the light rail. This will allow people to easily commute into downtown from the outer city limits. Additionally main arterial roads/bridges that can be easily & rapidly built will allow people driving to get through the city easier, especially since there are so many people that are forced to live outside of the city limits and commute downtown to work. Seattle's roads and transportation has been neglected long enough and it is important to gather the correct amount of data that actually support what should actually be completed first in order to reduce congestion.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	in addition to expressing approx how much the ST3 plan will cost the avg resident per year, why not also ask how I'd feel about higher costs in return for getting the ST3 plan done? What would it cost to get it all done in 10 years?
NORTH KING COUNTY	With the densification and population increase in Seattle, I believe that there is a higher demand for light rail expansion (Ballard, West Seattle, Downtown Tacoma) than the other projects mentioned, and I would personally like to see these given priority over regional bus lines, which do less to prepare the region to accommodate growth, and do little to encourage walkability and transit-centered development.
NORTH KING COUNTY	Is there any way to speed it up?
NORTH KING COUNTY	The sooner the better! And increase light rail times and size of the rail during peak hours currently- it is already incredibly crowded.
NORTH KING COUNTY	Project timeline is unacceptably long. Another 22 years for light rail to connect Ballard to downtown? 17 years for West Seattle? And the Ballard to UW line is merely a feasibility study? Not good enough. We've been waiting decades already. Now that Ballard been reclassified as an "urban village" with the commuter complexities that accompany increased density, we need a light rail solution within 5 years, not 22. The only reason the monorail wasn't constructed is because ST supposedly had a light rail plan at the ready and voters supported that idea. A 2038 completion date is not what voters were promised. Obtain the necessary funding via taxes or otherwise and start breaking ground on these critical projects ASAP.
NORTH KING COUNTY	More! Sooner! Faster!
NORTH KING COUNTY	The future investment study connecting west-east ballard to UW needs to happen and be incorporated. This is a major transportation bottleneck currently and would be well used.
NORTH KING COUNTY	Why would you even bother with the current timeline. Cars won't even exist by then. Children being born right now will never learn how to drive. What makes you think that by the time it is finished the transit plan will be even remotely effective?
NORTH KING COUNTY	I think the focus of ST3 should be on improving commute times from the suburbs and outlying areas that have been supporting Sound Transit for the past 20 years and will not get light rail until 2023 or later. Although I work and do most of my shopping, errands, etc. in Seattle, I believe that Ballard and West Seattle residents have much shorter commute times and more transportation options than people in Everett, Tacoma and the suburbs. BRT on I-405 should be the first priority and should happen in less than 8 years and extending light rail to Everett and Tacoma needs to happen in less than 17-25 years. Everett and Tacoma commuters often spend more than an hour commuting each way on a daily basis. This needs to change as soon as possible. Perhaps Sound Transit could open one station at a time along the routes to Tacoma and Everett as they are completed (similar to the Angle Lake extension now being completed), rather than taking a longer period of time and opening several stations at the same time (such as the Northgate extension, which includes the U. District, Roosevelt, and Northgate stations all opening by 2021).
NORTH KING COUNTY	MAKE ALL THE LIGHT RAIL HAPPEN FASTER PLEASE PLEASE PLEASE

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	So glad to see this plan. However, the projected timeline is so far out. I really wish these goals could be reached in at least half the time, if not sooner.
NORTH KING COUNTY	Shorten the timelines!
NORTH KING COUNTY	In 2016 there is no excuse for this proposal to take 25 years. Many of these projects were needed 25 years ago. Amp up the timeline, the full proposal should be achievable within 10 years. I would not be opposed to higher taxes to support this, but the current timeline is unacceptable.
NORTH KING COUNTY	Out of curiosity what makes these projects take so long?
NORTH KING COUNTY	how about bake sales dot rest stops auctions jerry lewis telefons,sound transit employees holding up begging signs people leaving sound transit in their wills so it will be paid by people that can't afford the 200 dollars a year tax can be included even if they are bums ,leaches,disabled unemployed foriegners,nonvoters outerspace aliens,give people work instead of outsourcing.YYYYYYYYYYYYYEEEEEEEEAAAAAHHHHHHHHHHH!!!!!!!!!!
NORTH KING COUNTY	You seem bound and determined to serve the east side and it seems to be at the expense of the north. Boeing. Have you even looked at the parking situation for those workers?
NORTH KING COUNTY	We need light rail connecting neighborhoods in downtown and commuter trains that connect outlying cities to downtown. We should not waste time and money on buses. Sure they are cheaper and quicker to set up, but they do nothing to alleviate the congestion problem and are unreliable and not much faster or nicer than driving.  There must be a way to complete light rail extensions to West Seattle and Ballard in 10 years or less. If it costs twice as much to finish it in half the time I am sure citizens would be all for it. Additionally, with the influx of capital from facebook, google, Uber, etc expansion this should be a reality.  European cities have built vast rail networks in a fraction of the time that we are proposing and many decades ago when construction technology was less advanced. How can we not do better?
NORTH KING COUNTY	They should hurry up. We needed this yesterday. No one can afford to live in Seattle anymore and its next to impossible to get into Seattle for work during peak hours.
NORTH KING COUNTY	The 20 year time frame for building the infill station at Graham Street (which was included in the initial plans of LINK going through the Rainier Valley) seems excessive. Shortening this time frame would allow many communities of color be able to easily access LINK including the temple at MLK and Graham as well as the Filipino Community Center just a few blocks north of Graham Street. Please, please, please shorten the time frame for this simple infill station.
NORTH KING COUNTY	I support these plans to expand non-road rapid transit - particularly below ground subway lines - in part because I wish Seattle had done it decades ago, so let's get it moving now!
NORTH KING COUNTY	I would like to see inter-city light rail (like to Ballard) and parking at stations prioritized.
NORTH KING COUNTY	Ballard to Downtown and West Seattle to downtown should be priority. Connect the neighborhoods and then expand outward.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	Believe the Boeing Access Road should be scheduled earlier than 20 years. Really support any places where light rail, BRT, and train can all connect to help provide more access and more available transitions between modes of transportation.
NORTH KING COUNTY	Ballard and West Seattle....now!
NORTH KING COUNTY	I strongly support the Boeing Access Light Rail Station but can not support it in 25 years we need to do it now. It is relatively inexpensive and easier than many other projects in terms of time.
NORTH KING COUNTY	Anything expected more than 15 years out is just speculation as far as I'm concerned, not something I believe will happen.
NORTH KING COUNTY	Light rail to Ballard in TWENTY TWO YEARS?!?!?!?
NORTH KING COUNTY	I would love to see the Everett light rail completed in less than 25 years. I would use it daily to commute from Seattle.
NORTH KING COUNTY	This all has to be faster. By the time even this plan is built, I will be retired.
NORTH KING COUNTY	Let's get the Ballard light rail done by 2025. It'll be expensive upfront, but Seattle residents will be happier paying for it when they'll actually get to use it in their lifetimes.
NORTH KING COUNTY	I realize this all takes a while to pull off but some of these timelines are very long. Population is exploding and where will we be in 10, 15, 20 years? I believe light rail really needs to be prioritized from Everett to Tacoma and to the Eastside and get more people off the highways and freeways. That would help a lot.
NORTH KING COUNTY	Need to find ways to move faster - even if it means doing things in increments.
NORTH KING COUNTY	I wonder if there's any way to get the bus improvements done sooner to take some pressure off while the light rail projects are getting done. There are a lot of areas asked about in the survey/covered by the plan where I essentially never go, so don't know what their priority should be.
NORTH KING COUNTY	Some higher priority extensions should be completed sooner (Seattle to Bellevue / Redmond, etc.)
NORTH KING COUNTY	build the segments with the highest ridership and most cost effective first i.e. Ballard rail  don't waist money going to Paine field, run shuttle bus to Sr-99 alignment of Everett link
NORTH KING COUNTY	Timeline is too long!!!
NORTH KING COUNTY	speed up this process! We elect leaders to solve problems, not to have endless debates/studies/surveys.
NORTH KING COUNTY	Strongly support \$200 per year, though not forever. For how long? The 25 years to complete if?

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	<p>Whenever possible, distance and new legs should be focused on over having many stops. We need encompassing transit ASAP. That might make some stops more expensive to add later, but getting people in and out from various areas should trump having easily accessible stations in all of those areas as long as busing can cover the last mile in the meantime.</p> <p>Also, I don't know if the capability for having trains pass each other has been built into the system. It would be amazing to have some portion of trips be Express trains that only go to three or four places in the current system. For example, right now that might be University, Downtown, and Seatac, or possibly another around Othello. This would make for some amazing fast commuting for people that live on the opposite side of the line.</p>
NORTH KING COUNTY	<p>the timelines are way too long. I will be retired before there is light rail to my area and dead before there is light rail to Ballard but this needs to happen.</p>
NORTH KING COUNTY	<p>WAY too slow, you can't ask people to pay this much for something that many people will have moved away, died, or become elderly/less mobile by the time it's finished! 25 years is inexcusable!</p>
NORTH KING COUNTY	<p>Rail service will take time to work out, but 15+ year timeline is bonkers. We need more rail service now. We needed it 10 years ago. To get cars off the road we need rail. Not more buses. Do Anything you can do to speed up the timeline on rail service.</p>
NORTH KING COUNTY	<p>I really wish we were interested in INCREASING funding so that these projects could be completed FASTER (perhaps before I'm at retirement age). I'm particularly interested in being able to commute efficiently between West Seattle and Bellevue.</p>
NORTH KING COUNTY	<p>Projects like Ballard that have a potential for high ridership numbers should be completed in a more timely manner.</p> <p>Light rail should be expanding to lower income communities, more specifically to those communities listed on the map that are south of the proposed West Seattle station. Increased accessibility to downtown Seattle should, in theory, increase income levels in those areas. In my opinion, this is more important than continued expansion to communities in the Eastside.</p> <p>ALL light rail should be grade separated.</p>
NORTH KING COUNTY	<p>It is hard to understand why progress has to be so slow. 5 more years to get the system to Northgate seems hard to accept. Also I have found the trains too crowded after Capitol Hill and UW Stadium opened. While certainly supportive of improved transit, I would not give the agency an excellent grade. (And don't even mention the business with street cars.)</p>
NORTH KING COUNTY	<p>I only wish it were happening more quickly, waiting decades is painful, but I'm glad to see transit progress is happening.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	I know ST is for the whole puget sound region, but if we want people to ditch their cars and take light rail, the train needs to get them close enough to their final destination. That's why I think it is important to shift immediate focus to projects connecting the system to more locations in Seattle; Belltown, Interbay, Ballard, Fremont, West Seattle. Capitol Hill and UW stations are an amazing start. And coming northgate and east side stations will give more people easy access to the light rail. But I think we need to focus on improving connections in Seattle before moving further outside.
NORTH KING COUNTY	Far too slow to respond to very urgent transportation needs!
NORTH KING COUNTY	Very disappointed in the West Seattle timeline being 17 years for light rail; disappointed in the entire timeline. We need solutions now!!
NORTH KING COUNTY	Priority should be given to projects that truly alleviate congestion and expand where people can work and live throughout the greater Seattle area.
NORTH KING COUNTY	I understand that a project of such large scope should take time to complete, but I don't understand why creating light rail connections between Ballard and West Seattle should take anywhere close to twenty years. At that point, it seems more prudent to draft a mass transit system that could accommodate the expected needs of the Puget Sound region twenty years from now.
NORTH KING COUNTY	You really need to accelerate the i90 corridor plans in Seattle. The majority of commuters are going in and out of Seattle/Bellevue. This should really be the priority. Next we don't need a second downtown Seattle tunnel. You can use the one we have and add extensions to the rail lines we have now.
NORTH KING COUNTY	This plan will take too long. Transit is needed now!!
NORTH KING COUNTY	For the major extensions of light rail, can partial extensions be brought into operation sooner than waiting until the whole line is completed.
NORTH KING COUNTY	I really think the Ballard connection's timeline should be moved up if at all possible.
NORTH KING COUNTY	Overall I like the plan. I just wish and hope the timeline can be accelerated. We need solutions like this as quickly as possible and can't afford to wait decades for completion.
NORTH KING COUNTY	Timelines are way too long to make a meaningful change for people to commit this much tax revenue now.
NORTH KING COUNTY	Build light rail to Ballard and West Seattle faster. 17 years is a ridiculously long time.
NORTH KING COUNTY	Why does it have to take so long? I could be dead by the time this is finished.
NORTH KING COUNTY	This needs to happen faster than the current timeline. We can't wait 17 years for West Seattle to be connected to downtown with the kind of explosive growth that we are seeing. The bridge cannot handle all the commuters being added by developers to the area.
NORTH KING COUNTY	Please figure out how to build it faster.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	<p>We can't wait 25 years for this to be completed. Timelines should be stepped up.</p> <p>Parking at light rail stations in the outer areas need to be maximized ie parking structures vs parking lots. I live near the Tukwila light rail station. I would take the light rail into Seattle more often, but most of the time there is NO place to park. It's too far to walk and taking a bus for the two miles adds 30 mins to the trip. That means over an hour to get into downtown Seattle. I can drive in faster.</p> <p>Some of this money should be used to subsidize operational costs to lower fares for a set time period to build ridership. Make public transit so cheap it becomes the obvious choice. Once dependency is established, fares can gradually raised.</p>
NORTH KING COUNTY	20 years to get a light rail station at Boeing???? That's insane.
NORTH KING COUNTY	25 years?!Need to do these projects sooner than later.
NORTH KING COUNTY	It makes no sense for it to take 22 years to get light rail 5 miles from downtown to Ballard. Find a way to do it in 5 or less. We needed light rail 20 years ago. Stop pussyfooting around and build it. I would gladly pay more if it was delivered sooner. We built the transcontinental railroad in 6 years. Please find a way to deliver sooner.
NORTH KING COUNTY	Waiting 25 years for all of this will be unfortunate. The region needs this all now. The openings of University and Capital Hill are exciting and show the promise. Can any of this be done in parallel like Ballard and West Seattle? Can stations be started in parallel while tunnels are dug? The sooner we can get more cars off the road the better we will all be.
NORTH KING COUNTY	When I first saw light rail was coming to Ballard, I was excited to bring my kids to opening day. Unfortunately, after running the numbers, I discovered the 22 year timeline was such that I'll have time to get married, buy a house, have two kids, and and then have them both grow old enough that they don't want to hang out with me anymore. Please reconsider.
NORTH KING COUNTY	Something needs to happen to improve the increasingly worse traffic situation between the Ballard area and downtown. With the number of residential units planned for the area it is only going to get worse. Light rail in 22 years seems like a bandaid that will be much to small. I very much realize the region as a whole needs fixes, but Ballard seems to me to be the one which would benefit from light rail the most. There just doesn't seem to be space or infrastructure for improved bus options.
NORTH KING COUNTY	The timeline seems much too slow. If financing is holding it up, we should explore ways to borrow money, it's cheap right now! Let's make expanding our transit system our top priority and give it the urgency it truly requires. Past generations have let us down by failing to build transit systems. We need to do the right thing for future generations.
NORTH KING COUNTY	King county needs full light rail as soon as possible. I wish there was a way to speed up light rail. Buses are just a stop gap.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	<p>You guys have got to figure out a way to speed the timelines of these projects up, or have multiple projects being undertaken at once. I didn't list the ballard tunnel as one of my top two priorities, but a 22 year wait for light rail service to that part of the city is insane and honestly, a bit inexcusable.</p> <p>If it's a matter of resources, I would have like to have seen what the cost would be for an accelerated project timeline compared against the one submitted in the draft plan. \$200 per year doesn't seem excessive, but if we had the option to compare it against \$350 per year to see service provided 20% faster, or \$500 per year for services to be provided 30% faster... that would have been helpful.</p> <p>I'm a strong supporter of the mass transit movement. Keep doing the good work.</p> <p>-Nick</p>
NORTH KING COUNTY	Please prioritize Link to Ballard and West Seattle
NORTH KING COUNTY	My concern is that projects slated to be completed in 12-25 years will be deprioritized as future issues or activities arise and that will alter the projects planned that far out or that initial projects could take too long and later projects would not have funding and be pushed out even further. With the tunnel and 99 viaduct projects already being started, I am concerned that the alternative options for the north/south traffic will be greatly impacted with limited options available in the next five years.
NORTH KING COUNTY	Density in central Ballard has been increasing extremely rapidly for several years--apartments, condos, and townhomes are springing up everywhere, often with zero off-street parking for their residents. We've been assured that these new residents will be using transit and many won't even own cars. You know, because that's how millennials roll! OK, let's say I believe that. So...where is the increased transit to keep pace with the increased density? And by transit, I mean light rail, not buses. Please prioritize Ballard. Given the population growth here, the 22-year projection is more than a bit insulting. Thanks.
NORTH KING COUNTY	Timelines for BRT should be accelerated with needed stations and parking built soon.
NORTH KING COUNTY	Light rail to Ballard should come much sooner, will have high ridership and generate revenue.
NORTH KING COUNTY	Needs to happen faster ... light rail in particular
NORTH KING COUNTY	Build the urban links sooner than twenty years hence. Ballard, in particular is becoming nothing but blocks of apartment clusters without parking provisions. Busses alone will not serve residents of this population adequately.
NORTH KING COUNTY	All the projects are urgent, and we hope that they can be expedited earlier than indicated.
NORTH KING COUNTY	All the rapid rides have come online in last 5yrs, so why is it going to take so long to extend/augment them in these plans? Those should be able to be put in place within a couple years with other extensions taking longer (due to stations/tunnels/tracks, etc.)

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	The plan should focus close in before far away. It's more important to link up Seattle with Seattle before going out to Lynwood and Tacoma. Prioritize what would get the most cars off the road realistically. Parking for transit is more important than the priority that has been place on it in the past. If people don't have easy access and need to drive to take transit, they need a place to put their cars. Driving is a reality that thousands of people do daily and won't quit doing if transit is not easy for them.
NORTH KING COUNTY	The timelines seem too long; I would think that these projects could be completed in 60-70% of the timelines identified in question 12
NORTH KING COUNTY	Raise the more funds in the short term: to add more transit options, especially light rail in Seattle and to speed up the timeline. Raised funds should come more fromt he rich, such as extra tax on homes with a high value, or income tax on high earnings. Not a sales tax that hurts the poor and middle class more than the rich.
NORTH KING COUNTY	I support building the right transit services as opposed to building politically expedient projects and timelines. So the Ballard and West Seattle lines are more important from a transit perspective than the Issaquah line. Also an east/west line connecting Ballard and Wallingford and u-district is high priority.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

<p>NORTH KING COUNTY</p>	<p>The Ballard line is the single most important project. The West Seattle line and the Everett extension are far less important and better served by BRT and sounder rail, respectively. With that in mind, The Ballard Line should be promoted over the latter two in priority. I-405 brrt is absolutely necessary and should be completed before or coincidentally with the Lynwood extension to form a connected Lake Washington network.</p> <p>Get better signage for all below-grade stations! If you don't know exactly where to look for the downtown station entrances, they are hard to find!</p> <p>The West Seattle line should be built with a future extension to White Center/Burien/seatac in mind. The new downtown tunnel should run along 5th ave with the "midtown" station between Madison and Spring in order to connect with the developing Madison street BRT. Consider building the Ballard line with capacity for longer trains along with similar upgrades to the south line. Because West Seattle link will rely heavily on connecting buses, the Alaska Junction station should be coordinated with SDOT for a unified transit station accommodating area buses. Consider a pedestrian bridge between the stadium station and the stadiums.</p> <p>New link cars should have ample bike/baggage areas and specific stations should have plenty of covered bicycle parking, especially Alaska Junction, Federal Way, Ballard, Smith Cove, and South Lake Union, where potential is high for bike/train commuting.</p> <p>Graham street station is a low priority, but make sure to include heavy TOD to make the most use of it.</p> <p>The Paine field routing is really dumb. Very few employees live in transit-accessible neighborhoods, so they will not use this. Paine field only makes sense if it can serve both employees and future travelers of hypothetical commercial flights, but a single station could not very well serve both, so Paine field is really just an expensive, low-ridership detour. Please do not build to Paine Field! Consider not building the Everett extension at all, because everett is can be fully served by sounder, most people in the area will not use transit anyway because development is so spread out and car-oriented, and the funding of this line can be used for more important projects. Instead just improve sounder and implement BRT to Everett.</p> <p>If it may ever be a possibility to convert the Tacoma line to the same system as the rest of link, make sure that the TCC extension is as</p>
<p>NORTH KING COUNTY</p>	<p>It seems that this timeline will not be really solving the current issues and will leave up to 25 more years of current traffic levels. It seems to me that it would be a priority to get things rolling immediately and maybe put extra buses on or something to cover the future light rail areas/get the buses running in the shoulders or in their own lanes. As a taxpayer I would like to be able to use the transportation as soon as possible.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	<p>The I-5 corridor is currently above capacity so the proven abilities of Sounder south should be immediately invested in. Any increase in route miles, train length, train frequency, or days of operation to entice more riders will help relieve congestion south of Seattle. The Sounder north is not an acceptable alternative route into to Seattle due to it's alignment along the coast away from the the highest housing density and also the threat of landslides. The expansion of the link light rail north to Lynnwood and Everett is the most pressing project in this plan due to it's grade separated nature. It seems imperative that this project be completed sooner than purposed.</p>
NORTH KING COUNTY	<p>Tax tax tax tax tax rich people, tax land, tax salary, tax everyone but the poor and middle class. Make this more ambitious and do it as soon as physically possible. Now. Right now. Do it.</p>
NORTH KING COUNTY	<p>I was completely onboard with the rail aspects (and supportive of the bus aspects, even though that's not what we should focus on) until I saw the timelines.</p> <p>The timelines are a complete joke. You have to be kidding right? 8 years to add more buses? Really? Buy some buses and put them on the road - it is not that hard. 22 years to build rail to Ballard? That's pathetic - my neighbors (98107) drive in to the city because it's much faster than the buses and they don't have to traipse through the rain and darkness, then wait an unknown amount of time for the bus. Since people have to have a car in this city (excluding primarily cap hill and belltown), as soon as they can afford it they'll abandon the bus.</p> <p>Transit in Seattle will continue be terrible (and getting worse every day - those 1MM people are going to need to get around and since things won't be done for two decades, they'll drive) until the powers that be prioritize a bold plan to actually make it possible to get around the city reliably with mass transit - sitting in traffic on a bus while I miss my kid's soccer game is only mildly less terrible than sitting in traffic in car. At least in my car I don't have to deal with offensive odors and questionable stains - I know where the stains came from ;)</p> <p>Seriously though. Go faster. At least TRY to go faster. If we want to be a first class city and not some podunk outpost of South Alaska, we need good transit and we need it now. The groundwork for this should have been built back in the 70s - I bet the federal govt would've paid for a big piece of that with the oil crisis - but without a time machine we can't make it happen. Alas, Seattle's destined to be a backwards looking town and will not realize it's potential with leaders presenting plans like this.</p>
NORTH KING COUNTY	<p>Would it be possible to use the rapid rail system expansion to create incentives for the public to use public transit more often, thus gain more funding for the rail projects? If it were easier to use the bus system for transportation, there may be more support.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	Absolutely needs to be a more compressed time line. I support all of these proposed expansion, however, the extended timeline will be detrimental to ST3's passage. I understand the need for environmental/construction impact/planning surveys, but finding other large and immediate revenue sources (bulk federal money, increased bonding, etc.) will absolutely be necessary to complete these projects sooner in order to remotely impact the current terrible transit system/situation the region CURRENTLY has, let alone will have in 22+ years when these projects will come online. Funding has to be changed so the program isn't waiting for small tax revenue each year.
NORTH KING COUNTY	8 years just to get more efficient bus routes? Have you seen what a company like Amazon can build in 8 years? This plan addresses the population and transit problems of Seattle today but doesn't start to deliver solutions until much too late. By the time this plan launches its first major initiative, the problem will have moved well past it. We need more innovative mass transit thinking than this if we expect to keep Seattle a thriving and prosperous place where people want to live.
NORTH KING COUNTY	Way too slow to see improvements for Seattle! And we should be building density of transit in the urban core before all these peripheral suburb projects. Thanks.
NORTH KING COUNTY	Building Seattle's public transit infrastructure will be a gamechanger for the future of the city. I fully support the building of all of these projects, even though I don't know much about the specifics of the projects proposed.  I generally walk and bike to get around, only taking the bus when I'm going somewhere further. If more people could reduce their reliance on cars and personal vehicles, it could dramatically improve the landscape of the city.
NORTH KING COUNTY	Please make it faster.
NORTH KING COUNTY	I understand the sub-area equity requirements that require spending on a regional scale. That being said, please speed up the timeline for internal Seattle light rail. Given the growth within city limits, it is crucial that Ballard, SLU, West Seattle and an East-West line between Ballard and Roosevelt/the U-District come online sooner than 22+ years. If it is required to speed this process, I would be open to increased taxes for residents within city limits to fund these projects on an accelerated timeline.
NORTH KING COUNTY	22 years for light rail to Ballard is far, far, far too long. I really want light rail but it hardly feels worth supporting it if it's going to take that long.
NORTH KING COUNTY	Have to find a way to shorten the time frame. People won't vote for a tax increase to fund a project that won't help them for 15-25 years
NORTH KING COUNTY	I would be way more supportive if the light rail expansion could happen much more quickly! 25 years to totally complete the project is way too long!!
NORTH KING COUNTY	It is hard to believe it would take 25 years for such a modest plan.
NORTH KING COUNTY	I appreciate that the projects are complicated and take time AND that you want to offer realistic timetables. That said, the political will to do this needs to be upgraded to the political will to do this more quickly. It is worth the extra investment -- and risk -- to speed these timetables up!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	Transit can't be built fast enough, so faster timelines please. Prioritize the more populated areas. Start with Ballard & West Seattle & East Side (Bellevue, Redmond) in first part of ST3. Then, Lynnwood & Everett & Tacoma later.
NORTH KING COUNTY	When I moved to the beautiful puget Sound region nearly thirty years ago I was APPALLED by the lack of wide scale vision and planning on mass transit and highways. Now here we are with some of the worse traffic in the nation - with no end in sight. And furthermore it looks as if you are playing catchup for problem that were foreseen many decades ago. The "ostrich with his head in the sand" approach is now bearing the bad fruit and now we need to clean it up. With that said, I voted a "7 - highly urgent" on all the proposals because all plans are need to thoroughly make a dent in the traffic congestion in the area. I don't care about the projects and/or cost - do it!! because the cost of not doing it is unacceptable. And to all the people that do not want to pay another dime for improvements I'd like to ask them the same question while stuck in I-405 traffic from Renton to Everett!!! I'd rather see overcapacity in mass transit than not enough... one citizens opinion's.
NORTH KING COUNTY	<p>The proposed BRT from Burien to Lynnwood occurs too far into the future to have any significant benefit for me. I currently spend time in the Alderwood Mall area, which means I have to drive myself. In eight years, i will be out of the workforce and maybe out of Puget Sound.</p> <p>I would love to use the light rail system, but I have never ridden it because the route only takes me to Sea-Tac Airport or downtown Seattle. To go downtown or the airport, I would need to take a bus to the light rail station. I have regular bus service that gets me downtown in 45 minutes or less, why would I take a bus to transfer to the light rail? A taxi ride to the airport is less than \$20 for me and I get door-to-door service. Why would I lug a suitcase onto a bus to transfer to the train?</p> <p>The proposed extensions don't really help as I still need to take a bus to reach a station. I understand that the service will only be cost effective if it runs through densely populated areas or to destinations (such as Southcenter Mall) and that Burien does not currently qualify by either criteria.</p>
NORTH KING COUNTY	Let's build more light rail even faster!
NORTH KING COUNTY	I wish Ballard could be finished a lot sooner
NORTH KING COUNTY	I've lived in both the King County suburbs and in urban Seattle, so I understand the urgency for more public transit for both groups. However, Sound Transit must prioritize the light rail routes that will serve the greatest number of residents, even if it means sacrificing some of its unattainable ideals for subarea equity. I have never lived in Ballard, for instance, but I completely understand and support that their light rail extension should take priority over the one that serves me, simply because of the larger population it would serve. I am skeptical about the regressive taxing structure that Sound Transit would use to fund these improvements, although I understand that this organization might not have complete control over how to raise taxes. Ideally, sales and use taxes would not be raised to fund these projects, but instead employer, land, and property taxes.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	<p>This timeline is way too slow. All of the projects are great improvements but they need to all be done Now not over 2t years. Get off the Pot and get rhis done on a more faster time frame and I will give 100 percent support.</p> <p>Tax all the developers putting in high density housing in WS and Ballard (amongst other places) a fee per unit housing added to help speed upnthe timeline. It is these vast complexes that are causing a need for faster development of transit then they should helpnfund it.</p> <p>However it done it needs to be faster than 25 years. That is rediculously slow.</p>
NORTH KING COUNTY	<p>I think these projects need to be completed sooner than in 25 years. I cannot even imagine the traffic congestion in 25 years if it continues to grow at the rate it is right now. Its already too late to be starting these projects.</p>
NORTH KING COUNTY	<p>25 years is way too long. i'd be willing to pay double to have it completed in a decade.</p>
NORTH KING COUNTY	<p>Needs to happen faster, even if it's more expensive.</p>
NORTH KING COUNTY	<p>I know you must be getting tons of feedback about West Seattle and Ballard service deprioritization being unacceptable. Add me to the list.</p>
NORTH KING COUNTY	<p>Please consider the need to balance transit construction timelines with population density. With all of the new high density and mid density(town homes)buildings in Ballard, there needs to be the transit to match. Thank you.</p>
NORTH KING COUNTY	<p>The projected time line for Ballard seems to be surprisingly far in the future and I wonder if more can be done to attempt to expedite that part of this project.</p>
NORTH KING COUNTY	<p>8 years just to get BRT implemented? That money should be spent on getting rail projects off the ground faster. "Rapid Ride" is slower than the bus it replaced. It may work in less congested areas, but we need transit separated from traffic.</p>
NORTH KING COUNTY	<p>Light rail from West Seattle to Downtown Seattle and Ballard to Downtown Seattle should be the highest priority (and set to a quicker timeline) based on the current and future population density in these areas.</p> <p>An east-west light rail line through north Seattle (e.g. Ballard to Sandpoint) should be included.</p> <p>Connecting the light rail network to Seattle Children's Hospital should be a high priority. The children's hospital serves families from all over the Puget Sound and should be more accessible by transit, especially for low-income families that rely on public transportation.</p>
NORTH KING COUNTY	<p>Graham Street Station should be the top priority as there is an existing line.</p>
NORTH KING COUNTY	<p>I feel like sound transit is always about a decade behind on when projects are proposed and to completion. This isn't Sound Transit's fault, but the voters fault. I hope ST3 is funded and completed on task and on time!</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	My opposition comes from the timeline. It simply takes too long to see the results. In particular, it is ridiculous that the light rail to Ballard will take 22 years. The estimated ridership is 145,000 per day! That is the largest number in your plan. Ballard and Crown Hill have enormous growth and are classified urban hubs. They need light rail immediately. It should also come further north, at least to 85th. And, be above or below grade. At grade just adds to congestion. Lastly, the bridge should be underground. A drawbridge will be slow and congested during the summer, when bridges are up all the time. Please rethink this plan. I am all for paying for a plan for transit, but it must make sense.
NORTH KING COUNTY	Cut the timeline in half by increasing funding through corporate and individual contributions.
NORTH KING COUNTY	I fear the public will say no way that's too much money for something so far away. I am a huge transit fan. Personally willing to pay for an expansive system (esp rail). BUT I am highly dubious about asking households to pay SUCH a great amount of money for something so far away in the future. Government should impose it (somehow, taxes, etc.), not ask people to decide whether to pony up. Government's job is to see the big picture and be leaders. Asking individuals to decide something so impactful, regional and far out in the future feels wrong-headed.
NORTH KING COUNTY	I would like you to prioritize bike lanes away from traffic and trams and trains. I'm not a strong rider and I find it terrifying to dodge cars, trains and potholes but I like to ride my bike.
NORTH KING COUNTY	Transit riders mainly live in downtown Seattle and Ballard. The Ballard line would be the most beneficial to complete first because it would be used. Those who live around 405 have made the choice to drive already and will be tougher to get out of their cars. The Ballard line will be very successful and if it is included in the first 8 years will help the follow-on projects gain support because of this success. Conversely if nobody rides the 405 light rail system, the project could be criticized and put the completion of the entire plan in jeopardy.
NORTH KING COUNTY	Ballard, SLU, and Uptown already taken lots of growth and need better transit ASAP. Other areas can better handle buses in interim. A bus ride to Ballard takes the same amount of time to Issaquah, while Ballard is so much closer
NORTH KING COUNTY	Ballard to Downtown needs to be first. Really, Ballard to UDistrict should be first. It's basically faster to walk than take the bus West/East in this city.
NORTH KING COUNTY	Light rail service within Seattle is by far my highest priority and I think it's disappointing that it's not prioritized more highly in this timeline.
NORTH KING COUNTY	A 25 year long timeline seems like too long to me. I strongly support light rail in the Seattle region but it seems we're going to come up short very quickly. Ballard needs to be connected much sooner than 22 years in the future.
NORTH KING COUNTY	The main two comments is that the timelines for light rail need to be pushed up and a connector between UW and Ballard ought to be considered.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	<p>Traffic has gone from manageable to miserable in the last 5 years. 20-25 years for access to Ballard or other high density areas on the east side is too long, especially given the rate the building of densely-packed housing is taking place, much of which is apartment buildings with little to no available parking. Perhaps reassessing timelines to focus on one project at a time and pool resources to speed up production is an option?</p> <p>Also, I hope whatever is being built in the rail domain has some sort of earthquake-related safety features.</p>
NORTH KING COUNTY	<p>Link service to Ballard, West Seattle, and Issaquah needs to be prioritized. The Amazon boom needs to be fed with fast transit as soon as possible. 20 years is just too late to handle that growth.</p>
NORTH KING COUNTY	<p>25 years? Correct actual tax money and do this in less than five.</p>
NORTH KING COUNTY	<p>Seems it will take far too long to complete.</p>
NORTH KING COUNTY	<p>I live in Seattle and work in Everett. The timeline for light rail to Everett is far too long. Shouldn't this one take less time since it would probably be above ground? Also, I would like to see the return of the 510 bus all day. The 512 bus takes longer since it has to get off the freeway to the Lynnwood stations twice. I'm traveling opposite of the 510 when they do run so I never get to take it. The 510 was truly an "express" bus to me.</p>
NORTH KING COUNTY	<p>The timeline needs to be evaluated and accelerated. I strongly support the plan, but strongly oppose the timeline.</p>
NORTH KING COUNTY	<p>I would support a more ambitious timeline and would be prepared to make a higher investment to make it happen.</p>
NORTH KING COUNTY	<p>Prioritize Ballard and West Seattle light rail. The congestion during rush hour to both of these neighborhoods is terrible and will continue to get worse with all of the multi-units being developed</p>
NORTH KING COUNTY	<p>I think it's likely that the combination of Uber-like transportation and self-driving car capabilities will transform transportation remarkably over the next 5-25 years. I think your long time lines will be a solution for problems that will be obviated when people no longer need to buy and park cars, or at least far fewer. People will be able to get into smaller, self-driving vehicles that circle around and can be summoned and drop us off at a specific place at a cost cheaper than owning and operating and parking a car. We will be able to reclaim parking lanes, and cars able to communicate with each other will drive far more safely and efficiently on available road surfaces than highly error-prone, impatient testosterone-fueled humans. I'm not so pie in the sky to say this will happen in 5 years, but having a 25 year plan for current transportation woes may as well focus on planning how to better manage horses and buggies.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	The project timeline seems overly long. Affordable housing is being pushed out of the core of Seattle at a rapid rate. Like a lot of residents, I am hanging onto housing in my neighborhood by my fingernails. After living and working in South King County for 10 years, I moved back into the city in 2000, in part, because transit was not an option for me. It took three buses and 90+ minutes at a time when the drive to my new job in town could usually be accomplished in 35 minutes, and about 40 minutes of that time was spent traveling the two miles from the transit hub to the stop three blocks from my home . Right now, it appears that the biggest transit investment are being made in the wealthier areas of the city. I would strongly push for at least speeding up the timeline for the express bus services and to also give thought to how people will be able to reach the outlying transit hubs. This will be especially critical for seniors, who are too healthy for Access service yet not strong enough to walk more than a quarter mile to a station.
NORTH KING COUNTY	Getting this started as early as possible is the best way to ensure that the traffic nightmare that is the Sno-King-Pierce area gets resolved.
NORTH KING COUNTY	As a traveler to other cities here & abroad, I am fully supportive of these plans. We needed them yesterday as we are far behind in our transportation systems. Better now than never.
NORTH KING COUNTY	Would be willing to pay more taxes to get it done faster.
NORTH KING COUNTY	Many people who live outside of Seattle (in places like Lynnwood, Burien, Woodinville, Tacoma, Renton, etc.) are some of the most dependent on public transportation to get to and from work in the Seattle area, and in my opinion are also financially constrained to use public transportation as their only way of getting around. I think the connections we are talking about in the ST3 plan should have been started 20 years ago, so I am more than on board to get critical service to outlying areas where commuting alone by car into the city should, ideally, be the least effective method of transportation to discourage its use.
NORTH KING COUNTY	It is critical for the projects to come online much more quickly than planned. Otherwise, the relatively uncontrolled growth in the area will outpace the system before it is completed.
NORTH KING COUNTY	I love where the plan is going, but the timelines overall, and specifically for Ballard to Downtown will make this a hard sell to the public. I know Sound Transit is limited with financial and environmental review/permitting efforts, but I would like to see the final plan have faster build times. Even if that means studying for ST4. I also think the Everett extension should not go to Paine field. Use buses for that spur, as it will be a lot cheaper. Thanks!
NORTH KING COUNTY	Timeline is too long. Expedia move to Seattle will make 15th corridor miserable. Not sure that the long timeline will keep up with the exploding growth in seattle.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	The timeline needs to be 10 years. The 'bus stuff' is a waste. There is no way putting more busses on the roads will help anything. If they don't have dedicated routes, away from existing traffic (light rail anybody??) they will not run on time, which is the biggest reason they will fail. I live in Capitol Hill. I can walk downtown more predictability than I can take a bus. Bus running on time is the exception, not the norm. (this is 6:30 pm weekday time frame). I don't fault the bus...it has to drive the same grid-locked traffic system as the rest of traffic. I can take a light rail now..it will get me there when it says it will. The biggest problem with the bus is you need to invest over an hour of your time (each way) to take an earlier bus (which might accidentally be on time) stand there till it arrives (15-20 min late-which is now the later bus) and hopefully (but not certainly) get on. If you're going to a show (they don't let you in once it starts (Paramount, 5th Ave) you don't have the option to be late. So what you're forced into is trading your time hoping for a bus. No wonder people walk or drive. I'm lucky in the distance is short enough I can walk it.
NORTH KING COUNTY	Timeline is too slow. BRT should happen immediately. Light rail construction timelines are overwhelmingly too long.
NORTH KING COUNTY	Faster if at all possible.
NORTH KING COUNTY	I'd like to see the Ballard Light Rail prioritized to be delivered earlier. We have limited alternatives to north/south routes. Traffic continues to get worse with the density that is growing with the construction of apartments and condos. The new tunnel is not adding any additional lanes and 15th/Elliott took away an extra lane by dedicating it to the buses. I work south of downtown in the SODO area and can't find realistic bus options that would allow me to commute to work. Previously I lived and commuted from West Seattle. I feel we need to prioritize improving transportation options for those of us that live west of I5 and 99. Accidents on 99 pretty much puts all of us on side streets and downtown navigating to get north or south. Not ideal. waiting 20+ years for a solution to Ballard is not acceptable. I bought my house over 10 years ago excited to have the expanded monorail as an option to commute to work. I was sad to see that project killed and can't believe that the option for Ballard is so far away. (it takes me over 45 mins most days to commute to work which is less than 9 miles to work; and it is not consistent from day to day)
NORTH KING COUNTY	Light rail timeline should be shorter.
NORTH KING COUNTY	Ballard has been targeted for intensively increased density and has far exceeded its population growth targets, but residents are suffering from severe lack of proportional increase in public transit capacity. Please consider services to Ballard much sooner than what is stated in the draft plan. Thank you for considering us in Ballard.
NORTH KING COUNTY	This plan is great, but if you wait for 20 more more years to build it, you will be 20 years too late. This stuff needs to be done now, or you will always be chasing the dream of convenient mass transit.
NORTH KING COUNTY	The projected timeline of 25 years is too long. The light rail lines to west seattle, south king co and pierce co needed to be built in 5-10 years.
NORTH KING COUNTY	It would be even better if these projects could be completed faster!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	I think the timing is too long. I think the region needs these improvement now. If we do not find a way to fund these important improvements in the short term, the region will not be able to provide for the transportation needs of our rapidly increasing population!
NORTH KING COUNTY	The order of which projects will be completed seems mismatched. The most immediate need is serving downtown Seattle/Ballard, but this will be one of the last projects completed. Is it possible to focus on this project first?
NORTH KING COUNTY	The timeline is utterly depressing. 22 years to get light rail from Ballard to downtown?! Omg. I would GLADLY pay 1000 dollars a year to get accessible (more stops) light rail quickly. Being able to take rail from the northgate station to somewhere near Mill Creek would change my life. That area is booming. Any chance of getting light rail out there? Or light rail to Lynnwood, then a RT bus to mill creek would be good too. But honestly, why not just ask us to cough up the cash and get this stuff DONE.
NORTH KING COUNTY	Please prioritize South Lake Union and Ballard.
NORTH KING COUNTY	I can't understand why close-in communities (West Seattle / Ballard) are not a prime priority.
NORTH KING COUNTY	Projects to link Ballard and West Seattle with Downtown should be moved earlier in the timing - these routes have been critically needed for years and would have immediate ridership.
NORTH KING COUNTY	20+ years to add Graham St station to existing rail line seems unnecessary - please push this project to be sooner. Would also like to see Ballard pushed sooner as well.
NORTH KING COUNTY	PLEASE prioritize the Ballard light rail. It shouldn't take us until my baby daughter is out of college to get a couple miles of light rail installed!  (And thank you for your work!)
NORTH KING COUNTY	The proposed additions look good but the timeline is too slow. 22 years is too long to wait.
NORTH KING COUNTY	22 years is too long of a time to wait for these projects to be completed. A quarter century from now our public transit needs will be greater than anything proposed here. Faster action is required to keep pace with the current population boom in the greater Seattle area.
NORTH KING COUNTY	Everything needs to be done faster. Even the under construction projects seem like they could be accelerate the northgate to UW tunnels are almost done lets get the trains running in those tunnels in 2 years instead of 5 years. I think voters will have a I hard time supporting light rail that won't be done for 25 years. Please look for ways to speed up these timelines.
NORTH KING COUNTY	The faster, the better. 25 years is an entire generation growing up in traffic fumes and congestion. We especially need better transit among different areas of Seattle.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	<p>Timelines are too long, we need all this done yesterday. Okay, within 15 years or less. Do your demographic and population studies really support waiting 25 years to bring Everett online? Boeing is moving aggressively to a younger workforce, I would expect an Everett line serving them sooner rather than later. And the high traffic volumes on 405 and 90 illustrate the need for mass transit capacity on those corridors.</p> <p>Given that such a large portion of our state's greenhouse gas emissions come from transportation it's imperative that we reduce vehicle miles traveled.</p>
NORTH KING COUNTY	<p>25 years is too long. We cannot wait for this length of time to improve public transit. The plan is good but should be completed by 2015.</p>
NORTH KING COUNTY	<p>Any opportunities to make these changes faster, even if we have to pay more taxes? And how do we build light rail to focus on the most troublesome traffic spots?</p>
NORTH KING COUNTY	<p>None of us knows if we will be here in 8 much less 25 years, so the timelines are ridiculous.</p> <p>What about scrapping all new light rail in favor of bus rapid transit that has dedicated lanes?</p> <p>It is unclear how any of this fits in with King County Metro.</p>
NORTH KING COUNTY	<p>The timeline for completion of the projects seems to be excessively long.</p>
NORTH KING COUNTY	<p>We should be prioritizing investment in light rail in our densest areas and building out to less dense. This plan fails in this regard. It is hard to see the value received if light rail is 20 plus years away.</p>
NORTH KING COUNTY	<p>I don't think we can wait years for our traffic to improve in this city. We are about 20 years too late in addressing these issues.</p>
NORTH KING COUNTY	<p>The Ballard line has to be completed MUCH more quickly. 20+ years is simply ridiculous. Likewise, a Ballard -UW line needs to be added. And a 130Th St station.</p>
NORTH KING COUNTY	<p>Ballard is an incredibly high transit use area. The lack of high speed service is just bad planning and the fact that the expected deliverable is in 22 years is not going to work. With new development happening along Elliot Bay, the housing boom in Ballard and Fremont this plan doesn't make sense. People do not want to drive in these areas. We want transit and we need it as soon as possible. Thank you.</p>
NORTH KING COUNTY	<p>This project should be completed faster. West Seattle and Ballard should be more a priority</p>
NORTH KING COUNTY	<p>it's taking too long! I put "I don't know" for some because I don't take those routes 373 and 73 need more frequent service to UW Station!</p>
NORTH KING COUNTY	<p>Your proposed solutions take a long time to complete. Considering the growth of the city, what is Sound Transit preparing to do to be more aggressive in completing these projects?</p>
NORTH KING COUNTY	<p>More funding to drive sooner completion should be investigated.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	<p>Frankly, I'm not nearly as interested in a regional spine (esp. for contrarian city governments like Kirkland) as I am in a strongly-connected heart of Seattle (read: Ballard and West Seattle). It's extremely disappointing to see the Ballard line (which has the most potential for ridership in the entire package) coming in so late, esp. so we can go and build a bunch of parking garages for Eastsiders first.</p> <p>Please consider reprioritizing the Ballard and West Seattle lines to come much earlier in the project. Please also consider Seattle Subway's proposal for a Ballard - UW line <a href="http://seattletransitblog.com/2016/03/01/ballard-uw-essential-st3/">http://seattletransitblog.com/2016/03/01/ballard-uw-essential-st3/</a>). The downtown - UW line clearly demonstrates the desire for transit in the city of Seattle; please don't gate our needs behind the ideal of a regional spine that seems bent to local interests at every turn.</p>
NORTH KING COUNTY	<p>I am concerned that by the time these projects are completed, even the early ones, our needs may have outgrown the scope of these projects.</p>
NORTH KING COUNTY	<p>I would rather see timelines accelerated. There is a lot of growth in the area and I'd like to see traffic and transportation issues resolved quicker.</p>
NORTH KING COUNTY	<p>I think the sooner these can be implemented the better. I think we would benefit from some sort of income tax such as was proposed on income over \$250k several years ago, and this infusion of income could speed up the implementation. It would also create additional construction jobs which would benefit the area (more projects happening simultaneously) and I think sound transit should support taking a new look at that type of funding option.</p> <p>I also think it would be worth approaching the big money in south lake union and various big development firms for contributions that could speed up implementation and contribute to building the infrastructure that will benefit these companies, including Amazon, Google, and the others. Perhaps they could build the south lake union stations themselves as a gesture to the city? They are benefiting from the lack of income tax and given the changes they are driving in the city and the displacements and rent increases that accompany them I think it would be a great public relations move that is in both their own self interest as well as a public good.</p>
NORTH KING COUNTY	<p>Ballard has been designated as an urban village for over 20 years and has seen one of the largest increases in density in the city. Those of us in Ballard support this density. But, we have lost transit. Further, people need to be able to park and/or have loading zones at major transit stops. I'd like to see some way to incentivize people to combine parking and transit by providing parking discounts for people who use transit (maybe based on a time stay, like a transfer works. You park your car and use transit for the day and get a \$1 off your transit or something). People with strollers, walkers, wheelchairs, kids, groceries, etc. need to be able to get to the transit stop. If it's more than .5 miles away, they will likely drive or be dropped off by someone. It is unrealistic to think that increased public transit will eliminate cars.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	The project timeline appears to support development on the east side (Bellevue, Redmond, etc.) rather than equally distributed between the east and west side. Would like to see development on either sides of the lake completed in tandem.
NORTH KING COUNTY	We needed a true regional rail system 20 years ago. We can't build this fast enough -- and we should avoid trains that can get stuck in traffic.
NORTH KING COUNTY	Move up the dates even if it costs more money. We need transportations solutions faster.
NORTH KING COUNTY	By the time it's finished, you'll have to come up with a new plan. With the current mass transit system we have, driving in Seattle is a luxury and should be taxed as such. I know so many people with cars and have never been on a bus. A parking tax should be implemented in congested areas. Tolls on major roads should be added. Give people incentive to use public transit and create a more reliable system at the same time. Public transportation should be created with the mindset of creating a system that's easier to use than driving.
NORTH KING COUNTY	West Seattle should have light rail sooner than 17 years. There is only one way out of here and the building doesn't stop. While I believe everyone needs better transit and support the plan, having so few options out of W Seattle is a real frustration. Either give West Seattle a higher priority or stop the building.
NORTH KING COUNTY	We would like it all to be done sooner. Pleeeeeease add more/more frequent buses on very crowded routes. Think seriously about making some streets through Seattle bus only, or bus/bike only, while other streets would be car only.
NORTH KING COUNTY	Most of this should already exist.
NORTH KING COUNTY	I would be much more likely to vote for this levy if the Seattle projects (Ballard, West Seattle, Graham infill station) got completed more quickly.
NORTH KING COUNTY	I would support most of these projects more strongly if they were going to happen sooner--10 years instead of 25.
NORTH KING COUNTY	I am a strong transit advocate. I use transit every day. I'll pay any taxes, any time. I'll help spread the word and defend the project. But the current plan is not acceptable. It CANNOT take 17 years to bring light rail to West Seattle and 22 years to Ballard. These are URGENT projects that need to happen yesterday. I urge you to come up with creative solutions to significantly improve the timeline of the deliverables. Any transit project needs to start with the most densely populated core, political and sub-area equity issues aside. Also, please decrease the focus on parking, especially free parking. That's essentially a way to buy ridership at a high cost and it should not be Sound Transit's focus. Instead, develop feeder bus routes in collaboration with the local transit authorities.  With the success of University Link we have a unique opportunity to reshape the region. Please come up with a project that people will see in their lifetimes.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	In Seattle, need to build to ballard first, then west seattle. The everett/paine field diversion is incredibly wasteful.
NORTH KING COUNTY	Ballard's population density is increasing more and more by each day, today... Not in 22 years. To build a plan that doesn't affect Ballard for 22years is ridiculous and does not address the current level of building exploding in this neighborhood. I live in Ballard and work on Capitol Hill... both are prominent neighborhoods in Seattle, and yet my commute is 6 miles and takes 45minutes to drive and yet that is still faster than taking public transportation. This is stupid. Additionally, if I do decide to take the bus, my transfer puts me at 3rd and Pine at 8p which is uncomfortably sketchy. If you aren't going to put LightRail in to Ballard for 20 years, well after the current population is gone, then at least propose more alternatives for getting in and out of Ballard to the other neighborhoods, other than down town. Thank you.
NORTH KING COUNTY	The connection between West Seattle through White Center to Burien and down to Des Moines would be extremely important. In our regular travels we move up and down the peninsula frequently and both white center and burien are growing quickly. Can't wait until these are done, especially light rail to west Seattle. All the new development here makes the bridge a mess to cross during rush hour to get anywhere to the north or east.
NORTH KING COUNTY	the HCT Lake Washington study should be moved up in priority.
NORTH KING COUNTY	I would like to see the Everett and Ballard portions moved forward in the time line. My daily commute is between Everett Boeing and N 145th and transit between these two spots is poor. I would utilize light rail daily. The Ballard to downtown is also important to me.
NORTH KING COUNTY	Eight years as the fastest timeline for all of these projects (and Bus Rapid Transit, not even light rail) seems long; but the West Seattle/Ballard 17/22 year timeline seems far, far too long, partly b/c of the booming development in these neighborhoods now. Particularly in W. Seattle folks are fairly car-centric and 17 years is long enough for development to essentially get built around car culture rather than transit, and it's time enough to develop a new generation of residents who will also be car-focused--leaving Sound Transit to work around even more infrastructure that's already in place and a p.r. job of convincing people to get out of their cars onto the train. There is an opportunity now, with the current growth, to have transit be more integrated with a growing community, rather than separate from it.
NORTH KING COUNTY	timeline for light rail to Ballard is too slow.
NORTH KING COUNTY	The plan is diluted with too many projects. Resources and money need to be focused to deliver the top priority projects at a much quicker timeline - decades faster. Look at the success of the Link to Capitol Hill and UW. There has been a huge positive impact to Seattle. Please deliver Link to Ballard and West Seattle ASAP!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	<p>Many of us have moved here over the years from large cities Back East and in Europe and were appalled to discover how far behind public transit is in Seattle. It is preposterous that the public should be asked to wait 15-25 years for new rail service, while the tunnel and rail construction projects are only operating at 1/3 capacity... They all work only one 8 hour shift! We could complete these projects three times faster with three times as many workers employed if we worked year projects in three shifts. The city and region desperately need extensive, frequent rail service to be implemented asap. Not 25 years from now. Please give this careful consideration. Nyc is a great example of a transit crew that works 24 hrs a day.</p>
NORTH KING COUNTY	<p>Low income residents (who may rely on public transit) and high-volume commutes (the largest employers/office hubs, colleges, etc.) need to be accommodated FIRST &amp; FASTEST. Routes and areas already served well by Rapid Ride or commuter/express buses do NOT need to be replaced (soon or at all) with other service (rail, etc).</p> <p>Low income (subsidized/tax credit) and low cost (studios/"apodments") housing and shopping/services built over or near transit hubs and light rail stations is paramount and should be incorporated into all plans, both for serving the most needy and for cost-efficiency (serving the most people in one place).</p> <p>If transit projects serve those who would otherwise be stuck in traffic (drivers who want a faster car commute or want to save money by riding the bus), they should bear the brunt of the cost: gas surcharge! (&amp;/or new car sales tax, tires tax, etc.) The poor can least afford sales tax hikes, even though they may be big beneficiaries of improved bus service. STOP giving steep discounts to employers, schools, and people without regard to income/need. START basing fares/passes and planning on need (income-based), not assumptions like age, student status, zip code, or even disability!</p>
NORTH KING COUNTY	<p>I really think Sound Transit should look at what the funding picture looks like for accelerated timelines on some of these projects. I think a HUGE number of people would vote for spending more money to get several projects done simultaneously. The light rail opening to UW and Capitol Hill has awakened this city to the effectiveness of mass transit.</p>
NORTH KING COUNTY	<p>We need this now, not 25 years from now. Better late than never, but demand then will far outpace expansion.</p>
NORTH KING COUNTY	<p>25 years?</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	The city is choking with new people every year, traffic is getting worse, air quality is deteriorating, and housing costs are climbing so rapidly it's near impossible for those who do not work in tech to live near their jobs. A solid, efficient, convenient mass transit system is a key player in getting those in lower income brackets to their jobs, students to school, and traffic moving at a tolerable rate. Bus rapid transit extensions and improvements take eight years to complete and the first light rail extensions won't be live for 12 years. This is too long. 25 years is too long to pay additional out-of-pocket taxes in a housing market that is squeezing poor and lower-income families. I am in full support of the proposed transit plan; Seattle, Tacoma, Everett, and the Eastside need all of it. But it is too long until completion.
NORTH KING COUNTY	I support anything that can be done to speed up the timelines! Seems like taxing the tech companies that are bringing thousands of new employees to the region would be a good option.
NORTH KING COUNTY	Projects that will lead to high ridership should be completed faster, light rail needs to be prioritized asap.
NORTH KING COUNTY	25 years for the total completion of these projects is absurd. The population is rapidly growing and public transit needs to expand so that people can choose to live further away from city center and still take public transit.
NORTH KING COUNTY	West Seattle and Ballard should be top priorities.
NORTH KING COUNTY	Connecting Ballard, West Seattle and Bellevue to the light rail line, including providing parking at stations is the only thing that will have a real impact. Please change the timeline to reflect this, rather than pandering to other interests.
NORTH KING COUNTY	would happily pay much more for an accelerated timeline. 17 years is impossibly long!
NORTH KING COUNTY	The biggest problem I see is the time line. These are great programs, long overdue, that I think a lot of us are happy to pay for to see the improvements in traffic flow. I compare us to Shanghai. There they have built up an enormous metro system that works great and did it all in less than 10 years. We're talking about 20 some lines and probably over 200 miles of routes. We take 10 years to build one that goes 10 miles. At this rate, most of us will be dead before this system is developed. Great for future generations but it will be funded by people who are deceased and never enjoyed the benefit.
NORTH KING COUNTY	It's too bad that this is going to take so long. It should be completed much sooner if possible.
NORTH KING COUNTY	22 years for light rail service to Ballard is unacceptable. I could have a kid and send them to college in that time, so we're talking a full generation here. Zoning has already changed for higher density housing in Ballard, with little or no improvements to the road infrastructure. I would only fully support this plan if the Ballard and West Seattle projects were prioritized over things like a Dupont Sounder extension. Let's get the funding and resources aligned to a few projects that serve people closer to higher density living and employment areas. Worry about the suburbs, where less people will ride anyway, later.
NORTH KING COUNTY	I think light rail to Ballard should be moved up in the timeline.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	We have urgent transportation problems now, we can't wait so many years for a regional solution. Given how long the timeline is, it is way too expensive. Low income people already can't afford the newly opened light rail. I oppose a plan that doesn't solve our current problems, excludes the needs of low income residents and is so expensive. Improve the plan.
NORTH KING COUNTY	The proposed timeline is disappointingly conservative. Seeing a plan that is mapped out over 25 years, where the farthest reaches of the system won't see service until the end of this period, completion seems too far off. The streets/highways/freeways along the Everett/Seattle/Tacoma corridor are already in an overly congested state, how can we afford to wait 25 years? I believe we need to see quicker results, as in within the next 10 years. If this is not possible, please highlight to the public the parts of the process that are going to take such an incredible amount of time. Looking at the current Link Light Rail project to Northgate, where there is still has another 5 years until its completion, I am baffled. How is it not possible to finish this in the next three years? What takes so long on these projects versus other major projects? In the end, it will have taken London less than 10 years to complete the Crossrail line, which appears to be a much more complex (crossing multiple station, at a greater depth) than the Northgate extension (all new lines, shallower, and not crossing existing routes/lines).
NORTH KING COUNTY	I think the West Seattle and Ballard light rail should be moved up in schedule.
NORTH KING COUNTY	Prioritize light rail completion - complete in 10 years.
NORTH KING COUNTY	This is an excellent plan but I think the priorities are somewhat skewed: 1) Improvements to bus service, while far less expensive, hold little hope of real improvement. I've ridden the buses my whole life and the result of increasing service to heavily-congested routes has never amounted to much. Buses just get bogged down in traffic and can't meet their schedules regardless of funding. 2) First priority for Light Rail should be the Eastside-to-Seattle links and the Ballard-to-Downtown-Seattle link. I'm conflicted about the links connecting Sea-Tac and Tacoma; are these redundant with the Sounder train? Should the money for Federal Way-to-Tacoma be diverted into better Sounder service? Or is the opposite true? 3) Park-and-ride style parking at Light Rail stations is a critical need, especially at "outer" stations where land may be more affordable.
NORTH KING COUNTY	Ballard light rail needs to be more of a priority. Both Seattle Metro 17 and 18 routes to downtown were eliminated and replaced with a very slow 40 route. As Ballard keeps booming, light rail will help immensely to decrease congestion and prevent single-occupant vehicles. Ballard light rail cannot wait 22 years.
NORTH KING COUNTY	Is there any way to get this completed faster? 25 years is an awfully long time and the Seattle Metropolitan Area continues to keep growing. I feel as if the timeline could be improved upon even if it means having to pay a little more in taxes.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	Most of these plans won't help my family in the time frame we'll need it, but will increase our high property tax. Based on the history of botched transportation improvements, the budget will probably run out long before all the projects are close to completion and tax payers will get stuck with the bill. I have no confidence the county or city will be able to deliver on transportation improvement promises and soon we'll be unable to afford to live in Seattle.
NORTH KING COUNTY	8 years is way too long. 22 years for a light rail to Ballard. Y'all high? You need these projects done now. 50,000 people were added to the city in the last five years. That number is only going to go up. You're delusional if you think eight years is urgent. Make it 3 years. Get it done. Tell Ed Murray to take out a loan from Comcast. They owe him a favor or two in the form of 1 billion dollars.
NORTH KING COUNTY	No more bus nonsense. It's just another car on the road that gets stuck in traffic and runs late. I'd rather use those resources to expand the light rail more quickly. Also 25 years is a ridiculous time frame. I would pay a lot more in taxes to cut that down to 10 years.
NORTH KING COUNTY	Timeline is too long--understand it is investment in future need, but 25 years to get to Everett is too long. All projects should be completed in 10 years, willing to pay double to make that happen.  Would like to see ST lobby harder for federal funding as well.
NORTH KING COUNTY	Regional projects being prioritized before Seattle projects make things unappealing. Better connection options to rail (or C Line) is really needed. Admiral area in W Seattle is cut off after peak commute hours.
NORTH KING COUNTY	The project timelines for the stations within the City of Seattle are <b>**TOO**</b> long. The city needs more high-speed transit options ASAP as more employers (Amazon, soon Expedia, etc) are moving into the areas around downtown. While Link service to Bellevue, Redmond, and Everett should also be a priority, the timeline for service within the city is just plain shameful. I understand that it is "Sound Transit" not "Seattle Transit," but I believe light rail should be prioritized within the city first, with BRT lines serving the outlying areas, with those to be eventually replaced by light rail later down the line.
NORTH KING COUNTY	22 years is too long
NORTH KING COUNTY	The timeline is too long. You will tax me out of my home before any of this is completed. In addition this will do nothing to ease congestion. You are selling a subway system in all of your promotion while you are building a highly subsidized heavy rail system that will never pay for itself operationally. How much will the ongoing tax be to support the operation of this white elephant?

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	<p>I do not support any projects that include parking. If parking is needed near stations it can be provided by local parking companies.</p> <p>It is not helpful to me to build light rail or BRT to areas with poor local transit, pedestrian, and cycling infrastructure. I do not want to ride light rail and then rent a car at my destination. I would be much more supportive of a plan that prioritizes Ballard and West Seattle, where I could continue my trip from the station via transit, bike, or on foot easily.</p>
NORTH KING COUNTY	<p>I personally feel that there is a greater need for light rail to ballard and west seattle right NOW (the rapid lines are always crowded!), yet you propose those projects taking the longest?! I would feel much better about your plan if you considered making those projects a priority (i.e. completion within eight years). I don't relish the thought of being in my 50s when there is finally light rail to Ballard...otherwise, I think your plan is great. Anything to expand seattle's public transportation and get fewer cars on the road is a step in the right direction! Thanks guys!</p>
NORTH KING COUNTY	<p>Ballard and West Seattle should be the highest priorities, and they need to be grade separated (NOT at the mercy of road and pedestrian traffic).</p>
NORTH KING COUNTY	<p>light rail is most important; would like to see ballard, west seattle, tacoma, and tacoma comm. coll. legs of the light rail system online sooner.</p>
NORTH KING COUNTY	<p>Due to the explosion of population in the Seattle downtown core and neighborhoods we need to move up the timelines to get light rail to Ballard. We also need more cross town extensions from U District to Ballard. I DON'T WANT TO BE 70 years old the first time I can take Light Rail to Ballard. THAT IS WAY TO LONG..BUILD IT WHERE THE PEOPLE THAT DON'T HAVE CARS OR DON'T WANT TO HAVE A CAR. 28 years is too long to wait...speed up the timelines.</p>
NORTH KING COUNTY	<p>I think the timelines are exponentially too long. Seattle area traffic has reached critical mass and the tipping point was years ago. Residents are unhappy and enraged by our transportation. I think that proposed completion times should, in no way, take a quarter of a century to implement. I believe in the power of ingenuity. Involve our local businesses- Amazon, Microsoft, Boeing- who have a vested interest in making their companies attractive to potential employees (traffic is a huge detractor for moving to our area), to push the timeline. Get it all done in 10 years, guys. You can do it. Partner with the business giants who are bring the most people to the region and make it happen</p>
NORTH KING COUNTY	<p>It would be great if they could prioritize the light rail expansions, including bigger trains. It is great that they are always full, but shouldn't this happen faster given the crazy amount of demand?</p>
NORTH KING COUNTY	<p>I strongly support additional light rail connections to the north end of Seattle. Connecting Northgate, Lynnwood, and Everett should be priorities.</p>
NORTH KING COUNTY	<p>22 years is way too long for Ballard light rail!</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	This timeline is completely mental. There is no justification for dragging construction out this far with an upfront commitment to funding for 25 years. Funding should be committed on a 5–7 year basis, with a matching commitment to open specific additional rail stations inside of each window. It is impossible to predict this region's needs 25 years from now, and with the ST3 plan as proposed, it totally misses the extreme urgency of new transit entering service as soon as possible. I cannot support a plan that is both exceptionally expensive on a per-mile basis and also will only be useful after such an absurdly protracted timeline. The transcontinental railroad was built in 6 years. Let's not embarrass ourselves and set an example for practical transit innovation in this country. Stop settling for the lowest common denominator plan.
NORTH KING COUNTY	Link light rail stations to Ballard and west Seattle should be moved to the front of the line in terms of completion. Should be a goal to finish these in the next 5 years. Lines to Issaquah, Redmond and Bellevue should move to the back. The Ballard and West Seattle lines will have greatest impact on traffic within the city and would affect positively those who needed most and bare the largest economic burden for the construction of these projects due to larger assessed property values due to living within the city of Seattle.
NORTH KING COUNTY	I understand that to complete an EIS, and secure funding before starting the project is a priority, but a 20+ year timeline for this to happen is too much time. If there is a way to expedite or begin construction on these lines as soon as possible, even if it means a slight uptick in total monthly/yearly cost to each resident, I would be on board.
NORTH KING COUNTY	Ballard, Lower Queen Anne, and South Lake Union are all booming neighborhoods in desperate need of transit. By Sound Transit's own numbers, this project will have by far the biggest payoff in ridership of anything on the list - we need it now. We also need to do it well, with full grade separation and a Ballard station designed to connect to a future east-west line.
NORTH KING COUNTY	prioritize ballard to SLU light rail
NORTH KING COUNTY	Light rail to Ballard should be moved up the timeline considerably. It is a booming area and would do very well with light rail.  Additionally, there are no proposals that adequately address cross Seattle transport. Being able to go from Ballard to UW would be very helpful by light rail.
NORTH KING COUNTY	If Seattle property owners are paying through property taxes, then it should serve our neighborhoods first, i.e. Ballard and West Seattle.
NORTH KING COUNTY	Needs to be faster. We need this sooner. (Especially the Graham Street stop - you could do that in three months. The plans are already made, it just got skipped.)
NORTH KING COUNTY	Would like to see an improvement in the proposed timelines for 130th/145th light rail stations and light rail to Ballard.
NORTH KING COUNTY	I know it is difficult to do these projects, but Seattle needs more short term solutions. I will be 45 before this is complete, and yet I am already stuck wasting my life away in traffic.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	<p>1. Ballard light rail <i>*must*</i> be grade separated, <i>*Must Not*</i> alter existing lane capacity on 15th, and <i>*Must*</i> go -under- the ship canal.</p> <p>2. Ballard Light Rail needs to be prioritized for earlier completion. SR99 and Mercer changes have negatively impacted reliability, functionality and predictability of driving in Uptown/ballard/queen anne. Prioritizing the Ballard line would mitigate this.</p> <p>3. There must be a station serving Uptown/SeattleCenter with frequent bus service up/down QA hill.</p>
NORTH KING COUNTY	Too long till completion
NORTH KING COUNTY	It needs to happen faster. This plan is designed for the Seattle of 1990 and won't go into effect until the Seattle of 2041 is here. The population using the system and the population the system is designed for are 50 years apart. We can't go back in time and start construction in 1990, but we can move faster. Raise the average cost, cut out Issaquah/Everett (access by commuter rail, not link light rail) and expand as quickly as possible.
NORTH KING COUNTY	I'd like to see Seattle rail projects moved ahead in the schedule.
NORTH KING COUNTY	I would like for these projects to be completed faster, if at all possible.
NORTH KING COUNTY	Considering Ballard and West Seattle are growing very quickly, I find the timeline for the Ballard and West Seattle rail lines completely unacceptable. 17 and 22 years? Seriously!?! If you actually want to do something to ease traffic, those two lines are where you should start. Beyond that, I feel this timeline is extremely long and feels unreasonable. There must be a way to accelerate the plans. It will be hard to garner support for a rail line that won't be available for over 20 years.
NORTH KING COUNTY	8 years to add rapid bus lines seems incredibly long. 25 years to finish some light rail projects is ludicrously long.
NORTH KING COUNTY	I'm not sure if gathering funding is what is making the project take so long (up to 25 years??), but is there a way to speed up the project? If Seattle continues to grow at the current rate, will the new system be outdated and insufficient by then? I know that I don't speak for all Seattle voters, but I would be willing to pay more in taxes to get this project off the ground (or underground, in some cases) sooner.
NORTH KING COUNTY	Overall I support this plan but would like to know why the Ballard light rail connection isn't going to be one of the first completed. It would serve the most riders by a huge margin (114k - 145k) which is about three times more ridership than any of the other closest projected riderships for other segments. On the opposite end, the Redmond light rail connection is going to be one of the first ones completed and it serves the least riders (7k - 9k) out of all of the proposed segments. It would be nice if there was some more documentation that explained why these decisions were made because on the surface they are baffling. It seems like the global plan of ST3 is sound but the priorities of the pieces are way off.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	8-25 years is WAY TOO LONG. This is ridiculous. We live in the richest country in the history of earth. We live in a state with some of the wealthiest people in the world. This should be done much faster. This is a shamefully UNAMBITIOUS TIMETABLE. I have lived in Seattle for 17 years and seen VERY LITTLE IMPROVEMENT. Speed this up people. Create Jobs! Develop infrastructure faster than this. Everything should be completed in less than 10 years.
NORTH KING COUNTY	Project timelines should be moved up, especially for West Seattle/Ballard, even at a higher total cost. The area needs this to be done as soon as possible.
NORTH KING COUNTY	can't believe how long it takes our state to build our infrastructure. to be asked to buy something you can't have for 25 years will be a hard sell.
NORTH KING COUNTY	Transit is good, sooner is better. 25 years is a long time to complete these projects.
NORTH KING COUNTY	<p>This proposal is pretty laughable. Getting from one part of Seattle to another is really difficult right now, and Ballard won't see a light rail station until after Tacoma, Lynnwood, and Redmond have them. Fremont, Wallingford, and other areas not already benefiting from downtown light rail is ignored in favor of expensive lines to suburbs. Where do you think you're going to get the big ridership numbers from? Everyone I know in Ballard/Fremont is itching to get off street level traffic, and everyone I know in Issaquah doesn't care about light rail.</p> <p>I voted for (and encouraged many others to vote for) the proposition last year due to the emphasis on improving transit for downtown Seattle, and almost all of that is either gone or deferred for a long time. Even rapid bus lines like the E (which is ALWAYS full) are ignored in favor of catering to the voters in the suburbs. Fix this plan to give downtown the slice of the funding that it deserves and helped fund, or I'm really unsure that I can continue supporting SoundTransit's initiatives.</p>
NORTH KING COUNTY	Can we make this faster? 25 years is A LONG way off!
NORTH KING COUNTY	I strongly support investment in regional transit and, as a business and property owner, have no problem paying additional taxes to improve our woeful transit infrastructure. I can not however support this plan as currently constructed. 23 years to build a long overdue rail line to Ballard is utterly unconscionable, especially when ST is prioritizing low ridership lines to far-flung low population suburbs. Ballard is one of the highest density areas in the state without reliable transit and it is the height of folly not to build this line first. While I understand the political and technical challenges in prioritizing this corridor I will unfortunately vote "no" unless something is done to deliver this line within a 10-15 year time frame.
NORTH KING COUNTY	I actually strongly support the goals set out in question 12, however the timeline is ridiculously long! Ballard and West Seattle cannot wait 17 and 22 years for light rail, the city will be in gridlock long before then. The roads and transit from those neighborhoods are already stressed. I want to be able to use transit, not my car, to get around the city within my working (and overall) lifetime! My friends and colleagues who live in those neighborhoods deserve the benefit of transit that I now experience as a Capitol Hill resident within a reasonable amount of time. I will not vote for the proposal as-is.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	I PLAN TO VOTE "NO" UNLESS YOU SPEED UP LIGHT RAIL TO BALLARD. A 22 year plan is ridiculous. It doesn't help the huge influx of commuters in and out of Ballard to/from downtown, especially with the Expedia move to Interbay happening over the next 3 years. SPEED UP LIGHT RAIL TO BALLARD, OR LOSE MY VOTE.
NORTH KING COUNTY	This needs to be accelerated. It really must be built on a faster schedule.
NORTH KING COUNTY	It is urgent to get the most mass transit as soon as possible.
NORTH KING COUNTY	ballard and west seattle lines should be built FIRST
NORTH KING COUNTY	I care most about commuting from Seattle to the Eastside. Between the closures and accidents on I-90 and 520 and the frankly staggering traffic at these locations, the segment of the lightrail cross the water is most critical for me. That segment was not one I could vote as being most urgent in this survey. Further, I do not know what studies were done to prioritize one area over another, but it seems to me that some of the more populated areas and the areas that generate more commuter traffic will wait longest for the light rail, i.e. West Seattle and Ballard.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

<p>NORTH KING COUNTY</p>	<p>I want to clarify that I'm a huge transit advocate and am going to vote in favor of Sound Transit 3, essentially no matter what the final draft proposes. Our need for improved public transportation in this city and region is so dire that we must act as quickly as possible to right the ship, so to speak. That said, I have multiple comments regarding the current ST3 draft plan that I know have been brought before you before and should not be understated or overlooked.</p> <p>First, it's insane to me that the line that will get the most use and produce the most revenue for Sound Transit, Downtown Seattle to Ballard, will be built so late in the process and be at grade. It must be prioritized to improve upon what is already a severe traffic nightmare along Elliott Ave W and 15th Ave W. I grew up in the city, and my friends and I jokingly (but also sadly) refer to this route as the Ballard Freeway due to the current traffic conditions. Also, while speaking of this line, it seems strange to me that Belltown was not given direct access to light rail, as it's one of the densest neighborhoods in the city. I understand the need to get light rail to SLU, but at the very least, steps should be taken to improve access in Belltown to the existing and future light rail stations in its vicinity.</p> <p>Second, I'm somewhat shocked that only a study of the Ballard to UW line is being proposed in this plan. I would have figured that this line would have been one of the top priorities for inner city light rail service in ST3. Moving from East/West in Seattle anytime of day, but ESPECIALLY during rush hour is very difficult due to the many choke points created by Greenlake, I-5 and Aurora. This needs to be prioritized because the current situation is untenable. Along these lines, Seattle Subway's Central District line should also be studied for a future light rail line, as the urban core of the city will continue to need increased access to public transit as our city grows and density increases.</p> <p>Finally, I didn't include it on the list of my personal top two priorities of ST3, but I strongly believe that a station needs to be built at 130th St NE to provide some level of light rail access to the Lake City neighborhood, a dense, low income neighborhood that is in severe need of increased access to quality public transportation.</p> <p>Overall, I don't disagree with the need for any of the proposed lines in ST3, including the lines to more distant suburbs. I understand the positive impact that those lines will have on the region, and even the positive impact those of us in the city will see from more suburban commuters using public transportation to reach the city. I also understand that these tax payers will also want to see a</p>
<p>NORTH KING COUNTY</p>	<p>Light Rail needs to happen quicker!!</p>
<p>NORTH KING COUNTY</p>	<p>This project is something that the Seattle area needs badly. What is the cost of traffic? Way more than the cost of this project.</p> <p>This need do get done faster that 25 years but I still support it.</p>
<p>NORTH KING COUNTY</p>	<p>For the amount you propose to spend (of our tax dollars) you could purchase hundreds of buses, which are much more flexible and reliable than fixed-rail trains. I do not trust ST to make the best use of our tax dollars.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	The faster the Seattle projects and the projects North along the I-5 corridor the better. Not to mention the projects linking up the Eastside with rail.
NORTH KING COUNTY	With the rate of growth in this region in my lifetime, has been insane. Those of us from the area, who didn't move for those fancy tech jobs, are the ones out in the suburbs, where we can afford it. Having commuted from Everett to Seattle, that route is hell. The Sounder runs on tracks that are closed half of winter, and I-5 loses a lane in Shoreline. Twenty-five years is too long. We needed it yesterday. The population increase in this region can't wait for transit to catch up. If Amazon and whoever else wants to bring in thousands of people, they need to be providing the funds to expedite this.
NORTH KING COUNTY	Though I live near the proposed 130th Station in North Seattle, it is more important to me that other communities receive their 1st station instead of spending the money on a station at 130th (which will be served by both the nearby Northgate and 145th stations). It would also be interesting to see what the cost difference would be between building parking at stations vs expanding bus service. I realize that many people who live in the suburbs would currently have to drive to a light rail station, but the cost of paying for parking garages is rough.
NORTH KING COUNTY	I understand there are financing, study, and planning issues but the length of time to completion of many of the light rail projects in already dense but rapidly growing areas is way too long. With the pressure to grow now, if we want to set the primer for transit oriented development and do our part to curb global warming, we need to add rail to Ballard, West Seattle, Bellevue, and Redmond right away. It is still faster to drive into Seattle from Lynnwood than it is to bus from these areas into downtown. If we want to be proactive and encourage people to live closer to work and build denser communities, rail must be extended to these areas as soon as possible. Extending to suburbs first, where people need to drive to the rail station, will only encourage more growth and destruction of land there out there. We can lead our growth and better protect our farm land, natural resources, and fight global warming, if we encourage that growth within the already established core. But, we have to find a way to do that faster than 17 or 25 years.
NORTH KING COUNTY	Despite the fact that I may not be alive to see the completion of some of the longest term projects, I believe we need to think long term. Short term increases in bus service is great, but the long term light rail is essential to move commuters and non-commuters quickly without using the already overcrowded highways.
NORTH KING COUNTY	Please do it faster :)
NORTH KING COUNTY	Ballard is becoming so congested as an urban high density area that all efforts to improve rapid transit between Ballard and downtown Seattle should be accelerated, not pushed out decades too late.
NORTH KING COUNTY	I strongly feel that completing a station to South Lake Union ahead of the current proposed schedule is more important than all other projects combined. That place is already a disaster with traffic. With Facebook and Google moving there within the next 3 years, combined with Amazon's growth, the place is going to be an absolute nightmare. At the very least it needs dedicated bus lanes and increased bus service to areas further out than downtown (including South Seattle).

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	quiro una tarjeta orca
NORTH KING COUNTY	We simply can't wait on the timeliness as drafted. Our region is already bursting at the seams
NORTH KING COUNTY	Graham street station would be such an inexpensive addition in comparison to other projects and would be a quick win to demonstrate Sound Transit's effectiveness in order to garner support for ST3- please move it up on the project timeline list
NORTH KING COUNTY	West Seattle and Ballard needs rail sooner than 17 years.
NORTH KING COUNTY	I'm a huge supporter of light rail expansion and will happily pay more in taxes to speed up the project timelines. Under the current timelines, I will be voting against the proposal.
NORTH KING COUNTY	22 years is an extremely long time to wait for light rail to connect Ballard, a fast-growing neighborhood, with downtown Seattle. I would certainly like to see a Ballard light rail connection sooner than that.
NORTH KING COUNTY	I just wish the Seattle items were completed first.
NORTH KING COUNTY	22 years to get light rail to Ballard is crazy. In 22 years I'll be taking a self driving Uber to Ballard, not a light rail filled with people. Especially when the light rail will be fighting traffic.
NORTH KING COUNTY	Glad you've included 522 in the plan
NORTH KING COUNTY	This time frame is unacceptable and won't address the worst of the cities traffic issues for at least two decades.  Additionally none of these plans do anything to address the traffic troubles going east west in north Seattle. Connecting Ballard to the Udistrict is a pivotal missing connection and would be so much more useful than connecting Ballard directly to downtown which is served well by the BRT.
NORTH KING COUNTY	Anything you can do to speed up this process would be both appreciated and important. Very urgent, Seattle's population density is only going to get more intense, we need a fast solution to traffic.
NORTH KING COUNTY	I strongly support finding a means to accelerate the timelines for projects that can be done in parallel. Particularly when costs can be paid for in long-term increases in cost of other transportation related fees. The investments in transit are worth practically any cost.
NORTH KING COUNTY	The timeline should be accelerated. 25 years is way too long to wait to benefit from this project. Each year of delay is another year that we can't enjoy the benefits. Bite the bullet and get most of it done in 10 years. There will be a mess, but then we can start to actually see the progress and use the system. i would gladly pay twice as much now to get this project completed in 10 years. I would pay 4 times as much if you could get the light rail parts done in 5 years. I consistently vote to fund every mass transit measure that appears. I will put my money where my mouth is. Paul Edmonson 200 NW 143rd Street, Seattle, 98177

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	Thank You Sound Transit for listening and including the SR 522/523 corridor in the final plan! BRT opens up the promise of light rail access to the north Lake Washington communities. The parking garages are extremely important elements of access by our community to this transit corridor. The sidewalks will, for the first time, open up safe access to this transit corridor for our citizens. The early construction schedule is a win/win for the communities and Sound Transit, as it coincides with the opening of the North LINK light rail stations.
NORTH KING COUNTY	Sound transit should focus on the highest ridership areas first. Ballard should be a top priority. Everett should kick in extra \$ for their low ridership diversion to the airport. Tacoma link should be a priority. Also.. since this system is going all the way to Tacoma and Everett, research should be done to increase the train speeds so the trains can compete with driving speeds.
NORTH KING COUNTY	Get brt done first!
NORTH KING COUNTY	Decisions need to be made quickly and money put in place to finish sooner. If only we'd have done the monorail it'd be finished! We need a fix now! Not in 8-25 years!
NORTH KING COUNTY	Build more transit! Faster!
NORTH KING COUNTY	I do wish this could happen sooner but I also realize it is possibly unrealistic to get some of the work done sooner then projected. I would support whatever measure it would take for this to happen sooner.
NORTH KING COUNTY	The timeframe for implementation is too slow. We need this infrastructure now.
NORTH KING COUNTY	West Seattle buses are already overloaded and unreliable to take. With the growth in West Seattle, the plan to increase buses and light rail through the area should not wait 17 years. In 17 years, the plan will already be outdated and to little to late.
NORTH KING COUNTY	Would love to see lightrail going to Redmond as soon as possible OR an express bus coming to and from south Seattle to Remond.
NORTH KING COUNTY	The timeline for light rail in seattle is so long! I am super supportive of light rail and regional transit in general. I living in W Seattle I would be thrilled to have light rail here, but its pretty hard to get excited about a plan that spans a quarter century. I know these big projects take time, but big price tags need big returns in order for people to get excited about them, especially after the SR99 debacle
NORTH KING COUNTY	Why has Ballard been pushed down the priority list to 22 years from now!?!?! Sound Transit and City of Sesttle planning department need to get on the same page. If they are incentivizing development and population in hub urban villages like Ballard, Sount Teansit needs to respond with increased and prioritized transit! And charge development impact fees to the developers making so much money off these new projects that are clogging our streets with new cars since there is insufficient Transit to handle the huge growth!
NORTH KING COUNTY	The changes in population in Ballard have affected my life dramatically and are happening now. The changes in transportation will happen too late to make any difference to me. What can you do sooner than 22 years?
NORTH KING COUNTY	Why so long? Can we really wait 25 years?

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	I like the plans for all the ST3 services however, I think the priorities are off. I think it's more important to embed a functional transit plan within the city of Seattle before transit is expanded to the suburbs. I don't have a car, and it takes me an hour and a half to get from my home in Columbia City to my doctor's office in Fremont. It would take me the same amount of time to get there by bus coming from Sammamish.
NORTH KING COUNTY	This needs to happen way faster!! The number of cars we currently have on the road is hazardous to our health. Also the light rail needs to extend up beyond Ballard. It's really difficult to get north of there without a car
NORTH KING COUNTY	Must it really take 25 years? Let's get going already!
NORTH KING COUNTY	My husband and I chose to live in SLU because of the proximity to work. If transit in the city was better, we would be able to move further away to save money on rent. If the timeline could be moved up significantly, I would support this proposal. The cost savings for us would be worth the tax increase.
NORTH KING COUNTY	Way too slow. Expedite delivery of this entire plan. Otherwise by the time they are complete we'll be the bay area today but perhaps worse off
NORTH KING COUNTY	Way too slow. Need to accelerate development!
NORTH KING COUNTY	I feel Ballard and West Seattle light rail and bus should be priorities, since they are already high density--with Ballard expanding every month. Currently the bus system is filled to overflowing everyday.
NORTH KING COUNTY	The timelines are too long. East-west transit in the city is terrible. I support all of the projects, but I believe they should be completed in parallel and as quickly as budget allows.
NORTH KING COUNTY	WAY too slow....why???
NORTH KING COUNTY	Your timelines are too long. Why would I want to pay \$200.00 per year to see Ballard get connected to light rail when it's going to take 22 years? 22 years? Really? That's ludicrous.
NORTH KING COUNTY	While I recognize that procedural and environmental concerns need to be addressed, the timetable for this list of projects is too long. We need to find a way to expedite planning and construction and recognizing that people and businesses will necessarily be displaced. If necessary, laws should be modified to avoid the "Seattle process."
NORTH KING COUNTY	This is too slow of a timeline...we need transit now, not in 12 to 22 years. New York City seems to have the ability to add new subway lines in a period of a few years, why does it take Seattle 22 years? I am extremely supportive of increased light rail but I will not support the bond measure with these proposed timelines. We need more light rail or subway service in downtown Seattle and its neighborhoods in the next 5 years. Period. Why are you proposing additional service to places like DuPont when the massive congestion is in downtown Seattle? Amazon is building a massive new campus bringing thousands of additional people to downtown...not DuPont or Federal Way. Expedia is moving to Seattle. Ballard, West Seattle and a train across Lake Washington should be a top priority and should be built now.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	The only reason that I am don't strongly support this plan is the timeline. 25 years is nonsense. There has to be a way to reduce the timeline to 20 years. Ideally, it would be awesome if everything was done in 12-15 years.  commuters.
NORTH KING COUNTY	These projects need to happen much faster or we will just fall further behind our needs by the time they are done.
NORTH KING COUNTY	I think increase support and in turn increase funding, we need to see a more immediate impact. Improving existing bus infrastructure and perhaps improving traffic controls, specifically traffic lights would have a broader appeal to those use and not use mass transit. To have an impact in 5 years would much easier to accept and support. Higher frequency of busses and coverage, especially the suburbs would awesome!
NORTH KING COUNTY	The faster the projects are completed the better. ST3 should aggressively pursue shorter timeframes. Adequate parking at rail stations and transit centers is essential.
NORTH KING COUNTY	Road congestion in Seattle should be the #1 priority for this plan. Traffic here is exponentially increasing, and this proposal only really helps in 22-25 years! Not acceptable. Seattle will grind to a halt well before then.
NORTH KING COUNTY	I strongly support expansion and investing in more public transportation but the timeline or timeframe seems way too long. The city (ies) could not afford eight years for the first/2nd phase to take shape. Could there be a more immediate possibility of implementing and executing the projects?
NORTH KING COUNTY	22 years to Ballard is way too long. I would oppose it if these are the timelines. The city is allowing apartments to be built with no parking today assuming these new people will take mass transit to work. Either get a train here soon or stop building apartments with no parking.
NORTH KING COUNTY	Two comments: 1) Remove the Sounder pieces; and, 2) move up the Ballard timeline -- there seems to be way too much "process" involved, need to consider cutting that down 5-10 years.
NORTH KING COUNTY	Build the Ballard and West Seattle lines SOONER. They are the most concentrated ridership corridors. Look at the boom in the Westlake / Cap Hill / UW ridership when opened. This is the right thing to do!!!
NORTH KING COUNTY	Light rail to Ballard not only helps Seattle (North King) but adds key destinations to users (Sounder, ST Express, Link) from all sub-areas. It helps the entire region in a way that light rail to Tacoma, Everett, Redmond, and Issaquah does not. It also expands ridership by an enormous amount, helping to build support for continued light rail expansion as well as requiring less subsidy per rider. For these reasons, PLEASE prioritize Ballard light rail as early as possible. Twenty two years is far too long to squander that potential ridership and benefit to the EVERY sub-area.
NORTH KING COUNTY	25 years is too long. Needs to be done sooner.
NORTH KING COUNTY	We need to bite the bullet and get this all done yesterday! We will have to pay the price of our inaction in the past but WE CANNOT WAIT any longer!!!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	This timeline is extremely disappointing. I'll be 67 years old when this comes to Ballard. I'm in my 40s now and can enjoy what Ballard has to offer. I'll be on SSI and too poor to go anywhere. I only earn \$54k a year and I'd be more than willing to pay double the proposed cost if I could see light rail in Ballard in 11 years. BTW, I'm a Licton Springs resident, but I left Ballard in 2013 due to the inability to get around.
NORTH KING COUNTY	Why does everything take so long? All this money being spent and we can't make it happen any faster? Bertha haunts our area with a never ending sequence of delays, why aren't we working round the clock to get more service to Northgate? Who was the idiot who decided to stop light rail 6 blocks short of the airport? How difficult do you want to make it to use "rapid" transit? The last time I took transit to the airport it took three hours EACH way.
NORTH KING COUNTY	I strongly oppose waiting until 2038 to provide service to Ballard. The neighborhood's population, limited access to Seattle, and the location of major employment on 15th Ave will result in major travel delays into Seattle. It is inequitable to provide improvements that will serve smaller populations while stranding 30,000 people in Ballard. Moreover, I strongly oppose a second bridge over the Lake Washington Ship Canal. Sound Transit should replace the existing Ballard Bridge and provide both separate light rail capacity and pedestrian/bicycle capacity on that bridge.
NORTH KING COUNTY	Our region needs to support this expansion to happen as quickly as possible. 25 years feels desperately long.
NORTH KING COUNTY	I am 45 years old. When this is completed, I will be in my 70's, my children will be in their 40's, and they will have children of their own. This needed to be done 15 years ago. Take a moment and consider how you can make this move a bit faster. Basic reliable transit for our region shouldn't have a multigenerational timeline.
NORTH KING COUNTY	The timeline for light-rail transit to the east side should be modified. A 25 year wait for a light-rail connection between Seattle and the East Side is too long. We need a light-rail connection much sooner!!!
NORTH KING COUNTY	These are extremely long timelines for infrastructure development. Many other countries and/or municipalities work on tighter timelines. Light rail to Ballard in 22 years is unacceptable, which, anecdotally, is one of the reasons I find people to be opposed to these plans.
NORTH KING COUNTY	Concentrate on light rail improvements to the city infrastructure first. Areas like Ballard should not be waiting 22 years.
NORTH KING COUNTY	The light rail expansion seems needlessly long and shuttling people from outside the city into a city that you're unable to get around in seems backwards. It would make more sense to clear up the city's congestion (ie: projects to/from Ballard and West Seattle) before bringing more bodies in from the suburbs just to get blocked up once they finally hit the city.
NORTH KING COUNTY	As I am sure you are hearing, 22 years is unacceptable. Most voters cannot imagine making a long-term investment in transit if they have to wait until their retirement.
NORTH KING COUNTY	Priority should be given to aspects of the project that include downtown Seattle, West Seattle, and Ballard, since these metro areas are more prone to congestion, prior to working on improving transportation systems in more outlying areas.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	Ballard to downtown should absolutely take priority in construction. Ridership will be WAY higher, and the residents in that area need a way to get more quickly downtown if we want to keep up with population growth. Construction of that line should be prioritized and moved to the top of the schedule.
NORTH KING COUNTY	Look at growth projections from the initial plan and prioritize transit to high density areas that will be paying the property tax to support the system. I live in Ballard. Our density requires better transit options. With a completion date of 2038 I think autonomous transit will be the solution that beats out light rail implementation.
NORTH KING COUNTY	West Seattle and Ballard light rail should be completed in the first phase. If this is not possible, then expand bus accessibility to these areas.
NORTH KING COUNTY	i think getting light rail to ballard (and ballard->UW) and west seattle is the most important priority and should be the first priority. these lines will have the biggest ridership and be able to sustain themselves best.  i also acknowledge the political reality that to get support from wider KC and pierce, the plans may have to prioritize less useful (or at least less well-ridden) lines and i support ST3 pretty much no matter what. we need more transit in this city.
NORTH KING COUNTY	West Seattle and Ballard need to be top priority. I'm not sure why those timelines are so delayed. These two neighborhoods are arguably the fastest growing already, with tons of townhomes under construction. With limited parking in both neighborhoods, public transportation improvements are a must. I recognize that I am somewhat biased towards West Seattle's situation, but it truly is a SIGNIFICANT issue and is getting noticeably worse on what seems like a quarterly basis.
NORTH KING COUNTY	West Seattle light rail should be the priority. The C line can barely accommodate riders and there is still a huge amount of new construction for housing so we can only expect bus lines to get more crowded and the ws bridge to become nearly impossible to use during commutes.
NORTH KING COUNTY	I realize there is a lot to do, but 25 years?! You're not building this for me. You're building it for the next generation...with my money. I support it all, but let's knock ten years off the schedule.
NORTH KING COUNTY	With the growth this city is experiencing Ballard and West Seattle should be higher priority and shortened timelines. Those two routes travel through some of the densest, most travelled areas of the city and getting those people off the road would make a world of difference. Bus everyone north and south to those points and Northgate/Tukwila if need be until the lines are expanded further, but I don't see how Ballard streets can handle sustained growth for 5 more years, forget 22 years. This is a problem now.
NORTH KING COUNTY	I am in STRONG Support of expanding our link light rail. But 25 years is ridiculous! I think the timeline should be half of that, and I would be willing to PAY MORE for an accelerated timeline.
NORTH KING COUNTY	We need better transit now not 25 years from now. By the time these projects are completed, we will need to expend again. We have to find a way to speed up the process. We need better public transportation now. The proposed transit map is a dream but the timeline is a nightmare.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	Go way faster! Especially for Ballard
NORTH KING COUNTY	I consider the Ballard extension/tunnel to be the most important priority.
NORTH KING COUNTY	More Rail SOONER--ballard/downtown and West Seattle grade separated lines must be highest priority and "fast tracked" to complete within 5-7 years MAX
NORTH KING COUNTY	Timelines are very long, and 50 years past due. So...hard to get really excited. Why does Seattle have such terrible transit options? gaaa.
NORTH KING COUNTY	Everything needs to happen much sooner. Condense the timeline - I'll pay more.
NORTH KING COUNTY	Our progressive city is SO far behind, it's a bit embarrassing. I understand that money is an obstacle, but a city like ours should have these systems in place now. I am concerned that these very, very long term goals will be obsolete once they are completed. I at least hope that you are considering making things run on magnets, solar or some other renewable energy so at LEAST we will be ahead of other cities once this is completed? It would also be nice if you were to limit the number of people that can move into the city so it's not so packed. It's losing it's beauty with all these canyons of buildings and no natural light.
NORTH KING COUNTY	Do ballard sooner. It needs to me moved up in priority. I would pay more on taxes for this to happen. I feel like my neighborhood is being screwed. I will pay taxes on this from when I am 33 to 55. I will be about to retire when I finally get access to this transit, and I live in a major seattle neighborhood. Ballard in the next 10 years. Please.
NORTH KING COUNTY	8 to 25 years is a ridiculously long time to get a project of this scale done! Look at any other countries that can do this in half the time! Germany or Japan for example.
NORTH KING COUNTY	If ridership estimates are correct, Downtown to Ballard should he completed first.
NORTH KING COUNTY	I would like to see lite rail go from West Seattle to SeaTac
NORTH KING COUNTY	The core city of Seattle projects (Ballard, West Seattle and connections into the city) should be higher up on the completion timeline. The city of Seattle has the highest population versus other cities in the region, which inevitably brings more traffic to this city versus others in the region. Ideally I think Ballard should be top priority and then West Seattle to be built for ST3 and push back other extensions such as Redmond & Federal Way in order for Seattle expansions to be worked on first.
NORTH KING COUNTY	The phases are too far out. ST3 should look at ways to make the entire project within 10 years. I am very supportive of all the BRT and light rail options, but think 25 years to implement and connect downtown Seattle to Ballard, West Seattle, and other major hubs is unacceptable.
NORTH KING COUNTY	Speed up the time lines...we need all of this system NOW
NORTH KING COUNTY	I agree I-405 should have a place in early stages of funding since congestion there is so terrible. However, I think core areas of downtown Seattle should be next for funding instead of areas that are farther out in the suburbs. Density is growing exponentially while businesses are also moving in, increasing congestion and only getting worse in the future with no spare land in which to alleviate the burden - a consideration not as pressing in the outlying areas.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	Please, please, please tax me more, or bond it out, and get this done sooner. This is where public transit should be NOW, not in 25 years from now. I really hope you consider a shorter completion timeline for this. The two most important lines (in my opinion) are the last to be completed. Robust public transit is crucial in continuing to attract those who have choices in where to live.
NORTH KING COUNTY	This needs to be done as quickly as possible. Pull the band-aid off quicker and people will deal with it initially, but will accept it much quicker and therefore actually use it. Who knows what the landscape will be in 25 years. People will be buying self-driving cars as their next vehicle purchase well within the next 10 years. If they have that then who cares how long they sit in traffic, when they can surf the web and work from inside their own car. If light rail is finished quicker and people use it then it will become a habit and the self driving obsession will look like a gimmick. The timeline for this seriously needs to be escalated or else people a) won't vote for it or b) they will be so fed up with the traffic (especially in the next 5 years) that they will have some serious hate towards ST3 and the WSDOT as a whole.
NORTH KING COUNTY	Light rail to Ballard (not at-grade) should be the first priority, by far.
NORTH KING COUNTY	The timelines for light rail should be brought forward. It is taking way too long to build the systems. Use the bond system to secure money earlier to build faster.
NORTH KING COUNTY	We need more transit options NOW. The congestion and travel times in our region are an absolute embarrassment and are holding us back. Why even bother with a plan that gets executed after 22 years? With major developments like driverless cars coming our way, who knows what transit will even look like at that point? Do fewer projects, do them sooner. Just please get something done to help people along the I5 corridor.
NORTH KING COUNTY	Light rail being the last priority (22 years????) is ridiculous. Saying that adding buses to this program is a high priority and by adding buses within 8 years is somehow a "success"... seriously? 8 years to buy and use buses, without adding the infrastructure to make those buses effective? Light rail is so desperately needed, yet it feels shoe horned into this project... I will be voting "NO" unless you find another way to fund this (INCOME TAX MAYBE???) and show a better outline for adding light rail in a realistic manner... it's depressing that this is the 'fix all' package being offered...
NORTH KING COUNTY	Need to find a way to make these projects happen sooner rather than later.
NORTH KING COUNTY	Can't you speed light rail construction up.
NORTH KING COUNTY	This plan is too slow, and should be accelerated even if it costs more. Also, I think that the vehicle tabs, and property tax, should bear the brunt of this cost not increased sales tax...that's too regressive. Maybe the B&O tax should be increased since the businesses in the area are driving the growth?
NORTH KING COUNTY	I'm shocked that 22 years to Ballard and 17 to West Seattle is acceptable
NORTH KING COUNTY	The completion timeline is way too slow. I need better mass transit now, not 22 years from now when I am 50. I would rather the projects were funded by more debt even if it meant paying higher taxes for my entire life to pay it off if it would get these projects finished faster.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	I understand all the difficulties in building these transit improvements but the extremely long timeline will make it very difficult for some people to support this proposal. However, I would rather see long term and far-reaching improvements (such as light rail) than short term solutions (like buses). I just hope that I'm still in Seattle in 25 years to see this all come to fruition.
NORTH KING COUNTY	I realize these are massive projects that are extraordinarily expensive and I don't wish to see my taxes go up higher than they already are here in addition to the already high cost of living, but these projected time lines are incredibly slow far out for a city and region that essentially needs to have been starting this project 20 years ago. I think growing these more quickly if possible should be a priority.
NORTH KING COUNTY	BUILD IT SOONER! I'll be dead by the time this project is completed. Get 24-hour crews, tax corporations that are sheltering their money overseas (yes, Microsoft, Google, Amazon, Boeing, Starbucks) get the money AND BUILD IT SOONER. I want to enjoy transit in this life, not the next.
NORTH KING COUNTY	Light rail to Ballard and West Seattle along with rapid or express bus service across Seattle on an east-west axis should be given completion priority over other projects.
NORTH KING COUNTY	I can accept that Ballard - UW is dead in ST3, however I think it is imperative that full environmental and preliminary engineering studies be funded on the following corridors in ST3: 1) Ballard - UW, 2) "Metro 8" Subway, 3) Extension of West Seattle rail to White Center/Burien. These studies are comparatively cheap and can perhaps allow expedited construction/movement as more funding becomes available 10-15 years down the line.  My biggest complaint is the project completion timeline for Ballard (and to a lesser extent, West Seattle). It's what makes me "somewhat in opposition" to voting for ST3. I REALLY want to vote for ST3. I want rail (and grade-separated at that!) to inner city neighborhoods and major suburbs. However, by punting the project with the highest ridership and the most cost + complexity, the timeline for Ballard rail becomes untenable. Ballard should be one of the first projects (even if it comes at the expense of West Seattle rail). If Ballard can be done in a 12-14 year time frame (I know that's probably pushing reality) that would be perfect. In reality an improvement of 6-8 years instead is what I think would make me sold on ST3.
NORTH KING COUNTY	Light rail to West Seattle and Ballard in 17 and 25 years seems ridiculous. It's a timeframe that is super discouraging and leads people to disengage. Why would this take so long? This is past my remaining working years and into retirement. These timeframes will lead people to not support the plans because they are so long they aren't meaningful to people's present commuting challenges.
NORTH KING COUNTY	Please please please consider a faster timeline than 22 years for Ballard.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	I completely support mass transit... I believe we should be moving quicker. I would like to see all of the projects listed as being done in 25 years to be done in 20 years. I think the sooner things get on line, the sooner people will appreciate them. Plus transit should be making travel better, not just keeping up. IF its online sooner people will see, and thus more support, it.
NORTH KING COUNTY	what the [explicit] is with 25 years!? [explicit]. Better than nothing, but that's literally it. Better than *nothing*.
NORTH KING COUNTY	This stuff should have been done 20 years ago
NORTH KING COUNTY	Prioritize more ST Express Bus service while building light rail lines.
NORTH KING COUNTY	Light rail needs to be fastracked. Busses are on the road and part of the problem.
NORTH KING COUNTY	Would be great to have "shovel-ready" work in case funding is found to speed up timeline. Would be nice to create mechanisms for corporate sponsors or other sponsors to enable faster projects, e.g. if the companies building in South Lake Union wanted to expedite the Ballard->downtown work.
NORTH KING COUNTY	My strongest concern about any of these proposals is the timeline. As the Puget Sound population is expected to grow enormously in the coming decades, and it's already taken decades to get the most basic service we have now. I want to see the most aggressive ST3 plan possible so there is at least opportunities in the coming decades to build faster what we've already planned for. On a separate topic: ST *must* include real parking - especially in the suburbs where ST3 will grow - if we are going to get more cars off highways & major transit corridors. Park and ride MUST be an option for people; we talk about multi modal transit without acknowledging cars will always have to be part of that mix. (This, coming from someone who never owned a car before I was 29 - and I'm no Millennial) There just aren't enough/ frequent stops on light rail to make car-centric lives easily adaptable to transit.
NORTH KING COUNTY	We need to make this happen faster. The city is growing rapidly, and there's no way our current infrastructure can keep up. Traffic is going to become much worse than it already is, and the sooner we complete these projects, the more functional the city will be.
NORTH KING COUNTY	Prioritize cost-effective bus and light rail projects in and between the core cities of Seattle, Everett, Bellevue, and Renton. Postpone all transit projects that are located peripheral to these cities. Support increased housing density of transit oriented developments in the major transit hubs of these core cities.
NORTH KING COUNTY	West Seattle to downtown to Ballard needs to be built first. New tunnel
NORTH KING COUNTY	Need to build light rail faster. 25 years for light rail to Everett and Issaquah?? Need a faster, stronger approach to timelines!
NORTH KING COUNTY	I would prioritize (if not already) 45th st light rail and stops closer to the ones already open! thanks!
NORTH KING COUNTY	Why can't we complete these project sooner?
NORTH KING COUNTY	Shorten the construction timeline for Ballard. I don't know what's realistic, but 22 years seems awfully long, especially with so much potential ridership eager to take light rail.
NORTH KING COUNTY	Do it faster. Much faster. This should have been done 30 years ago.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	Transportation to West Seattle is needed now, we cannot wait 18 years.
NORTH KING COUNTY	Light rail needs to be built faster, otherwise people will vote against it
NORTH KING COUNTY	My neighborhood cannot wait another 20 years for Graham St Station--we needed it years ago, we need it today, and we will need it going forward as our city grows. Please reinstate Graham St Station with an early time line of 3 years. Our community is underserved by transit, in a neighborhood that relies heavily upon it. We do not value parking lots--we want walkable, bikeable, safe stations that reflect the values and demographics of our diverse and thriving community. We need Graham St. Station NOW!
NORTH KING COUNTY	I really really want to get behind this but the timelines are crazy! It's so far away it hardly seems relevant. I don't live there but 22 years to Ballard?!? It disappoints me that we are just now having this conversation in 2016. The wheels should have been turning (pardon the pun) long ago. I am not well off, in fact I struggle, and with the pace/prices of things I don't see myself being around here that long. It's bold, I generally like it, but its awfully late.
NORTH KING COUNTY	LIGHT RAIL NOW. Higher taxes, whatever. WE'RE WAY OVERDUE FOR REAL TRANSIT. Connecting Ballard and West Seattle in 25 years is WAY TOO LONG.
NORTH KING COUNTY	We need light rail to Ballard and West Seattle as quickly as possible, followed by connections to Everett and Tacoma as soon as possible after that.
NORTH KING COUNTY	We need these improvements ASAP!
NORTH KING COUNTY	Priority for projects need to be rethought. Lines should focus on connecting areas with highest densities first
NORTH KING COUNTY	I am very supportive of all transportation initiatives in the area and always have been. But this plan is so suburban focused. I can't get behind any plan that doesn't put the city center first. If Ballard and West Seattle take 22 years forget it.
NORTH KING COUNTY	It should all be sooner. Educate the public about how we can encourage the legislature to give the authority to complete and pay for these projects twice as fast. Even a decade is too slow. Look at how many people are using the new stations at UW and Capitol hill. I have yet to see them not busy.
NORTH KING COUNTY	Project in congested urban areas should have a much higher priority.
NORTH KING COUNTY	Ballard needs a rail sooner
NORTH KING COUNTY	17 years for light rail into west Seattle (and that serves only a fraction of the region) is entirely too long and insufficient. Would be willing to pay more for better access to light rail, or would expect more bus improvements for this region.
NORTH KING COUNTY	I know that projects take time--and I am always proud to vote for transit--but this time line seems especially slow. Please consider additional voter education to explain the decade+ waits for solutions we so desperately need now.
NORTH KING COUNTY	I wish the progress could be sped up, especially for neighborhoods that have had the most recent density changes like Ballard. Second, all projects should be grade separated so we are not regretting the decision 30 years from now.
NORTH KING COUNTY	Ballard and west seattle timelines should be moved up as both are increasing in density much faster than streets can handle - even with busses

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	Why is the timeline pushed out so far? If you're adding rail at multiple points they should be able to be worked on simultaneously. Keep moving!
NORTH KING COUNTY	Timeline has to be condensed or I probably won't support the measure.
NORTH KING COUNTY	The work on any North - South pathways needs to be completed ASAP. Light Rail, Bus, Sound, etc
NORTH KING COUNTY	Please get started on the light rail extension plan ASAP. We all need it desperately!
NORTH KING COUNTY	With Expedia moving into the interbay neighborhood portions of the projects that ease congestion need to be prioritized. 22 yr time line for light rail to Ballard will be too little too late to help mitigate the cost of housing impacts and livability issues.
NORTH KING COUNTY	West Seattle needs a light rail ASAP. The amount of condos and apts that are being built every single day cannot continue to happen without a better transportation situation. Eastbound west Seattle bridge is a parking lot all morning long, most people just going downtown for work. We should have started this project years ago - before all of the housing developments started. It's unbelievable how little sunlight hits the streets anymore because of all of the new buildings. We need better ways out of west Seattle. 1 rapid ride is not even close to enough, people don't use the water taxi enough, and there continues to be a crazy amount of single drivers in cars every single day. West Seattle needs a plan right now!
NORTH KING COUNTY	Please open the 42nd/Brooklyn station near UW ASAP. The Husky Stadium station is too far from most off campus and from the University District. The link to UW REALLY showed the value of the light rail system: it is buy far the fastest way to get downtown or to Capitol Hill, even if you have a car. That station will make that shows practical for far more people, and make routes 71 and 73 far more efficient.
NORTH KING COUNTY	It's really unbelievable that this project will take so long. With Seattle's current growth, the traffic between now and completion will be a nightmare.
NORTH KING COUNTY	Overall, I'm pretty excited by the ST3 proposals (even the ones I don't use), but I'm a bit dismayed by the fact that it will take an entire generation to get this in place, especially from downtown to Ballard and West Seattle. Buses from those areas are already packed, and from Interbay, are always hung up on 3rd Ave. I hear tell from colleagues that live in West Seattle the story is much the same. I'd like to see some alternate timeline scenarios, especially those that can compress the timeline.
NORTH KING COUNTY	1) Traffic within Seattle is horrendous. Waiting for 25 years to add the Ballard line is far too long. Asking residents in Seattle to pay huge annual taxes to build projects that will not reach them for 25 years is unrealistic and will not receive voter support. 2) Putting the Ballard line on a busy street, and thus taking up two lanes of traffic, will only harm local residents and make traffic worse. The line should move west and underground where it will not increase current traffic levels and will be more reliable.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	<p>As a West Seattle resident and homeowner, I strongly hope that this plan is revised to speed up light rail to West Seattle and Ballard. With more and more young people being attracted to urban areas, and our overall construction/growth boom in the city, Seattle voters need to get more out of the deal at a faster rate if we are expected to fork over hundreds of dollars so that the suburbs can get into the city. Please do a better job of prioritizing projects so there is a mix of regional transit investment AND projects that will move SEATTLE residents around SEATTLE.</p> <p>I'd love to get rid of my car, but it takes about 1.25 miles of walking, and at least two transfers to get from West Seattle to my job in the UW Tower (that's a commute of about 80 to 90 minutes. Please make this deal more enticing to Seattle, West Seattle and Ballard residents.</p>
NORTH KING COUNTY	Should try to get federal money to complete more quickly
NORTH KING COUNTY	I'm hopeful ST can find a way to complete the different phases well ahead of the decades-out timeline. That said, I'm just thrilled with the work ST has done and excited for the region.
NORTH KING COUNTY	It's great that you're thinking ahead, however most people will not care for the improvements if they are looking at 20+ years out. Most people that currently reside in area can't determine if they are going to be in the area in 20 years, so they may not provide the (economic) support needed, as they will not see/utilize the benefits of the investment. You need to consider moving them a bit closer to the present, even if that increases cost. Everyone will be happy to see an improved public transportation system sooner, even if it's more expensive.
NORTH KING COUNTY	If there is any way to speed up the projects, Seattle needs these services now. Who knows what traffic will be like in 25 years!?!
NORTH KING COUNTY	Frankly, 8 years to get bus service running and 22 years to be able to get to Ballard isn't going to cut it. We need transit immediately and as much as we can get, both to support a rapidly growing region and to get the cars off the road that make our city unsafe, overcrowded, and unpleasant. Let's stop wasting time and money building stupid projects like streetcars and get real transit moving now, whatever it costs.
NORTH KING COUNTY	I answered #12 as "Somewhat oppose" because the timelines need to be pulled up. The city can't afford to wait that long to have a comprehensive and functioning transportation system.
NORTH KING COUNTY	ST3 is very large and an all encompassing proposal, but they should be broken out into smaller parts so people see that things are happening sooner, and serving their areas more directly and in a shorter timeline. Also, need to add the fees to fund this via a gas or income tax, need to stop using property taxes as the main method. If they have to pay more to drive, then they will be more inclined to support these measures. If you keep taxing the properties, it will only drive people further and further out, thus forcing them to use their cars more frequently.
NORTH KING COUNTY	Do it all as fast as possible! Is there an opportunity to get federal funding to speed up the process and defray the costs to the average person?

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	Light rail build-out should be MUCH quicker in the city of Seattle, under 8 years. I'm not very supportive of increasing sprawl with further out lines beyond Lynwood/Issaquah/Burien.
NORTH KING COUNTY	1) We need to have a greater commitment to building out a comprehensive system for getting around our city and we need to do it much sooner. This is about political will more than anything. 2) The current plan appears to be focused on getting commuters in and out of the city but does not address the level of need for getting around the city when you are already in it. Transit oriented development is a must (the two story structures all along the MLK light rail route break my heart; it would be the ideal place to build tall and allow people to not own cars. 3) Seattle Subway has a vision far superior to the current ST3 plan. <a href="http://www.seattlesubway.org/about-us.html">http://www.seattlesubway.org/about-us.html</a> Check out their map on given link.
NORTH KING COUNTY	There is no possible way this will pass with such long construction timelines. ST needs to aim to build to Ballard and West Seattle by 2030.
NORTH KING COUNTY	We need these things done now. I know that's not realistic, but wow, the timelines are long.
NORTH KING COUNTY	Although addressing the need for bus transportation is an important temporary measure that can be taken to address our area's transportation issues, I would strongly support and recommend speeding up the timetables for installing light rail stations around and between the area's major cities.
NORTH KING COUNTY	The Ballard Light Rail needs to be completed on a more urgent need or the city needs to stop allowing continued high density building the area that transit cannot accommodate.
NORTH KING COUNTY	Please put higher priority on the West Seattle Transit!! 17 years completion is a very long time. The 1-5 / West Seattle Bridge junction in the morning is a catastrophe and going on the Viaduct needs to be eliminated. Also, West Seattle is expanding very rapidly and we don't have the necessary infrastructure in place to support this rapid growth.  Thank you!
NORTH KING COUNTY	Ask for more money over longer time and ensure all project can be completed AND done sooner. We NEED light rail expansion (tunneled or above-grade) yesterday, and 22 years is too long to wait.
NORTH KING COUNTY	The timeline is unacceptable. Bring completion down to 5-10 years for my support.
NORTH KING COUNTY	If you think you can predict the future out 25 years, you're deceiving yourself. Shorter timelines, fewer strategic projects, and more accountability to finishing what you started, would all make me happier about voting for your initiative.
NORTH KING COUNTY	Light rail should take priority over express bus. Main east-west corridor across I-90 is super high priority, along with Ballard-Downtown, and then West Seattle. Waiting 12 years for that is ridiculous, should move that phase up now.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	This needs to get completed faster in order to get traffic and pollution emissions under control. Traffic causes more pollution and an early completion of the difficult areas to get to like Ballard and West Seattle will help a lot.
NORTH KING COUNTY	cut the completion times in half-the business sector of seattle isn't going away, but they will have trouble hiring people. It seems ridiculous that we have to wait 25 years to get a light rail from downtown to west seattle. Get a move on!
NORTH KING COUNTY	It seems insane to me that Sound Transit projects take so long to build! If you want ST3 to get funded you need to break down your goals into 3 years increments so people can see progress being made. They need to see their money is working! Why can't you just open your check book and buy x-number of buses to every where? Heavy rail is in place because light rail is slow. When I lived in Everett and wanted to go to Seattle I preferred to take the express buses over the heavy rail. The advantages were that the buses were faster and came every 30 minutes! Time is money. You must move people quickly and frequently. Light rail costs too much and is too slow. If light rail from Everett to Sea-Tac takes 1.5 hour one way, the only people who will ride the train will be homeless people? Was a WBE DBE sub-consulting firm to Sound Transit. When many of my contracts were won and then taken away from my small business by big businesses, I told Sound Transit about it. Your agencies response was "oh well we can't tell big business what to do"?#! Your agency has a mandate from the federal government in the grant money you receive to include small business in the work! You have a responsibility as a 501c3 to speak up and have your values implemented. It has been my experience that your agency acts like a little girl not an adult man who tells people how to conduct business. The I-405 Lynnwood to Bellevue corridor at rush hour is nightmare. Fix the mess in three years buy buying x-amount of buses. JLM to Tacoma is always in a traffic jam. Add a commuter lane.
NORTH KING COUNTY	Although I always complete these surveys, I know Sound Transit is just going to do what is politically preferred - not what is preferred by the voters. But I have to say that ST is delusional if you think anyone is going to use Light Rail all the way to Tacoma when the light rail from downtown to the airport already takes 40 minutes (slower than any bus I ever took from downtown to the airport). The way to resolve traffic issues should be to focus on transit routes within the Seattle area to ease traffic in Ballard, UW, South Lake Union, to West Seattle, etc. Light rail to Ballard in 22 years? West Seattle in 17 years? Are you serious? At that point, just forget about it. We will have driverless cars and new transit options we don't even know about by then. What's sad is I think most people in Ballard and West Seattle would GLADLY pay a monthly fee or tax to get better transit to in city places. Why the focus on Tacoma and Everett? People who live there aren't likely to use transit anyway - especially if the ride to downtown takes 2 hours! I am extremely pro transit - but as long as ST keeps prioritizing ridiculous projects that won't help relieve the in city congestion, I am likely to vote down any taxes or additional funding projects. It's time you listen to the voters who are funding you!
NORTH KING COUNTY	Would be helpful to offer the public the option of better timelines for increased cost.
NORTH KING COUNTY	The Ballard/West Seattle light rail should be fast tracked - there is already too much traffic in Seattle, and it takes too long to get to these areas by bus.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	While I know rail takes longer to build. I think we should focus more on connecting neighborhoods in Seattle first before we begin connecting the suburbs. The Ballard/Seattle Center/SLU and West Seattle extensions should take precedence. 22 years is an absurd amount of time for this project to take.
NORTH KING COUNTY	What makes me want to oppose this measure is not only the timeline but the order. Too much time and priority is being given to corridors that don't have the projected ridership to back up the "first-in-line priority". The Ballard - downtown line should be the highest priority as it would increase ridership by the most of any line and in turn, bolster the overall leverage and power of ST the quickest.
NORTH KING COUNTY	I would happily pay more to get it done sooner!
NORTH KING COUNTY	Ballard is growing FAST and NOW. Waiting 22+ years for light rail seems like too much time. With all the high density living going up in Ballard, we need more options to get people around town without cars. I am also in strong support for increasing bike friendly access, especially going over the Ballard Bridge
NORTH KING COUNTY	Why does it seem to take so long to compete STM - 25 YEARS? Infrastructure projects in Asia and Europe have a much more rapid pace.
NORTH KING COUNTY	I wish the West Seattle light rail plan could be completed earlier. From a purely personal point-of-view, I would use any service within Seattle city limits much more than any outlying connections. But that is just my usage; I understand the priority of connecting Seattle to Bellevue and Federal Way, even though I never go there... Thank you! I LOVE THE TRAIN(s) and will ride them whenever I get the chance.
NORTH KING COUNTY	25 years is a long time. Our region continues to grow rapidly and the bottleneck in all of this is world-class transportation throughout the region. 10 years. We should be able to get nearly all of these done by the end of 2026. Otherwise, this generation of innovators could move elsewhere.
NORTH KING COUNTY	If those within Seattle are using light rail, better access will be available to those commuting into and out of the city (due to less city congestion). Having only part of the city on light rail renders it useless for many, including those who can access it in their neighborhood - but not at their destination. Start at the epicenter and move outward. As for taxes, the burden should be shared by all citizens - not overly weighted to the property and car owners. It is a benefit to all to be paid for by all.
NORTH KING COUNTY	I'm willing to pay more than \$200/year to get this done faster.
NORTH KING COUNTY	Proposed Light rail from Seattle to Bellevue please.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	Projects of this scale take time to complete but due to the historically consistent record of our regional transportation projects being behind schedule and over-budget, I am very concerned that any of the time-lines for completion are going to be accurate in the end. This leads me to believe that by the time the projects are actually completed, the regions transportation issues will render it less effective than other alternatives. I believe this because a lack of regional planning led us to this "catch-up" attempt and after its completion, we will be looking for another multi-billion, multi-decade project to alleviate the congestion not appropriately addressed to date. In short, I don't believe the engineers and planners have made bad choices, instead, I have no real faith in our local agencies to deliver what they promise in the time-frame allocated.
NORTH KING COUNTY	The timeline is unacceptable for a region that is already paralyzed by congestion. The complete system should have been in place by now.
NORTH KING COUNTY	Given the growth of Ballard it seems like waiting 22 years is a bad plan.
NORTH KING COUNTY	Projects need to be done faster.
NORTH KING COUNTY	I think the City of Seattle should fund the West Seattle and Ballard routes to do those at the same (earlier) time as the first projects.
NORTH KING COUNTY	What would it take to speed delivery? Looking at 25 years out I hope to be retired and off the roads, has any look been made to see what a \$400/per year cost would allow us to do?
NORTH KING COUNTY	I will support transit improvements no matter what, but given the huge population increase in Ballard over the last decade, it seems to me ridiculous not to make that line a higher priority.
NORTH KING COUNTY	Way too long if a plan for Ballard and west Seattle. That needs to be a priority, I believe. 5 years max. Also the light rail needs to run later til 230 or 3 am
NORTH KING COUNTY	By your own projections, Ballard will be responsible for 2-3x as a many riders as Redmond, yet it's being completed 10 years later. This doesn't make any sense at all. Redmond, Lynwood, Tacoma and Federal Way can all be served just fine by BRT. Ballard needs grade separated mass transit more than any area of Puget Sound that isn't already served. At the pace Seattle is developing, Ballard will be a transit disaster in much less than 20 years.
NORTH KING COUNTY	Have we looked at any way to get things done quicker? 25 years is a really long lead time and I hope to be retired and off the roads before then. What if it was \$400/tax payer or \$600/tax payer? What would it cost to get the improvements done in 10 years? is that even remotely possible? How much of the price tag can we have the private employers pick up?

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	<p>Far too much time and money is being spent on small fixes that don't actually do anything to notably change how the people of King and Pierce county actually get around. Changes to the way some buses are routed and utilized seems nice now, but if we really care about the entirety of the future of transit in these major Puget Sound cities, we need to consider putting investment into rail ... and not just some lines, a fully comprehensive network.</p> <p>That being said, the proposed rail projects right now have an amazingly long lead time, and it's hard to even envision a situation in which I'll still be living in Seattle by the time any of it is finished. At this point, it's sad to see so much time and arguing being done in relation to a plan that will build something that won't be open for 25 or even 35 years. And looking back at the history of the way Seattle has been incompetent in its management of transit projects, it doesn't ease my worries.</p> <p>Even as a young person in Seattle with no car that completely relies on public transit, I'm having a hard time being convinced that the ST3 projects as proposed are actually a good thing. It's sad for me to be coming to the realization that if I want to live in a city with a great public transit network, I have to move. That's the reality of seeing the ST3 proposal.</p>
NORTH KING COUNTY	<p>Honestly, we can't wait ANOTHER twenty-five years. We should have done this back years ago, can't wait any more...gonna have to bite the bullet now. It will not get any cheaper or easier, rip off the band aid and git-er-done!!!</p>
NORTH KING COUNTY	<p>I really think the timelines should be considerably shorter, with meaningful progress made in 3 to 5 years!</p>
NORTH KING COUNTY	<p>My response regarding support of the plan is really about timeline. I think we need light rail service in west Seattle and Ballard much sooner than 17 years. I strongly support rail, am just concerned about the timeline for increased services in and around Seattle.</p>
NORTH KING COUNTY	<p>The route that will serve Ballard and South Lake Union is completely urgent. Growth is out of control and there are more condos every day, and not enough parking spaces. PLEASE get us a train so that we can rely less on cars and get where we need to go!</p>
NORTH KING COUNTY	<p>The timeline for Ballard and West Seattle are far too long down the road. These areas are getting less accessible on a daily basis and most people that live in these areas have to use public transport more frequently than folks outside of proper Seattle. The timeline should start from the center of downtown and work outward.</p>
NORTH KING COUNTY	<p>I'm retired and seldom use mass transit. I can't afford this level of funding. And, for that matter, why would I pay these taxes if I couldn't even use if for 15+ years (West Seattle).</p>
NORTH KING COUNTY	<p>22 years to build a route through to Ballard is absurd, especially considering it's the most cost effective of the proposed projects.</p>
NORTH KING COUNTY	<p>The project timeline is much too long, and higher capacity lines need to be prioritized first. Ballard and West Seattle should be prioritized above lower capacity lines, and there should be multiple tunnels dug simultaneously.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	<p>Expedite and prioritize construction of light rail in Seattle, especially the Ballard to downtown line; and also including the West Seattle line. Given the projected ridership of this line it is clearly the best use of taxpayer money and the most needed, therefore should be prioritized.</p> <p>The Ballard to downtown line should also be fully grade separated and tunneled under the waterway rather than a movable bridge.</p> <p>Provide complete funding of an Environmental Impact Statement (EIS) for the extension from Ballard to UW, and add the line as a "provisional project" if additional funding becomes available.</p>
NORTH KING COUNTY	Timeframe to add Ballard is too long!
NORTH KING COUNTY	I would be willing to pay a higher tax to make this happen faster. We need this transit system yesterday....not in 25 years. Being able to access our communities is essential to building a successful metropolitan community
NORTH KING COUNTY	<p>Ballard to Downtown - It is amazing that the most productive line going to some of the densest and fastest growing areas on the region (now, not with some fuzzy PSRC target for Totem Lake), is scheduled to finish long after nonproductive lines into the suburban hinterland. SLU is already a second downtown rivaling anything that Everett, Tacoma and Bellevue have combined. There is no reason it can't be done in 15 years.</p> <p>Why no Ballard to UW? Faster completion, cheaper and still serves the city well.</p> <p>Prioritize Sounder, bus investments and bike/ped access. Light rail along a freeway will not "solve" congestion and will not change travel behavior.</p>
NORTH KING COUNTY	Ballard light rail is much more urgent than waiting for 22 years! This is an extremely high volume corridor and should be a higher priority.
NORTH KING COUNTY	Any plan should not impede or restrict non bus traffic. Non bus traffic capacity needs to be increased. Mass transportation is important but it needs to stop taking capacity away from non bus traffic.
NORTH KING COUNTY	I think the super long term nature of this project will turn a lot of people off from this plan, to be completely honest. I know it is best for Seattle, but I for example don't even know if I'll be living here in 5-10 years or if I am, which routes will effect me then.
NORTH KING COUNTY	Light rail within seattle should be prioritized as continued development and increasing density will further strain our already congested roadways.
NORTH KING COUNTY	faster completion is a must--unfortunately we should have done this 10 yrs ago--cheers Al

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	I think the Ballard light rail should definitely have a quicker timeline than 22 years.
NORTH KING COUNTY	Maybe i just lack knowledge about how this type of construction usually works, but I though projects like this could be built more quickly. 22 years is a long time to wait to get to Ballard. I wonder if there would there be any option to accelerate any of the projects later on, or will the timeline be fixed when this is approved.
NORTH KING COUNTY	Move Ballard up in the timeline.
NORTH KING COUNTY	I would be willing to pay more taxes for closer project timelines, which seem very far out for projects like Ballard.
NORTH KING COUNTY	<p>I strongly oppose the idea that the average adult in the Salish Sea region should pay approx. \$200 per year. The cost should be highly subsidized by the Amazins, the Microsofts, the Expedias, the Googles, and other tech companies attracting so many people to the region.</p> <p>the cost of living continues to rise within Seattle, and the Salish Sea region. Many of us are being displaced from our homes and communities, and can't afford to give anymore than we already have--particularly as, but not limited to, low-income individuals. We need better transit, as many of us do not have access to cars, and our commute time increases as we are forced to love further from our job sites.</p> <p>Ranking these plans based on some arbitrary data set is also unfair. Transit should be improved in areas that displaced folks are being forced to--South King County, Eastside suburbs, and especially Tacoma after their transit service was slashed a few years ago.</p> <p>Sound Transit's responsibility is to provide affordable transit options for all its riders. Prioritizing low-income folks, people of colour, folks withndisabilities, immigrant communities, members of the LGBTQ community, among others, should be first in mind when thinking about how best to improve the transit situation in Seattle and the greater Salish Sea region.</p> <p>Thanks, and I look forward to seeing what creative solutions you all can come up with!</p>
NORTH KING COUNTY	Should be done faster with more monies taxed now and then refunded as needed when the system is built and self sustaining
NORTH KING COUNTY	The light rail line to Ballard should be prioritized and built first (on the 8 year time frame instead of 22 years). Ballard already has increased its density to the point that the current buses are over crowded. Light rail would immediately be utilized in this neighborhood because it already has the critical density needed for a transit oriented community. Furthermore, I thin the Ballard line should be extended north at least to 65th (Ballard High School), but ideally all the way to 85th to connect to the Crown Hill Urban Village at the north end of Ballard which is showing a large increase in density/development right now.
NORTH KING COUNTY	It's not fast enough. Twenty-two years until Ballard has light rail?? That's way too slow.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	The area is waaaay behind the curve on light rail and other transit. I'd like to see all of these projects be much accelerated
NORTH KING COUNTY	I would love to see the Ballard light rail project happen sooner. The traffic along fifteenth street gets quite gnarly
NORTH KING COUNTY	Projects should finish sooner and the graham station should be added sooner rather than later :)
NORTH KING COUNTY	Invest in below or above grade transit (not on grade) early. The earlier we can get these forms of transit in the faster the city can grow.
NORTH KING COUNTY	I think the plan is very good and I support any and all public transportation expansions. I just feel that our city is woefully behind so I think that every effort to expedite this construction must be made. I am willing to pay more in taxes.
NORTH KING COUNTY	Ballard should be moved to the front of the timeline. It is a shorter project to complete and with substantial growth in the area is too hard to get in and out of. It would be a heavily used line. The line to Tacoma would take much longer to complete and in my opinion is not an attractive commute option at 2 hours.
NORTH KING COUNTY	25 years seems like a very long time to complete light rail extensions. Is it possible to prioritize these advancements?
NORTH KING COUNTY	If possible speed everything up
NORTH KING COUNTY	Traffic congestion is already critical today. Waiting 22 years for Ballard light rail is too long.
NORTH KING COUNTY	THERE NEEDS TO BE A PLAN IN PLACE TO ENSURE THAT ALL CONSTRUCTION PROJECTS 1) HIRE LOCALLY 2) IF THEY INTERFERE WITH BUSINESSES THERE IS A PLAN IN PLACE TO KEEP THOSE BUSINESSES ALIVE AND 3) THE PRICES OF THE HOMES AROUND THESE AREAS DON'T INCREASE, SEATTLE IS ALREADY HAS MASS GENTRIFICATION WE DO NOT NEED MORE
NORTH KING COUNTY	Try to accelerate completion of the urban projects - Bellevue, Seattle
NORTH KING COUNTY	Seattle is a city filled with tech companies. I don't know why the transit options are so bad. Can you get help to understand how we use buses and trains? Coming from west seattle in an rush hour if I miss my bus I have to wait :20min. That's crazy. The other day I had to uber because the bus options for me to get to sodo from west seattle are so limited. Meanwhile an half empty rapid ride C bus flew by every 5 minutes. I don't get it.  If you build it - we will come - - especially because we are already here and super frustrated.
NORTH KING COUNTY	Re: light rail, prioritize core-city projects (1. Ballard, 2A West Seattle, 2B Downtown Tacoma) and get them done sooner than suburb projects like Redmond, Federal Way, Everett and Issaquah; lowest priority should be adding stops on existing lines (like 130th NE and Graham--those are bonus goals)
NORTH KING COUNTY	You have to find a way, through partnerships, through shared funding or bonding with your partners, to shorten the delivery time for projects, particularly the Ballard/Downtown project. A more efficient environmental and permitting review period with the City of Seattle would help.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	How was it determined what the order of importance is/was for the projects? I do not recall it being put to a vote, but it's possible I missed it. Is it possible to increase the production times of various projects if voters were willing to pledge more money/taxes towards said projects?
NORTH KING COUNTY	In general, I support the opportunities for densifying the core downtown areas of the cities within the region. I would prioritize light rail projects that will bring people in/out of the Seattle/Tacoma area first, then go for projects that connect the downtown hubs to each other last.  It would seem to me that Redmond and Bellevue do not want any type of light rail system yet, but Tacoma and Seattle are embracing it. Let the car traffic problems build up in those areas and tout the car traffic reduction in the light rail areas so that you can get the support for those that want and understand light rail, and bring the others on board when the traffic is too much for them to deal with later.
NORTH KING COUNTY	The long time schedule is inexcusable. 10-15 years is acceptable, not 25. Build these lines simultaneously instead of piecemeal. I am sure more Federal/State funding will become available if timetable changes. Economic downturns are inevitable which will kill the projections and 25 years will become 30. These ST plans are great but they are being implemented too slow!
NORTH KING COUNTY	How long this will apparently take is really bothering me. I'm a transplant from NYC - you do not want this to turn into the 2nd ave subway travesty. What can we do to get this done faster?
NORTH KING COUNTY	I'd pay double or triple if it meant bringing the timeline in by a couple years. The current traffic situation is unsustainable and strikes at the viability of bus transit. This is especially true during commutes which coincide with major events (games, concerts, etc). On those occasions my commute doubles from ~45 minutes to 90 minutes or more. Decoupling transit from standard vehicle traffic is critical to making it a viable alternative to regular commuters, otherwise no advantage is to be had in choosing to add one more car to the mix.
NORTH KING COUNTY	Build more, sooner, especially Ballard and West Seattle. Even if that means streamlining approval processes, EIS comment periods, etc. Include transit-oriented development planning and incentives in lieu of massive parking garages at suburban stations - or, use TOD to help pay for the parking. Use pay parking to raise money to pay for parking garages.  Also, please include West Seattle to Burien as a project to be built if there is money available.
NORTH KING COUNTY	Ballard to downtown Seattle should be the priority - highest ridership numbers and biggest need! This section should be completed as early as possible in order to maximize investment  Ballard to downtown Seattle should be completely grade separated - no interaction with street traffic, no waiting for a bridge to open an close
NORTH KING COUNTY	You should focus on Seattle options first.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	Timelines way too long. Taxes should be levied separately for each project. The huge geographic scope and 25-year timeline would deprive education levies of adequate funding for a whole generation. Long timeline also creates high likelihood of massive mismanagement and cost overruns. Bertha fiascos to the nth degree.
NORTH KING COUNTY	I think Ballard<->Downtown light rail should be prioritized above other projects. It appears to provide the greatest benefit.
NORTH KING COUNTY	Ballard and West Seattle should be phase 1
NORTH KING COUNTY	The timelines are far too long, especially for Ballard. The long timeline of the original bus tunnel and then light rail is the reason that Link bypasses SLU. That neighborhood got built up after the rail was scheduled to bypass it.  Ballard is too far down the road. It is one of the most disconnected neighborhoods in Seattle.  Free parking should be removed. In order to encourage transit-oriented development, driving to transit stations should be discouraged in favor of transit, bike, and pedestrian connections.
NORTH KING COUNTY	The timelines: I'm worried that the plan will fix the problems we have NOW without anticipating the problems we'll have in 20 years. I'd like to see more immediate solutions to our problems. The funding: instead of only property tax, I think there should be a tax on vehicles -- make it more expensive to have a vehicle to increase use of public transport.
NORTH KING COUNTY	Giving the east side who continuously oppose transit measures and build car centric developments the first light rail when Ballard is blowing up is absurd. Ballard to downtown in 8 years.
NORTH KING COUNTY	As a person with means and inside the Seattle region, I would love the benefit of using and accessing the lightrail more, but I think priority should go to people in true need of more convenient transportation options, and that could use these options to increase their ability to earn money.
NORTH KING COUNTY	I feel like 22 year timeline to add the greatly overdue light rail projects, that are within the city boundaries, is way too long. We are rapidly growing city and the streets closest to and within the city are heavily congested. I have seen my commutes double in the last 5 years. What will they look like in 22, even if other ST3 projects are completed? We need these projects completed just as much as the suburban, outlying areas need it. I feel if we wait so long, we are going to increase the economic divide within the city and make it uninhabitable for many. Lower income residents will have to look outside city limits to afford to live and travel. Please consider prioritizing these projects on a similar timeline as the suburban projects to fight against the gentrification, to improve the quality of Seattle residents commutes and lives, and to support urban growth. First-class cities have dedicated transit systems that facility increases in urban density and mobility.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	<p>My biggest concern is leaving Ballard in a bad spot. It's growing rapidly and there's not many easy ways in or out right now and it is very residential, meaning there's already a lot of folks commuting to and from.</p> <p>However, it's hard for me to determine where things are most needed. Easier, faster, and cheaper options are needed in Seattle as a whole. Even in LA the bus is only \$1 for the most part. I'd hope Seattleites would take advantage more if transit was cheaper, and hopefully without compromising transit funding</p>
NORTH KING COUNTY	<p>Considering the explosive growth and population density of Seattle proper (and already extremely limited parking and packed buses), adding light rail to Ballard in 22 years is absolutely unacceptable as a timeline. In addition, the fact that no east-west line is even planned for north-northeast Seattle at this point is also unacceptable. It is short-sighted to think that these BRT expansions planned for 8 years from now (how is that considered agile?) and light rail expansions planned for 12-25 years from now could hope to keep up with the rapid growth of Seattle. Serving the densest areas first should be a priority. These are the people most likely to not own or use a car and take public transit in the first place. I feel less inclined to support this plan based on this outrageously slow timeline.</p>
NORTH KING COUNTY	<p>I would strongly support an accelerated completion timeline for light rail extension from downtown Seattle to Ballard and West Seattle. Considering the tremendous rate of growth in Ballard, 22 years is far too long to wait for a light rail connection. I would also like to see a cost projection for an option for a subway connection or elevated rail to bypass the Ballard bridge, as well as options to separate the downtown-Ballard line from surface street traffic to the greatest extent possible.</p>
NORTH KING COUNTY	<p>Taxpayers should not be asked to approve every part/phase of the plan nor all funding now. This should be done in segments with specific timelines and costs. The likelihood of delays and cost over-runs and mismanagement is very real, given the experience with the Viaduct tunnel project, and voters will be taken for a ride if they give carte blanche to the entire proposal this fall.</p>
NORTH KING COUNTY	<p>22 years to get Light Rail to Ballard? That's a joke, right? Don't know if you're aware, but Ballard is in Seattle. Bellevue will have Light Rail in 8 years though? Are you aware that Bellevue is a separate municipality? And that if you want state funds for that project, you have to convince the state legislature - most of whom don't give a sh*t about King Co mass transit - to vote in favor? This plan would be alright if you had started it 30 years ago. 22 years to get Light Rail to Ballard is the biggest joke I've ever heard. And if you haven't guessed, I own a home in Ballard. I will be voting against this plan b/c it treats Ballard as a non-factor. Way to go.</p>
NORTH KING COUNTY	<p>Ballard in 22 years is way too long!</p>
NORTH KING COUNTY	<p>Please bring light rail to West Seattle!</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	Timeline is ridiculously long. Goals are way too short-sighted. Need a study to speed things up. Need redundancy for emergencies and day to day effectiveness, not 1 main light rail line with a few offshoots. Need 2 east west 2 north south light rails through King County as a minimum. Ballard to Bellevue downtown without going through downtown Seattle is a desirable rail line that matches development. I live in Ballard, why go through a bottleneck in downtown Seattle to get to Bellevue downtown over I 90 on a train or a bus? should use 520. Highways need pullover areas for safety, how can a bus use shoulders without a safe pullover area for cars that are disabled? Need to spend more now to avoid more costs later. Are we encouraging developers to use every available piece of land in N Seattle & elsewhere so that building rail is prohibitively expensive? Are we waiting for an earthquake to level things so there is room to build more light rail? The Sounder has a very limited schedule and stations probably not a help to most commuters. I think parking lots are necessary so someone can drive a little then get something.
NORTH KING COUNTY	I think the Ballard to Downtown and West Seattle to Downtown timelines should be re-analyzed to shorten the projected timeline. In addition, the Ballard and West Seattle line should be presented as grade-separated only. It is short-term thinking to put any of this infrastructure at-grade and I would be much more supportive of an elevated line than a tunnel line. Elevated lines are more cost effective and fit well into an urban landscape- as we can see from New York, Chicago, Berlin, and many other cities.
NORTH KING COUNTY	This needs to be done much faster. We should be taxing corporations and individuals with higher incomes to make this happen, perhaps through property tax. We should be working with companies and countries that can do it quickly, such as the German Rail (Deutsche Bahn) or Japan Rail. I work at a big corporation and I'm a homeowner, so I'm asking you to raise my taxes and get Ballard, West Seattle, and others online in the next 5-8 years.
NORTH KING COUNTY	Too olong
NORTH KING COUNTY	DO EVERYTHING YESTERDAY.
NORTH KING COUNTY	The lines with the highest ridership and ROI in the urban core are done last. This is a transparent attempt to curry favor with the suburbs rather than basing priorities on need and return on investment. Seattle is better of rejecting this plan and building it's own system than locking our selves into a plan with little urban benefits for 22 years. I won't vote for this until the schedule and priorities align with return on investment, ridership projections (serving the highest ridership areas first).
NORTH KING COUNTY	We need better access sooner rather than later!
NORTH KING COUNTY	The Boeing Access Road station was approved by the voters on a previous ballot measure and should have building schedule priority. My neighborhood has no safe transit options. I don't think we can wait until 2034. What is driving this schedule?
NORTH KING COUNTY	Please prioritize the ballard link station - waiting 22 years is crazy when ballard is so close and it's such a highly populated area
NORTH KING COUNTY	Don't push out Ballard light rail station completion out 22 years!!! Finish this part of expansion sooner!
NORTH KING COUNTY	Needs to get done a lot faster! Would also like to see many more bicycle routes SEPARATE from car lanes/roads.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	The priority should not be to cater to suburban needs. People move to the suburbs because car ownership and its environmental effects are artificially subsidized, making it cheaper to live far away from work/play. Mass transit won't remove their cars from the equation, especially if more free parking is built. The cores of Puget Sound's cities need to be densified and that takes immediate progress on the light rail network within Seattle, Tacoma and The Eastside. The Ballard and west Seattle populations will continue to grow rapidly and 17-22 years is far too long to wait for those light rail connections. Bus improvements should also be prioritized as a stop gap, but the phasing plan is too slow to keep pace with the changing region and changing technology. Self-driving cars will likely be a reality by then, we should be building for the future, not a snapshot in time. Electric car charging stations should be part of the network as well. Lastly, TOD should be the driver of station design and location, too close to highways, and they will not become thriving communities. Would also be beneficial to put money towards lidding parts of I-5 and other highways that cut through downtowns and cause health issues. Could be paired with/funded by private development of "land" atop lids.
NORTH KING COUNTY	Please find ways to finish the projects faster, and focus on moving large numbers of people in currently sense, urban centers. The broad stretch from Everett to Tacoma doesn't make much sense for Link (but it does for Sounder/heavy rail). Focus light rail in Seattle!
NORTH KING COUNTY	Build the Ballard to Downtown light rail quickly! This needs to have highest priority. If a reasonable timeframe can't be proposed the project seems like a waste. Do whatever necessary to get this done in the next couple of years. No rational reason why this needs to take 22 years. Fully grade separated rapid transit to Ballard is needed now. Also add a connection line travelling East/West between Ballard and UW to connect with existing light rail. Anything more than 5 years out is too long.
NORTH KING COUNTY	Seattle is clearly in a crisis situation where traffic is concerned! It worries me that we might not see improvements in some areas for another 25 years! I would support halving this timeline to bring quicker solutions and relief.
NORTH KING COUNTY	Complete projects faster. Willing to pay more for expedited construction.
NORTH KING COUNTY	West Seattle has been mightily screwed by the waterfront tunnel project and the blathering IDIOTS who wanted to tear down the viaduct and replace it with nothing. It needs dedicated-line rapid transit certainly way sooner than Eastside commuters who will never use and in some cases loudly oppose any transit project. The Cascade Bicycle Club has a ridiculous amount of power in local govt considering how few will actually be able to commute by bicycle in a rainy city made of hills, and continues to gobble up SDOT and WASDOT money with very little payoff for most of us. The city continues to wage a "War on Cars" along economic lines...if you're a Lexus-driving bigwig with paid parking at your workplace, drive away, but if your poor or middle class get off the road. And this state and city needs to stop financing every project that comes down the pike with regressive property taxes, which disproportionately hurt nearly everyone not in the Tech industry, and is driving many out of the City. Many of us simply can not take more property taxes!
NORTH KING COUNTY	25 years! Seriously?

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	Light rail. Faster!!!! Lake Washington loop. More big companies should pay for it to happen. They're making more money and paying us all the same to cram in here and get stuck in traffic. It sucks but \$400 (me and my wife) to at least try and help make getting to and from work each day better is worth it.
NORTH KING COUNTY	<p>First of all, plan is to grandiose. Break it into smaller chunks. Take care of Seattle proper FIRST i.e. Ballard &amp; West Seattle &amp; Burien. That could be ST3. ST4 then becomes cross lake traffic, Mukilteo, Everett &amp; Tacoma. ST5 could then be the rest.</p> <p>Time lines are outrageous. 22 years to get to Ballard - gimme a break. What you been smok'n???</p> <p>Cost: WOW. For \$50 billion we could put a colony on Mars.</p> <p>Parking: You have GOT to provide parking at Light Rail stations. If I can't get to the station, how am I going to ride? I suspect that probably half of the potential ridership is not within walking distance of a station, or walking distance of a bus route.</p>
NORTH KING COUNTY	timelines far from efficient compared to other cities that put real and direct emphasis and public transit
NORTH KING COUNTY	The light rail to Ballard needs to be completed in 9 years. The number of persons moving to Ballard dictates that this project receive the very highest priority
NORTH KING COUNTY	West Seattle needs light rail ASAP, not in 17 years -- the West Seattle Bridge is a traffic nightmare.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	<p>I am a major supporter of transit and rail having lived in cities (eg Hong Kong) with extremely good transit. I was born and raised in Ballard. Thus, the Ballard Downtown link being 22 years out is an extreme downer. Most of this plan is not for me and would not benefit me. The two things that really matter to me (Ballard &lt;-&gt; Downtown and Ballard &lt;-&gt; U-district) either do not finish until I am nearing retirement or are not even specified.</p> <p>Furthermore, the focus on suburban expansion does not make sense unless paired heavily with a park&amp;ride system. I worry that we are building large amounts of rail to tap a populace where the city design is not conducive to accessing the rail itself.</p> <p>In short, the priorities seem backwards.</p> <p>Light rail is best suited to a dense cluster where we are moving lots of people. This is the Seattle core. Within this core, there are known major painpoints (eg, east-west travel). Yet, these projects seem to be the furthest out on the timescale.</p> <p>Instead, we seem to be building rail in areas that require more material investment while also picking up higher risk that the demand may not manifest itself to meet that investment.</p> <p>Perhaps this was engineered to try and appeal to a wider pool of voters? If so, I think this was a political mistake. Your base is urbanites in seattle and putting us lower on the priority is demotivating your base.</p> <p>Assuming no political motivation, then the plan really reads like the wrong risk/investment tradeoff.</p> <p>Change the plan so we prioritize solving the known transit problems where there is certain demand within a timescale that people can conceptualize ( ideally less than 10 years ). That will be much more compelling.</p>
NORTH KING COUNTY	Definitely needs to happen, but wish it could be faster! Our infrastructure needs to adjust faster to our growing population and major overcrowding.
NORTH KING COUNTY	Gosh, we have to move faster on light rail. 17 years to reach Ballard and West Seattle? Too long!
NORTH KING COUNTY	I wish it were faster. Maybe you should take the ridiculous sum you want to put into expanding the airport, which would accelerate climate change, and put it into public transportation, which would combat climate change.
NORTH KING COUNTY	BALLARD FASTER , build a new downtown tunnel such that a SLU, Fremont , Phinney ridge , greenwood line could be built later i.e st4 to replace the rapid ride E line as well as the 5 line
NORTH KING COUNTY	Make this happen faster

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	Light rail to ballard needs to be prioritized far more highly. It should be at the top of the priority list, far above all of the projects in the hinterlands on the south end and far north. It should not be at the very end of the gajillion year timeline ffs.
NORTH KING COUNTY	The light rail to Ballard is urgent and I don't think it can wait 22 years.
NORTH KING COUNTY	Light rail should be the top priority everywhere in the PS region. Light rail should be the backbone of all other transit service. The timeline for completion of all light rail plans should be accelerated.
NORTH KING COUNTY	22 years for light rail to Ballard is ridiculous.
NORTH KING COUNTY	Is there any possibility to speed up the process ? It is better to start the plan now than later but I wish ST 3 will completes sooner.
NORTH KING COUNTY	speed it up! the future is rail, don't get sidetracked by rapid bus stop-gap measures that ultimately fail in heavy traffic and sit at traffic lights..  LIGHT RAIL!!!
NORTH KING COUNTY	Build Ballard first, fully grade separated.
NORTH KING COUNTY	I would pay double if it could be done sooner. Especially the Seattle light rail projects.
NORTH KING COUNTY	It is my understanding that part of the push for the ST3 draft plan is the increasing population in the Puget Sound area. Yet, many of these projects are decades out from being completed. If population continues to grow, by the time these projects are completed, they will already be obsolete. I think Sound Transit and other stakeholders need to review the draft plan with an eye for getting projects done sooner rather than later. To the extent possible, projects should be worked on at the same time rather than waiting for the completion of one project to begin another project.  Another issue is the lack of park and rides available within the City of Seattle. What is the incentive for people to use mass transit if there is no place for them to park their car during the day. I absolutely understand why neighborhoods do not want commuters parking in their neighborhoods during the day. Street parking is already at a minimum in many Seattle neighborhoods. It seems like this is an issue that Sound Transit has either overlooked or has not spent enough time evaluating. On a whole, mass transit in Seattle lags behind places like Portland and San Francisco. The lack of park and rides does not create an incentive for people to use mass transit. It would be great to see 3-4 multi-floor parking garages installed throughout the City in strategic locations.
NORTH KING COUNTY	This project should be completed a lot sooner than 8-25 years. This is an immediate need and a way needs to be found to fun this project and finish it a lot sooner!
NORTH KING COUNTY	I think the Ballard Light Rail extension should be prioritized. That area of the city is going quite rapidly.
NORTH KING COUNTY	Needs to get done much much faster

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	Just do it we are long overdue for mass public transit that connects people to the Puget sound area. Let us look to NYC, Paris and London on how mass transit should be.
NORTH KING COUNTY	All the time lines should be moved up (shortened) as much as possible. Sustainable growth in the area will not be feasible until this happens. Do everything it takes to get people out of their cars and onto mass transit. In CA, employees using mass transit get up to \$200 in pre-tax dollars if they authorize loading \$\$ onto their transit pass (similar to an Orca card) from their paycheck. WA should consider this and other economic incentives as well.
NORTH KING COUNTY	Prioritize ballard and WEst Seattle
NORTH KING COUNTY	where there is the most density, the projects should be completed first. This means west seattle, Queen anne, and ballard lines should take first priority because they have the biggest impact in ridership and utilization.
NORTH KING COUNTY	I believe that the timelines should be strongly reconsidered and give priority to what needs priority. It is absurd that a person would need to wait 22 year to get to Ballard and 17 for West Seattle. ST3 should work from the inside out, form downtown to the closest neighborhoods (like Ballard and West Seattle). The faster you move people to the closest neighborhoods, the less traffic congestion you will have in the city.
NORTH KING COUNTY	This plan is ambitious and tough to complete. I understand that the capital, logistics, cooperation (public and private/citizenry and officials), and efficiency to pull this off is incredible, but 25 years is too long. The amount of people moving into the region is swelling and Seattle is a city that will ride out economic fluctuations better than most American cities well into the future. The Capitol Hill and UW light rail came in ahead of schedule and under budget. This was massive. I'm a younger Seattlite and people in my generation enjoy and support enthusiastically public transit. We would be the first group to enjoy the benefits of this system. In order to best serve our needs we should complete this project well ahead of schedule. I'm fine paying higher taxes and putting up with construction on my own street. This is for the betterment of our community. Right now we pay German prices for transit, but lack the German efficiency.
NORTH KING COUNTY	Get it done faster!
NORTH KING COUNTY	Timelines are clearly the hot issue right now, and I share those concerns. Light rail is best when it serves density, with a priority on current density. I get the sub-area equity hinders that mission, but still, Ballard complete in 22 years? That's a hard pill to swallow, especially considering that the Ballard project has by far the highest bang for buck. West Seattle is a little hard to take, but understandable given the equity issues and the chronic difficulty getting into or out of West Seattle during commute times. But I think ST3 ideally represents an opportunity to build for the growth we expect, and the current plan is doing too little of that. I'd feel a lot better about ST3 if I had some sense of what the next steps are after that. Seattle will if anything need much more rail when ST3 is fully delivered. How does ST3 address that, and how do future plans address what ST3 doesn't?
NORTH KING COUNTY	please find a way to shorten the time line on all projects.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	The Ballard Link Light Rail addition should be prioritized so that it is completed in a time sooner than the proposed 22 years. Possibly increasing the tax per month slightly to expedite the building time of the entire project would be worth exploring.
NORTH KING COUNTY	This needs to be speeded up and make Seattle the central core of the system so that Seattle, because of density, becomes a place you can live and work without owning a car. 22 years until Ballard and West Seattle have light rail is not a reasonable time line, get it down within 5 years. Stop taxing good things like home ownership to pay for things. Tax carbon, fast food, put a tax on sugary drinks, megahome, the billionaires and millionaires. Tax companies who ship jobs overseas, tax single family homes without energy improvements, tax breakfast cereal whose main ingredient is sugar. Put a tax on corn syrup and tattoos, marijuana and tobacco and alcohol. Tax professional sports and the merchandise with the number 12 (people who care so much about a local sports team should want to help improve transportation to the games). Tax micro housing developers. Leave good things alone, such as work and home ownership, tax bad things.
NORTH KING COUNTY	Ways should be found to develop the system faster including planning for projects that could be done if unexpected funds become available. It will never be cheaper than right now and city is choking on auto traffic limiting opportunity and growth.
NORTH KING COUNTY	I'm eager for this plan to be implemented sooner than currently proposed, and would be happy to pay more in taxes to support that. Completing in 17 years means voting now for a plan which may not account well for the future shape of the city. Not knowing where I'll live or work seventeen years from today makes this difficult.
NORTH KING COUNTY	Spend more money to build it on a faster timeline.
NORTH KING COUNTY	Prioritize flow of physical commerce and workers (Tacoma 1-5 traffic problem from Exit 115 to Tacoma Dome) In conjunction with Tacoma priority, facilitate movement of tech workers and any industry that can bring more money to pay for these \$200/year/adult fees. Ballard doesn't cut it: it only benefits the few hundred workers in shipping and tugboat companies, etc, even though it facilitates commerce. More money per square feet in Redmond, Bellevue, etc.
NORTH KING COUNTY	Transit development is 50 years behind schedule in Puget Sound. The existing timelines are glacial compared to the transit needs, and leave too much time for political obstruction to mire, or reverse progress. Federal matching funds would be well-placed in accelerating these timetables, wherever possible. In particular, expansion of LINK Light Rail Service has been more popular than expected, as such, each additional station should have a cumulative effect on the popular support, particularly as new lines open. Therefore, a more aggressive development schedule, particularly to Ballard and West Seattle (each with key constituencies) could create a watershed moment, amplifying current support for unified regional transit development. Thanks for all the work you are doing!
NORTH KING COUNTY	I wish it was physically possible to complete this work sooner. Traffic is such that we cannot survive as a City without an effective mass transit system to get people out of their cars.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	I feel that the Ballard and West Seattle work should have faster build out times rather than the current times if at all possible. Also, I would extend West Seattle out to include White Center area as well into Downtown and the airport.
NORTH KING COUNTY	Faster timeline. More specifics to voters about route options now.
NORTH KING COUNTY	Ballard should be higher on the list due to the amount of new housing in that area. Due to the location of Ballard the traffic going to Ballard impacts more of surrounding area between Ballard and I5
NORTH KING COUNTY	i don't understand why light rail had to take this long. please prioritize light rail along with parking. it is ridiculous there is no parking at the UW light rail station.
NORTH KING COUNTY	more important to include areas with no ability to get to light rail than areas where it would be more convenient to have a station. Light rail to Everett is more important than light rail to Ballard or West Seattle - but all 3 should be built; it is merely a matter of timing.
NORTH KING COUNTY	The Ballard lightrail line should be prioritized.
NORTH KING COUNTY	Just fix the traffic mess! Too bad it takes so long
NORTH KING COUNTY	The project should be completed faster. In other cities, for similar transportation projects, they have been able to receive outside financing (aside from taxes) to support the project. It is clear that this will be profitable, so why isn't Sound Transit pursuing outside financing to allow them to complete the project faster. 25 years just isn't a realistic time frame. We need solutions now and needed a functional light rail years ago.
NORTH KING COUNTY	Seattle needed the light rail yesterday. The completion dates for the project are simply unacceptable. Consider in 2040, personal vehicles will most likely be autonomous, making reliance on public transport less of a priority. Speed up the completion date and support will grow.
NORTH KING COUNTY	Faster, faster, faster. A happy 30th anniversary this year for Portland's MAX! Puget Sound is so desperately behind the schedules need to be more aggressive.
NORTH KING COUNTY	Strongly support light rail expansion, especially with right-of-way. I would seek a more aggressive time table for completion. 25 years is a long wait for many of these overdue projects. I would support higher taxes if this would accelerate the time table (Ballard and West Seattle lines should be looking at a 10-15 year time table).

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	<p>Is there any possible way to speed up the timeline?</p> <p>It would be great if the connections within Seattle (Ballard/West Seattle) could be completed concurrently with the connections to the suburbs. I understand that ST3 works to connect the county to the city and needs suburban support to be approved but what about the urban population? Seattle is growing rapidly and its a disservice to the community to put the intra-city connection on hold while the suburbs get connected. The biggest hiccup with ST3 is its timeline and I'm afraid that will cause the proposal to fail when the city is in desperate need of a systematic, comprehensive rapid transit solution.</p> <p>On a different note, the light rail lines must be separated from traffic -- it loses all of its functionality when it is forced to travel and get stuck in traffic!</p>
NORTH KING COUNTY	You need to do it much faster!
NORTH KING COUNTY	The phases of the project are backwards of what will relieve traffic pressure in the region. More importance should be placed on light rail access to Boeing/Everett to reduce traffic on I-5 during commuting hours. Ballard should be a part of the next phase as the city is the most congested area needing light rail access and currently it's only beneficial for those living east of I-5. The entire west side should not have to wait 22 years to be hooked up. I love using the light rail and am extremely supportive of getting as much built as possible, but work from the inside of the city out. As our city is growing it will only get more and more frustrating living here without it.
NORTH KING COUNTY	25 years to completion of the project is too long.
NORTH KING COUNTY	Ballard should be more of a priority. If so, I would support more.
NORTH KING COUNTY	The timelines are too slow - e.g., 25 years to Ballard? I am willing to pay more to speed up these projects. The faster projects near to each other are built, also perhaps less long term disruption?
NORTH KING COUNTY	Timelines are too long, why add light rail to routes already served by the Sounder train.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	<p>1. Speed up the timeline. Ballard can't wait 22 years. We need to be able to really commute, and really travel for fun, by mass transit SOONER and not LATER.</p> <p>2. More transit crossing Lake Washington! The lake is a choke-point because of limited roads over or around it. ONLY transit can alleviate the problem. Sooner is better.</p> <p>3. BRT needs designated bus-only road lanes. It's not R = rapid if it's stuck in traffic. Also consider adding express routes to BRT routes. Many of existing routes are slow because the bus stops at every single stop. If we could take an express BRT to a stop *near* where we're going, we could then fairly quickly transfer to a non-express BRT for the last stretch. Seems like that would still be faster than taking the milk run the whole way. Or highly mobile folks could be happy to walk a little farther. Or cyclists could certainly just pedal a bit more.</p> <p>4. Existing and future light rail station need proper grown-up bike storage options. Bike storage must be COVERED. (You may have noticed: it rains 9 months of the year. Cyclists commute in that. Don't make them park in it.) Bike storage must be SECURE. I have not yet seen any of the BikeLink lockers (for example). There seem to be NONE at the new UW station. There MUST be covered, on-demand bike lockers at all major transit stations.</p>
NORTH KING COUNTY	Projects should take no longer than 10 years total.
NORTH KING COUNTY	I understand that it's important to be realistic about how long it takes to complete projects (the last thing we need is another epic embarrassment and disaster a la Bertha). That said, I'd like to know why, specifically, it would take so long to get project done that we needed in place now, or rather years ago. Who knows what Seattle's population will be in decades or where people will live. Is it really necessary to take so long? Why? What would it take to speed things up? Other cities seem to have done these things much faster; what's up here? As a voter who is very supportive of mass transit and willing to pay taxes for it, I really need to hear more of a detailed story on these questions.
NORTH KING COUNTY	The Ballard and Everett extension plans do not support my anticipated employment timeline for using the service, so I am less supportive than I otherwise would be.
NORTH KING COUNTY	Transit within Seattle should be a priority so the other opinions have viable transportation once they come to Seattle.
NORTH KING COUNTY	We need this so much sooner!! Especially within the actual city, I think light rails connecting neighbouring cities are really important too but I think it's even more important to have a solid network of light rail in actual Seattle. There is no reason why anyone should have to drive in a city with the density of Seattle, everyone complains about traffic every day but until it is as fast or easy for people to get to work downtown from any neighborhood or get accross town via public transportation as it is for them to do it in a car, people will keep driving. And as long as people are driving in mass quantities, busses are going to be stuck in traffic and be an extremely slow option, I think light rail is the only viable option for a long term solution. And if it takes 25 years to build Seattle's population will already be too big for it by the time it's finished! Maybe the city could sell "light rail bonds" or something to fund it faster, like they did back in the day with the railroad West.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	not sure why it will take 22 years to finally bring Ballard into the system, there have been many discussions about adding it for years, one would think that it could be one a lot sooner as it will get a lot worse before then.
NORTH KING COUNTY	The timelines mentioned in Q12 are a joke. Seeing them makes me want to bite the bullet and buy a car.
NORTH KING COUNTY	I would love to see all of the link light rail projects happen however, I feel like the timeline is entirely too long. By the time that these projects are completed I will have no use for the services!
NORTH KING COUNTY	22 years before light rail comes to Ballard? I think I'll move.
NORTH KING COUNTY	22 years is way too long to wait for rail to Ballard. 22 years!! With the amount of construction, density, and workforce along the SLU, Queen Anne, Ballard corridor there's no reason this should be prioritized last. Perhaps it has to do with the amount of work to be done for that line, but we need it now. Something has to be done to help mobility WITHIN the city of Seattle. This plan seems too focused on the extremities - places with freeways and people who have cars. Something needs to be done to help those living within the urban core, those without cars, those that rely on transit as a daily necessity.
NORTH KING COUNTY	Ballard is being densely populated at a rapid rate, and Hwy 99 proposed to limit access to residents from Ballard, Magnolia, Queen Anne. I strongly oppose the plan to provide light rail to Interbay and Ballard in the 22 year timeline. We need light rail in Ballard and Interbay now.
NORTH KING COUNTY	must be built quicker.
NORTH KING COUNTY	Do it as fast as you can 25 years is too long. Request more money if that will speed it up.
NORTH KING COUNTY	Over the next 10-25 years, personal automobiles are likely to wane in importance. This is the system I wish we already had.
NORTH KING COUNTY	Much too long to start building light rail.
NORTH KING COUNTY	Light Rail MUST get to Everett sooner than on the current timeline. Linking light rail to Everett is part of the spine of the system that was originally proposed and is essential to get in place as soon as possible. It is unfair for Snohomish County taxpayers to have been paying into the system for so long without getting this link until 2041.
NORTH KING COUNTY	I would be even more supportive in taxes and construction if the light rail projects could be completed faster.
NORTH KING COUNTY	It is vital to accelerate the West Seattle to Downtown timeline given the closure of the viaduct.
NORTH KING COUNTY	Really want the light rail up to Paine field sooner than 25 years. There are large number of Boeing employees that commute and have been looking for ways to work with out having to drive.
NORTH KING COUNTY	25 years to deliver these capital projects is not an acceptable timeframe for a booming economic powerhouse like Seattle. Need to do better than that.
NORTH KING COUNTY	Plan is too slow!Seattle needs urgent public transit to relieve congestion and support sustainable population growth
NORTH KING COUNTY	the timeline is out of order. More service to unserved but highly dense areas in Seattle should be of higher priority than building long lines out to Issaquah and Federal Way, for example. The west side of Seattle needs service -- Metro can't keep up with the demand -- yet there aren't even any Sound Transit express buses in those neighborhoods.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	The cost of this proposal is fine, but the timeline is atrocious. Not only is it impossible to build a transit plan 25 years in advance, delaying the projects that long will cost far more. More efforts need to be invested in getting authority to issue bonds for this work so that it can begin more rapidly.
NORTH KING COUNTY	Seattle needs more mass transit. If you want to be a world class city, we need this infrastructure. Every top city in the world has mass transit via trains except Seattle. We are so behind the curve. Commuting sucks in Seattle. People are not going to continue to live here if this doesn't get fixed.
NORTH KING COUNTY	Ballard should be moved up on the priority list. The commute from downtown Seattle needs to be improved. Radio Ride D line is just the old 18 local. Reduce the number of stops to speed up Rapid Ride.
NORTH KING COUNTY	The timelines are tooooooo long! Given the current and expected regional growth, major improvements to the entire rapid transit system (light rail, buses and Sounder rail) need to be prioritized and put on a fast track for completed. Timelines of 17 to 20 years are ridiculous!
NORTH KING COUNTY	I wish there were a way to get the projects done faster!
NORTH KING COUNTY	Ballard to downtown provides the greatest financial benefit most rapidly, thereby ensuring Sound Transit's ability to build the entire system. Do not build the suburbs first; there isn't as much density of population or fiduciary benefit to the system. Build Ballard Now!
NORTH KING COUNTY	I think Sound Transit needs to find a way to accomplish this plan in a more timely manner. 22 years for light rail to Ballard is WAY too long!
NORTH KING COUNTY	We need to find a way to get to Ballard more quickly. It's congested for transit now, and has the highest potential for ridership, in ways that projects like Lynnwood to Everett don't even compare to. I understand the complexities of digging a second tunnel under Downtown Seattle, and agree that grade separation is absolutely critical throughout the route, but have you considered other ways to achieve these more quickly (perhaps elevated options)? This could possibly save some Seattle tax revenues for other in-city projects, like crosstown lines in the Denny Way and 45th St corridors.  Basically, Seattle needed more high quality rail transit years ago, and needs it more every day!
NORTH KING COUNTY	It is absolutely insane that we have to wait 22 years for a reasonable rapid transit solution between Downtown & Ballard. Meanwhile, Interbay/SLU will have an explosion of traffic by 2019 due to major companies entering the area (Expedia, Google, to name a couple).  In the same vein, there needs to be a study to determine the feasibility of rapid transit along the Denny Way corridor.
NORTH KING COUNTY	Light rail serving Seattle should take priority in funds and schedule.
NORTH KING COUNTY	Timeline are way too slow, the need here is desperate.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	What makes no sense about the plan currently is why you're prioritizing suburban expansion that will never see that much ridership while dramatically delaying urban projects like Ballard that will have the largest ridership in the United States--and you're ignoring obvious projects like 130th that are "optional" in your plan but that make way more sense than stations to Sumner or DuPont. Also, why are you duplicating Sounder connections? People in Everett and Tacoma should have expanded Sounder connections to Seattle, and light rail should be focussing on urban areas/high density and duplicating Sounder connections.
NORTH KING COUNTY	The money that's being spent on the downtown tunnel which is not going to improve anything could had been used on public transport and a cheaper option should had been selected instead of the tunnel
NORTH KING COUNTY	This plan is awful. Instead of linking Seattle communities together and making a real city, it's encouraging ever-expanding suburbia.  Build the core first and expand out. And don't wait TWENTY FIVE years before planning for it.  This plan is like Long Island transit gets built before Manhattan gets subways. Where's the transit for Seattle in this?
NORTH KING COUNTY	It's too little, too late. And [explicit] do something about the Greenwood corridor and East-West transit, which is a [explicit] nightmare. I can literally walk faster than it takes the bus to go from Greenwood to Northgate. PS: [explicit] Amazon!
NORTH KING COUNTY	Project timelines are extremely dissatisfying. If the optimistic estimates are ranging from 8 to 25 years, considering the present track record of construction and highway projects in Seattle, one must assume that we're at least a decade away from any meaningful improvements.
NORTH KING COUNTY	This proposal will take way too long. Ballard is developing way too fast to wait 22 years for decent transit and the whole point of BRT is that it can be done quickly. I imagine that it should only take a year or two to make a bus route, eight years is how long it should take to make a light rail tunnel. Generally speaking, the entire time line needs to be roughly cut in half and Ballard needs to move up even more. In conclusion, I don't want to vote for this proposal until you start talking about how this is a starting point and the schedule will be moved up as you seek out and find more funding.
NORTH KING COUNTY	The faster these projects can get online the better.
NORTH KING COUNTY	This should be completed in half the time. It will take too long for us to use light rail if the present timeline is passed.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	<p>Based on calculations, while the stated cost is an average of \$17 per year per taxpayer, calculations on my own home ownership, spending in Seattle/King County and assessed vehicle value would put my costs at \$330 annually. While I don't object to that level of spending, I do believe that priorities are out of line. Too much focus on bus, which has been a trend for many years. While I understand the additional cost and timing of rail, it shifts how transit occurs. Downtown Seattle is swarming with buses that are stacked up between lights, blocking intersections, running red lights and running over pedestrians crossing during the right of way, including personal friends.</p> <p>Failing to prioritize rail within Seattle until the 17 and 22 year mark when projections will show that a significant amount of the sales tax generation will come from King County core/Seattle is out of line. Adjust priorities. Outlying areas need to be connected, and overall, I expressed support for projects in areas I will never utilize. However, I have commuted from Seattle to Olympia daily for 10 years, and lived in SW Federal Way and commuted to Seattle for 6 years in the past. All projects are important, but look at where the dollars are coming from, connect the core as the same time as expansion outward.</p>
NORTH KING COUNTY	These projects need to be completed as quickly as possible.
NORTH KING COUNTY	<p>I would be willing to pay more to get it all done sooner! I'd like to see it in my lifetime</p> <p>I am a senior citizen (66) in Ballard, from where I live I have to walk 1/2 mile and ride one or two buses and light rail to get to the airport 1 1/2 hours, way too long.</p> <p>I don't understand why the non-electric buses that start their route at 32nd Ave NW and Market can't idle near Golden Gardens and pick up riders from Shilshole, Sunset West, Shilshole Point, Shilshole View, and Maris Condos and Rays?</p>
NORTH KING COUNTY	Ballard and West Seattle should be first
NORTH KING COUNTY	The ballard to downtown seattle needs to be completed since it takes more than 30 minutes to get to downtown, which is not a good time and it would take less time to complete the project considering the distance to ballard.
NORTH KING COUNTY	I think there is so much money already not spent for construction of roads or fixing of them that can be implemented in the actual construction of more transit, there is hardly any transit in shoreline by the post office or the library that i can not get anywhere, hardly any for seniors or those with disability, and those who do not have an orca card and are on disability stand no chance in getting around anywhere, this should not be, we need to actually start thinking of making things more accessible for those on disability who can not afford to get an orca card and speed up these timelines so everyone can have access to transit that need it for there jobs, the disabled to get to doctors to get to dhsh, to get even out, home bound people because of lack of funding and timelines are people just sitting at home like myself waiting to die and this is not fair!
NORTH KING COUNTY	Connecting Seattle via Light Rail seems like something that should be prioritized faster than 22 years >_>
NORTH KING COUNTY	Infill stations, especially in underserved areas, should come on sooner. I also believe in creating policy that will encourage density, not enable sprawl.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	Priorities are backwards
NORTH KING COUNTY	I find it extremely hard to believe that it will take upwards of 25 years.
NORTH KING COUNTY	I will be so old when all of this is done!
NORTH KING COUNTY	ST3 needs to move up the transit between Ballard and downtown for 8 years, not 20+. This is an important and growing area and one of the best ways to eliminate the use of cars close to and in downtown is by adding light rail along this corridor.
NORTH KING COUNTY	The timelines for light rail are far too long.
NORTH KING COUNTY	There is a huge surge in the population in Ballard, Fremont, etc. You really, really need to consider light rail transportation sooner than later. Traffic is terrible, but there are really few alternatives. Additional buses will only get stuck in traffic, as they do now. If you want people to quit using their cars, you need to provide alternatives that are realistic.
NORTH KING COUNTY	More parallel construction and non-at grade light rail.
NORTH KING COUNTY	If only this could've been started 20 years ago... It feels like we're playing catch-up.
NORTH KING COUNTY	Ballard and west Seattle should be completed first.
NORTH KING COUNTY	The downtown to Ballard light rail line needs to be completed ASAP! It is by far the most important part of the proposed Sound Transit 3. It is disheartening to see it near the bottom of the priority list.  In addition, all light rail lines need to be grade separated! Please don't design any more dangerous at-grade crossings!
NORTH KING COUNTY	Seattle needs to tie its close in neighborhoods such as Ballard and West Seattle into the City first and then expand outward from there. The funding should not rely upon property taxes at all as that puts the burden on many folks who will never use or receive any benefit from the service. Why not tax motor vehicles and gasoline? If we are trying to cut down on traffic congestion, tax those that drive cars. Taxing property owners just makes in-city living less affordable forcing people to move further away since they cannot afford to live where there is currently good transportation.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	<p>Link rail should be fast. Currently it takes too long to get from one place to another. Capitol Hill to mount baker itself takes 17 minutes! That is a lot for a distance of a couple miles. Especially from airport to downtown it takes an hour. I've heard this from a lot of people.</p> <p>Also, it slows down significantly in the pioneer square tunnel. That needs to improve significantly everywhere. Otherwise adoption will be less.</p> <p>Secondly, Judkin's park is in a very desolate area surrounded by a park area that hardly has much traffic. There needs be eyes on the ground so as to make the area safe in order to use.</p> <p>Thirdly, parking garages for commuters will help significantly in and around remote metro areas.</p>
NORTH KING COUNTY	Earlier deadline
NORTH KING COUNTY	I'd rather see less sales tax increase and a greater tax on motor vehicles and property.
NORTH KING COUNTY	I will not support any plan that doesn't get light rail to West Seattle AND Ballard within the next 10 years or less - it's embarrassing to think it will take 20+ years to make that happen, without that change I will not vote for ST3 plain and simple - everything else is great, but to support something that won't happen for 20 years is basically insane.
NORTH KING COUNTY	We needed this five years ago. The timeline needs to be accelerated for the in-city parts of the plan
NORTH KING COUNTY	The timeline proposed for these improvements is unacceptable. I strongly support transit but the first priority HAS to be for urban, dense neighborhoods that really NEED better transit. Ballard and West Seattle should be at the top of the list, not last on the list! By the time these proposed improvements will come on line for the neighborhood I live in, I'll be close to retirement and won't even benefit from them! I will not support or pay for transit in remote suburban neighborhoods. To even suggest lines out to Everett, Issaquah and Tacoma is ludicrous. Who is looking out for our urban center needs?!
NORTH KING COUNTY	The Boeing Access Road station was already approved by voters during Phase 1 of the regional transit project. It should remain on the final list in acknowledgement of prior voter approval. Since this station was deferred, and is long-overdue, as well as being the least expensive of all the proposed stations (est. \$.85 p/rider), it should also be moved up the priority list so that taxpayers can quickly see something tangible for their investment in this system.
NORTH KING COUNTY	<p>I'll start by saying I'll support and vote for ST3 no matter. Not voting for it will only waste time until a new viable proposal comes around and will dramatically compound the region's traffic and transportation issues.</p> <p>However, the timelines for key projects are far too long. If residents are paying an additional \$200 in taxes per year for transit alone, not to mention that there will undoubtedly be additional taxes levied or increased in the next two decades, we deserve rapid transit to arrive in 15 years, not 25. We deserve to get to use the Light Rail in the areas where we live while we still have the need to. I'd prefer to not be retired when the West Seattle and Ballard lines come online.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	The in-city improvements need to be done ASAP, preferably first on the list. Rail from Ballard to W.Seattle should be done now, before additional development makes it difficult and out-of-date. Spend the money and get it done. Why wait?
NORTH KING COUNTY	Timeline seems very very slow for West Seattle & Ballard and I hope light rail within the city would be prioritized.
NORTH KING COUNTY	I would like to see the timeline for the Graham Street Station shortened. This is densely populated area, and the current stations on are sufficient. To add a station to an existing line seems like it would take less time and \$ investment, so it would be great to have this be in the 1st part of the plan. Many people were surprised why there was not a station at Graham to begin with.
NORTH KING COUNTY	I strongly support intracity rail in Seattle, and think commuter rail and BRT is necessary, but am frustrated with the snail's pace at which this all goes.
NORTH KING COUNTY	NW Seattle can't wait 22 years for its portion of the project.
NORTH KING COUNTY	I'm New to the system as I've only lived here for a year and half. This system is good but not great it is taking way to long to develop it shouldn't take 10,15 or 20 years to get this done. While we wait the traffic builds on our roads which give to more accidents and road rage. Plus all buses and light rails need to run 24 hours a day period
NORTH KING COUNTY	Freeway shoulders need to be kept clear for stalls and accidents. Buses should not be driving there.
NORTH KING COUNTY	This timeline is MUCH too long...do faster, before inflation, delay and bureaucracy make it longer and even more expensive. Make it so those of us who are paying for it now...will benefit for it before we die.
NORTH KING COUNTY	The completion timeline for Ballard is completely out of touch with the skyrocketing demand for transit in the Ballard neighborhood. Completion of that phase on the order of 5 years as opposed to 22 years would be MUCH more strategic and meet the realities of increased density and demand for good transit in Seattle proper. This is true for many neighborhoods in Seattle proper that are transitioning to much higher densities of population, and will need a non-linear increase in transit capacity.  While I realize that the timelines are due to a multitude of constraints, I do think that building in flexibility and making sure that the projected demand (not just the current demand) is taken into account will maximize the success ST3.
NORTH KING COUNTY	I would support paying more to speed up the completion of these projects. The timeline feels too slow to me.
NORTH KING COUNTY	I'm sure that this is a very common concern, but 22 years for Ballard is extremely disappointing. I think there is a tremendous desire right now for quality transit, especially for somewhere as popular and bustling as Ballard, and it would be nice to have that sooner than 22 years from now
NORTH KING COUNTY	Ballard light rail needs to be prioitized

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	25 years sounds like a really long time, especially considering the speed of projects in other cities and the fact that Seattle had the opportunity to start this project long ago with federal grants. I also believe the plan should focus on getting commuters in and out of Seattle and the surrounding areas that are mostly growing due to technology companies. We're only going to see more population growth in these areas and feel that the project should be accelerated to try to keep up with this population growth.
NORTH KING COUNTY	As you can see from my responses, I believe a comprehensive transit plan is very important for our area. I only somewhat support ST3 because the implementation of this plan isn't fast enough. Please expedite, and if you could ST2, too, that would also be great. It doesn't make sense that the tunnel for north of UW station is already dug but it won't be complete until 2021...
NORTH KING COUNTY	I think the most important part is getting a rail system in place that works well with the bus/bike/train/ferry systems. We've seen a dramatic increase in ridership on Link light rail now that it is accessible to UW and Capitol Hill. The next most important places to go are east to west: Ballard and to Bellevue. It's also critical to increase the bus-only lanes so they move more efficiently through the city than driving your personal car.
NORTH KING COUNTY	The project completion timelines are very disappointing given that a good portion of tax paying citizens will likely not be able to benefit from or utilize the new services. This, when similar projects in other parts of the country or the world are typically completed in half of the proposed timeline of 25 years. Please revisit the timelines, be creative and I am quite sure you will be able to come up with a plan to half the quarter of century horizon without causing the taxpayers additional monetary duress. With improved timelines, STS3 will win majority support hands down!
NORTH KING COUNTY	Ballard Light Rail sooner
NORTH KING COUNTY	West Seattle and Ballard link light rail should be moved up to completion in less than 10 years.
NORTH KING COUNTY	Fewer projects so it can be completed faster. It should not take 25 years. Focus more capital on targeted projects, finish in years not decades. Delivering solid high-benefit things quickly will build more excitement and voter confidence than a huge plodding process that takes three decades.
NORTH KING COUNTY	Get it done faster! 25 years is too long, we need light rail NOW.
NORTH KING COUNTY	None of this is fast enough!  I also extremely dislike the fact that the DOT planners and developers are creating a very car unfriendly town - we all still need to park our cars somewhere. Mass transit in Seattle need parking garages at outlying hubs at the light rail stations, and apartment and condo buildings need one parking spot for each unit. We are not yet at the NYC level - we all still own cars.
NORTH KING COUNTY	Please consider prioritizing Ballard light rail earlier :)
NORTH KING COUNTY	I believe the Ballard to Downtown and West Seattle to Downtown light rail projects should have higher priority. They are important to the State Growth Management plan and would speed incity development rather than sprawl

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	I will be dead before any of this happens.
NORTH KING COUNTY	Given the increasing congestion within the Seattle core, the transit expansion should start with light rail that could be used in the city itself. South Seattle already has quite a bit of rail, but North Seattle does not. To not get Ballard online for more than two decades is unacceptable. I live in North Seattle and would be thrilled to take light rail to my office downtown, but it isn't an option.
NORTH KING COUNTY	The Ballard light rail needs to be moved up considerably. They need relief now!
NORTH KING COUNTY	Ballard is already overbuilt and has far surpassed other neighborhoods so 25 years is too long to wait. Crown Hill may become more dense too according to HALA plan but there is not enough transit to support the increase.
NORTH KING COUNTY	The timelines are too long for this type of project. There should be smaller projects done over a shorter period of time so the consumers can see the results. A 25 year timeline is too far out.
NORTH KING COUNTY	Anything that can be done to expedite an integrated light rail network (most or all of the ST3 routes) without sacrificing overall utility of the system should be explored. We would have had the monorail by now which could have potentially supported the Amazon influx and overall growth of the region. 20-25 years is way too long, what are the specific reasons for that timetable?
NORTH KING COUNTY	Please move faster! The lack of light rail transit is the biggest draw back to what is otherwise a great place to live. I had to answer to question 2 about how often I use transit as 1-2 times per year. I would love to use sound transit everyday if it was actually feasible to do so...today my commute to Everett would take 2.5 hours one way on transit, so I don't use it because it just isn't a feasible option.
NORTH KING COUNTY	It shouldn't take this long.
NORTH KING COUNTY	Complete light rail from downtown Seattle to Redmond as soon as possible.
NORTH KING COUNTY	17 years to West Seattle? 22 years to Ballard? These seem like ridiculous time frames. Why so long? Traffic is so terrible here it's hard to imagine waiting so long for relief. This should have started long ago like other major cities.
NORTH KING COUNTY	TAX FOCUS: please charge me to drive my car and not to own property in a region that is already becoming prohibitive for home owners. I worry that property tax will not be well received BUT the motor vehicle excise tax is incredibly reasonable and should be increased as the project continues. Vancouver BCs 20c per litre fuel tax is much steeper and has supported more environmentally friendly initiatives.
NORTH KING COUNTY	It makes no sense to have West Seattle receive rail services so LATE in the plan. The majority of property taxes will be coming from WS, but residents won't receive ANY benefit for years. If the time line does not change to place service to WS much sooner, I will vote against ANY further funding whatsoever, and will work hard to defeat any and all transit proposals.
NORTH KING COUNTY	Too slow.
NORTH KING COUNTY	West Seatte struggles with transit now. We desperately need light rail. It should come online sooner than Redmond. It should honestly be the top priority, at 8 years. I think you'll find others agree.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	If there are any strategies to move up the deliverables of this project, that would be fantastic news given the rate of growth of our area's population and the resulting impact on traffic and congestion.
NORTH KING COUNTY	I think the plan is taking too long. Why 25 years? Would be nice to get them faster especially to the outside the city, Everett specifically.
NORTH KING COUNTY	I would be more supportive of this plan if it prioritized Seattle-vicinity lines in the timeline. A 17-year timeline for West Seattle, and a 22-year timeline for a link to Ballard is so long from now that it seems hardly worth it to support. I'd happily pay significantly more annually in order to build these lines much faster.
NORTH KING COUNTY	Advance all Seattle projects to the front of the timeline. There is less demand for transit in suburban areas, and these suburban projects are less efficient on a per-capita basis.
NORTH KING COUNTY	I wish you could complete the Light Rain extensions faster!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

<p>NORTH KING COUNTY</p>	<p>I strongly support Seattle Subway's priorities for modifying the ST3 package. This will not pass without Seattle voters, and, personally, I feel like the current package prioritizes suburban giveaways over actual mobility improvements for people who actually use/need transit.</p> <p>1. Expedite the construction of light rail in Seattle. The biggest criticism of the proposed package that we've heard from Seattle voters and our supporters is the glacial pace of construction to Ballard and West Seattle. Sound Transit must do everything it can to expedite the construction of light rail in Seattle, including the elimination of projects that do not contribute the same benefits to mobility in Seattle. The line to Ballard is the single best project in the package, by every possible metric (Ridership per dollar? Check. Potential for Transit Oriented Development? Check. Potential for federal funding? Check.). Seattle voters will not support a package unless they will live to ride the rail.</p> <p>2. Make Ballard to Downtown fully grade separated. Once light rail is constructed at-grade, our city will be stuck with a flawed system, forever. Delays from our existing stretch of at-grade rail ripple throughout the system and limit the future capacity of rail through the Rainier Valley. All new light rail must be constructed with grade separation. This line, in particular, needs to be built to the highest quality possible. The high range ridership estimate for Ballard to downtown is 145,000 riders per day, which would mean: -Ballard to Downtown's daily ridership will be greater than the entire population of Bellevue. -Ballard to Downtown's daily ridership will be equivalent to the entire Portland MAX system.</p> <p>3. Provide complete funding of an Environmental Impact Statement (EIS) for the extensions from Ballard to UW and from West Seattle to Burien, and add both lines as "provisional projects" if additional funding becomes available. Completing the EIS for the extensions from Ballard to UW and from West Seattle to Burien will deliver those projects six years faster once funding becomes available. That makes the lines closer to "shovel ready," and creates the possibility that they can be built in ST3 if additional revenue becomes available through federal grants or cost savings on other projects. Just this year alone, Sound Transit is \$240M under budget on projects under construction, and the agency will also receive \$600M in unexpected federal grants. Seattle needs a plan that will leverage the benefits from Sound Transit's continued success.</p>
<p>NORTH KING COUNTY</p>	<p>Light rail within Seattle should be the top priority.</p>
<p>NORTH KING COUNTY</p>	<p>The timelines seem so far out- how will they be for the current situation in 22 years in some cases. We are making plans for decades out- are we projecting what Seattle will look like then and how we can meet the needs of the city?</p>
<p>NORTH KING COUNTY</p>	<p>Do the easy stuff first for maximal effect. Graham Hill station is easy with a huge impact on quality of life for area.</p>
<p>NORTH KING COUNTY</p>	<p>22 years to Ballard?!?</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	Glad to see this being pushed.. I hope the top projects get done sooner than later: ) It might be worth looking into what it would take to get ready for the addition of self-driving vehicles that seems highly likely in the next decade. Having some of the proposed projects in ST3 take 25 years to complete might mean that they are obsolete transportation methods by the time they are usable with the rapid development of new technologies.
NORTH KING COUNTY	We need to focus on the areas we need people to live, work, and play: existing walkable dense urban areas, not existing suburbs like Lynnwood and Bellevue. We need to provide these dense walkable urban areas with safe, grade separated true rapid transit options, not waste time and money on noisy polluting buses that get stuck in traffic. Run buses to Bellevue and Lynnwood, not in the urban areas of Seattle Ballard should be top priority to receive this grade separated rapid transit within seven years, not 22. We need to link these areas with a safe bike network, and stop placing hazardous rail lines in on grade streets, essentially denying bicycles use of streets. No more Broadways! If we do need buses, they must be electric and the diesel buses retired.
NORTH KING COUNTY	The north side of the canal -- Ballard, Fremont, etc -- is undergoing extremely rapid growth right now. Traffic congestion has gotten much worse in just a few years. 22 years is an absurd timeline to address what must be some of -- if not the -- fastest growing neighborhoods in the Seattle metro area.
NORTH KING COUNTY	I think the Ballard/Downtown service should be prioritized. What with SLU, Expedia, Google moving in, this area is a chokehold in the very heart of the city. Also, this plan focuses mostly on North-South routes. When are we going to address the East-West conundrum?
NORTH KING COUNTY	Projects that connect dense and underserved communities, like West Seattle, should be higher priority.
NORTH KING COUNTY	Ballard rail timeline not aggressive enough.
NORTH KING COUNTY	Ballard to downtown should be a much higher priority for ST3. This route is staged and ready to be used by the most transit riders over the course of the timeline (this understanding comes from studies and articles I've read) and having the parts that will serve Seattle placed last alienates a very large portion of voters that will be needed to pass the ST3 in November. Even people as young as 30 would not support how much this will cost if they won't see any benefit of it until they are closing in on retirement.
NORTH KING COUNTY	Faster times to completion of the planned projects are needed. These projects are 10 to 20 years late. Also, people are interested in seeing their money put to use immediately, in a way that will affect them. 20 years into the future may be beyond the lifetime of many.
NORTH KING COUNTY	The most densely populated areas should be the first to get any transit improvements! There fares will help pay for the future development.
NORTH KING COUNTY	I'd be willing to pay double if it meant halving the time to completion of these projects.
NORTH KING COUNTY	Projects in the urban core (Seattle) should be priorities.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	The state and counties should pay for a big chunk of this plan. It is not fair for a west seattle resident outside of the project zone and that does not commute to suburbs, to pay for this. Also, the west seattle timeline of 17 years is insulting. I will be close to retiring by the and would have been paying for 17 years for this project, and will continue to pay when I'm on a fixed income after retirement. The revenue source is regressive.
NORTH KING COUNTY	I love the proposed improvements but the timeline seems really long.
NORTH KING COUNTY	Speed them up
NORTH KING COUNTY	1. Please build it faster, 25 years is too long to wait. 2. Also, please build as much as possible, let's not wait so long to build out a fully functional system that we can never actually use it. 3. Raise the money now before the economy crashes... maximum support for this is now while people feel good about the world.
NORTH KING COUNTY	My support for the overall composition of the plan (aggregate of projects) is strong support, but my support of the 25 year timeline and the project order is tepid. Lightrail to ballard and west seattle as well as the additional stations of the existing lines (130th, Graham, and Boeing access) and the extension of the Tacoma street car should be priority 1!
NORTH KING COUNTY	Build the Ballard and West Seattle lines sooner. All new light rail lines should be fully grade-separated. Use subarea funds from all subareas to fund the new Downtown Seattle tunnel since it would serve the functionality and reliability of the whole system (not just the North King subarea). Include Ballard to UW line planning and EIS in ST3 so that it's shovel ready as soon as funds become available. West Seattle line should serve Delridge and Burien in ST3 to increase access for communities of color.
NORTH KING COUNTY	I will absolutely vote for this. Investing today so my kids can enjoy this benefit. But we're talking about a *generation* before we complete this project. I would gladly pay more to get this done more quickly.
NORTH KING COUNTY	Let's get this done sooner! Investments in infrastructure will undoubtedly improve our region
NORTH KING COUNTY	Twenty-five years? That's just way too long. I can't believe you can accurately plan that far out, since you have no idea what will happen in the next 25 years. Plus, why do we have to wait that long? Other cities manage to put in subway lines in much shorter timeframes (i.e., DC).

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

<p>NORTH KING COUNTY</p>	<p>I am really disappointed with several elements of the Sound Transit 3 Plan, but with the extremely poor design and construction timetable that has been allocated to Ballard light rail service. As has already been amply demonstrated by the (predictably) failed experiment of on-grade rail lines in the South Lake Union Streetcar, putting trains in the same lane as traffic compromises their speed and reliability, which is essentially everything that makes them attractive.</p> <p>Given the massive predicted ridership for the Ballard line it is inexcusable that ST3 would consider an on-grade rail system to be either an adequate or appropriate solution for light rail in this region. Ridership will suffer, badly. 15th avenue, which is already heavily used and congested for much of the day will simply become more gridlocked as the tech industry continues to expand near the waterfront and additional commuters are added.</p> <p>Bus rapid transit will not solve these problems. Indeed, bus rapid transit has provided disappointing and lackluster performance on the D-Line, which was supposed to be the "crown jewel" of the system. The busses are difficult to catch and take LONGER than the original 15-local line to reach downtown. While a number of optimizations and capital improvements were promised to make this "as fast as light rail" none have materialized. Busses are not given priority at lights, lights are not synchronized, and for much of the commute they sit in traffic trying to merge at the Ballard Bridge or behind SOVs that drive in the bus lane. Promising additional bus RT service is unappealing, and frankly a poor use of ST funding with so many better and more permanent solutions available.</p> <p>We have one chance to do this right, and I would rather vote against a poorly designed and poorly executed ST3 package (which I consider this to be) than than vote for a package with lots of promises for future improvement that never materialized. We need fast, reliable, high-quality light rail that is separated from traffic to Ballard, and West Seattle. Easing congestion at the heart of the city will promote greater traffic flow from outlying areas.</p> <p>And I'd like to ride the rail before I die, fix this timeline!</p>
<p>NORTH KING COUNTY</p>	<p>If I live that long, I will be 100 years old by the time someone can travel from Everett to Tacoma on light rail. That seem like a long time. I, along with hundreds if not thousands of Seattlites have been advocating for public transportation improvements since the 1980s or longer. We have waited patiently for decades while those who could do something about improving public transportation spent their time doing something other than action and then saw a light rail plan that seemed to be designed to maximise costs and minimise extent of travel. The I-5 freeway is already on the verge of gridlock for most of the daylight hours and is unlikely to get better in the next five years (let alone the next twenty five). The time to make long distance public transportation (not just commuter rail) a reality is NOW. The time for commuter rail to have its own dedicated, landslide-protected rails (not owned by BNSF) is NOW.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	22 years for Ballard is too long! That's my selfish comment. Build them all, the more the better!
NORTH KING COUNTY	I think the West Seattle and Ballard lines should be fast-tracked as much as possible. I would also like to see Light Rail across 520 enter the discussion more than just "we'll look into it" and the same goes for I-90. I also think that paying for these things using sales and MVE taxes makes no sense, but that's because we're stuck with a [explicit], regressive tax system, and I realize that fixing that is out of the scope of ST3.
NORTH KING COUNTY	timeline needs to be sooner, we need this now
NORTH KING COUNTY	The entire process is too slow! 25 years is far too long. There has got to be a way to speed things up. There needs to be a full analysis of what constraints, both fiscal and regulatory, are pushing the timeline so far out. Make a list and publish the list. Don't just say "It's expensive." I want to know, project by project, why it has to take so long.
NORTH KING COUNTY	My primary concern is getting better transit options to Ballard. While I can't comment on the project priorities and I realize these things take a lot of time, 22 years to get light rail service to Ballard is too long. In my opinion, shortening the timeline — even at greater cost — is necessary.
NORTH KING COUNTY	You really need to figure out a way to make this not take 22 years for a light rail to Ballard. The City needs something major to happen in the next 5-10 years or we will have the worst traffic in the country.
NORTH KING COUNTY	Timeline for in-city projects is far too long. The Ballard line in particular should be a top priority, and to have it be last is almost insulting.  In general, far too much money in this package is being spent building park and ride stations by freeways, rather than providing transit services to areas where people (could) live and work.
NORTH KING COUNTY	I wish that the timelines were more rapid. In thinking about my current commute times (I regularly do a bus/bike commute from Capitol Hill - Seattle to Bothell/Canyon Park), by the time the BRT up 522 and the Light Rail to Northgate and Lynnwood are completed, I may be retired - within 25 years. I'm 44 years old and wish that I could take advantage of these great commuting options before I do retire. Still - we must build for the future.  Please continue to build true Light Rail which is not constrained by traffic. Also, please do not build tram systems - as they are not put to good use in Seattle as long as they sit in traffic. Walking is faster than taking the tram on Capitol Hill.  Sound Transit has a great vision now. Keep up the good work.
NORTH KING COUNTY	Time line must be fixed, Ballard line should priority #1, then west Seattle, then Everett and Issaquah. Do close-in projects first and only Tax seattle residents until work begins on outlying projects, then expand tax base to those communities.
NORTH KING COUNTY	This is happening way too slowly to keep up with growth.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	Areas such as West Seattle need much improved transit in the short-term. I'd have stronger support for the ST3 if it proposed more BRT options--faster and more reliable bus service--while we wait for rail service. AND, can ST3 be modified to get monetary support from the big employers/attractions that are adding to the traffic woes? Microsoft, Amazon, Sounders, Seahawks, Mariners, Google, etc. !!
NORTH KING COUNTY	I believe that the Ballard and West Seattle portions of this plan should be fast tracked and frontloaded into the timelines above. They cannot wait for 20+ years to be completed.
NORTH KING COUNTY	Timelines should be sped up. Ballard to UW should be added as a tunnel project. Also Ballard to downtown should be a tunnel as well.
NORTH KING COUNTY	Please expedite this process! 20 years is too long for a functioning city!
NORTH KING COUNTY	Population growth in Seattle is booming so transit options between Ballard and West Seattle to Downtown need to happen ASAP. 22 years is really unacceptable. Additionally, transit between Ballard and UW needs to be part of the plan now and not just studied. Ask anyone who rides the 44 daily.
NORTH KING COUNTY	Like everyone else, I would love for the timelines to be reduced. In addition, a cross (UW - Ballard) route would have very high ridership and should be included in such a massive transit plan.
NORTH KING COUNTY	Everett link should be moved up in schedule
NORTH KING COUNTY	Do west Seattle first!
NORTH KING COUNTY	While I selected "strongly support" to the plan outlined above, I would like to see completion schedule of the West Seattle and Ballard Links to downtown moved up in priority. We need faster resolution to the infrastructure to support all the workers coming into downtown Seattle for Amazon, Google, etc.
NORTH KING COUNTY	First off, thank you for all that you do to move our region in the right direction from a transportation standpoint. I'm a lifelong Seattleite and transit user. My only feedback would be to accelerate the timeline for rail in the city. I don't have all of the data on what is the fastest growing transit corridor, but assuming that it's Ballard / West Seattle / Downtown, then investment should happen here first. If it's JBLM, Kent, and Everett, then focus the energy and resources there. But assuming that the city is congested, try to provide relief there as quickly as possible.  Thanks again for your hard work! You've got a yes vote from me regardless of the plan!
NORTH KING COUNTY	I will be 78 years old when light rail comes to West Seattle and yet I support this plan. We MUST go forward; however, the timelines are very discouraging. I know thousands of people have urged you to move them forward, and I will have to add my sentiments to the list!
NORTH KING COUNTY	I believe our region is growing extremely faster than predicted, which is obvious through the ridership counts in the recent light rail opening to Capital Hill and UW. Given this, the timeline for light rail to at least Ballard and West Seattle / Burien should be a priority and accelerated to be complete much sooner than 17 years. If this is at a cost of removing other projects from this plan, then that should be done to allow people already living in these areas to commute better before expanding to the rest of the region.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	Please speed up implementation. It is so frustrating how long it takes to complete capital infrastructure. We need to get people out of their cars and stop making the freeways wider.
NORTH KING COUNTY	My biggest worry is that everything proposed is generally not enough.
NORTH KING COUNTY	This survey is fundamentally flawed because of course the respondent will always rate projects directly benefiting them highest. For instance, I live in Ballard and thus have given my highest ratings to plans relating to Ballard. I am very disappointed that we will have to wait 22 years to get mass transit to Ballard, one of the fastest growing areas in Seattle. Among my friends it is an ongoing joke that the city sold the land that was to go for a monorail from Ballard to downtown and axed the project. Please give Ballard more priority in your plans. I am also extremely disappointed in all the attention and money given to bike routes. For a senior citizen like me, they are worthless. I am glad that Scott Kubley (sp?) is being investigated for ethics violations. He puts no priority on cars which we still have to drive to get places. Bikes in Seattle? With all our rain and hills? Really? I'm for bikes, but the attention given to them has gotten out of hand. The Pronto disaster should be a wake up call to the city and shame on them for voting so easily to bail them out. So, now you know my opinion. Signed, Jane, Ballard resident for 27 years.
NORTH KING COUNTY	The timelines for light rail to Ballard and West Seattle are way too far out.
NORTH KING COUNTY	Can't you get it done quicker? How about all of thee projects in 5 years?
NORTH KING COUNTY	FASTER completion times. Invest NOW.
NORTH KING COUNTY	17 years for West Seattle light rail is a long time! I mean, I would rather have it in 17 years than never, but would be willing to pay more if it meant sooner access.
NORTH KING COUNTY	The timelines for Ballard and West Seattle are ridiculous! We need it sooner!
NORTH KING COUNTY	I was a monorail supporter and was very disappointed that that project was subject to a level of scrutiny relative to budget and timeline that sound transit has not been subject to. I live in Ballard and likely by now would've had a monorail line to get me downtown by now or very soon. Water under the bridge, though. I'm a huge transit supporter even though I tend to ride my bike as much as I can--it's faster and more consistent time-wise than the D-line, which is ridiculously slow most of the time. Ballard is growing rapidly and it seems absurd to me that the line from downtown to Ballard won't be done until my daughter is into her twenties--she's 3 now. My husband is honestly ready to vote against ST3 because he feels like the priorities are out of whack. I understand the desire to address regional and suburban needs, but if we consider that likely Seattle residents are paying more in general and have far more population I simply don't understand why ST3 isn't fast-tracking the connections to Ballard and (to a lesser degree) West Seattle. And I'm not sure if anyone has waited on a week-day morning on 15th Ave NW and seen the rush of people to pile on the old 15 express bus while the D-line goes along with lots of seats available, but having taken both I can say that the D-line is anything but rapid. WAY WAY WAY too many stops. It should function as an express to get people downtown. Ballard is terrifically underserved as far as transit goes. I've never taken a bus home from downtown to Ballard that was not jam-packed, standing room only. What gives???

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	This is long overdue. All of these projects should be pursued immediately and as quickly as possible. Puget Sound desperately needs a transportation system other than cars on freeways. I suggest more immediate options like converting more roads and freeways to bus-only lanes and significantly increasing bus service and frequency.
NORTH KING COUNTY	Timelines are too long. We need relief now. In addition, Washington's current funding system needs to change. We can't keep increasing sales tax and gas tax as this is punitive to lower income individuals. Similarly increasing property tax is not the way forward. Washington needs an income tax.
NORTH KING COUNTY	Ballard line should be added ASAP with an east-west link to the U-District  The whole timeline is too long. Can't we make it happen more quickly?
NORTH KING COUNTY	Faster project delivery
NORTH KING COUNTY	West Seattle and Ballard timelines should be moved up.
NORTH KING COUNTY	With the possible exception of education, I am more willing to see my tax dollars go toward the expansion of quality mass transit throughout the region. I have been vying for better, faster public transit connections since i first saw a projected expansion plan when I was in eighth grade. I am now 36. I voted for the monorail. Twice. Please, please, please build us some world-class public transit. As it is, I've been waiting almost a quarter century, and this plan won't see it done for another quarter century. Onward.
NORTH KING COUNTY	Support building a full system, but 22 year project plan is insane.
NORTH KING COUNTY	Prioritize finishing work on the lines with highest projected ridership.  I do strongly support the development of lines to the farther out places, but the Ballard connection in particular needs to happen faster. I also strongly support making the Ballard route tunnel under the canal so it can operate on a reliable schedule rather than adding another drawbridge.  I also support an east-west line between Ballard and the University District.  These would all have higher ridership and would recoup costs faster. Our city is changing fast and we can't move fast enough to build better transit into our planning process that shapes other zoning and development decisions.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	<p>I think that the proposed timeline is way too long. We need these transport services now and cannot wait up to 25 years for some of them.</p> <p>I am very happy for there to be tax increases to fund these projects. However, every effort should be made to place the majority of the tax burden on higher income residents and businesses (especially those that will benefit from improved transport). I do not support regressive tax increases that will disproportionately impact poorer residents (i.e. increase in sales tax or vehicle licensing fees, etc.).</p>
NORTH KING COUNTY	<p>Speed it up! The time frames are way too long. How do you expect people to support things that will take 25 years to design and build? I will pay more taxes to get it done faster.</p>
NORTH KING COUNTY	<p>I understand bonding limitations for funding the projects and that this influences the proposed build-out schedule. I believe it is in Sound Transit and the region's interest to explore additional funding mechanisms that could accelerate construction. Options to evaluate include public-private partnerships, local jurisdiction contributions and additional federal grants. It is likely legislative authorization would be needed for some new options. Communicating that Sound Transit will work with stakeholders to try to identify mechanisms for accelerating the build-out will be important to get support at the ballot box in November, especially for Seattle residence.</p>
NORTH KING COUNTY	<p>Unacceptably long timeline. Pass a bond and get this built NOW</p>
NORTH KING COUNTY	<p>Can we skip the BRT development and start developing the light rail sooner instead? We need it now and we should just bite the bullet and get it done as soon as possible, IMHO. BRT seems like an extra, unnecessary step, unless the projected timeline IS the best-case scenario. I'd like to hear more (be more educated) about why we're not starting the light rail development right now.</p>
NORTH KING COUNTY	<p>We need to extend the light rail faster and farther. the easier it is to get to/around the city, the better.</p>
NORTH KING COUNTY	<p>We're all sick of sitting in traffic - place priority on the projects affecting the highest commute congestion zones and you'll have much greater public support, which might mean the difference between quality transit sooner and with less complaint and bare-minimum transit with roadblocks at every step. Expansion into Seattle neighborhoods and greater distances such as Tacoma &lt; &gt; Seattle would be a good first step, if not Seattle &lt; &gt; Bellevue/Redmond. People appreciate what you're doing and the light rail is certainly getting a workout - keep up the good work!</p>
NORTH KING COUNTY	<p>I'd happily pay more to condense these timelines.</p>
NORTH KING COUNTY	<p>Your timelines are way too long. The project should be completed in three years maximum. You need to sell bonds to finance the project now while interest rates are low. You need to think completely differently about mega projects. The way to complete them is work 24/7/365. Two 12 hour shifts, straight time. Significant bonus for the workers if completed under budget and on time. You just cannot take 25 years for anything and have the voters pass it. Get the unions in line or do the project without union labor.</p>
NORTH KING COUNTY	<p>The time line for the light rail to Ballard and West Seattle is way too long. These are important areas of population growth, especially Ballard, and need to be priorities.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	<p>This completion timeline seems ridiculous which is why I "somewhat oppose" question 12. Lynnwood to Everett won't be complete for 25 years? I understand the infrastructure problems, I really do. Urban planning surrounding this project must be a nightmare. But it is heinous to me that something we discussed when I was a teenager won't be complete until I am over 50.</p> <p>I just moved back to the metro after living in Denver, New York City, and Minneapolis, in that order for the past 8 years. This helped me truly understand Seattle's terrible transit system. I was present for the light rail connection of Minneapolis and St. Paul. This had a huge impact on the community, and I think we should be looking at connecting Tacoma, Seattle, and Everett in the same way and that this should be a priority project. 25 years? Unacceptable. This should have been addressed 15 years ago.</p>
NORTH KING COUNTY	<p>If the timelines to add light rail service to Ballard and West Seattle are not DRASTICALLY improved, I will vote no on this initiative.</p>
NORTH KING COUNTY	<p>I would have much more support for the plan if Ballard light rail were completed earlier. Ballard is growing rapidly, and needs more transit options.</p>
NORTH KING COUNTY	<p>LA fast-tracked their Measure R program with infrastructure bank and other approaches to deliver the program in under 10 years. I think even a smaller set of projects delivered on a faster timeline would be more understandable to the public.</p>
NORTH KING COUNTY	<p>Faster please!</p>
NORTH KING COUNTY	<p>Was there ever a proposal at any point to accomplish these transit goals in any shorter periods of time? Twenty-five years is a LONG time and I feel things need to progress faster. We're already way behind, from the perspective of a metropolitan city, on transit development!</p>
NORTH KING COUNTY	<p>The light rail expansions (new stops added), especially to North Seattle and Ballard shouldn't take in excess of 20 years. This can be completed faster. Asking Tax payers to pay more than \$4,000 over the course of 20 years for an investment or improvement they may never see seems out of place and would make many upset. Will that \$4,000 investment be worth it to them? If I live in, say Greenlake, and there are no new services coming that will help my commute, do you think I'll be happy paying that much money for a benefit I may never get to enjoy? (definitely won't get to enjoy \$4,000 worth of it). This issue should be taken into consideration. Tourists, travelers, and those who come to the city in 20 years will enjoy this benefit "free" at the cost of taxpayers who won't get nearly the utility out of it.</p>
NORTH KING COUNTY	<p>I'd be interested to know the ranking of which projects are most important, and why the timing seems to be so high (Ballard, 22 years!). It seems at an additional cost of \$200 per year, this is quite a long time and quite a large amount for results that will take 17-22 to be beneficial to my transit needs. I strongly support the extension of light rail and feel we are already lagging as it is; is there a better way to expedite an already high need that will only be rising in the next years?</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	I would like to see the Ballard and West Seattle stations much sooner. Given the increased density in both neighborhoods, having these toward the end of the 25-year plan is unfortunate. I understand that because ST3 is voted on county-wide, that provisions must be included for the suburban areas to gain their support. However, I feel like prioritizing areas with the greatest density/ridership should be a stronger priority. On a selfish note, I also would love to see the infill station at 130th Street included and not provisional.
NORTH KING COUNTY	I would support an accelerated timeline that would get the bulk of this plan implemented in ten years or so rather than 25. I am very skeptical of the bus option in the 405 corridor unless this option is a prelude to a light rail in the existing 405 right of way. The Ballard line is way overdue and the city development strategy was predicated on some sort of light rail (monorail) this has resulted in a extended transportation bottle neck which the BRT has done little more than keep the problem at arms length. More development in that location would stress that system to the breaking point. West Seattle is also an embarrassment. This will be even more difficult when the Viaduct closes. There just isn't the system in place to accommodation that much traffic dumped into the I-5 corridor or downtown. Maybe BRT would help but only because the West Seattle residents will become desperate. The outlying areas are not as critical. Light rail may facilitate less density pressure on Seattle but with the proposed schedule my guess is that it is to little to late and the more urban areas should be developed as a priority.
NORTH KING COUNTY	Ballard and West Seattle timelines for light-rail are just too long. I believe ST has an excellent track record of being pragmatic in its expectations of projects (not promising what it cannot deliver, and delivering on time and on budget), but I think these two projects need to be front and center. Yes, it is a regional transit plan, but these two neighborhoods of Seattle would benefit IMMENSELY from true light rail access.  I personally also think that east-west access (Ballard to Fremont to UW) would be an incredibly beneficial addition.
NORTH KING COUNTY	I don't understand why Ballard has fallen to nearly the bottom of the list, given the rapid population growth there.
NORTH KING COUNTY	I would support paying more to accelerate the timelines for light rail. It would be so great for the region, I'm excited for all the planning that's been done and projects proposed so far!
NORTH KING COUNTY	I would gladly pay much more money per year to have the timeline shorter for the overall project. I live near the future Roosevelt Light Rail Station, and I would pay more money in taxes to shorten the timeline, not just for my extension, but for all of them. Faster, Faster, Faster!
NORTH KING COUNTY	I am very disappointed to see that light rail in Ballard is pushed out to 22 years from now. This is a neighborhood that is growing at a faster pace than anywhere else in the city and the transportation options do not keep up with this pace.
NORTH KING COUNTY	Project timeframe is too long. Ideal timeframe would be 3-5 years total.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	<p>I am tired of paying taxes to support rural Washington when the roads in Seattle are falling apart, and I can't get light rail to Ballard and West Seattle, two of the most rapidly growing neighborhoods in the State for 22 years. I generally am a big supporter of mass transit and particularly light rail, but when I moved here in 1998 I was promised light rail to Cap hill in 10 years and here we are almost 20 years later and you finally get there...and then you are saying I'll be in my 60's when it reaches Ballard. Come up with a real plan and I will support it. You need to either really do bus rapid transit like in Brazil with its own dedicated lanes, and skip lower QA to speed things up or give up on it. The old 15X buses were faster and more reliable. Stop with the light rail to areas outside Seattle. You need something to move people efficiently around Seattle, out of traffic above(monorail duh!) or below grade and separate heavy commuter rail to get people to and from Everett, Tacoma and Bel-Red. Expand Sounder for the suburbs, use express buses with dedicated lanes but give us separate from traffic light rail in Seattle. We are paying for it and shouldn't have to wait 2+ decades to get it. Really, your inefficiency and talk it to death process is killing us. By the time it is completed it will be out of date and overwhelmed by the massive population growth. Unless you change the plan I won't vote for it.</p> <p>Disgruntled transit supported in Ballard.</p>
NORTH KING COUNTY	<p>Disappointing that it is going to take so long, but region desperately needs a broad transit solution. No more "kick the can."</p>
NORTH KING COUNTY	<p>The length of time to complete these light rail projects is hard to stomach. 17 (West Seattle) and 25 (Ballard) years out for two projects that I am very eager to see developed is disappointing. However, I strongly support the measure overall because I know we must make these investments ASAP and if 25 years is ASAP - that's better than never.</p>
NORTH KING COUNTY	<p>Light rail to Ballard and West Seattle is so important and literally can't come soon enough. I used to take mass transit to work everyday, but now that I live in West Seattle and work in Ballard, I have to drive. I would much rather take light rail and will ride every day once it's an option.</p>
NORTH KING COUNTY	<p>25 years is an extremely long horizon. Is this the right technology for then? It is slightly ridiculous, but what if there are personal hovercraft or something better. I would say the faster the better... if you are going to build light rail.</p>
NORTH KING COUNTY	<p>High ridership lines like Ballard-downtown with the biggest impact need to be prioritized over expanded regional transit.</p>
NORTH KING COUNTY	<p>Given the rapid population growth and increasing density of the Seattle area, the timelines proposed are insufficient. Making existing light rail lines as accessible as possible to local residents by adding stations and improving transit oriented development efforts should be the first priority, followed by RAPID expansion of the line. I believe the last projects should be completed much less time, closer to 15-20 years.</p>
NORTH KING COUNTY	<p>SPEED UP THE PROCESS; I will be dead before you get completed and I'd like to be able to use public transit in my waning years.</p>
NORTH KING COUNTY	<p>Ballard to Downtown route should be the top priority. High density areas all along this route would have greatest impact on moving the MOST people!</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	The plan is too big, and takes too long. It should be divided into ST 3 and a later program of projects for ST4. Specifically, I oppose using the property tax for transit. Transit relies on the sales tax and other fees, and has for 45 years since the 1972 Metro election. Schools and general purpose government DEPEND on the property tax.
NORTH KING COUNTY	This needs to happen faster!
NORTH KING COUNTY	Connecting Everett to the light rail line should be top priority for ST3. 25 years is too long a wait for commuters. An expediated timeline for that station in particular will help ease congestion on I-5 and ensure ST3 has the support to pass in November.
NORTH KING COUNTY	Timelines MUST be made shorter. Congestion on roadways is already severe. Buses use the same roadways, so if additional BRT takes 8 years to begin, they will just be sitting in even worse traffic. 25 years for light rail should be 10 years instead, and even that is going to seem an eternity.
NORTH KING COUNTY	<p>Apartments in Ballard and throughout Seattle continue to be built with NO parking provided - with the intent that residents will be able to get around the city adequately using mass transit options. Ballard and Seattle will not survive their own growth if it takes 22 YEARS to complete the Ballard-Downtown project.</p> <p>While there is a significant traffic problem on I-5, people living in the city itself are becoming stalled out by the lack of transit options. Busses and at-grade rails are subject to traffic - we NEED to revitalize transit within the city before adding to the number of people that place demand on the system by building arterials from the surrounding area. If you build additional connections into the city before it has the capacity to deal with additional riders, the system will be overwhelmed. Seattle first, then expand outward!</p>
NORTH KING COUNTY	Development of the light rail system has made a huge difference in speed and convenience in the Seattle area. Getting us all connected earlier than projected would be a tremendous benefit and get more cars off the road sooner. I would strongly support any additional means of funding to get the job done. Future development depends on how well we are connected.
NORTH KING COUNTY	a 25 year timeline seems outrageously long. I would definitely support allocating more tax dollars in order to speed up implementation. With the extreme housing growth in Ballard and West Seattle now, there's no way 25 years to completion makes sense. Buses are beholden to traffic in general and are trapped in gridlock. Sound Transit rail is disrupted several times each year with mud slides. Both are too vulnerable to existing infrastructure that does not work. We need a new system.
NORTH KING COUNTY	Build it as fast as possible. Sell a crap ton of bonds to raise money ASAP, and then build as fast as possible. Schedules that take ten to twenty years are way too slow. The people want the improved system in five years.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	<p>Why does it take 20 years to get a line done? Why aren't there multiple boring machines completing multiple tunnels, placing infrastructure NOW into the ground rather than getting excited about two stations today, two more in 7 years, etc.</p> <p>Sound Transit's inability to ramp up speed-wise is maddening. No excuses. Build it all, at the same time, NOW.</p>
NORTH KING COUNTY	Faster development would be helpful.
NORTH KING COUNTY	I feel the 25 year timeline will make some people less likely to support it. Perhaps more aggressive funding measures that can make it happen sooner might be useful.
NORTH KING COUNTY	We need more faster. Tax me more so that we don't have to wait 20+ years for light rail to Ballard. Lets get this done in 5-10!
NORTH KING COUNTY	The timelines are insane, they are way too long considering Seattle's grow rate. Ballard in 22 years?!? Also, please, stop mixing light rail with road traffic at grade. Light rail needs its own, unobstructed pathway. I love sound transit, but sometimes I think you guys have never looked at mass transit implementation in Asia or Europe.
NORTH KING COUNTY	The light rail to Everett should be reached earlier in the timeline.
NORTH KING COUNTY	Ballard to University District should be added to plan. The Ballard to Downtown line should be prioritized and should not be built at-grade, as it has the highest projected ridership and the lowest cost per ride. The private sector can more than adequately supply parking near stations but if building parking ends up being part of the plan, it should not be free.
NORTH KING COUNTY	So far light rail has expanded service to neighborhoods that have excellent bus service. This has been coupled with service to other neighborhoods with already spotty coverage being reduced. The new plans you have seem to continue this disappointing trend. I live in the heart of West Seattle and I need to travel to the heart of Ballard frequently. These neighborhoods are still forgotten in your new plans. A little stub of a line going in to the richest part of West Seattle doesn't make sense, send the line down in to the part of West Seattle (even dare I say it, White Center) where the poor live.
NORTH KING COUNTY	I'd like to see Light Rail projects started sooner, so that the overall impact on infrastructure and the growth of the communities gaining service would be impacted the least (more growth = more effort to get transit into that area at a later date). Light Rail is the most difficult and expensive of the options to construct so we should get started on that ASAP.
NORTH KING COUNTY	ST does not use proven means of accelerating project time lines. Too much time is wasted on serial completion of pre-construction activities. Many of these activities can be done in parallel saving years of schedule time. See how SAFECO Field was completed in less than 4 years from the date the Public Facilities District was created.
NORTH KING COUNTY	More aggressive timeline please.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	I don't think I'll be living here in 22 years when the light rail goes to ballard. This definitely impacts my support.
NORTH KING COUNTY	I know projects if this type take a long time, but 22 years to get to ballard seems ridiculous. I'll be retired by the time I can take advantage of it.
NORTH KING COUNTY	Seattle metro area will continue to grow for foreseeable future, we need mass transit asap!
NORTH KING COUNTY	20+ years to complete significant sections that will be essential for regional transit is overly cautious and is not going to garner the right level of support come election time. Build off of the good work done so far related to the UDistrict LINK extension and use the current level of enthusiasm to improve the plan to help focus and accelerate the completion timelines. It is abundantly clear that the region desperately needs to address its transit issues much sooner; too much time has been wasted already over the years, leading to the current state of gridlock. People are seeing the effect more clearly now and are far more receptive to do something about it than I've seen in the entire time that I've lived here. If we as a region are truly serious about attaining further economic standing in the work and maintaining it for our collective benefit, we need to be willing to invest in a world class system. As part of that, we need to see a lot more than just slow incremental improvement for our support.
NORTH KING COUNTY	I am extremely supportive of expansion of light rail, rapid bus transit and the sounder train, however I believe the timeline for some neighborhoods in Seattle needs to be adjusted -particularly for West Seattle and Ballard. These are neighborhoods that have seen extremely rapid growth in the past decade and have limited access because of their geography. Transit in these neighborhoods should be prioritized. Additionally while I am in support of rapid bus transit and I don't think it should be used in place of planning for light rail infrastructure - the rapid lines are an improvement but do not compare to the efficiency and ease of the light rail system.
NORTH KING COUNTY	Concerned that the Urban village concept that is occurring in West Seattle and Ballard significantly increases the number of transit users, but the Light Rail options to these areas are more than a decade in the future. I realize that there are different organizations at work, but some coordination to accommodate the increase in transit users will be desperately needed.
NORTH KING COUNTY	I live in Magnolia and the traffic along the Ballard-to-Seattle corridor is already at essentially full capacity. The timeline for your plan leaves this corridor with no improvements for another 22 years. I'm a strong supporter of public transit but I am somewhat opposed to the proposed plan because I get nothing out of it until long after I've retired and no longer have to care about getting into downtown Seattle every day. With the anticipated new arrival of about 3000 additional cars into the Interbay area for the new Expedia campus, traffic is going to become unbearable far sooner than 22 years from now along the roads that I actually have to travel on.
NORTH KING COUNTY	22 years for Ballard is a non-starter for me and I would not vote for that package. Why would I pay taxes now on something I can't use until 2038?
NORTH KING COUNTY	The timelines are too long. 17 years for West Seattle? You should be more aggressive. The transit is needed now. You should ask for more money to build faster. Portland builds lines in 3 years....The plan is strong, but it all needs to happen much, much faster. By the time this stuff is built, it will be too late !

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	While in general I support the plan, I am concerned about the time to achieve all the projects. Timelines need to be moved up significantly.
NORTH KING COUNTY	We should complete these projects sooner. They should have been done 10 years ago.
NORTH KING COUNTY	the projects need to be completed much faster!
NORTH KING COUNTY	I can live with the respective 12 and 22 year wait for the new rail within Seattle, provided that the C and D metro line improvements ACTUALLY IMPROVE THE SYSTEM. The improvements need to be big and bold on these routes, as those two corridors are only going to get worse.
NORTH KING COUNTY	Please focus on Seattle Projects first - especially Ballard and West Seattle lines!
NORTH KING COUNTY	Needs to sooner than 8- 25years. That is ridiculously long. There is no way Seattle traffic woes can continue for that much longer
NORTH KING COUNTY	Sound Transit is an unaccountable organization that has consistently proven that it is a bad steward of public money. It's a fine jobs program and wealth redistribution program but as a transit agency it is a complete failure.
NORTH KING COUNTY	The light rail projects should be moved up and prioritized. Don't focus on improving bus service -- bus service will never be good enough. You need the trains, and you need them NOW. Get rail up and running as quickly as possible, to as many places as possible, and don't worry about how good it is yet; that will come. The most important thing is simply that AS MANY PEOPLE AS POSSIBLE have a train station within easy walking distance of their home, and another within easy walking distance of anywhere else in the region that they might want to go.  -A New Yorker, who has seen how GOOD transit works.
NORTH KING COUNTY	I wish the improvements to Ballard, Everett and Lynnwood could happen faster and sooner.
NORTH KING COUNTY	I have no problem with any of the lines, but it is a no brainer that downtown to ballard and then downtown to west seattle should be the priority respectively. There is no way I am voting for this with those two coming on line in 25 years, OR one that doesn't include a 130th street station! I also think there should be a u-district to ballard and ballard to northgate line.
NORTH KING COUNTY	I know that "Ballard w/ new tunnel" is the most expensive and time consuming project but out of every proposed line it would move the most people daily. The most valuable Eastside connecting line should be the next priority. I'm only speaking in the context of light rail line priority here. I agree that it's important to serve the Eastside ASAP because they're the region that hasn't been served at all yet. However, Seattle is where the major problem is and also will be the greatest ridership supporter. Out of all the communities served in this new plan, Ballard appears to me as the one that is urbanizing (growing taller; car use down) at the greatest rate and would be enabled most by a light rail line.
NORTH KING COUNTY	Park and ride at Othello, baker, south end light rail ASAP Need rapid lines or express busses on Rainier or MLk in se seattle
NORTH KING COUNTY	Faster timelines.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	Love plan, but needs to move faster. What will it take?
NORTH KING COUNTY	A Transit stop on NE 130th would be extremely helpful for my commutes. I currently use the metro bus daily to get to downtown, Northgate, Ballard, etc. A transit stop is helpful not only to me but my family and people in the neighborhood who currently do not own vehicles. Thank you for the opportunity to take the time and ask for the community's input.
NORTH KING COUNTY	As one of the most populated Seattle neighborhoods, West Seattle should be completed far sooner than planned. Very, very disappointing! So much so that I'd consider voting against ST3 despite my strong support for this area's light rail expansion.
NORTH KING COUNTY	A light rail connection from West Seattle to Downtown Seattle would be AWESOME! I imagine it would greatly decrease commute time (even when compared to buses) and would provide an easy and hassle-free way to commute to the airport for work and travel.
NORTH KING COUNTY	The timeline for the project is too long, 8 years before we will see the first results of the project is too long, we need these now. I support efforts to speed up the process. In 8 years, let alone 25, I think Sound area transit needs will shift dramatically.  I strongly support rail options first, over bus improvements. Though rail is likely more expensive, Seattle and King county area roads are already too congested and dedicated rail lines would ensure consistent and reliable commute times.
NORTH KING COUNTY	I just spent two weeks in Japan and our mass transit system is a joke in comparison. Anything we can do to relieve traffic would be wonderful. Thank you.
NORTH KING COUNTY	the whole package needs to have a much faster finish date
NORTH KING COUNTY	I am 63 and blind. Traffic is choking city. One million more by 2044. The service to West Seattle is too slow in coming. (17 years?!) Same with Ballard. Double the tax and half the build time. Build urban villages not for cars. Extend more services to Olympia.
NORTH KING COUNTY	As a longtime resident of Ballard who has watched the city promote rapid density projects, I cannot support the ST3 program as it currently is proposed with the Ballard light rail being placed on the back end. It just doesn't make sense that the city has encouraged thousands of new residents without providing rapid transit in and out of the neighborhood. I support density, but not unsupported density. Put Ballard at the front-end of the project and you'll have the support from me, my family and many others in the neighborhood who can't believe we've been left as an afterthought.
NORTH KING COUNTY	Sound Transit must find a way to complete this plan in a more timely manner. I STRONGLY support the plan, particularly in making the city of Seattle easier to navigate, but worry about the high tax required to fund projects that many may never enjoy the fruits of, will be a really tough sell. Cut the timelines in half & you'll get much broader support.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	Should have already been done. The \$200 a year we will save in gas
NORTH KING COUNTY	My comment is more of a question. Why will it take so long to complete and implement these projects? Especially the bus improvements? Eight years seems like a long time. I use public transit and have always supported public transit ballot items. But it is a tough ask, asking voters to support and pay money toward services and improvements they may never get to use.
NORTH KING COUNTY	It is completely ridiculous that Ballard will have to wait more than 20 years for light rail! Our population has increased dramatically and we are served terribly by Metro. Speed up the city routes to alieve congestion in the city. I would love to commute by bus or bike, but Ballard is cut off from efficient choices. It takes me 35 minutes to drive 7 miles east to my job. If I took a bus, I'd have to transfer downtown and it would take over an hour, which is too long for families with small children. My husband can't take the bus because of his late hours and would have to walk home 22 blocks with cash tips after waiting on dangerous 3rd Avenue... Get light rail to Ballard sooner please! Also, the pedestrian access and bicycle parking is extremely important. When I lived in Japan, bicycle parking most often is next to the train stations, but much of it is private parking garages...
NORTH KING COUNTY	You need to focus from the core of Seattle (downtown) outward. Start with getting light rail to Ballard and West Seattle, expanding/improving bus service within King County. These are the areas that depend on public transit the most and most willing to not drive to work. After King County has solved it's traffic issues, you can properly expand into all outlying regions (that are the biggest supports of cars anyway). All the plans are great, but the timelines need to be completely reworked so the center of Seattle can still function a decade from now, it's getting scary out there transit wise...
NORTH KING COUNTY	10 years. NOT 25!!!
NORTH KING COUNTY	Ballard - Downtown - West Seattle line should be given greater priority and completed earlier than some of the other projects in the package. Also the line should extend from West Seattle down to Burien.  Supporting pedestrian and bicycle access is important as well as supporting development around transit stations. Also please include studies for a future Ballard to UW light rail line.
NORTH KING COUNTY	I know ST is beholden to regional interests; but you should do whatever possible to get transit in places that need it NOW (Ballard, West Seattle, Redmond, maybe Lynnwood), not build out to park and rides.
NORTH KING COUNTY	ST3 as proposed does not support transportation equity. Please look at benefit-cost metrics. Ballard should be prioritized and it should be grade separated. Remove projects as necessary, streamline city process, and do whatever it takes to move Ballard up. I no longer will take the bus from Ballard to my job downtown as it is standing room only and sometimes they turn you away. There have been several close calls where cars have pulled in front of the bus and the bus has to make quick stops. With people standing on the bus, this is really dangerous. Too many people, not any quality transit.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	Light rail to Federal Way needs to be completed much sooner than in 12 years. That 1-1/2 hour one way daily commute on Metro or Sound Transit via I-5 could be mitigated for thousands of riders. Please consider this.
NORTH KING COUNTY	The West Seattle and Ballard links need to be made top priority as King County Metro cannot keep up with demand for transit in these areas. Thank you.
NORTH KING COUNTY	Seattle needs these improvements sooner.
NORTH KING COUNTY	The graham station would be a cheap and fast project to check off the list in a timely manner instead of waiting until the very end
NORTH KING COUNTY	Timeline for getting light rail to Ballard is WAY TOO LONG. 22 yrs? That's a joke! Right? Just look at the 'fun' caused by the Ballard Bridge snafu on 4/18/2016, then tell city residents that the timeline to make improvements makes sense. The backups from the Ballard Bridge shutdown went all the way to I-5 on Mercer.
NORTH KING COUNTY	Ballard and west Seattle are the most important and passenger heavy corridors, it's of utmost importance to complete them first
NORTH KING COUNTY	takes too long to get proposed projects completed. These projects are all long overdue.
NORTH KING COUNTY	22 years for light rail in Ballard? That's a joke. I'm pretty sure I'll be dead before any of this comes to fruition. I have voted for every single transit option for the last 20+ years. I'm shocked at how slow at progress this city is. I stopped even caring about the details. Monorail - fine! (Remember that ballot?) Light rail - fine! Just do SOMETHING other than busses that can't be relied on. London's bus system is like clockwork. Seattle - forget it. Especially if there are 2 buses involved in a route. I'll still continue to vote yes on whatever's put forth - whether it serves me or not - the round and round planning and ballots and such are the biggest waste.
NORTH KING COUNTY	The Ballard line being completed in 22 years is totally unacceptable. I realize there are environmental studies and what not to be done, but the Bertha project was originally supposed to be completed in 2 years (after initial construction). What makes this timeline so significantly longer?
NORTH KING COUNTY	BRT will still be at the mercy of traffic and I do not see it improving things very much. Light Rail on the other hand, with dedicated right of ways, will be much more successful in reducing traffic. I wish light rail were given top priority, then BRT. If the light rail works as is hoped, the need for BRT might be much less!  Please consider moving the timelines for expanded light rail to the top of the list!!!
NORTH KING COUNTY	the timeline to include neighborhoods close to Seattle to connect via link rail is somewhat ridiculous. The Ballard station should be completed way sooner. There should also be stations to Magnolia and Queen Anne.
NORTH KING COUNTY	Project timelines should be decreased to garner greater support. Timelines seem conservative and shorter timelines still seem feasible.
NORTH KING COUNTY	Light Rail to Ballard + West Seattle should be delivered within 15 years. Light rail to Tacoma could be extended to a delivery of 17 or 22 years as it is already served by Commuter Rail.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	The current timeline for completion of the Graham Street Station is not acceptable. Our community lived through light rail construction and we have a train running through the middle of our neighborhood but many of us can't access it. If you are elderly, have small children, or any kind of physical disability, the mile walk in either direction puts this excellent transportation option out of reach. We have waited many, many years for a station of our own...another 20 years is too long. The current plan also wastes the \$10 million earmarked for the Graham Street Station in the City of Seattle's transportation package. Transportation projects are expensive; it is irresponsible for the Sound Transit Board to leave that money sitting on the table. Our community is ready to work hard to pass ST3 if we see that the Sound Transit Board is finally paying attention to our needs rather than kicking our project down the field for another 20 years.
NORTH KING COUNTY	Technology is experiencing generational improvements in 6 month timeframes. From that perspective, 25 years is a totally unreasonable timeframe for ST3, as technology will render most of this program obsolete, redundant, and too late to be truly helpful. This program should be refocused on a more realistic horizon, say 10 years.
NORTH KING COUNTY	The timeline is too long and everything should be on the table to speed it up...I'm 59 yo so talking about a project completion timeline of 25+ years is maddening....
NORTH KING COUNTY	We just cant wait that long. We have to figure out how to do this faster, even if that means costing more. \$200/year isn't even 4 tanks of gas. To get support this plan needs to do more, faster, especially within the city which is reaching gridlock.
NORTH KING COUNTY	We need light rail right now. Bus-only solutions will not take cars off the roads.
NORTH KING COUNTY	Too little too slow. Need to figure out a way to do it concurrently rather than staged. Global warming and growth mean we have to move faster on this. Priority should be on moving people between affordable housing (e.g. south) and jobs (e.g. Seattle). Priority should NOT be on parking, or be carpool/car2go parking only. Buses and bike lanes should connect housing with rail. "Transit-associated development" question is meaningless without context, could be anything from affordable housing to a gas station. The question should be thrown out and tall housing and neighborhood services such as grocery/restaurants union/small independent business interspersed with new parks should be built near transit. I support this first step strongly, but it really isn't sufficiently visionary. Whatever plan is adopted MUST allow changing the plan as needs change, but must NOT allow changing the plan to do less, spend more on studies that don't advance transit, etc.
NORTH KING COUNTY	The project list seems mostly good. The timeline is hard to stomach though. The work needs to happen, it's just a real drawback that we have serious traffic issues now, and relief in the form of alternative means of transportation and right-of-way for some of the most congested portions of the area won't be online for up to 25 years. There is also the question on whether some of the projects hit the mark for providing the most cost effective service; absence of a Ballard/UW connecting line; the incredibly long distance the "spine" will run at relatively low speeds relative to the distance traveled; and the use of light rail in parts of Snohomish County where low density housing and low concentration of employment exist (i.e. Paine Field).

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	If the project were to be completed faster, it would garner stronger support. It's hard to be supportive of something that you may not get to use.
NORTH KING COUNTY	We all know this is necessary and that people are going to complain about it no matter what. Just bite the bullet and do it as fast as possible without sacrificing quality. Do whatever you need to do to skip all the bureaucratic nonsense.
NORTH KING COUNTY	25 years is a RIDICULOUS timeline. Why can't something practical be done NOW to help us. By the time this gets done, it will be obsolete as there will be so many more people here. RIDICULOUS planning, just like the stupid TUNNEL project that should have never been approved. It seems Seattle cannot get anything right when it comes to alternate transport. We have enough transport to downtown Seattle, we need BEYOND that to the north and sound sound. Sounder is USELESS, and runs too infrequently. And \$10 tolls on 405 are excessive. I hate living in Seattle now, and am going to move.
NORTH KING COUNTY	First of all, completing these projects is of the utmost urgency. I understand that projects take time, from a permitting and environmental standpoint, but the population growth in our region is outpacing the capacity of our current system. Looking for ways to build these projects faster and most efficiently should be a top priority for Sound Transit. Secondly, access to transit is also extremely critical to making sure this system, as built, would work for a majority of the region's population. Ensuring transit oriented development, density near transit stations and hubs, and expanding access for other modes (walking, biking) is also critical to increasing ridership and transit use. Finally, Sound Transit must also ensure that traditionally underrepresented populations are not marginalized by future TOD, and must ensure that affordable housing be built near transit stations (as well as ensuring small businesses can afford to grow and thrive in these areas as well).
NORTH KING COUNTY	Project is way to slow for Seattle-Based projects. We need relief in our area now. Bus Rapid transit is not a solution unless you implement true rapid. Now if you take the Rapid bus from Interbay to Downtown it takes at least 30 minutes and is, at best, 5 mins faster than the old 15/18 buses. I would rather bike then suffer these buses. The plan is also based on an old style of commuter to downtown type of transit which is not what is happening in our area now with congested traffic everywhere.
NORTH KING COUNTY	12 to 25 years is much too long! Somehow, we need to telescope the schedule down to 5 to 12 years and get moving on simultaneous projects.
NORTH KING COUNTY	Please continue brainstorming and prioritizing stuff that pays off more quickly, such as bus on shoulders etc.  Thank you!
NORTH KING COUNTY	I think a priority needs to be placed on the expansion of the light rail within the city of Seattle to West Seattle and to Ballard. This investment will make the biggest impact for the most people. Investments are underway now in the suburbs north, east and south. It is time for ST focus to shift back to expanding the web within Seattle.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	Ballard/West Seattle should move up on the time frame. 22 years later is ridiculous. I am more than happy to have taxes raised and pay for this but I would prefer that Ballard and West Seattle lines be put up first (and would go from being "somewhat opposed" to being "strongly support" on your survey). They will be used by more people and be beneficial for both residents of Seattle and tourists to the city.
NORTH KING COUNTY	As development pressure increases on the urban villages in Seattle, up-zoning and higher densities will be implemented long before the projected light rail and bus rapid transit can accommodate the increased population. With this in mind, it would seem preferable to prioritize light rail extension closer to the proposed areas of highest density like Ballard and West Seattle. Ballard has already seen massive increases in population so to have that portion of the project put near the end of the timeline seems counter intuitive.
NORTH KING COUNTY	Completion timeline is too long. Design/Build quicker
NORTH KING COUNTY	Implementation timelines are still too long, need to shorten up where possible
NORTH KING COUNTY	I strongly, strongly, strongly support the expanded public transportation outlined in this draft plan, however the timeline is laughable and is typical of the Puget Sound region. Ballard and West Seattle won't have light rail for 22 years? Is this an extended April Fools joke? Those areas needed Light rail 5 years ago, the traffic is already so bad, in 5 years it is going to be completely inadequate. This timeline falls grossly short of what this region needs. 8 years for rapid bus lines? We needed them yesterday.
NORTH KING COUNTY	Please, please, please build the light rail faster. A real subway system is the only way forward. Bus rapid transit is a half-hearted stopgap plan. Further, it's very important that we keep the light rail fully grade separated to keep it reliable and fast. Otherwise it will lose popular support. Thank you!
NORTH KING COUNTY	LIGHT RAIL FROM BALLARD MUST BE EXPEDITED!!!! If the Seattle city council really plans to bully through its density plans for lower Queen Anne, traffic is going to be EVEN WORSE than it is now. People from Ballard can barely commute as it is. PLEASE PRIORITIZE THIS PROJECT. IT MUST BE DONE SOONER. Traffic gets worse every day and is going to start really impacting our economy if we can't move in this city. 22 Years is simply NOT ACCEPTABLE.
NORTH KING COUNTY	Would like to see more light rail options within City of Seattle on faster timeline, especially Ballard and West Seattle. This city needs better east-west transit corridors. Ballard needs better options before 2038. Prefer tunnel under ship canal, stations at 15th/Market and perhaps 15th at 85th.
NORTH KING COUNTY	Connections to Tacoma, Everett and other outlying areas should be the priority. West Seattle should also be high on that list. Tunneling from Ballard to Lake Union and downtown is too risky, due to the geography, and too expensive. Also, it would be nice to know what the cost of operations and maintenance of each proposal would be.....
NORTH KING COUNTY	The Ballard line should be completed sooner. It has the best return on investment of any line. It should be grade separated for its entire route to ensure consistent service without delays.
NORTH KING COUNTY	This is much too slow... You need to do better. The population growth in West Seattle is astronomical and the existing infrastructure cant support it!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	<p>Connecting West Seattle and Ballard to downtown should be priorities. Adding parking at South and North Light Rail, Sound Transit and other park and rides should be done immediately to increase capacity, feasibility and usability for riders.</p> <p>Disclosure, I live in Beacon Hill and work downtown and still feel these are the hugest complaints. Lack of P&amp;R parking and the time it takes to get to/from Ballard and West Seattle.</p> <p>Bellevue and Mercer island will continue to fight against mass transit, Ballard, West Seattle are begging for it and cities North/southeast of Seattle need more parking.</p>
NORTH KING COUNTY	<p>I would very much like the plans ACCELERATED, even if it meant higher capital costs. There would be real benefits to ease of commuting and travel in the region, and I believe increased ridership and reduced traffic would offset some of the increased cost, but would be justified.</p>
NORTH KING COUNTY	<p>Project completion timelines are grossly too far out and decades behind the need. Transportation in the Seattle area is already strangling the city. Construction of light rail is tragically slow and expensive and it will be too little, WAY too late. Unless light rail can be accelerated and done at less expense (use standard design for stations?), bus rapid transit is--unfortunately--the only viable option.</p>
NORTH KING COUNTY	<p>I would like to see these projects completed sooner. I would support all of the projects if there was a way to get them on board sooner.</p>
NORTH KING COUNTY	<p>Completing the Ballard and West Seattle light rail in 22 and 17 years from now - are you kidding me!!!! Ballard has taken many times the planned Urban Village density of development and South Lake Union has had millions of square feet of office space added in the last few years. We can expect even more growth in the next few years in the The Ballard - Interbay - South Lake Union corridors with the addition of Expedia and many other tech companies. Transit in these areas is already overloaded during peak hours. How can you possibly justify delaying light rail in this corridor for 22 years!!!!</p>
NORTH KING COUNTY	<p>I completely and strongly support the ST3 draft plan. However, the project duration is over a very protracted period of time. Folks realize the ST3 timeline is built upon financing schedules; nevertheless, it should not take 25 years to build this out. We needed this public transit yesterday. Businesses should pay their fair share, rather than continuing to rely on the usual regressive taxes, such as sales tax and MVET taxes, and continuing to hit property owners with more taxes. Again, realizing that some form of taxes are needed to build transit, why are we not proposing a tax on Puget Sound businesses? C'mon Sound Transit think outside of the box!</p>
NORTH KING COUNTY	<p>Please advance the Ballard to Downtown Seattle Light Rail line! It has great ridership numbers and is very popular among many residents, and there is great demand for higher-capacity and grade-separated transit between these two areas!</p>
NORTH KING COUNTY	<p>FASTER TIMELINE!!!</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	The time line to complete service to the lesser-served, Southern areas of King County should be dramatically accelerated: 5 years, not 17!!! Secure bicycle parking (cages and vaults) need to be dramatically expanded to encourage multi-modal access to existing light rail in the south end of King County.
NORTH KING COUNTY	It is my opinion ST3 will fail. Seattle residents will not support a tax for a 25 year build out of areas which are already gridlocked today. The timeline must be moved up to convince a homeowner to tax their residence/household so they see the benefit. I can not approve ST3 as written knowing I will retire before the light rail is even online.
NORTH KING COUNTY	It's understandable that there are several challenges to providing better transit services in the Puget Sound Area - but you really need to work on getting work done in Seattle proper ASAP. The current situation is a so far behind the times, not serving the city and the missteps in planning are obvious. Buses should be slowly phased out or reduced in the city and light rail should be put at the highest priority. Ballard NEEDS to be served and served ASAP. Connections must be improved so it doesn't take hours to get anywhere on transit otherwise you'll never get people out of their cars. Good luck. Stay visionary and plan for the future - not yesterday.
NORTH KING COUNTY	So you're saying it's going to take up to 25 years to complete work that we should have started 25 years ago? Better late than never I suppose. Is there any way we could potentially complete these projects sooner? We need these improvements right now! And Light Rail seems to be making phenomenal progress, finishing projects under budget and early. We should be allocating as much money as possible for them as long as they continue this trend.
NORTH KING COUNTY	I would strongly urge the prioritization of the Ballard route sooner than 22 years from now. It would make a huge difference not only to commuters to/from Ballard but to the overall support for the ST3 plan. I am happy and excited to pay for great transit improvements to this region. Delivering the Ballard corridor connection to downtown should be a top priority.
NORTH KING COUNTY	Ballard should not have to wait 22 years for light rail. That's ridiculous and way too far out to plan appropriately anyway. Why is the earliest thing on this plan starting in 8 years?
NORTH KING COUNTY	Sound Move in 1996 promised us 21 miles of light rail by 2006. We got 14.5 miles of it. The rest was finished in 2016 and then called early. Sound Transit 2 promised light rail 2 s272nd st. That was put off until ST3. So far the dates and times of what we vote for are not completed on time. Then you pay someone to lie and say it is early. [explicit]. What is my guarantee that all projects will get done on the dates you put forward? So far you are 0 for 2 no matter how the lawyer language justifies it for you. If you cannot be honest on these 2 things, I cannot trust you with my money. I support kass transit, but I don't support the lies coming out of Sound Transit employees. I am undecided whether I will vote for it due to Sound Transit not being honest and telling the public the truth.
NORTH KING COUNTY	How can Ballard be last to be completed? Someone's hitting the sauce if they think that's a good idea. Ballard first would be more like it after what the city has done to our community.
NORTH KING COUNTY	Timelines for these projects are absolutely insane. If Light Rail doesn't expand significantly in the next five years, the city is going to implode. Focus more on more transit options within Seattle to suburban areas rather than making it easier to travel from Renton to Bellevue.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	Honestly, we should come up with the money to accelerate the timeline. Seattle's population will continue to explode over the next few decades because it is relatively protected from macro economic downturns and climate change. Even with these new transit options, our system will be stressed.
NORTH KING COUNTY	This plan is ambitious and attainable. I commend you for that. However, 25 years is much too long if you hope to persuade voters to pay for it. You should consider cutting that time i two.
NORTH KING COUNTY	I no longer have any desire to help you fund these projects. I waited years for Seattle and surrounding regions to 'grow up' and have options that weren't horrible bus service. I salivated at the prospect. This never happened, and where it did eventually happen (the Central District) I didn't live there, so did not benefit. I've seen car tabs increases with no benefit (remember the Monorail?), and then new car tabs increases to fund the only thing you do seem to be able to figure out - busses. I don't plan on being interested in light rail in '25 years' especially considering Seattle cannot complete any major improvements on time. Consider me 100% opposed from a financial standpoint.
NORTH KING COUNTY	Traffic congestion will not be improved unless public transportation is outside of traffic (dedicated lanes, under/over ground, shoulders, etc). This must be a part of any plan.
NORTH KING COUNTY	Light rail should be expanded sooner -I do not object to the taxes but do object to the timeline. Completion should be in 20 years,Denver can do it why not here?
NORTH KING COUNTY	This is far to slow in comparison to what is needed, time table should be half of what is projected. Construction and planning need to be accelerated on all projects.
NORTH KING COUNTY	The light rail to Bellevue should be prioritized over increased bus service. Rail is cheeper in the long run, so should be brought on-line first to maximize savings. Also, a fuel tax makes more sense for funding than a general sales tax. Let's push drivers onto buses.
NORTH KING COUNTY	Given your track record of completing projects and over spending money I don't really have any faith that you'll deliver what is being promised
NORTH KING COUNTY	I think adding more light rail is necessary, but the timeline should be shortened where possible given the rapid growth of the region.
NORTH KING COUNTY	As a fourth generation native and 45 year resident of Seattle - It's About Time. That said, if there's anything that can be done to speed up completion of these projects, please get on that. Thank you for the opportunity to provide feedback.
NORTH KING COUNTY	The high-ridership lines - like Ballard - should really be completed with a shorter timeline, if at all possible. It would be useful to be clear and have a positive plan about how to save time and focus on the projects that will make the most difference for the largest population.
NORTH KING COUNTY	Would love to see a COMPLETE lightrail system connecting all along the corridors.
NORTH KING COUNTY	It is not okay to make Ballard wait that long for light rail. Ballard is growing at a breakneck pace and we simply can't handle the traffic increase without more transit options.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	It all looks great. I wish we could have more light rail lines. I also hope for Ballard light rail to come sooner than 22years! Ballard is growing insanely fast. We need light rail the soonest in 12 years not 22 years. Why is light rail to Redmond/Federal Way going to be done first?
NORTH KING COUNTY	Ballard and West Seattle need to happen first. Mass transit is most effective in the densest population areas. I support building as much as possible, but the order matters. Also, parking should be priced similar to the tolls on are highways, not free. Parking structures should not displace transit-oriented development. Cut and cover, a la Boston Common parking garage. Pay for the increased expense with the parking fees.
NORTH KING COUNTY	Every effort needs to be taken to make the light rail within Seattle, including the West Seattle-to-Downtown-to-Ballard segments, operational at a much faster time frame with years knocked off the schedule and not just a few months. Projected population growth and general growth within the city demand that these projects be completed sooner.
NORTH KING COUNTY	I understand that the busses are cheaper. But if they slow down the real solution of getting more people off the road. That does not seem worth it. It seems if we could add road or rails that would be great. But it sounds like we can't. So instead of adding more vehicles to the roads we should build transport that can navigate the city on a schedule that can avoid traffic and be competitive on travel times.  Sure the link is convient. But so is someone picking you up or using uber. And the link takes longer.
NORTH KING COUNTY	Please make it all happen sooner, rather than later (over 25 years)!!!
NORTH KING COUNTY	Traffic is already an extreme problem in Seattle and the surrounding areas, with the exponential population increase it is only going to continue to get worse. Twenty-five years before the light rail is finished is absurd concerning the traffic issues.
NORTH KING COUNTY	The city has allowed so many condos and apartments to be built in Ballard and yet we are one of the last projects to be completed. It seems that Ballard and its many new and existing residents really don't count in assessing the need for a better way to travel from Ballard. I have lived here for over 70 years and every time something is proposed, we always seem to be at the bottom of the list and something always happens that the money earmarked for this area is used for another project that has gone over budget. I cannot vote for these proposals.
NORTH KING COUNTY	should be pushed to happen much faster with several sections built in parallel
NORTH KING COUNTY	Light rail serving the denser parts of the metro area, Ballard and West Seattle, should absolutely be prioritized. The highest ridership and most benefit will come from these areas, which are closer in proximity, which means less rail miles to be built. These areas are also chronically congested. 17 years to West Seattle and 22 years for rail to Ballard is outrageous. People will not support such a large tax increase for service they will not be able to use for decades.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	I do really support this plan, but it leaves some very important aspects on the table - not including a much needed line between Ballard and UW and leaving the most traffic-burdened corridors until very late in the plan. I know that everyone wants "their" line to be first, but to get voters onboard, they need to feel like they might see at least some of what they want within their active lifetimes. Believe me, I lament that this wasn't all voted for back in 1969/1970, but still, couldn't one or some Seattle-proper lines come online in closer to ten years rather than twenty? Within the city is where traffic is soul-crushing for the most people for the longest, and by the time even some of those lines come online, aren't we expected to have a million more people?
NORTH KING COUNTY	I am strongly in support of many of the ST3 projects, but I would like to see them come online more quickly, if possible. My household is willing to contribute more financially each year if it means being able to conveniently access more parts of Seattle and the region using public transit. We don't own a car, and we consider all tax contributions toward public transit to be worthwhile investments that support this lifestyle.
NORTH KING COUNTY	The Graham street infill station should be completed much earlier than proposed. There are no new tracks to build and this would provide an immediate benefit for the in-city residents who were promised this station many years ago. This is also a project that would benefit a largely minority population where other projects will not. It shouldn't take 20 years to build a new station.
NORTH KING COUNTY	I'd like to be able to use light rail before I retire...the time estimates are ridiculous.
NORTH KING COUNTY	The Ballard link and other timelines are outrageous. While initially on board with the idea of ST3 I no longer support it. I'll be in a home before I could enjoy it.
NORTH KING COUNTY	I think clarifying when taxes would increase would be good. Would they ramp up slowly over time, would they be implemented immediately? Thank you for your work.
NORTH KING COUNTY	We need to expand and move deadlines up to go online sooner than 15-20 years down the road. The Seattle population has exploded and we are now behind the explosion. Can't we move faster than this?
NORTH KING COUNTY	The timeline is disappointing and frustrating
NORTH KING COUNTY	This timeline is far too long. We need a much more rapid process to built a more robust transit system that can accommodate our population growth.
NORTH KING COUNTY	25 years is ridiculous. If the reason for the slow movement is funding then start lobbying or something. Jesus. 25 years? What a joke.  Putting a rail between Ballard and the U-district is extremely important. Lets make our city one that isn't a nightmare to live or get around in.  Dedicated railways is the most important thing for faster travel times. Having a rail share the road with cars is pointless. Traffic in this city is terrible. Why would I take public transportation here? It is never faster, cheaper, or more convenient than driving.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	Please do everything you can to speed up construction of Ballard light rail and bus on shoulder opportunities. I'm a staunch transit supporter but if the Ballard schedule isn't brought forward and made a higher regional priority, I may not support ST3. It is probably the most important segment in the entire ST3 system as far as number of people in the region it will benefit.
NORTH KING COUNTY	This is far too slow. I know environmental impact studies and bridges and tunnels aren't things that can be completed overnight, but I'd be willing to pay substantially more to halve the timelines.
NORTH KING COUNTY	West Seattle Rail sooner would be better.
NORTH KING COUNTY	I generally support the plan, but we need these improvements much sooner. I also think automobile users should pay a larger share of the plan, instead of sales tax. Place tolls on the freeways that need congestion relief and have those users pay.
NORTH KING COUNTY	Complete the light rail sections FASTER. Duh.
NORTH KING COUNTY	Having lived in Pittsburgh, D.C., and NYC, and relied heavily on rail transportation in all three, I strongly support this plan. It should have been done decades ago, but I graciously support this plan to build it now
NORTH KING COUNTY	Light rail should be built much faster than this plan purposes! When I think about the Washington DC metro area and how quickly they add a whole new line/color to the metro system, I wonder why we can't do that here.
NORTH KING COUNTY	Light rail to Ballard and West Seattle should be completed sooner.
NORTH KING COUNTY	I realize construction takes time, but 20+ years feels completely intangible. By then, who knows what the economy, housing market, and accordingly, traffic, will look like then.
NORTH KING COUNTY	We have gridlock everywhere, we have especially bad gridlock getting out of Seattle neighborhoods to downtown. 17 - 22 years for lightrail to West Seattle and Ballard is too long
NORTH KING COUNTY	More priority should be given to projects within Seattle, such as building light rail to Ballard and West Seattle from downtown. Waiting 17-25 years for these routes is too long!
NORTH KING COUNTY	Ballard to Downtown needs to be sped up
NORTH KING COUNTY	Please prioritize investments in more buses in the near term. A lot of benefit can be added relatively quickly (especially compared to a lot of the timelines proposed in ST3) by increasing bus service.
NORTH KING COUNTY	As fast as possible. This is all VERY NECESSARY to Seattle's evolution as a happy and healthy home for humans & the environment.
NORTH KING COUNTY	22 years to get to Ballard? Absurd, get it done now.
NORTH KING COUNTY	Expensive project that will be another burden for the already high cost living in the city. Previous taxes already imposed on mostly home owners are being ignored and adding more taxes to over taxed homeowners seems unreasonable. The city and dot need a better management of the resources and fund available now to sustain our lifestyle. Not every election year has to be an avenue to ask for more taxes that only selected group of people mostly home and car owners have to pay for the good of all! Thank you.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	Please try to speed up the Ballard line. This is an incredible opportunity for our city and there has to be a way to make this possible.
NORTH KING COUNTY	Seems expensive and the timeline is too long. I'm only 43 but by the time I see improvement in my neighborhood I'll be retired.
NORTH KING COUNTY	Ballard + West Seattle sooner
NORTH KING COUNTY	More incremental delivery of various stations and stops. This is all taking way too long.
NORTH KING COUNTY	Addressing transit region-wide is highly important however this timeline is painfully slow given how far behind we already are. Scope of plan should be reduced with priority to light rail and capital improvements to improve the speed of existing bus lines before adding new.
NORTH KING COUNTY	Needs to happen faster. Stop giving corporations tax breaks so that we can afford to do more sooner. This tax structure is THE MOST REGRESSIVE TAX STRUCTURE IN THE US. You're relying on sales an property tax? Jeff Bezos gets to move his operation downtown and we have to pay to support it? The jobs he creates are for people he's bringing to Seattle, not for citizens already here. This is madness.
NORTH KING COUNTY	25 years is a long time considering the amount of groth in the region. The timeline should be shortened.
NORTH KING COUNTY	Way too slow. A 25 year timeline is unacceptable. \$50 billion spent over a quarter century? I can hear the office drudges at ST now, "Hot damn! I get to diddle around in meetings for the rest of my career! Sweet!!" Hey maybe we should form a task force!  Oh, and stop building stuff for cars! Good grief.
NORTH KING COUNTY	The timelines are completely out of phase with reality. Either speed up the timelines or forget the plan. Most of the present potential riders will be dead before the projects are operating. Taxpayers alive today will be asked to pay for projects they will never use in their lifetime. People are too smart to pay for years for transit improvements they will never use.
NORTH KING COUNTY	25 years is too slow! Make it 10!!!
NORTH KING COUNTY	Projects need to move faster. Stop investing in lame street cars nobody rides.
NORTH KING COUNTY	The Ballard -> Downtown line has the highest expected rider counts and should be completed ASAP. Bolstering revenue early on can make larger projects more palatable to the public.
NORTH KING COUNTY	The sooner the better! I am particularly interested in the spur to West Seattle because we would like to be able to travel by mass transit to Capitol Hill and the University of Washington, not just downtown.  Also, I've marked "don't know" for many of these projects. That doesn't mean I'm opposed to them--just that I don't know enough about their transit conditions to make a good judgement. Overall I believe more mass transit for all areas of Puget Sound is better.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	I think West Seattle needs to be more of a priority. There is so much growth/construction in the area and transportation is already really difficult during commuting hours and will just get much worse.
NORTH KING COUNTY	Everett light rail needs to be accelerated. In 25 years, will Boeing still be there?
NORTH KING COUNTY	Question 12 does not capture the range of possible answers because it is worded poorly to clearly determine what you are asking. I would strongly support the plan that would take 25 years IF THAT IS THE ONLY POSSIBLE PLAN. If there was an ALTERNATE plan that moved up those timelines, I would support THAT one more and ST3 less.
NORTH KING COUNTY	The connection to Ballard needs to happen sooner! I live downtown and rely on public transportation, Ballard is such an important part of the city that I wish I was able to spend more time in, but the time it takes for me to get there on the bus is unreasonable. I can't even imagine residing in the neighborhood and having to get to work in downtown Seattle everyday. But my biggest problem is that it's unfortunate for a part of the city that is a major cultural hub to be so hard to get to.
NORTH KING COUNTY	Focus on getting Ballard line done in 10 years. BE AGGRESSIVE about solving transportation in Puget Sound!  Also, add a Ballard to UW line into the plan. We need cross-town service ASAP.
NORTH KING COUNTY	I moved to Seattle in 2008 and appreciate the mass transit solutions that have been added since I've arrived. While I recognize that adding busses may be faster and easier, I'd love to see the timelines pulled in. Prior to living here, I've lived in many other areas and am a bit proponent of rail lines. Until the 1940s/ 50s, Seattle had an impressive network of rail, cable and other transit systems. Is there not a way to leverage any of those tracks? I'd love to see the timelines not just pulled in, but once agreed upon, executed property without the added time and expense of exhausted debate. In short, I'd love to see stronger civic planning here. Thank you to the ST3 team for pushing this initiative forward. If it could be broadened / accelerated, that would be awesome.
NORTH KING COUNTY	New lines should be added from the core out, that is, where there is the most demand and support: Ballard and West Seattle FIRST. I will not vote to support ST3 if those lines remain last in line.  Secondly, too much emphasis on property taxes. As a middle class voter, I am tapped out on levies, etc. that increase my property taxes.
NORTH KING COUNTY	As a Ballard resident I strongly feel Ballard Rail should be prioritized for several reasons: heavy ridership potential; upcoming negative impact of 99 work when the tunnel is put in place; major capital projects needed so should be started earlier, not later
NORTH KING COUNTY	Put Ballard first for the light rail. Come visit and look at the rapidly increasing density - and it is not going to stop. There are many old homes and buildings which are sold weekly and torn down and replaced by 3-6 units per lot. Often with no parking. Traffic is a nightmare. Also, get the people at Salmon Bay to let the Burke-Gilman continue down Shilshole. There is no better solution for the safety of the many bikes traveling that route every day.
NORTH KING COUNTY	a) speed up the Ballard line b) make it grade separated and not at the mercy of boat traffic in the ship canal c) Ballard-Fremont-UW light rail route should be funded

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	The region needs massive investments in mass transit NOW. 22 years for light rail to reach Ballard and 25 years to reach Issaquah is too long given the current state and the rate of growth.
NORTH KING COUNTY	The amount of time you have laid out to complete these projects is absurd. By the time you complete a 1/4 of it, we are going to need a NEW plan to deal with continued growth of people moving here. You have GOT to get these projects completed sooner. I don't understand why you all don't understand that. It can be done.
NORTH KING COUNTY	Ballard timeline - too long of timeline - Ballard has waited and waited and waited - timeline is TOO LONG - I'll be dead and kids will be grown up and gone by the time it opens in Ballard. Please prioritize Ballard ahead of these others on the list.
NORTH KING COUNTY	This is WAY too slowly coming, speed this up make it happen!!! 25years, really???
NORTH KING COUNTY	Build Ballard-West Seattle LRT sooner. Surely Sound Transit could re-purpose the subsurface explorations, engineering, and planning that was done for the aborted Seattle Monorail Project to increase delivery speed? Or if cash flow is an issue, couldn't the most expensive and risky parts of the project (like the new downtown transit tunnel) be replaced with elevated or at-grade rail?
NORTH KING COUNTY	The Ballard to Seattle line should be a higher priority. With the rate that Amazon is growing, that is what is causing most of the traffic issues downtown. A comprehensive public transit option (other than just buses) needs to put in place urgently -not wait 22 years!!
NORTH KING COUNTY	All projects should be done in parallel, all regions pay taxes at the same time, so all regions should benefit at the same time as well. [name], West Seattle
NORTH KING COUNTY	Too damn long. 22 years to get to Ballard? Seriously?
NORTH KING COUNTY	The west seattle and Burien lines should be a higher priority, completed sooner and there should be additional line between the two.
NORTH KING COUNTY	Probably heard this before, and probably I'm preaching to the choir, but we need a stronger light rail system now.
NORTH KING COUNTY	So I reverse commute from South Seattle to Issaquah in my perspective train service to Issaquah seems a natural low hanging fruit so long as we are going to Bellevue/Redmond next off I-90  Then there are 1st and last mile considerations. I live a Mile from the Columbia City Station. But my commute has me parking at the Mercer Island Transit Center. Why is that? Buses from my home Metro 50 are not reliable enough and do not coincide with the train schedule and the 554 does not run out to Issaquah enough to allow for a missed train. Then when I get to Issaquah the 200 which was the last mile for me and all the other riders does not run till 9 am and stops at 3 PM I work for Costco Corp at the Microsoft Campus. There are Literally thousands of commuters who are poorly served by that transit center due to having to rely on poorly thought out schedules.
NORTH KING COUNTY	22 years to complete light rail for Ballard connection is unacceptably long.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	Projects should be funded primarily through fare increases and fare enforcement. Each component of ST3 should be broken out and proposed as individual projects, rather than one giant project that will take 25 years to complete.
NORTH KING COUNTY	<p>Build things in the order that provides the most benefit to the most people. Use ridership as the primary selector for construction priority. Then, use the early revenue from these highly used lines to build other lines.</p> <p>Ballard to Downtown should have a grade separated crossing of the canal -- no drawbridge. Do not repeat the errors of the Rainier Valley Light Rail corridor, which runs at what feels like 5 MPH and frequently gets passed by cars in traffic. If the light rail train can't average 50 MPH+, it won't appeal to users in the same way.</p> <p>"The Spine" is important -- but so are the "vertebrae," to continue a terrible analogy. Build a line from the station in Ballard heading east to the upcoming station on Brooklyn in the U District. This connects further east to Husky Stadium. From there, build light rail going all the way across the new 520 bridge through northern Bellevue and on to Redmond. We already have two highways that go north-south. What we need is a way to go east-west anywhere north of Lake Union. Currently there's no good options -- all available streets are arterial at best.</p> <p>Connecting Seattle and the Bellevue via reliable, fast, comfortable light rail will transform the region. Do you honestly think connecting one suburb to another suburb is more important than connecting two downtown cores?</p>
NORTH KING COUNTY	You need to complete this project right now. If you wait 20 years to complete it, you will be meeting today's needs 20 years too late. It will be a total disaster if you delay completion that long. Additionally, consider options to remove buses from automotive roadways, those things just plug traffic and add to the congestion while providing little in the way of tangible benefits. Keep them on separate roads and paths if you must have them, but they should be pulled from the regular city streets. Also, please consider joint projects with WSDOT/King County to provide increased water taxi parking and services to West Seattle and Vashon. Maybe a bridge to Vashon would be the most cost effective solution in order to eliminate the need for four new ferries to service that place (since I am pretty sure the average age of the boat fleet is about 50 years old right now).
NORTH KING COUNTY	Make as many transit stations and lines as possible as quickly as possible. Dragging it out will cost more in the long run -- our roads cannot take any more traffic, it's getting dangerous (look at the number of accidents occurring every day) - it's bad for the mental health of residents in this city. Not having proper transit and sitting in some of the worst traffic in the country reduces productivity.
NORTH KING COUNTY	Should have been worked on a long time ago!
NORTH KING COUNTY	Cost should be pushed out to property tax and time frames of project should be shorten. We need light rail now!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	Having lived in both West Seattle and Ballard and used transit serving both neighborhoods, I feel Ballard is in much greater need of effective, timely transit to downtown. Bus service from central West Seattle to downtown takes ~12 minutes, whereas from Ballard it takes anywhere from 25-50 minutes depending on time of day. And, West Seattle has direct, efficient access to I-5 and SR 99, whereas Ballard is more removed from both these corridors.
NORTH KING COUNTY	Build West Seattle light rail 1st.
NORTH KING COUNTY	Need light rail between Northgate and Boeing Everett site ASAP!!!! No viable bus service for daily commute on 1st or 2nd shifts
NORTH KING COUNTY	West Seattle has been largely ignored and our current and unbelievably robust construction of apts and condos will only make everything worse in this area. The C line helps, but we need relief before the 17 year timeline. We own a house and will be taxed but as we are retired, we will pay but won't benefit from these plans. Transport from west Seattle to downtown and the airport are crucial!
NORTH KING COUNTY	The plans for light rail to Ballard and West Seattle are critical and must not be delayed. These area are heavily developed, becoming very densely populated, and lack sufficient infrastructure. Internal transportation must be a high priority to lessen gridlock and make it possible for easy and fast transport within the city.
NORTH KING COUNTY	You need to provide a better explanation as to why it will take you this long to complete these projects and what drove your execution priority. There are cities in other countries (which we consider as developing) that build longer lines of heavy rail faster than it will take you to put in place new BRT routes.
NORTH KING COUNTY	The greater Seattle area is overdue for a mass transit rail system that connects critical parts of King County. The rail projects should be accelerated and completed as soon as possible to help relieve road congestion. We are already decades behind, especially with the growth this area is continuing to see. We can't wait 25 more years for these projects to be completed.
NORTH KING COUNTY	It can not take 17 and 22 years to connect west Seattle and Ballard. These need to be top priority. Bertha is not going to complete the 99 tunnel project anytime soon. You should get funding from that project and use it to connect the city in a way that really makes sense for our growing population.
NORTH KING COUNTY	Why in the world would it take 8 years to complete BRT? It won't even be helping my area.
NORTH KING COUNTY	1. I don't live in either Ballard or West Seattle, but I feel strongly that people who do live in those areas should NOT have to wait so long for improvements, ESPECIALLY since they are being robbed of the Alaskan Way viaduct that helped move traffic to and from those areas, and bus service has always been SO SLOW to Ballard, at least. 2. Parking at rail stations is ESSENTIAL. Many of us live in suburban neighborhoods and cannot conveniently walk to transit routes. If you want us to use public transit, you must provide parking at major stops. Also, stop making it so hard to use a car in this town. Projects such as taking away a downtown parking place and making it either restaurant space or a "parklet" are the DUMBEST ideas anyone on this earth has ever come up with.
NORTH KING COUNTY	Let's get all of these done in a faster timeline. Please share in the future how the timeline is estimated. Why does it take 17 years to build to Tacoma? Why does it take 22 years to get to Ballard? Thank you!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	The time line is way to far out i cannot support it if it cannot all be finished in a ten year time table . The plan is amazing all i am against is how long it will take to finish.
NORTH KING COUNTY	Ballard needs it WAY faster than 22 years!! Public transit needs to get ahead in this neighborhood that will be busting at the seams.
NORTH KING COUNTY	Since most newcomers choose to live in Seattle, and no freeways serve them, the Ballard/West Seattle light rail should be the highest priority. Seattle residents should be given the opportunity to be taxed at a higher rate to see that this happens first.
NORTH KING COUNTY	The expansion needs to be done at a more rapid pace.
NORTH KING COUNTY	Since you are financially limited to how much you can take in, why not let people choose to pay more earlier to get a reduced rate over time. That way, if the residents of the region want to see it happen faster, they can do so by paying more upfront. you could even show at 3 different schedules and some possible breakdowns of how the 3 groups of residents in the region would split on the choices, how much sooner the timelines could be reached. 5 years sooner? 10? the topic has to be handled carefully, it could scare people, but as long as it is clearly opt-in, why would I care if other people choose to pay more.
NORTH KING COUNTY	My responses are generally based on where I'll be living in this upcoming year. But according to the timeline, it will take 22 years for the improvement to that location to be completed. It seems that it would be hard to get meaningful data given the scope of this timeline.
NORTH KING COUNTY	There is no reason this time line cannot be expedited. Otherwise cities add new lines each year; not over 20 years!!!
NORTH KING COUNTY	Seattle is already so far behind other cities; ironic, considering Seattle has a reputation for being a green, environmentally-aware city. Everyone I know here, however, travels mainly by private vehicle. I lived in Washington, DC for 8 years before moving here to attend med. school. I was 1 of only 2 people I knew who lived in the city who even owned a car. Some people I knew there had never owned a car in their lives. As soon as I graduate from med. school, I plan to move myself & my degree to a real city that has a robust, widespread pedestrian layout & public transportation system. If Seattle wants to retain young professionals who are going to pay high rents & keep a high degree of education, professionalism, culture, & expendable income in the region, it needs to complete these public transportation projects as soon as possible to catch up with the real definition of the word city. Also, no one cares about buses. Unless they have consistent, widely available bus-only lanes that can reliably bypass rush hour traffic, the bus is a joke. Rail surface can go under or around traffic jams. Buses can't. I'm not going to take the bus when it takes 2 hours to get to a destination that's not far away. Buses: Literally, ain't nobody got time for that. Thumbs down for buses. Thumbs up for rail.
NORTH KING COUNTY	Light rail to West Seattle and Tacoma should be higher priority than Redmond and Federal Way.
NORTH KING COUNTY	I wouldn't use "urgent" and "25 years" in the same sentence.
NORTH KING COUNTY	Light rail to Ballard 22 years is unacceptable. This needs to happen sooner. There also needs to be a Maple Leaf station.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	Waiting 22 years for light rail to Ballard is ridiculous. Why can't more projects be executed concurrently?
NORTH KING COUNTY	Ballard is bursting at the seams. 22 years is ridiculous! 5 years would be a long wait, but probably unavoidable. More than that and Ballard will have to adopt a car culture that could be avoided by faster action NOW.
NORTH KING COUNTY	I feel that completion of light rail to Ballard should be given a higher priority and an expedited timeline. 22 years is too long, the ridership estimates are very high for this proposed line, and I would urge you to adjust the timelines to build the Ballard link within 10-15 years instead.
NORTH KING COUNTY	22 years to deliver light rail is too slow
NORTH KING COUNTY	I think the West Seattle link should be prioritized; it's very needed
NORTH KING COUNTY	Please, quadruple the tax, but compress the timelines. 25 year development plan is outrageous. If necessary, find contractors, who can build a provably reliable service quickly. If necessary, get them abroad. Perhaps, international project competition would do best.
NORTH KING COUNTY	I would completely support the light rail to Ballard project, and am happy help pay for it; HOWEVER, if that project is prioritized at the end of the list and would take 22 years to complete, it would be of absolutely no benefit to me since at that time I would be retired and no longer have use for light rail for commuting. Please, please, please consider moving the Ballard project up in priority order. There is an insane amount of new apartment/condo construction with absolutely no consideration of how to move people in and out of the city.
NORTH KING COUNTY	To put both Ballard and West Seattle so far off in the future is a great disappointment in this plan. Why not get these smaller sections done sooner so our city traffic can flow more smoothly. So many huge apartments are being packed into these two areas, without proper thought being given to transportation for the occupants to their downtown Seattle jobs. In West Seattle, thousands of apartments are being built, the residents will all have to cross the West Seattle Bridge! No high tech jobs are in West Seattle, it's basically a bedroom community.
NORTH KING COUNTY	25 years is too far out, the rate of population growth is at its all time high now, not in 25 years. The city's economic growth rate is being crippled by the current transportation infrastructure. Time is of the essence, the rate of economic growth of the city and surrounding neighborhoods and surrounding cities are being directly impacted right now by how fast we can get this plan implemented. This is a wave of economic growth that the Sound could ride for decades to come and be as big as other major cities like New York, but 25 years might be a bit late - we don't want to miss this wave.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	I don't think it is fair to charge the residents of Seattle that significant of an amount each month for 25 years before they see any solution to their transportation woes. I think either a new timeline needs to be addressed, especially for the projects that are closest to the city right now. There is no reason why Ballard and West Seattle should take that long. If we eliminate the commuters in this area from taking their own cars by providing them reliable and efficient transportation, this will alleviate a significant portion of the traffic. It is my suggestion that West Seattle should be first on the list, since the Vashon ferry traffic as well as the traffic from all the new multifamily buildings has exponentially increased and will continue to do so over the next five years. Ballard should follow alongside, being that 15th is already gridlocked and a major company plans to move in whose employees do not live nearby since it was previously in Bellevue and will need to commute in to the area.
NORTH KING COUNTY	Projects should be prioritized by their reducing car traffic in highly congested areas.
NORTH KING COUNTY	This infrastructure should have been installed years ago. We must use whatever means necessary to expedite this process or the region's transportation system will be gridlocked and unbearable to contend with on a daily basis. Get moving already!
NORTH KING COUNTY	Traffic is horrendous in Seattle and getting worse by the day. It seems absurd that West Seattle would have to wait 17 years to get light rail - and I'm sure all other areas of the region have the same opinion. Start all the light rail projects now.
NORTH KING COUNTY	These plans are taking too long to build. We need to deliver within 10 years maximum and expand as we go. We also need to make sure that Sound Transit is developing pedestrian and bicycle access to the station areas and providing secure, covered (preferably supervised) bike storage at stations.
NORTH KING COUNTY	A 25-year timeline to complete light rail to Ballard is unacceptable, particularly considering the pace of residential development in that neighborhood.
NORTH KING COUNTY	New construction is happening all over the city, but especially in West Seattle. The West Seattle Bridge won't be able to handle the traffic during commute times - it is struggling now as it is. I really think that the West Seattle/Tacoma light rail expansion should happen sooner than 17 years from now.
NORTH KING COUNTY	Timeline far too long-needs to be completed asap
NORTH KING COUNTY	Coming from Chicago and an incredibly robust public transportation system, I was incredibly disappointed moving to Seattle. I immediately purchased a car when moving here and living inside the City limits and only 10 miles from work. It was necessary in order to be able to reliably get to work and move around the city. Prioritizing more transportation for those living in Seattle communities is important. Many individuals are trying to limit vehicle use on a daily basis, but the way in which transportation is set-up, it's not reliable and people with commutes less than 10 miles, are often stuck with an hour plus commute during evening rush hour--waiting for buses, inefficient routes, wrong size buses operating during rush hour times. People would rather pay to drive on a daily basis, often high garage or parking fees, in order to get home on more efficient and reliable timeline. I think solving this problem can be critical.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	Light rail to Ballard!
NORTH KING COUNTY	All possible efforts should be made to make the completion dates significantly sooner. The traffic congestion in the I-5 corridor is out of control but people do not have good alternatives. Priority should be finishing the light rail line from Lynnwood to the airport because that stretch of I-5 is the worst. It's amazing that Seattle is so far behind other cities in mass transit.
NORTH KING COUNTY	Should do the seattle light rail expansion faster. People will pay.
NORTH KING COUNTY	I wish the lightrail to Ballard would be moved ahead in the timeline. I take the bus multiple times a day and it's usually quite crowded and takes a long time to get anywhere. It's a rapidly growing neighborhood with mostly commuting residents. It shouldn't take an hour to get between Ballard and Capital Hill!
NORTH KING COUNTY	400,000 people from Snhomish County commute to Seattle every day- focusing on the Everett line makes the most sense and then build out the feeder lines.
NORTH KING COUNTY	Friends in Ballard are complaining about how long it will take but it seems 1) they have options with improved Rapid Ride, 2) Ballard is almost self-contained with the volume and variety of amenities within walking distance, 3) reducing traffic overall means getting the suburbs better connected first
NORTH KING COUNTY	The sooner we get started on this the better!!
NORTH KING COUNTY	Any way to make ST3 happen faster would be strongly supported by me and most people I know, even if it makes it cost more.
NORTH KING COUNTY	ST3 should focus on bringing light rail to Ballard and West Seattle before the east side - the ridership numbers from just the U-Link extension show how much pent up demand there is within Seattle for light rail service within the city. ST3 should encourage mass transit that replaces the need to own a car, light rail service to the east side doesn't remove anyone's need to own a car if they live there.
NORTH KING COUNTY	I think you know that its ridiculous to wait for these initiatives to be done in 25 + years- the population will quickly make even these projects too small scale to deal with transportation needs.
NORTH KING COUNTY	If you moved up the timeline of creating a light rail from West Seattle to downtown and from Ballard to downtown and made these two projects the top priority, I would be willing to pay even more in taxes.
NORTH KING COUNTY	Costs of taking the ST should be reduced and have discounts for people who take the ST for transportation to school or to work.
NORTH KING COUNTY	move timelines up!!!!
NORTH KING COUNTY	Project development is TOO SLOW. I'd gladly double what you collect from me to \$400/year if you could cut your project horizons in half. We need mass transit NOW--too much growth, and transit is not a great option for many people. Why take a 45-50 minute bus ride from home when one can drive, park, and be in the office in less than 30 minutes? That rationale will still hold true if traffic increases from places like Ballard. Bus options will still be tied up in traffic, just like cars.
NORTH KING COUNTY	Seattle is the most congested. Please fix it first.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	Is it possible to do Ballard light rail earlier? Otherwise, supportive of all.
NORTH KING COUNTY	The timeline is incredibly far out. 17 years to West Seattle? 22 years is too long for Ballard. Everett 25 years? I think that inner Seattle first and then up to Everett would be a better priority. Is it starting with Bellevue due to \$? What can be done to cut the timeline in less than half?
NORTH KING COUNTY	Connection to Ballard should be a higher priority.
NORTH KING COUNTY	25 years is just ridiculous - sell bonds and come on line in 10 years!
NORTH KING COUNTY	West Seattle is in dire need of something other than the bridge. One accident cripples the entire commute. We need something out here now.
NORTH KING COUNTY	Would it be possible to complete these projects sooner than 25 years?
NORTH KING COUNTY	The quicker you can get me from downtown Seattle to areas that have horses, the better.
NORTH KING COUNTY	The timelines for these projects are very long. Perhaps focusing on the most urgent 2-3 projects to be completed in the initial 8 years of the 25 year timeline would probably garner more community support and alleviate some of the congestion problems.
NORTH KING COUNTY	Ballard is growing rapidly and already has problems with traffic, overcrowded buses, and buses that are too full to pick up more passengers. I would strongly support any efforts to accelerate transit improvements for Ballard (particularly light rail connections to downtown).
NORTH KING COUNTY	This plans for this project are not quick enough. Traffic is getting worse and we absolutely need to accomplish the light rail plans quicker. There needs to be a better plan to get the money faster. I want this but with it taking so long, I recommend further reviewg the financing options to accomplish the overall project earlier than 20+ years from now.
NORTH KING COUNTY	If you stopped focusing on buses would you be able to get the light rails done sooner? Also, Boeing employees tried to get a service through the company from Seattle to Everett and we were told we couldn't do that because Boeing was working with the city bus system. All I know of is a 2 hour bus in the afternoon that stops way too many times to make it worth it for me to take.
NORTH KING COUNTY	Please get Ballard and West Seattlev served soon.
NORTH KING COUNTY	Get it done in less than 25 years.
NORTH KING COUNTY	Far too slow!
NORTH KING COUNTY	I would be more supportive if it was a shorter schedule for completion.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	<p>Conceptually I support transit, even though I rarely use it myself. I believe it is very important for the overall health of our region. I would use it if it was easily accessible to me, but it sadly is not. However, I strongly feel that raising property taxes in Seattle (again) to support this program is unfair and not the right way to go. If you use Seattle property taxes to pay for a transit system which serves people from all over the region (many of them who will not be paying via their own property taxes), you are unfairly burdening the people who live and pay taxes in Seattle. Additionally, Seattle homeowners are being asked to fund several huge initiatives this year including transit, homelessness programs and schools. We simply cannot pay for everything. You must find another income source to help or these programs will be voted down even if they are good plans.</p>
NORTH KING COUNTY	<p>Light rail is the only true solution to provide reliable, fast transportation as it is completely separate from traffic. A 25 year project completion target is an extremely long time considering the current and projected population growth of the area. In this time, we will see congestion on existing roads increase even more, even if there are efforts to increase and improve bus service.</p> <p>I do agree that a long-term light rail plan with bus improvements in the short-term will likely be the best course of action, but light rail should be expedited in an effort to combat the inevitable extreme road congestion that will occur.</p>
NORTH KING COUNTY	<p>S Graham St Station should be built as soon as possible. The community has been waiting a long time already, and the City of Seattle will contribute \$10 million through the Move Seattle levy, which expires in 9 years. Sound Transit must initiate planning and break ground as soon as possible. Interruptions to service are worth the economic investment in a community that the light rail has skipped.</p>
NORTH KING COUNTY	<p>Obviously, 25 years is an absurdly long timeframe for something I would want to use. Most working people will be retired when those aspects of the plan come to fruition. I'd rather pay more for something I can use than pay a still considerable amount for some distant goal.</p> <p>Also, BRT is not done well or effectively in the Puget Sound region; the buses are less convenient but end up not much faster than ordinary buses. If there are actual improvements that make it faster and more useable, people will use it and make it worth building, but otherwise it should be only a fallback plan or a feeder to rail options.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	<p>I think the projects the projects with the most ridership should be prioritized first: the Ballard, West Seattle and Lynnwood to Everett Light Rail. These projects will have the biggest impact on our system. These projects should come before a project like light rail to Redmond which hardly carries any people.</p> <p>In addition, it makes sense to fill in the Graham Street Station in the first wave of projects from an equity perspective. It would be a quick community win for Sound Transit that would have a large impact on lower income minority groups in Seattle.</p> <p>Finally, any BRT that is implemented must have its own lanes that are unobstructed by traffic along the entire length of the route. There appear to be bottlenecks that will keep some of the routes from being true BRT.</p>
NORTH KING COUNTY	<p>I strongly support aggressive expansion of rapid/mass transit in the Puget Sound but I am very disappointed in the timeline to expand light rail to West Seattle. It is Seattle's most populous neighborhood, likely to be impacted by SR 99 changes and yet will not see light rail for another 17 years at best. And even then, it does not look like it will get further south than the Alaska Junction leaving large portions of WS's population miles from the nearest station. I will literally be dead before I can take advantage of light rail and I'm not THAT old.</p>
NORTH KING COUNTY	<p>In 17 to 22 years, I think people in my income bracket will have long been priced out of housing here, and yet the jobs continue to be desirable in the core of Seattle. I think the timeline must be shortened significantly to have any real, positive impact on the people who will be helping to fund it with our tax dollars.</p>
NORTH KING COUNTY	<p>Ballard and West Seattle light rail or Rapid Transit to and from Downtown Seattle/SLU should be prioritized. Neither areas are currently connected through freeway and while distance-wise so much shorter than distance between Eastside and Downtown, it take just as long or longer to get to during peak hours.</p>
NORTH KING COUNTY	<p>Seattle is 10 years behind in public transit. This plan needs more forward thinking -- in 22 years we will most likely have self-driving ubers and amazon will own an even larger share of SLU. I am fine paying more money, but not for a transit system that will be outdated by the time it is built. We are an advanced city in so many ways- let's apply that to our transit.</p>
NORTH KING COUNTY	<p>I will support it because I want a comprehensive light rail system and I will ride it every day but, please don't make us wait so long. There has to be a faster way!!!! I live in west Seattle and work in Northgate and want to take rail now!!! Please keep trying to find a faster way.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	Enormous number of apartments--many with no character and no parking are being built in West Seattle--one megaplex on CA Ave SW alone is over two blocks long. The new Whole Foods megaplex with apartments is going to impossibly choke West Seattle Junction since there will be no mass transit improvement or traffic solution revision when it opens in three months. How am I supposed to get enthusiastic about a rail line coming to relieve problems in 25 years when Council is allowing anything to go up with no design sense or design guidelines and no transit solution before the first tax checks come rolling into the City's coffers from the developers?
NORTH KING COUNTY	Ballard to downtown Seattle should be prioritized in the plan.
NORTH KING COUNTY	I live in Ballard and would like to live long enough to see rapid transit come here. 22 years is a long time...
NORTH KING COUNTY	Taking 17 years/ 22 years respectively for light rail to reach West Seattle/Ballard is preposterous. It is absolutely imperative those projects come online in a much timelier fashion.
NORTH KING COUNTY	New downtown tunnels to West Seattle & Ballard in 6-8 years! Suburban Sound Transit commuters benefit from service implantation faster than the larger urban Sound Transit tax base of Seattle.
NORTH KING COUNTY	The entire project needs to be complete in no less than 11yr. No one is approving 50 billion for a plan most of us will be dead if ever completed 520 bridge they work 7 hours a day, 5 days week. The tunnel.... please. Time to pretend to run a business and time is money. Wasting more time with this silly timelines. I'm voting no and campaigning others until plan is 100% complete with same scope by 2027. No excuses.
NORTH KING COUNTY	ST and the cities, neighborhoods, & counties need to find a way to accelerate the timelines. ST needs to figure out how to get projects started faster and build more simultaneously. While cities, neighborhoods & counties need to figure out how to accelerate the EIS and other issues. I would hope that eminent domain would be used in this clear instance of the inconvenience of a few to benefit the many.
NORTH KING COUNTY	This is a really long timeframe, like I'll be retired by the time light rail gets to Ballard. There are plans to build another 2000 (yes 2000) housing units within a 2 block radius of my house over the next year- most without parking or only limited parking. How do you propose getting all these people where they need to go in a timely fashion??
NORTH KING COUNTY	This need to be done ASAP. 17 years to expand to West Seattle is ridiculous when it is only a few miles from the existing lines!!
NORTH KING COUNTY	Ridership currently on light rail is very low and has taken riders mostly from buses. Add better bus service and slow down plans to invest in rail. Encourage car pooling and van pooling which decrease congestion when done well. The objective should be to reduce congestion rather than to get people out of their car or to invest in rail.
NORTH KING COUNTY	Do whatever possible to make this faster, I would pay more in taxes to speed up the timelines
NORTH KING COUNTY	More centralized areas such as Seattle and the rapid ride buses as well as improved and more frequent running on current routes should be prioritized. Light rail stops in areas that are already heavily serviced can be put on the backburner. The line extending to Ballard should be completed sooner (a higher priority) than some other projects to more outlying regions. Kent should have a rapid ride as well, not just Sounder train access.
NORTH KING COUNTY	We do not understand why it would take 22 years to complete a light rail line to Ballard. That is frustrating.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	I would like to see the light rail in West Settle instead of more buses.
NORTH KING COUNTY	I would like to see light rail expansion happen faster to connect neighborhoods within Seattle and to better connect Seattle to the east side (Redmond, Bellevue, Kirkland). I think this is important to reduce traffic congestion and pollution, improve neighborhood development, and support small/local businesses.
NORTH KING COUNTY	Should bump up areas that are ahead of schedule and get stations built ahead of schedule
NORTH KING COUNTY	The timeline makes this plan unsupportable for me and for all the friends I have talked with. I am not going to vote to increase my already high property taxes for improvements to congestion that won't even begin for at least 8 years. 22 years to get light rail in Ballard? Seriously? I've never voted against any transit improvement plan, but I will vote against this one. I'm already frustrated about how long it's taking to get light rail to Northgate. You've got to figure out how to get the work done faster.
NORTH KING COUNTY	Obviously there is a lot to manage over such a long plan, but it seems like updating work (new buses, smaller quick fix work) could be done earlier in parallel with build out of infrastructure.  I also don't understand some of the costs involved, like why the Graham St station is going to cost \$70 million.
NORTH KING COUNTY	I'm happy to see that transit is finally becoming a priority in Seattle. In light of the rapidly growing population, we need to get this done as soon as possible.
NORTH KING COUNTY	Takes too long. Get light rail to west Seattle and Ballard
NORTH KING COUNTY	Please prioritize light rail and service within the city! Ballard and West Seattle need transit options badly to combat traffic.
NORTH KING COUNTY	The plan needs to happen faster 25 years is too long! We need this transit now.
NORTH KING COUNTY	I moved to my home in West Seattle because of availability of transit to my workplace. 25 years is too long a wait and I am not willing to finance entire Puget Sound development from my taxes to get a "maybe" in my part of the Sound
NORTH KING COUNTY	You'll get more support if you speed up the timelines drastically.
NORTH KING COUNTY	Speed of deployment is of utmost importance. Even if we have to pay more taxes per year, if you're able to shorten the timeline, people are more likely to support the plan in my opinion because benefits will be realized sooner! I would look into doing a survey that has annual tax cost - timeline to deployment and see what people would be most willing to do! I would be happy to help as well since I'm quite passionate about better transit, especially light rail.
NORTH KING COUNTY	All major metro systems around the world start from the center and then expand. Why have you chosen a plan that starts far then in 22 years begin with the areas that are extremely dense close to the center? There are people in support of a real metro rail system, but you have made a plan that seems to cater to those that have some inside connection than the actual demands of the densely populated.
NORTH KING COUNTY	Light rail to Ballard should be completed in the first phase.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	Seattle lines need to be moved up in the priority list, especially service to West Seattle. Why does line need to go West Seattle to Downtown? Why not West Seattle to Mt. Baker Station or Beacon Hill Station? This seems more direct, and you could go downtown to Beacon to West Seattle. This is more direct than Mt. Baker to Downtown to W Seattle.
NORTH KING COUNTY	The project timelines should be faster.
NORTH KING COUNTY	I think the project timeline could be modified to push the light rail to Ballard to be one of the top priorities for ST3 rather than the second to last. I think it's important to get all of the link rails in Seattle proper before extending to Redmond / east side. Regardless, I ride the link every day and I'm very thankful for the public transit / link system.
NORTH KING COUNTY	We need improvements sooner.
NORTH KING COUNTY	25 years seems a VERY long time to get the light rail component of this project completed. Streamlining bus service isn't enough. People want light rail and they want it now. The UW station and Capital Hill stations are a perfect example of how important this is. 25 years is too long and it could keep me from voting yes on such an expensive package. Many of us won't be around to be able to use it, and we're the ones paying the assessments.
NORTH KING COUNTY	They can build transit systems in China in a few years why does it take so long here. You should consider an income tax and/or a development fee to help pay for the projects
NORTH KING COUNTY	Priorities and timelines with regards to Light Rail connections need to be re-evaluated as Light Rail will be the most beneficial projects. Bus improvements are fine but should not take precedence from Light Rail.
NORTH KING COUNTY	I strongly support expanded transit, but the amount of time it is going to take to complete means I will retire before it reaches my work place. If we could build a railroad across the United States in 5-6 years we should be able to improve the pace of our current expansions even with all the challenges of working in a modern urban environment. I am happy my significant other can now ride the light rail to her work with the UW expansion. One question, why doesn't ST compete the above ground section from Northgate to Lynwood during the construction of the UW to Northgate leg saving 2 years??? Thank-you
NORTH KING COUNTY	If possible, improved timeline on Ballard to Downtown Seattle light rail. It would not impact me personally, but seems like the greatest improvement for the greatest pain - buses simply can't compete with the traffic currently.  Also, aiming for exactly 10% sales tax would be nice.
NORTH KING COUNTY	You are way behind in completing these projects. Elimination of a lot of the bureaucratic [explicit] would go along way to get this project moving.
NORTH KING COUNTY	It's extremely important to expand the light rail. Shoreline and Seattle are 12 miles away and it takes me an hour to commute by bus. Oakland and San Francisco are 12 miles away and it takes me 15 min to catch the Bart from one to the other. We need the public transit to grow and change with our growing and changing city.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	I would like to see the issaquah line completed much sooner than 25 years. This is a critical area of expansion for Seattle and is growing rapidly, and a light rail service here is going to be essential. I honestly would support a much much higher tax increase to see this completed sooner and I know of many others who share that opinion. Already can't wait for the Bellevue-downtown Seatte line!! Thank you for all you do for the emerald city.
NORTH KING COUNTY	We should do the West Seattle expansion sooner than 17 years.
NORTH KING COUNTY	Just get it done and don't dither about it for another ten years like all of the other much-needed public works projects around here.
NORTH KING COUNTY	Ballard has and will have more riders than other places being serviced first. Provide service to the areas with the most ridership first.  Do not spend money on parking. Let the private sector take care of parking, or people can change their habits and be dropped off or bike or walk to transit connections. Np parking is provided in Seattle. Why should they pay for it For suburban riders?
NORTH KING COUNTY	West Seattle is growing!! They continue to build more and more condos, apartments, etc. Traffic in and out of West Seattle is already getting worse by the minute, add in these new residents and we have a total mess! The commute from West Seattle to downtown without traffic takes 12 minutes. My typical commute takes an hour, sometimes more each way! We need a solution to this problem now, we can't wait 17 years. There should also be incentive for people to use public transportation, reducing the amount of cars on the road. Incentives such as more bus lanes or a route used only by buses. Reward those who take public transportation with less commuting time!
NORTH KING COUNTY	I can't understand how this could take up to 25 years. Seattle horrible traffic problems need to be address with urgency.
NORTH KING COUNTY	The timelines are way to long. Please speed up implementation. We can't wait 17 years for this. Make the developers building in South lake union, Ballard, etc. pitch in to speed this up. I am fine paying my share but companies/developers need to pay some of the freight.
NORTH KING COUNTY	Shouldn't take so long. I'd be more supportive if it went faster, even if it cost more.
NORTH KING COUNTY	25 years! Hurry the [explicit] up and get this work done in the next 5 years
NORTH KING COUNTY	Keep up the great work!
NORTH KING COUNTY	Personal bias would like Ballard to be in the sooner rather than later list (especially with the lack of parking), but I understand if others need transit more. Also, additional property tax makes rent go up, so i'm not for using that as funding. It does, however, need to be paid for somehow.
NORTH KING COUNTY	The Ballard-Downtown line offers the greatest return in the form of ridership and cost per rider. Everything possible should be done to expedite this element of the project.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	Projects should be phased to support urban neighborhoods first, where more people will be served. I understand ST is a regional organization, but that doesn't mean it should serve the suburbs with greater priority. The construction cost per rider is lower in urban neighborhoods, and is a better use of taxpayer money.
NORTH KING COUNTY	This timeline is MUCH too slow. We are one of the only major cities without a modern transportation system and the timeline is inadequate. I don't want this to be for my grandchildren, I want to be able to use it, too!
NORTH KING COUNTY	I think the Ballard light rail should be completed in 8 years. I also think that more light rail should be proposed. In North Seattle multiple lines could be proposed; one on the east for lake city and Kenmore/Bothell. One on the west for Fremont, Finney, green lake, green wood etc. I also feel that trains in existing Streets don't add enough capacity to be with it (they are similar to buses but more expensive). Trains should be built above or below street level or should have some other new dedicated travel corridor. Seattle will continue growing and we need massive improvements in transit infrastructure. I believe they can also be justified cost/benefit wise; especially with the cumulative reduction in traffic congestion that is possible. I would also like to see more dedicated bike and pedestrian trails. I feel that they too can play a role in a transit plan.
NORTH KING COUNTY	Ballard line is needed *now*, not in 22 years. That timeline is ridiculous, especially given the overwhelming success of the recent Link extension.
NORTH KING COUNTY	Way too lengthy for final completion. We can't afford to wait 25 years for completion. Also, mechanisms should be explored to have businesses help fund these projects that will benefit them, rather than leaving it up to people such as myself who is not even on an existing or planned transit route to fund the project (I'm not opposed to contributing; I'm mad that the Amazons and Microsofts of the world are pushing their costs onto me. What, they aren't making enough money as is? They have to dip into my pockets too?)
NORTH KING COUNTY	Light Rail to Ballard should be built sooner, as well as light rail from Ballard to UW through Fremont and Wallingford.  Ballard has developed at an incredible pace, and it was all predicated on having the new Monorail built to deal with that increased development. It seems absurd that extending the light rail to Ballard would be pushed off to 25 years from now.  Make it right!
NORTH KING COUNTY	Ballard needs light rail connectivity sooner. 22 years makes it seem like a low priority.
NORTH KING COUNTY	22 Years is too long to wait for an improved system. Some deep auditing of programs needs to happen to cut expenditures and alleviate the cost . These projects need to be expedited. Third world countries like Chile completed an extended system in about 7 years. How is it possible that these projects take 22 years ?! It's outrageous.
NORTH KING COUNTY	Retiring before projects I really want are completed is completely unacceptable. Figure out how to multitask and get these done sooner. Other cities don't take 40 years to do a light rail system.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	We need the urban parts of this plan sooner, rather than later!!!
NORTH KING COUNTY	Please don't cut West Seattle off from downtown...with changes to the viaduct West Seattle needs better transit options before 17 years from now!
NORTH KING COUNTY	Please make this happen faster. Am willing to pay triple.
NORTH KING COUNTY	Ballard and West Seattle shouldn't have to wait that long for good public transportation. We are so behind Europe!!
NORTH KING COUNTY	<p>Sound Transit and regional leaders put ST's bond rating above the cost of having companies and workers be unable to complete important job/delivery/transport functions due to immobility. Absurd. Sound Transit should be embarrassed by the cost and timeline to get it done. Other cities are doing more in less time and for less money (see Montreal, Portland).</p> <p>Plus, this plan doesn't even include a West Side of Seattle to Lake WA line. You are SO hellbent on being a regional provider that it seems you really short the areas biggest economic engine: the central core and Seattle. Wake up, please. High Density neighborhoods will do the most with public Transport, not far flung suburbs. Any decent planner knows that.</p> <p>Other points:</p> <ul style="list-style-type: none"> <li>-Please, stop calling it 'Light Rail' -it's more than that!</li> <li>-Better signage/lighting -ST's way-finding is somewhere between mediocre and terrible -you must know this from the many customer feedback posts I've seen on this)</li> <li>-How about a naming contest that is highly publicized for the naming of our local trains? "Link" sucks. :-P</li> </ul> <p>Stop taking so long to build and plan everything! Are you serious? Why the absurdly long timeline?!!! Just. Build. It!</p>
NORTH KING COUNTY	I'd support a faster development plan
NORTH KING COUNTY	Provide alternate cost & taxation estimates for more assertive timelines (and what those more assertive timelines might be - might spur greater interest and support, even in light of what may be a greater short-term cost).
NORTH KING COUNTY	I understand the complexities of building especially light rail in with existing infrastructure but I'd love to see most of the major light rail lines added within 10 or so years. Blitz and get it all done sooner so current residents can actually benefit in the near term. My other concern is how the current timeline does or does not account for autonomous vehicles coming online soon possibly making some modes of public transit obsolete due to the ad hoc, just in time availability of car pickup and drop off services and how that will change congestion on our roads. If that future comes soon I will have a hard time justifying paying extra taxes for infrastructure we may not actually need.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	To maintain quality of life in the region, we need to accelerate the timeline. The population is growing so quickly that if we do it on the proposed 25 year timeline, the region will experience unbearable gridlock. As a resident of Alki in West Seattle who is in his 50's, light rail will not reach the West Seattle junction until I am 75 years old. Even then, it will be 1 1/2 miles away from me and the West Seattle Bridge will be way over capacity.
NORTH KING COUNTY	I think projects for Ballard and West Seattle should be higher priority based on the number of higher density residences being constructed without parking. Also, rail and city bus fees should be transferable, to make it affordable for riders, if riders are expected to reach final destinations using both bus and light rail. Paying twice is a hardship for poorer individuals who rely on transit.
NORTH KING COUNTY	Timeliness for Ballard and West Seattle light rail should be dramatically improved as this has the greatest near term impact and will garner the greatest amount of support with likely voters in King County. 17 years is too long for these to come to fruition.
NORTH KING COUNTY	That's really long before we see an affect. It seems the major impact that will happen are the inconvenience of construction. How will this project affect our current traffic situation. Will this create jobs for the city?
NORTH KING COUNTY	Is there ANY way to fast track these projects? The level of development in the city is making car commuting untenable, and yet, there are no reasonable transit options. This really should be the number one priority of our government.
NORTH KING COUNTY	I like the plan but the timeline is ridiculous! I want to be alive to use good public transportation.... All light rail timelines in the plan need to be accelerated by 50%. We should not be waiting 20 years for good transportation. Seattle needs it now.
NORTH KING COUNTY	The proposal is for what we need now. In 25 years, it will be insufficient. We need to either speed up the timeline significantly (completion of all phases within 15 years) or add to the comprehensive plan so that is designed to meet 2030 needs and beyond. We should increase motor vehicle excise tax by more to pay for a speedier and/or more comprehensive project
NORTH KING COUNTY	tax the billionaires
NORTH KING COUNTY	I commute from West Seattle to Interbay daily and think that generally the C and D line's are working fantastically, even if splitting them up was a slight inconvenience for me. As much as the West Seattle light rail being 17 years away is disappointing to me, the fact that I can get to downtown Seattle in under 15 minutes reliably makes it not too big of an issue. What does worry me, however, is the potential for the viaduct to be closed for a long term period of time without an actual solution ready anytime particularly soon. I quite enjoy my neighborhood currently, but I do worry I will have to consider moving away from the area due to increasingly longer commute times due to a lack of a timely solution to the viaduct. This could all be completely unfounded and not an issue, but that's just my current big transit worry.
NORTH KING COUNTY	take less time fam
NORTH KING COUNTY	This is taking too [explicit] long.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	Seems a very long time to wait, 8 years just to add buses? About twenty years is too long for the wait.
NORTH KING COUNTY	Only wish it could happen sooner
NORTH KING COUNTY	Ballard & South Seattle can't be made to wait as the plan suggests, but if there is no other financial choice, here's an option: Work with other agencies to provide additional interim bus rapid transit to those area, including separate bus lanes on the entirety of all proposed rail routes. Then delay some of the work on the peripheries of the system to enable speeding up the Ballard and West Seattle rail lines.
NORTH KING COUNTY	Light rail additions to Ballard an West Seattlr should be a priority. Thousands of new residents have moved and are miving to these areas which have limited and unreliable service.
NORTH KING COUNTY	The timelines for completing these projects is absurdly long. Other cities are able to accomplish far more complicated projects is far less time. Given the rate of population increase in the area and the congestion on the highways that has been increasing at exceeding rates, we cannot wait 17 years for light rail to be completed. That is absurd. I have suffered having light rail under my house. I am living through inconveniences for future generations but it should not take so long. Look at Tokyo. Far more ambitious projects are completed in much less time.
NORTH KING COUNTY	This must happen sooner than this proposed timeline
NORTH KING COUNTY	How can you possibly say 17-25 years for some of your more populated areas? in 25 years these current estimates are going to be obsolete. People need better ways to move around then cars. We are taxed enough and better usage of money by our government needs to get better.
NORTH KING COUNTY	Quicker/Earlier the better!!!
NORTH KING COUNTY	Light rail needs to completed sooner. It also needs to have its own right of way. A colleague of mine with a PHD in transportation systems says there is increasing research/studies that indicate light rail that does not have its own is ineffective.  Finish light rail sooner and on its own track. The tax increases are worth it. I'm also a financial conservative and think the tax increases are smaller considering the potential benefit to a large rail network.
NORTH KING COUNTY	I think economic justice must be part of this plan and low-income users should be given special consideration in the timeline. I also think extensions to West Seattle and Ballard need to happen faster.
NORTH KING COUNTY	West Seattle needs to be faster! I know it's a complicated effort but that's the most urgent thing for me.
NORTH KING COUNTY	I absolutely support investing in mass transit. However, we need to see larger milestones faster! If I'm paying big taxes for these projects, I'd like to reap the rewards in my lifetime. I'm 40, just left my job in Redmond in large part due the lack of sustainability of commuting AND raising a family. In fact, I'd rather pay more taxes now to get projects that make transiting in seattle easier now. The inability to get anywhere in Seattle in less than an hour is frustrating and negatively impacts the Seattle experience. Help us!!!!!!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	I strongly support the plan, but not the timing. The link between downtown and Uptown is essential and should be completed much sooner. The population density and popularity of Seattle Center with tourists dictates making its completion much sooner a higher priority.
NORTH KING COUNTY	Ballard and West Seattle lines should be a priority. I will vote no on a plan that delays implementation of these critical urban lines. Provide greatly improved sounder commuter rail to Everett and Tacoma instead of light rail. Reduce the number of stops to save costs and increase speed.
NORTH KING COUNTY	17 years for better transit to West Seattle is way too long. We need options now that can keep up with the growth and traffic that is exploding, on much shorter timeframes. Multiple bus routes have been removed over the past few years and transit from my house continues to become more and more difficult.
NORTH KING COUNTY	Do it quicker, and do it cheaper!
NORTH KING COUNTY	Ballard needs quality, grade separated rail to Downtown Seattle sooner.
NORTH KING COUNTY	I have lived here since 2009, and previously have lived in Philadelphia, Boston, San Francisco, Richmond VA, and Austin TX. I can tell you that transportation in this town is far and above the worst. I would be embarrassed if any plan I ever put out would take over 5-7 years, let alone 25!!!? If the problem is money. Tax us already. This is insane. One of the things this city brings to the table is a superior livability, that is rapidly plummeting as we continue to dither away on the planning around this city's rapid expansion. Thank you for reading this and taking it into account when you make decisions.
NORTH KING COUNTY	The West Seattle light rail should be given a higher priority and completed faster, even if it means additional taxes and funding sources.
NORTH KING COUNTY	Light rail to West Seattle and Ballard should be completed earlier than 17 years from now.
NORTH KING COUNTY	Ballard is experiencing record growth, and the transit infrastructure is not keeping up with the population boom. Ballard projects should be completed sooner than in 22 YEARS from now. By that time the traffic congestion in the Ballard area will be phenomenal, in a bad way. Please consider moving the timeline up for Ballard.
NORTH KING COUNTY	We need the Ballard light rail extension desperately. 22 years is not fast enough. With South Lake Union growing rapidly, we need to commit resources to this ASAP.
NORTH KING COUNTY	Thanks for all you're doing to move this forward!  While I understand why the timelines for expanding light rail service are so long, this solution is desperately needed and any opportunity to shorten them should be taken. In my opinion, the delay will limit growth in the city and ultimately cost us more.
NORTH KING COUNTY	Do it all as fast as you can!
NORTH KING COUNTY	I am willing to pay the outlined costs, but would expect to see faster results. 17-22 years for light rail to West Seattle and Ballard feels ridiculously long, and I am a little stunned that it will take 8 years just to add bus service! I would much rather see Sound Transit spend more earlier to get these projects finished on a shorter timeline.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	We need light rail in West Seattle much sooner than 17 years!
NORTH KING COUNTY	Projects that would make the largest impact should be completed first. Areas with people who will actually use the service should be prioritized.
NORTH KING COUNTY	Ballard and West Seattle light rail lines should be a higher priority than rail lines to the suburbs. Both areas have seen considerable growth over the past few years and contain a higher percentage of people that use transit to reach downtown Seattle on a daily basis.
NORTH KING COUNTY	Right now capital project interest rates are as low as they have ever been. If the projects can be sped up by a marginal increase in cost, do it. 25 years is too long of a horizon to gain the support of those who will use the system the most. Build out the system starting where it is most wanted and will be most used first in order to demonstrate success and knock out the easy wins, at which point more reluctant areas will be excited about access to the system and more willing to expedite processes on their end in order to connect quicker.
NORTH KING COUNTY	West Seattle needs to be served faster and the timelines for the whole project need to be moved up! Prioritize light rail extensions and get it done. West Seattle and Ballard are so desperate for rail that they passed the monorail THREE times....yet still are waiting for light rail.....do it now, please!
NORTH KING COUNTY	Light rail is great. I will consider using it, once the Northgate station opens, as I live nearby in Greenwood. However, light rail cannot be the only transit solution, as even with all of the ST3 routes and stations completed, the majority of commuters will live too far from lines to benefit. You must continue to support infrastructure for speedy and frequent bus service into and out of Seattle and other major economic and business centers. I've already noticed cuts in bus spending, the elimination of routes and more crowded buses. Keep the buses, AND build the light rail.
NORTH KING COUNTY	Timeframe for completing the light rail lines are too long. They need to be sped up to keep up with the amount of people moving to the area. Faster transit allow more people to move quicker and will reduce amount of cars on the road
NORTH KING COUNTY	Unless downtown to Ballard and downtown to West Seattle are put in the front of the timeline, this project will get a NO vote from me, and I am a huge transit user/supporter. Seattle is facing a disaster if it does not get improved inner city transit ASAP.
NORTH KING COUNTY	<ol style="list-style-type: none"> <li>1. Build Ballard to Downtown light rail first, followed by West Seattle to Downtown. Then build the rest. Serve density and demand!</li> <li>2. Build Everett to Seattle on SR 99, or at least on I-5. Do not build a spur to Paine Field.</li> <li>3. Include other light rail projects: Ballard to UW and a route that follows the current Metro Route 8 bus.</li> <li>4. Build everything faster. Get all of the cities and counties to do their part to have ST3 built within 20 years.</li> </ol>
NORTH KING COUNTY	Ballard and west Seattle train services need to be implemented on a fast track schedule, and paid boy by those areas.
NORTH KING COUNTY	I don't think Ballard can wait 22 years to be connected to the Light Rail system - this timeline should be reduced.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	The concentration of light rail expansion should first focus on Seattle. Riding buses during commute time is very stressful as they are all packed to a dangerous level with no seats. Also, adding additional brt service should not take that many years to get started. Let's get it going asap.
NORTH KING COUNTY	Please support broader light rail to West Seattle on a quicker timescale.
NORTH KING COUNTY	I realize this expansion project is extremely difficult to plan and execute with so many parts to consider. However, please consider connecting the local neighborhoods (i.e. West Seattle, Ballard, Central District, Fremont, Queen Anne) to Seattle before prioritizing the farther communities. Commuting via transit from U-District to West Seattle or Queen Anne is at least 45 minutes. I have to go through downtown Seattle every time. When there is an event happening or a friend I'm visiting, I default to driving because transit is not practical for these commutes. Bus routes and funding continually get cut that I have to drive or taxi now more than ever. And I live within 10-15 minutes from most of the Seattle neighborhoods and only 8 minutes to Downtown. Forty-five minutes to Downtown from U-District is hardly worth supporting a transit system. As of right now the use of Stadium station is not practical for my commutes. Make the system functional so that people will use transit over their car.
NORTH KING COUNTY	I think the main priority of ST3 should be light rail expansion, and figuring how to expand to West Seattle and Ballard in manner that would take MUCH less than 25 years.
NORTH KING COUNTY	Look at the Stockholm Subway and Light Rail network; it has taken 40 years to develop to its current standard. It is so good that people have given up cars, they rent a vehicle if they need to go somewhere. The cities are much more bike-friendly than any city in the US -- it's time to wake up! Seattle would be a wonderful city to live in with easy commuting if a similar network was built up. Trains, Subways & Light Rail is the way to move forward.

NORTH KING COUNTY	<p>With such incredibly long timelines on some of the projects, it's important that interim arrangements are made-- buses along routes to alleviate transportation stress and traffic in the 25-year interim period before lightrail is available. That sounds like such a depressingly long time to wait for good connected transit when commuting is such a nightmare every day.</p> <p>In addition, I urge ST to keep in mind the interconnectedness between housing and transportation, and work with other agencies to develop a solid and equitable affordable housing plan-- as home prices are driven up and up, it is so important to prioritize diverse and equitable access to transit areas. Excess property should be prioritized for affordable housing. The need for (affordable) homes near jobs, resources, and transit is too great.</p> <p>Lastly, it is my belief that it is critical to consider the long-term impact on the region. Ample or unlimited provision of free parking at transit stations *still encourages car ownership and solo driving, as well as sprawling development.* Sound Transit should be aiming to minimize these trends and incentives toward sprawl and personal automobiles in their draft plan. By making parking more scarce and/or charging for it, yes accessing transit now will be slightly less convenient. But with the right connections in place and high density near station areas, the incentives will result in higher-density, more compact cities and less reliance on cars. One of ST3's goals should be making car ownership less attractive! Bikes and alternative transportation are already being sidelined in favor of amenities for drivers in the region's current infrastructure development (e.g. prioritizing car access to new 520 bridge, when bikes and pedestrians must continue to wait).</p> <p>Thank you for soliciting input and for your hard work on this plan.</p>
-------------------	--

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

<p>NORTH KING COUNTY</p>	<p>Ballard is the FASTEST growing neighborhood in Seattle. We cannot wait 22 years for light rail. How are all the people who are flooding into the neighborhood going to get to work? They are going to join the gridlock that is 15th/Interbay. With the development and growth happening in the Ballard neighborhood -- it only makes sense that we should support transit options that support that growth. You can't tell us that Lynnwood and other prioritized neighborhoods are growing at this rate!</p> <p>Currently, it takes (even the express bus) more than 30 minutes to go the barely 5 miles from Downtown to Ballard after work. There is literally no time difference between driving and sitting in traffic in a commuter car or a bus at this point. With our area's touted commitment to sustainability, we have to do something to establish commuter choices in line with our environmental values and this explosive growth.</p> <p>In studies I've seen, the Ballard line would pay for itself in less time than any of the other projects due to huge commuter use and enthusiastic adoption. Ballard commuters would jump at the chance to hop on a train. The other lines would take many more years of ridership to recoup the investment. Why would you wait that long for ROI?</p> <p>Finally, If I chose to live in the suburbs, I would be accepting that drive into work or using the park and ride. Living in the city, I should be able to jump on a train and be at work in a few minutes without sitting in traffic. Please, Sound Transit, base your expansion on cost being recouped by ridership and actual adoption by users. It's clear from the popularity of the Capitol Hill station already that Downtown riders need other ways home beyond city buses, cars and bikes.</p> <p>Thank you.</p>
<p>NORTH KING COUNTY</p>	<p>The West Seattle Bridge is in gridlock almost every morning. IF this gets voted in, please consider completing the West Seattle line sooner. Additionally, please don't ask voters to pay this with property taxes. You are taxing us out of our homes. I'm not voting for anything anymore that has a property tax attached to it, no matter how much we need it.</p>
<p>NORTH KING COUNTY</p>	<p>Speed things up!</p>
<p>NORTH KING COUNTY</p>	<p>We need to get this up and running sooner, construction time to long.</p>
<p>NORTH KING COUNTY</p>	<p>I feel that the timeline of all of these things ESPECIALLY the light rail be pushed ahead as quickly as possible! We are WAY behind where we should be on rapid transit given the growth of the city the last 30 years. More transit not on surface streets is VITAL.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	Light rail to/from West Seattle and to/from Ballard should be brought on-line in a shorter time frame.
NORTH KING COUNTY	Ballard and west seattle need rail much sooner than the timelines suggest. Make sure BRT serves ALL of 522. West of 125th is neglected during midday and ion weekends.
NORTH KING COUNTY	I may not be alive long enough to enjoy the fruits of the ST3 project but I hope my children and grandchildren lives are made better by these transit improvements.
NORTH KING COUNTY	17 years to build rail from Ballard and West Seattle. This seems insane. Why on earth would it take this long? A highway project could be completed in half the time, maybe less. This proposal seems like such a compromise. I am a VERY strong supporter of public transit, but this time line seems silly. I will only support projects that can work on a more aggressive time frame.
NORTH KING COUNTY	Shocked to see it will be 22 years before Ballard gets a direct line to downtown. Might not be living here in that long amount of time - maybe that information should be at the forefront of the survey before asking the questions, as most folks will assume projects will happen earlier (5-10 years) and comment on the projects that affect them now.
NORTH KING COUNTY	These timelines are OUTRAGEOUSLY long! They just expanded from downtown to Cap Hill and UW in just 2 or so years. Ballard is so land locked--traffic is insane getting in and out and is the #1 reason that I would never live there. Lightrail absolutely must be prioritized from Ballard to downtown, and frankly it really needs to route through Queen Anne, then Seattle Center, to downtown. The line cannot leave out Queen Anne.
NORTH KING COUNTY	Charge me more and give the light rail to me faster. I will be retired before I can use it in 20 years.
NORTH KING COUNTY	Can we have higher taxes to get it done faster?
NORTH KING COUNTY	DO IT FASTER!!!!
NORTH KING COUNTY	Given that growth is estimated to occur faster than these timelines, suggest that things will get worse before they get better. The plan needs to account for higher than anticipated growth in areas where growth can occur such as west seattle before transit to outlying areas occurs.
NORTH KING COUNTY	Please make this West Seattle light rail happen before 17 years. I've only lived here for 5 years and the increase in traffic in that time has been staggering. I shudder to think about what it looks like in 5, 10, 15 years.
NORTH KING COUNTY	25 years? Seriously? Get it together and come up with a quick effective plan that works. 25 years ago, we were running Windows 3.0. Get your suit together and get it done in 8 years. What the Hell is wrong with you? 25 years is a really long time. Your plan is crap. No wonder traffic sucks so bad here.
NORTH KING COUNTY	As Seattle grows, Ballard grows exponentially. Single family homes are replaced with multi-family units, and everyone moving in needs transportation. The geography of the neighborhood makes commuting even tougher, which is probably a contributing factor in the delay in the proposed plan to bring light rail to Ballard, but really we need it now. We need it tomorrow to get to work. Waiting 22 years is not an option and there has to be some way to fund this project sooner. As a Ballard resident I won't vote for the plan as it is.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	25 years, are you kidding me?! That is ridiculous! My 3 month old son could come up with a faster plan. The first phase describes taking 8 years to add a few extra buses; this is insanely slow. It can't take that long to buy some buses and hire a few drivers. Light rail needs to come faster so it can take cars off the road and there must be parking at the stations, that is the most critical part.
NORTH KING COUNTY	West Seattle will need transit improvements sooner than proposed in the plan, especially when the viaduct is closed.
NORTH KING COUNTY	<p>Currently, the City of Seattle is permitting projects in Ballard as if the light rail already exists resulting in high density in Ballard without commensurate transit service. I support both density and transit. I work day in and out for conservation efforts to restore salmon runs in Puget Sound. I get it. I'm on your side. However, the current policies assume that the transit planned for 20+ years out is here today. It is not. You are asking me to pay twice - once through dollars that I do not see a return on until I have nearly retired, and again through by dealing with non-stop development without the services to make that density functional. I invite you to ask what the city will even look like in 20+ years and will people have relocated work or home to different places because certain areas don't execute smart planning. Plan for a tech burst or two...</p> <p>Also, I invite you to envision a future where the transit in this city is not just used to get to and from work, but to and from non-work activities, outside recreation, and even simply running errands in town. The current (and proposed) system tailors primarily to the 9am-5pm office worker downtown. I'd like more diversity than that in my community and I would like to have transit be a feasible option (read: it does not take 6-10 times as long as driving a car) to get around during off-peak hours.</p> <p>Finally, my neighbors and I refer to the Rapid Ride as the Frequent Ride. It comes often but does not operate quickly to get from Ballard to downtown. Please consider another line that cuts out the time consuming Queen Anne stops (regardless of the timeline for light rail).</p> <p>Thank you for your efforts!</p>
NORTH KING COUNTY	I think the Graham Street station should be completed sooner than planned, and the Ballard Light Rail extension should be completed sooner.
NORTH KING COUNTY	I understand that these things take lots of time and money, but I'm worried that the long timelines for some of the light rail might turn off some voters.
NORTH KING COUNTY	The Ballard line should be built first. Density increases already exceed 2020 projections by over 300% . MAKE DEVELOPERS PAY!
NORTH KING COUNTY	West Search has voted and passed rail service several times in the past two decades but to no avail. I'm astonished at the lack of priority for West Seattle.
NORTH KING COUNTY	West Seattle timeline is too long.
NORTH KING COUNTY	Timeline to Ballard is way, WAY too long.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	Do it like Tony Stark and do it faster, better, so that 50 years from now people will think about the foresight of Sound Transit.
NORTH KING COUNTY	If you want buy-in for this project (especially at this cost) then it would help if you could speed up the process. Waiting 17 years for West Seattle to get a working transit system is simply too long. That makes me less likely to be willing to spend \$200-550 a year, especially because it will be for a system that I likely won't be able to take advantage of in my lifetime.
NORTH KING COUNTY	Proposed project Timeline is way too long ! First project completed in 8 yrs and last major project in 25 yrs is very disappointing .. Paying \$200 per year for 25 years is \$5,000 per household -a lot of money to ride light rail .. Need to divide project to condense timeline and costs.
NORTH KING COUNTY	Proper transit options were needed 20 years ago. The proposed Ballard line will take 20 more. This is ridiculous. The city and state need to prioritize these projects or consider opening this up to a private developer that can actually get a functioning system built. The light rail currently in use was overpriced and very poorly implemented. Good luck, 20 years from now any real people from Seattle will have moved far from the city they once loved.
NORTH KING COUNTY	17 years for light rail to West Seattle is disappointing. There was rail to West Seattle A CENTURY AGO.
NORTH KING COUNTY	We're often maroooooned here in West Seattle because the "Rapid Ride" C bus gets stuck in traffic with the cars. Also, it is usually standing room only.
NORTH KING COUNTY	<p>Completion timelines must be accelerated, full stop. Any and all potential options must be considered. These include, but are not limited to:</p> <ul style="list-style-type: none"> <li>- City of Seattle designating light rail as "permitted use" before the vote</li> <li>- 24/7 construction of West Seattle line in Duwamish/Sodo industrial areas</li> <li>- Summary elimination of undesirable/unproductive alignment choices before EIS process, namely at-grade options in SODO and along 15 Ave W</li> <li>- Consideration of Lynnwood to Everett via I-5 immediately with future build-out provisions for Paine Field</li> <li>- Designate the new downtown tunnel as a "regional asset" -- there is no reasonable defense to consider it otherwise</li> </ul> <p>Other future planning efforts should be included as provisional to avoid lead time for additional EIS work or ballot efforts and to take advantage of ST's proven ability to create efficiencies:</p> <ul style="list-style-type: none"> <li>- Alaska Junction to Burien</li> <li>- Ballard to UW</li> </ul>
NORTH KING COUNTY	It takes too long and costs too much. Plus the average cost numbers are misleading. It would be helpful to show the real cost per assessed value. Cut the time in half, reduce the amount of roadwork, and focus on the rail- and reduce the cost.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	The 25-year out investments should take into account current advances in tech, e.g. self-driving cars, and the impact that will have.
NORTH KING COUNTY	25 years is significantly too long for a public transit system in Seattle. Most of this plan will likely be obsolete and out dated by the time we achieve half the implementation being proposed. We need to consider ways to accelerate the addition of lines which will reduce commuter times on public transit in order to facilitate reductions in highway traffic.
NORTH KING COUNTY	As I live in West Seattle, I would like to see the rail be put in there sooner than 17 years. That seems like an absurd amount of time...
NORTH KING COUNTY	Work on the inner city first. Get rid of the grid lock you have created. Ballard and West Seattle. That should give everyone else some breathing room.
NORTH KING COUNTY	25 years is an unacceptably long timeline. I recognize it is capital driven and more money means more taxes, but if in 1990 someone had proposed building train cars so that in 2015 they would be useable, it would be archaic by the time it came to use. More likely is that we will put 100s of millions of dollars towards this project, as we should, but that in 25 years the project likely wont exist any longer and we will be doing something else and all the money will have been wasted. It is unacceptable for us to have to wait 25 years to figure out improved transportation for this city.
NORTH KING COUNTY	West Seattle light rail project completion earlier
NORTH KING COUNTY	Go for it! I'm so jazzed about the changes coming down the pike. Keep rocking!
NORTH KING COUNTY	Timelines need to be faster. Light rail to West Seattle and Ballard in 22 years is not fast enough to keep up with the rate of growth in this city. Mass transit needs to be more of a priority, even at a higher tax cost.
NORTH KING COUNTY	You guys seem to be professional planners, but not professional do-ers. It's time to get stuff done. We should have had light rail in the entire region in 1982.
NORTH KING COUNTY	The routes to Ballard and West Seattle need to be completed faster than the projects linking to the suburbs. We need to encourage urban density and not subsidize urban sprawl. The Ballard and west Seattle routes should be completed within ten years, not 22! Additionally, the Ballard line needs to be free to run without being impeded by car or boat traffic. And finally, please do not put parking at the various stations. They are immensely expensive and no matter how many times expanded, will always fill to capacity. Instead, invest the money that would be spent on these structures to improve bus, bike, and pedestrian access. Being able to use an orca card to ride the light rail and then use that same orca card to check out a pronto bike would revolutionize transportation in our region. Parking should cost a lot of money! Bike parking should be free!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	The light rail to West Seattle and Tacoma should be prioritized higher. Target completion of 17 years is too distant.  Please include in this plan increasing bus frequency (or larger bus size) in populated neighborhoods in Seattle that light rail and BRT don't quite reach. An example bus that services neighborhoods that are not quite close enough to the Link or Rapid Ride is the 62. This bus is over capacity in the mornings, afternoons, and evenings.
NORTH KING COUNTY	The largest amount of funding capacity will come between the borders of King County, and more specifically Seattle. It stands to reason that for ST3 to succeed, a majority of Seattlelites must be on board. I doesn't take a rocket scientist to decipher that Ballard and West Seattle must be the first legs constructed.
NORTH KING COUNTY	22 years to get to Ballard is a joke if there are no interim solutions. Who knows if anyone will even still live in Ballard in 22 years.
NORTH KING COUNTY	Efforts should be made to decrease time to completion, with priority on service lines which have highest likelihood of decreasing vehicular congestion within Seattle downtown proper.
NORTH KING COUNTY	Densest areas first! Like 2 years, not 20.
NORTH KING COUNTY	My main complaint is the long, long timeline for these projects which are quite urgent to improved life and health in the Puget Sound.
NORTH KING COUNTY	We need to move faster. With Seattle's growth rate and 99s removal, light rail to/from West Seattle needs to be complete before 17 years out. I know the entire region is hurting, and we need to make MANY big investments now to protect our future.
NORTH KING COUNTY	22 years is an absurdly long time. With all the money here we should be able to build some rails and stations much more quickly.
NORTH KING COUNTY	I would rather pay more per month or year and have it done faster.
NORTH KING COUNTY	I would like to see project completed in order of # of riders impacted.
NORTH KING COUNTY	West Seattle and Ballard desperately need light rail to downtown and my understanding is that they were not included in the initial plan because they were once expected to be part of the (failed) monorail. We need to right this wrong and prioritize these two communities, which are two of the fastest growing neighborhoods in Seattle (in terms of density). They should be moved up to the top of the heap!
NORTH KING COUNTY	I would like to see the 25 year timeline shortened by at least 10 years. I would be willing to pay more taxes in order to get train/rapid transit services available throughout the King/Pierce/Snohomish county metro area.
NORTH KING COUNTY	Timelines should be driven by pop density and ridership projections.
NORTH KING COUNTY	22 years to implement in Ballard? That's going to be a very tough pill for voters to swallow.
NORTH KING COUNTY	While the overall ST3 plan looks as though it will do much to alleviate congestion, the timeline is disappointing in that it is too long. Given the rapid growth in the greater Seattle area and focus on urban density, transportation plans that do not include automobiles should be expedited.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	I'm pretty upset about the Graham Hill Station timeline. This would make Link Light Rail a commute option for me -- but not in my working lifetime with the current schedule. Furthermore, the benefit to the underserved community is huge per your study -- 81% minority; 25% low-income as quoted here: <a href="http://www.soundtransit.org/sites/default/files/C-08_GrahamSt_FTemp.pdf">http://www.soundtransit.org/sites/default/files/C-08_GrahamSt_FTemp.pdf</a> . Please accelerate building this station!
NORTH KING COUNTY	Graham street should be prioritized because 1) equity and social justice principles dating back to the surface level decision in Rainier Valley and given low income demographics and 2) \$10m from city of Seattle will be lost if project isn't complete in 9 years.  Generally social / race/ equity principles should be used in all prioritization of projects. How can transit now address historic inequities, current opportunity challenges and built for a more just future?
NORTH KING COUNTY	The timelines are too far removed to build enthusiasm for the project. It is unfortunate that so many of the projects now underway have suffered from poor design planning, incompetent oversight and delayed completions. The unfunded transportation needs brought about by development without assessing the developers has increased mistrust by taxpayers of any plans. This ST3 idea needs to be promoted as worthwhile, ambitious, achievable by government agencies, beautiful in concept and design and accomplished in record time. Then you can ask property owners to pay \$400 or \$500 more, not \$200 for more disgusting performance.
NORTH KING COUNTY	17-22 years is too long to wait for expanded light rail service in Seattle.
NORTH KING COUNTY	There should be more focus on expansion of railways like link light and not bus transportation.
NORTH KING COUNTY	Employ more people, have more drastic accelerations on this. I am very supportive of the increasing light rail deployment, but I feel VERY strongly that this should be done in a MUCH quicker timetable!
NORTH KING COUNTY	25 year time line....How can you possibly foresee the actual needs 10, 15, 20, much less 25 years from now. Paying for something quite probably soon out of date seems to need private financing.
NORTH KING COUNTY	The completion time is truly [explicit] ABSURD. This state needs to charge an INCOME tax to fund issues like this. Seattle's mass transit is abysmal especially compared to smaller cities. The infrastructure is just disgusting.
NORTH KING COUNTY	We have to be off of fossil fuel much, much sooner than 25 years from now – the timeframe for ST3 is not nearly aggressive enough. It should aim for the same development in half the proposed time or less!
NORTH KING COUNTY	Too long for Ballard and West Seattle light rail. For best efficiency need separate grade for both these train lines.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	<p>I understand why the completion dates are so far out, but please understand three things: (1) relying on sales and car excise taxes to finance the build out is regressive; (2) the State itself has need for revenue to meet obligations to provide education and the proposed sales tax increase sucks the blood out of the system for other needs; and (3) I will be dead before much of this is completed, even if "on time." I am having trouble justifying the expenditures in the circumstances. You will need to sell this hard.</p> <p>In addition, it is not clear to me that running transit up the I 5 corridor optimizes ridership.</p> <p>Finally, my wife used to take a bus to Childrens Hospital, but the bus was discontinued, so now she bike commutes (10+ miles each way). Nothing in this whole package really does anything for her, or us.</p>
NORTH KING COUNTY	The timeline seems outrageously long!
NORTH KING COUNTY	It is unacceptable to leave light rail to West Seattle and Ballard waiting so long. They need to be the initial priority and in the first phase of the project.
NORTH KING COUNTY	Considering how wretched traffic is in the Seattle area, the timelines are too long. Can't it be built more quickly?
NORTH KING COUNTY	<p>Ballard light rail timeline needs to be moved up. Development in this corridor is occurring increasing exponentially without expanding transportation. The Interim solutions provided by Metro is not reducing delays and gridlock to and from Ballard, because roads are already at capacity. Government leaders do not recognize the need to put a moratorium on commercial and multi-family until transportation capacity is increased.</p> <p>In meantime, expand direct express bus capacity along 15th Ave NW, 8th ave Nw and 24th Ave NW to and from Ballard to Downtown by passing Queen Anne Neighborhood business serviced already by the D line. Leverage new road capacity along waterfront for express bus lane.</p>
NORTH KING COUNTY	Construction timeline needs to be substantially compressed, and core Seattle light rail needs to be a priority. Tax burden is also problematic but likely unsolvable by ST3 given this state's broken revenue system.
NORTH KING COUNTY	Reduce the timeline. It will be necessary regardless, may as well plan for it early.
NORTH KING COUNTY	<p>I am more than willing to pay my fair share of the costs involved to expand light rail and express buses, but the current timetable as to when these proposed projects are estimated to be completed are ridiculous. To ask households to pay even more property taxes, car tab fees and increased sales tax fees but have to wait almost a decade, even to just get more express buses, is crazy and will do nothing to help with our current population explosion. After the major bus route cuts that just occurred, even more people are struggling to find a current mass transit option that will work for them. It is becoming even more difficult to afford to live in Seattle. It is getting harder and harder to get to and from work. The focus should be on providing more buses &amp; more bus routes, so that people can have a reliable choice when it comes to mass transit.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	I am only opposed due to the time until project completion. We need advanced Light Rail much sooner, and if that means going without Rapid Ride in the meantime, I am in favor of that.
NORTH KING COUNTY	Not sure I can say something you aren't already hearing from multitudes of other people. The area is in dire need of transportation expansion, and it doesn't help to hear "NIMBY this" or "NIMBY that!"  The At-Grade Ballard drawbridge sounds pretty dumb, but a tunnel is probably not feasible to drill and not cheap. I don't envy your jobs...
NORTH KING COUNTY	Ballard is in need of better transit sooner than the proposed timeline.
NORTH KING COUNTY	The current lightrail projects have really helped those East of I-5, while the neighborhoods West of that (especially those that rely on Highway 99 as a main thoroughfare) are getting increasingly congested. Just a few short years ago, our door-to-door commute to work downtown Seattle was 15 minutes and it's now closer to 60 minutes. Please don't forget us on the West! Greenwood, Ballard, Crown Hill, Fremont, Phinney, Magnolia -- it's all HORRIBLE at this point and in desperate need of attention.
NORTH KING COUNTY	it is all taking FAR too long! Voters were against public transport improvement when I 1st came to Seattle in 1967, and I knew then, the longer it was put off the more the cost would escalate! I'm no expert, but I knew from my travels that any city worth it's salt had a good public transport system! Too bad it's taken so long, at great cost to us all! now I probably won't live long enough to reap the benefits, living in Lk city on the city limits-closest light rail in U District-6 miles away-not coming to Northgate for many years-4 miles away-when I take "Express" buses they are often bogged down in traffic.
NORTH KING COUNTY	This plan is going to take far too long to implement. I've watched cities and countries in Europe and Asia seemingly build systems overnight to accommodate rapid urbanization and population growth. I think other, creative, aggressive funding options should be explored so the entire plan can be accelerated. I'll be dead before some of these projects get built, including the ones that I think are most important such as downtown Seattle to Ballard and to West Seattle where density is increasing rapidly. Perhaps the City of Seattle needs to concurrently build its own subway/light rail system to complement the more regional focus of the plans shared in this survey. Speed the plan up people, increase capacity and the people will ride it! Traffic is becoming unbearable so the motivation is there for people to explore rapid urban transit.
NORTH KING COUNTY	West Seattle transit to downtown Seattle is inadequate. No mid-morning transit from Admiral district to downtown exists. Neither does afternoon Admiral District to downtown transit exist. Bus service was dropped. If parking existed near Avalon Rapid Ride stops, I could use it. For now, I must drive my car or use Uber from Admiral District. No parking provisions for West Seattle water taxi & poor bus service from ferry dock into downtown Seattle or SLU.
NORTH KING COUNTY	Please move expansion of light rail to West Seattle up in the plan. That neighborhood is only growing and the traffic is already ridiculous. 17 years is way too far out. Thank you for your time.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	I support accelerated build out of rapid bus systems and light rail. I would also support increasing tax rate to pay for this; and/or "creative financing" to accelerate building of rapid transit.
NORTH KING COUNTY	Implementation schedule is too slow. 17 years to West Seattle?! 22 years to Ballard?! Build it already!!! Make ample provisions for bikes and bike storage. Bike infrastructure is a better deal than that needed for cars. Charge cars a nominal fee to park - at least as much as will be charged for any bike lockers. Be bold! We need this, and we need it yesterday!
NORTH KING COUNTY	Please consider moving West Seattle - Downtown link to the top of the list. We are experiencing a total bottleneck on the bridge each morning and it's only going to get worse as all of the new housing is completed and occupied! We need more West Seattle transit options - desperately!! Also - a westside to eastside connection that goes into Bellevue would be helpful for all the west to east commuters!
NORTH KING COUNTY	The ballard light rail station should be expedited above all other projects. The neighborhood is expanding at a rapid rate and traffic is only going to get worse.
NORTH KING COUNTY	My biggest concern is that this plan is scheduled to take way too long in my opinion.... if it could be a 10 or 15 year plan even that would be far better.
NORTH KING COUNTY	Like to see projects come on sooner. In general, I'd like to see transit that provides good connectivity and is quicker. Going from Magnolia to Tacoma, for example, requires connecting from Metro #24 to ST Bus on 2nd Ave. Connection time is short enough to be risky right now; at times in the past, it's been around 25 minutes, which is too long. Our systems aren't so simple, but North Vancouver's Sea Bus terminal provides worthy example: all buses connect reliably to and from the Sea Bus at the waterfront. Integration here in Seattle seems to occur only by accident.
NORTH KING COUNTY	Global warming is upon us. Seattle has seen some extreme heat in the spring of 2016, at times in the 80's. We need to curb the harmful effects of global warming in our beautiful region, and community transit is the key to do that. We need excellent public transportation for us and our children now.
NORTH KING COUNTY	Light rail from West Seattle will be completed as I get to retirement, therefore I would not vote for something I won't use. Don't plan to stay in Puget Sound by then either.
NORTH KING COUNTY	Ballard link service to downtown and rapid ride line from Ballard to Redmond must be high priority of this plan. Major expansion happening in these areas and you can't neglect east west movement.
NORTH KING COUNTY	Go faster!!
NORTH KING COUNTY	1. These need to be accelerated! 2. The plan must include RELIABLE access for bicyclists to solve the last mile problem. 3. Tax the bad, fund the good. Impose a carbon and/or vehicle miles traveled taxes to fund accelerated projects.
NORTH KING COUNTY	Sadly, I have to consider this plan a legacy for future generations - I don't expect to enjoy many benefits in my lifetime given the extraordinarily long timelines.
NORTH KING COUNTY	We would like to see the Ballard and West Seattle light rail in 3-5 years.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	I believe the Ballard to Downtown Light Rail line should be expedited. The neighborhood is expanding quicker than housing can be built, I think it's fair to say that getting the new line in 22 years would be a bit too late. Citizens in Ballard would use the service daily and would support the plan publicly and financially. I believe in building Light Rail area-wide to make transportation available to everyone, but I see an urgent need in Ballard to help alleviate the traffic and crowded busses on the commute to Downtown and South Lake Union.
NORTH KING COUNTY	I am very supportive of more light rail, especially to connect neighborhoods in Seattle.
NORTH KING COUNTY	Ideally I would like to see improved transit within Seattle- connecting Ballard and West Seattle sooner than proposed.
NORTH KING COUNTY	Ballard - downtown should be priority with highest ridership and return on tax dollars. Failure to make this #1 will hurt chances of ST3 passing
NORTH KING COUNTY	As one of the most significant new rail lines in the country in terms of ridership, Ballard to downtown Seattle should be completed on a faster time schedule
NORTH KING COUNTY	we need high speed transit now needs to be planned and construction needs to be done 24 . needs to bve very easiy quick to transfer from train to bus or from bus to train at all the stations. needs to be sidewalks to get to the staitons. braille signs of direction north shouth east west. needs to be housing shops at at the stations. we do not need any mor parking at stations. "It is Sound Trains hours everyday so transit system will be built faster to open run.all transit needs to have its own lane trains need to be either underground or in the air transit needs to be grade sepotrated
NORTH KING COUNTY	We need to fund and complete all light rail and Sounder projects ASAP. The answer to our clogged roads is to get as much traffic off the roads as possible. I believe we have reached maximum use of bike lanes for the time being. Until they are utilized to their capacity, there is no need for to fund any additional changes or additions. The fact is we will continue to drive our children to school and other activities, to and from shopping, the elderly and very young do not ride bicycles as a means of transportation, and at present bike lanes are underutilized when compared to the use of traffic lanes.
NORTH KING COUNTY	The timeline is embarrassing. The rest of the world is so much further ahead than us. My only hope is that wthey they put together the final plan they're actually thinking far down the road, as it's obvious no city planner for Seattle has done that in the past.
NORTH KING COUNTY	Ballard and west Seattle should be #1 priority!! We in Seattle pay higher property taxes and the western side of Seattle has the worst mass transit. You can't promote Ballard as an urban village and neglect transit for 22 years- ridiculous!!!!
NORTH KING COUNTY	Any way to speed all these projects up?
NORTH KING COUNTY	Downtown, ballard and west Seattle projects should be moved up in timeliness.
NORTH KING COUNTY	Ballard
NORTH KING COUNTY	As Ballard continues to be one of the fastest growing neighborhoods in Seattle, there is a strong need for increased mass transportation. Please consider getting the light rail to Ballard sooner than 25 years!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	I have lived in the Lynnwood/Seattle area my whole life and my family on both sides has been in the area for 5 generations. The traffic has gotten progressively worse even in the 21 years I've been driving. You can hit traffic at almost anytime of the day 7 days a week. We need to get clear guidelines and deadlines decided on the ST3 expansion plan and get our buns in gear. We need to start making a big dent in traffic flow ASAP! I'd ride the light rail if it was near me in a heartbeat! Taking a bus to get anywhere in my normal routine adds hours of wasted time and buses get stuck in our daily traffic. Some states do round the clock roadwork. Let's give that a go. I'd rather my commute be disrupted for a shorter period with a sooner positive end result than it taking forever to get light rail projects completed. Ask other countries and cities who have built successful transit systems what they did and copy what worked. NO more tunnels! We should have just rebuilt the Viaduct and kept breakdown big Bertha out of the ground. Thanks for reading! I'm happy we're working on trying to get solutions to our traffic problems going.
NORTH KING COUNTY	The timelines seem excessive. 22 years for ballard and 25 years for Everett seem so far out that by the time we get even halfway there, the traffic issues demanding these new developments will be so bad that it will have hurt our economy even further.
NORTH KING COUNTY	Timeline is much too long in completion. Also don't like the property tax part of the taxes to pay for plan. Property owners age and after paying off their homes the taxes get to be so heavy they can't afford to stay in their homes. Find a tax that is more proportional to the population.
NORTH KING COUNTY	I would strongly support this plan if you could include an option for completing the whole thing in, say, 15 years. Let us know how much that would cost and then let us choose which timeline we are willing to pay for.
NORTH KING COUNTY	Schedule should be changed so that all projects are completed within 10 year time frame. Region cannot afford to wait on needed transit service. Suburbs are last in line. Existing employment centers, education, medical centers needed transit 30 years ago. Don't drag it out now. Seattle traffic is gridlocked already. Get rail all over the City ASAP. Supplement with dedicated ROW streetcars so there's complete coverage. Get the job done. Change the financing scheme as necessary so the projects aren't dragged out over decades as they are now.
NORTH KING COUNTY	Why is Ballard being left behind. Our population is becoming more and more dense with condos going up like mushrooms, but the tranist system is totally inadequate. From where I live the only direct downtown bus is a commuter bus, useless for any other trips downtown. The nearest regular downtown service is a 15 minute brisk, hilly walk for the able bodied. Completely inaccessible for myself and many of my neighbors who would be happy to take a bus downtown. It also takes about two hours to get to the airport on public transport. It's faster / easier to get from the eastside to downtown. Don't leave us behind!
NORTH KING COUNTY	West Seattle and Ballard timelines should be moved up. Tax revenue should shift from sales tax to motor vehicle tax and businesses.
NORTH KING COUNTY	Emphasize Seattle neighborhoods first, then deal with the farther-flung areas. It's ridiculous to put Lynnwood, Federal Way and Tacoma ahead of West Seattle and Ballard! Serve the city first!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	The time frames for this proposal are far too long. We already have nightmare traffic, and unreliable, crowded bus service, and our region's population continues to grow rapidly. I would encourage Sound Transit to consider moving up the timelines so that improvements can happen much sooner. This may mean accelerating the timeline for the cheaper projects (e.g., bus improvements, buses driving on shoulders), and/or reconsidering the funding structure for the larger capital investments so that more progress can be made sooner. I would also be comfortable with a higher tax rate, but I know not everyone would be.
NORTH KING COUNTY	the whole thing needs to be built as fast as possible. Raise car tabs to do so!
NORTH KING COUNTY	Graham Street Light Rail Station: Please highly prioritize an expedited completion date. Please don't waste the \$10,000,000 pledged by City of Seattle.
NORTH KING COUNTY	I understand the need for impact statements, further research, design considerations, and environmental concerns. That being said, these timelines need to be accelerated. Either reaching out for federal funds or increasing the ask from taxpayers is necessary to speed this process up. I also think it is important to use existing thoroughfares as much as possible (I-5 corridor for instance) rather than dealing with eminent domain issues that will continue to add to timelines.
NORTH KING COUNTY	West Seattle transit will save lives. We need transit to/from West Seattle now to get fewer people on the Viaduct, in case of an earthquake. This is extremely urgent, especially given delays in the tunnel. Climate change, affordable housing, and quality of life (less time spent in traffic, more time spent on transit) are all important and immediate needs solved by transit. Access to schools like Bellevue College are key, as well. Thank you!!
NORTH KING COUNTY	Twenty-five years is a long time to wait for light rail service to Ballard. Plus, the plan is trying to do too much, and the cost of \$17 per adult in Puget Sound will, unfortunately, impact lower-income people the most -- the very people who need the services the most.
NORTH KING COUNTY	For 20 years, I've commuted during rush our on three high-volume routes: I-5 Everett-Seattle, I 405 Lynnwood to Bellevue, and I-90 Bellevue to Seattle. I live in Ballard. By the far the worst commute has always been the south-bound morning commute Everett-Seattle and evening north-bound Seattle-Everett. A close second-worst commute is I-405. Especially given the on-going sprawl on the East side and Snohomish County, I would prioritize these two corridors over all others. Quick completion of these two corridors will yield the biggest POLITICAL support among the largest populations that are most skeptical of Sound Transit. This support would help fund and motivate support for later projects impacting smaller and/or less vocal political opponents.
NORTH KING COUNTY	Timeline is too long. Need to secure funding sooner.
NORTH KING COUNTY	more transparency on timelines will be critical. I will end up paying much more than the 200 and the services will not directly benefit where I live. However adding a station at Boeing Access Road would improve my commute and get me out of my car several times per week.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	Speed up improvements on C rapid line to increase speed/reliability. Speed up delivery of a Link connection to West Seattle. And include conceptual engineering and environmental clearance for a Link extension south to White Center as part of ST3 to get it 'shovel-ready'.
NORTH KING COUNTY	Ballard should be a higher priority! It shouldn't take 30 years to get transit there.
NORTH KING COUNTY	It would be great to have the light rail to Issaquah completed sooner. I am a professor at Bellevue College and having more transit options for students, faculty, and staff to get to BC would be great. We have a large commuter population coming from all over the greater Seattle area with a real lack of serviceable transit options at the moment. For example, I live in central Seattle, and if I were to take public transit to work it would take me three buses and about an hour and a half to get to work. So I drive. Please consider connecting Bellevue College more broadly.
NORTH KING COUNTY	These timelines are absolutely bonkers, Minneapolis/St. Paul built similarly sized light rail projects. These projects went from approval to operation in under 4 years. I would be much more supportive of taking on additional costs, if these projects were going to benefit me during my working career. I'm 30 right now and will be 55 by the time the one project that would improve my commute is completed. I hope to be retired or dead by that point. So I would see ZERO ROI.
NORTH KING COUNTY	The timelines are ridiculous. We've been paying for this since 1996. Ballard is changing and growing rapidly and light rail needs to be here asap in order to help small businesses. We are paying incredibly high taxes, the new minimum wage, and now our customers have to pay for parking and this hurts our businesses. Bring light rail here so we can help grow our businesses.
NORTH KING COUNTY	Because of economic, environmental, and livability issues this timeline should be speeded up.
NORTH KING COUNTY	Look at neighborhood population projections. Ballard and West Seattle are bursting at the seams from a density standpoint compared to suburban development. These two areas of Seattle need priority in the project sequencing.
NORTH KING COUNTY	This whole project needs to be completed in 3-5 years. No one is going to vote for a project that is 8-25 years out, that is nuts! Sell bonds for the whole project, interest rates are at historic lows. Do the project 27/7/365, two 12 hour shifts, straight time with bonuses for on time/early completion and bonuses for under budget. Start to think outside the box and get some people in WADOT who know what the hell they are doing.
NORTH KING COUNTY	It is very important to me to see that the Ballard - Seattle light rail be completed within 15 years and that there will be a tunnel under Salmon Bay waterway to provide light rail that will not require a bridge to Ballard. Additionally there should be a light rail station in Interbay that will be large enough to provide access for Magnolia and West Queen Anne residents with local bus transportation to the Interbay light rail station.
NORTH KING COUNTY	Please try to bring light rail faster to eastside 25 years is too long!!!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	I wish these projects didn't take so long to complete. That can be frustrating as a commuter. It would help to have a good marketing campaign that regularly updates progress so that people can see the momentum and focus on the benefits of the end result, rather than the inconvenience of the construction process.
NORTH KING COUNTY	That the Puget Sound region is without a sophisticated rapid transit system is embarrassing and beggars belief. Any investment in BRT should be short-term, as a precursor to future light rail, but should IN NO WAY be considered a replacement for it. The alphabet lines are minuscule dent in the level of public transit we need in this region. All efforts should be made to complete the light rail lines earlier--kudos to completing the new stations early.  I am in favor of 130th St station in the neglected northern boundary of Seattle. It would likely go far to reinvigorate that neighborhood.
NORTH KING COUNTY	22 years is far too long for rail to Ballard. Also I believe Ballard to UW rail service should be considered earlier.
NORTH KING COUNTY	I would support earlier completion. Local neighborhood bus service should always be a priority and never cut as it is the sole transportation of many people in my S. Seattle neighborhood.
NORTH KING COUNTY	All of it just takes too much time !!!!
NORTH KING COUNTY	Speeding up the completion times is extremely important--of course safety and environmental needs and concerns must be integrated into the process, but the mass transit in and around Puget Sound needs to be moved up on the priority list. The well-being of the region depends on it.
NORTH KING COUNTY	22 years to get light rail to Ballard is much too long. While I agree it's important to bring rail options to farther communities which have little recourse but driving, Ballard-downtown is a huge population corridor, close enough and congested enough to have very high usage. Unless the existing bus rapid transit line is able to fully serve existing demand, leaving last-mile gaps in the urban core is a huge mistake and very costly in terms of congestion and numbers of cars on the road.
NORTH KING COUNTY	Light rail extension to Everett and Ballard should be given higher priority than currently planned, aiming for 15 years instead of 22 and 25 years respectively.
NORTH KING COUNTY	25 years is too long. We've been waiting too long as it is. We need better funding in order to speed these projects up!
NORTH KING COUNTY	The time frame for these projects is insane. I'll be dead or in a retirement home before it comes to Ballard. Technology will be outdated in 20 years and we still won't have light rail! This is building 20th century technology in a 21st century world. You have to figure out a way to do this faster and cheaper. Even rapid bus system is a better deal.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	<p>I urge faster completion of the Ballard to downtown segment. Ballard has seen rapid density increases without infrastructure improvements. I'm opposed to the bridge over the Ship Canal and ending the light rail on 15th. It would be less disruptive at 20th and more in the heart of Ballard.</p> <p>Can the environmental studies be completed more quickly? Asking people to pay taxes for 15 to 20 years before seeing major benefits will be a hard sale.</p>
NORTH KING COUNTY	<p>Ballard is the fastest growing community in Seattle, with the most potential for continued growth for business, residential and office use. Ballard needs to be made a priority.</p>
NORTH KING COUNTY	<p>The two projects I feel are most important are also the two projects farthest out in your schedule. Your priorities and mine differ.</p>
NORTH KING COUNTY	<p>The timeline is unacceptable, but the tax plan seems justifiable.</p>
NORTH KING COUNTY	<p>The timelines are far too long. Especially the Ballard project. The need is extremely high now and we cannot wait 22 years for service. Population density is far above projected levels now and commute times are out of control. I would be thrilled to ride light rail but I will likely not be around by the time this is complete. Willing to pay more to expedite. I am also not convinced that the Ballard area was given fair consideration during analysis of need.</p>
NORTH KING COUNTY	<p>I believe it was an oversight not making Graham Street Station in the first place and that should be addressed immediately as this area is mostly resided by immigrants and people of color whose voices may not have heard in the initial light rail plan discussions and it was not inclusive for all parties affected</p>
NORTH KING COUNTY	<p>The timelines are ridiculous. With all the developer projects the city has allowed in West Seattle WITHOUT any consideration for existing infrastructure, West Seattle needs better mass transit now. The fact that you're talking about this 17 years from now...and lumping it together with Tacoma is absurd.</p> <p>West Seattle should be online before Lynwood/Bellevue and Redmond. They already have numerous paths and freeways to get around. West Seattle only has the bridge.</p>
NORTH KING COUNTY	<p>The sooner these projects can be completed, the better! It's almost disheartening to think i have to wait 10+ years for some of these projects to happen...there must be some creative way to figure out a plan to speed up the process?</p>
NORTH KING COUNTY	<p>Too little too late</p>
NORTH KING COUNTY	<p>It is completely unacceptable that it takes a quarter of a century to build usable light rail. This is not new technology, why does it take 25 years to build light rail? This is a much more urgent problem. It took a decade to build up a nearly 100 mile system in Washington, D.C. Why is it that ours is going to take 2.5 times as long for less rail???? I just cannot fathom what beurocratic mess this must be if it takes 25 years to build some trains. What you need to do is ask for the amount of money it would take to complete this project in a resonance amount of time, instead of delaying it over 25 years.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	I would be fine with paying \$500 per year or more if we could get these projects done much faster. Having to wait 22 years to get light rail to Ballard seems unreasonable.
NORTH KING COUNTY	I would prefer that some of these timeframes be accelerated
NORTH KING COUNTY	The timeline to reach places like Paine Field and Everett is what's going to kill this project. Simultaneous surface-level construction projects for Light Rail, so that service from SeaTac to Everett can begin in 10 years instead of 25, is the only way this project will get widespread regional support. Even though the tax hike will be steeper, it will also be shorter duration. Do it quick--like a band aid!
NORTH KING COUNTY	Dont add a station on 130th. Too many stops is bad for transit speeds. Northgate and 145th is good enough spacing.
NORTH KING COUNTY	West Seattle should be prioritized higher. Seventeen years is a generation and an unacceptable timeline.
NORTH KING COUNTY	Ballard and Everett should not be last in the list. There is so much traffic alleviation that can occur if you build these stations earlier. It is extremely important to have Boeing in Everett be accessible on the light rail and integration of Ballard into the line is important for city traffic and integration.
NORTH KING COUNTY	I hope that Ballard can be connected to Downtown sooner than 22 years from now. I understand that there are things that make this task difficult, but red tape should be bypassed whenever possible to expedite the process.  My wife and I used to live in Berlin, Germany. Seattle has a very long way to go before we can say that our public transportation is on par with where it needs to be, especially for a city that is growing as fast as Seattle.
NORTH KING COUNTY	It is ridiculous to leave Ballard so late in the plans. With all the new building in Ballard & new businesses buses are frequently at capacity. I'd take light rail downtown every day if I could. The first priority should be light rail within the city particularly the west side of town. There is nothing availalbe for us in Ballard.
NORTH KING COUNTY	Light rail is more important then buses, new mass transit should never be dependent on or effect traffic negatively. Build trains, then tweak buses to support. I would pay more for quicker timelines say 10 years. I.E. More projects being built by contractor teams simultaneously. May vote no based on current timeline more aggressive building is needed. Intrigued by the alternate routing planned by the Seattle subway project. Seems to service population cores more directly rather then needing transit to get to the transit.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	Transportation is an emergency situation in the Puget Sound area. Your timelines are so far away that it gives me no hope at all that I will be able to get rid of my car and quit driving to work. I hate driving. I want to use transit but I live in South Park and we two routes that are at long intervals and give us little choices. They are also always late. I have walked from 1920 Dexter Ave N all they way to Lander St & 4th along the bus route 132 (before it was taken off of Dexter) without seeing one bus. That is how long the time periods between service combined with delays are. It is a ridiculous joke. I thought that the changes to the route would improve times but it is still always late. I don't know if I can vote yes for a plan that doesn't include any hope for my neighborhood and wouldn't have any usable progress for eight years and up to 25 years. I am pro tax and will happily pay a tax or taxes that will fund quicker more inclusive solutions. I have no problem with paying my share of taxes for our community, but our community needs to include my neighborhood!
NORTH KING COUNTY	25 years is absolutely ridiculous. Elon Musk will have built a colony on Mars by that time, and we can't build a light rail... It's insane. Pretty please, make this go faster.
NORTH KING COUNTY	The only project that personally affects me is the extension of light rail to Boeing in Everett. 25 years is a long time to wait. The pyramids were built in 20 years.
NORTH KING COUNTY	Expansion of light rail to Everett should be top priority. There is no easy way to commute from Seattle to Boeing by public transportation and the parking situation there is ridiculous. We need light rail NOW, not in 25 years. In fact, at the current rate they are cutting employment numbers its doubtful light rail would make much sense by then anyway.
NORTH KING COUNTY	Faster! People will not last in this city if we don't decrease the road congestion in the next 5-10 years.
NORTH KING COUNTY	It is unacceptable to wait 25 years for light rail to Everett. There are tens of thousands of Boeing employees that we could get off the road if that is finished sooner.
NORTH KING COUNTY	Light rail should have been done years ago. 25yrs from now may be too late
NORTH KING COUNTY	I feel like if you doubled the budget to \$100 billion but completed all or more (i.e. light rail on the Eastside from Burien to Renton to Bellevue, etc.) in a MUCH shorter timeline, like 18 years MAX, you may get this passed. But as it is now, I worry it won't pass. I would use it from Northgate to work in Boeing, but it won't be complete until I'm in my 50's and nearing retirement, so what's the point? What is in it for me? And I fully support light rail and commuter rail. Especially since I don't have a good option to use mass transit as is.
NORTH KING COUNTY	25 years before the system serves Everett... really? Boeing alone employes 30,000+ at their Everett facilities, and those facilities are losing more parking stalls each year, as mandated. And, how on earth are Marysville and the Arlington areas not included in the system? Pay attention dammit! Have you not noticed the lightning quick pace of the numbers of new.homes and businesses north of Everett? "No" you say? Well, just try to get from Boeing to Arlington on any weekday afternoon... hint: pack.a lunch, and be sure to use the restroom before you do.
NORTH KING COUNTY	Expedite the extension of light rail to West Seattle sooner than 17 years from now, West Seattle is the largest population in Seattle and is depended upon the capacity of the West Seattle bridge.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	<p>"Light rail to West Seattle and Tacoma would be complete within 17 years, light rail to Ballard 22 years, and light rail to Everett and Issaquah in 25 years"</p> <p>I'll be dead. Ditch the BRT and get on with light rail. The population of this region will increase so as to make obsolete any plans formed now. Another tunnel?? Will you recycle Bertha?? Oh come on. Transit oriented development??? The problem is development that has no or little relationship to transit. Serve THAT and NOW. West Seattle and Ballard both have been overdeveloped based on TOD plans for Monorail and Light Rail, and there is NO SERVICE AVAILABLE FOR DECADES. Bloody hell.</p>
NORTH KING COUNTY	<p>In 15 years our transportation system will be revolutionized by self-driving vehicles, electric vehicles, and possibly even drones. While I've been hugely supportive of rail in the past, I believe the city needs to be looking towards the future of transportation and not over-invest in potentially outdated rail and bus technology.</p>
NORTH KING COUNTY	<p>I think it all sounds great, but the timeline is so long!</p>
NORTH KING COUNTY	<p>Please build the separate tunnel downtown earlier. Don't build additional stations on existing lines. Make Ballard line grade separated (tunnel or elevated, not street level) for reliability and speed. Existing line is really slow and takes longer in than a bus. Please prioritize travel time with the new lines. Consider a people mover (a moving walkway like in the airport) so people don't have to walk as far and can get to the rail faster). Thank you for your time and considering my comments.</p>
NORTH KING COUNTY	<p>Traffic and congestion in the downtown Seattle area should be improved before work starts on projects in Tacoma and Everett, not the other way around.</p>
NORTH KING COUNTY	<p>I live near the Othello station and I love light rail. But I don't think the east side should come before Ballard and West Seattle. The east side already has its Microsoft special busses and most of the people that live over there are well off and prefer driving anyway. We need transit focused in the south end and accommodating places where there is very little parking, encouraging people to take transit. This will boost local communities and give lower income folks access to more of seattles neighborhoods. I'm willing to pay for this plan, and pay much much more than you are proposing. I don't make much money, but this plan (modified to focus on south and on areas where commuters are heaviest) needs to be accelerated. How much would it take to cut all those timelines in half? Is it as simple as doubling the cost? Great, I'm willing to pay. This is what you should ask voters for- go big, bigger and see what they say. I know people will vote yes if it means we have this plan in 5-15 years versus 8-22. Thank you, btw, for being so awesome. Light rail is our beacon of hope.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	<p>I strongly support robust investment in transit throughout the central Puget Sound region, with particular emphasis on serving urban centers that are walkable and bikeable. These are the most important investments our region--and Washington state generally--can make to our transportation system, improving mobility for people and goods, benefiting the environment and economy, connecting people to jobs, and giving people a choice about how they get to the places they want to go. So crucial are they that I cannot emphasize strongly enough how these transit investments could not be implemented a moment too soon. I also wish to voice my strong support for the use of ST3 funds to make non-motorized transit access improvements to any facility in the network that needs them--whether built by ST1, ST2, or ST3--so that more people can reach high-quality regional transit by walking and bicycling instead of driving.</p> <p>And so, while I strongly support the package of projects being proposed in this survey, I share the interest of many in the community (well-documented by a variety of media) to see these projects completed more quickly. I do not believe the timeline should detract from our region's support of this plan, but I do believe Sound Transit should do everything that the agency can to expedite the design and construction of these new light rail facilities. Quality takes time, I understand, but I also understand that the agency is being conservative in its estimates and financial management, and that more can be done to ensure delivery even just a few years sooner than indicated, which would make a world of difference for many voters. For that reason, I believe Sound Transit would do well to explain clearly to voters that it is possible for their local projects to be delivered more rapidly, but that it will require the cooperation and collaboration of their respective city councils, mayors, and staffs. This would demonstrate good will to the public, who we should be thankful are clamoring for better transit, and whose full support we need at the ballot box this November to ensure that our region does not repeat its mistakes of 1968 and 1970 that require our consideration of this package now nearly forty years later.</p> <p>Keep up the good work.</p>
NORTH KING COUNTY	These projects should be done faster.
NORTH KING COUNTY	I think the north/south projects and east/west projects should be given faster time lines and leave the West Seattle and Ballard projects for after the others are completed.
NORTH KING COUNTY	We should try to speed it up and do the projects more quickly if possible.
NORTH KING COUNTY	Why must Ballard connection take 22 years? We should prioritize to connect the city of Seattle and lower the timeline for that project.
NORTH KING COUNTY	I used transit daily. I am a huge transit advocate. But I can not support the current timeline. It MUST happen faster. There are ways to get it done much quicker.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	22 years to connect Ballard to downtown light rail? 25 years to completely connect the light rail route from Downtown Seattle to Eastgate (via Bellevue)? Honestly, it's really hard to get on board with the idea that what I see as very key connections are still over 20 years out. Is this really the best we can do?
NORTH KING COUNTY	The timeline seems a bit far in the future for those of us who are dealing with a constant problem right now. There is too much emphasis placed on reducing lanes for busses and bicycles as of now and it seems to be a focus of the ST3 plan. That is an asinine focus as busses are consistently late or just absent. The timeline needs to be improved to fit the growing demand of this city. We are already about 30 years behind where we should be and putting it off for many years to come only encourages less support and more frustration. Consider adjusting your timeline for construction without the unnecessary filler language/focus of reducing what we are already lacking.
NORTH KING COUNTY	Projects with more than a 10 year from today finish date should not be part of the funding package. Technology will change dramatically and there should not be planned taxes for such far out projects. The proposed plan looks like an attempt to get voters outside Seattle to vote for plan, while having Seattle residents pay for projects that will do little to reduce or even slow down congestion in Seattle.
NORTH KING COUNTY	I believe that of these projects, light rail expansion to West Seattle will be most influential. This being said, I think that you should consider moving west Seattle to the first or second stage of st3
NORTH KING COUNTY	The timeline should be 'moved up'.
NORTH KING COUNTY	How can Ballard be 22 years out??? Seems to me that the largest population centers should get light rail first, not last.
NORTH KING COUNTY	This is too little too late. I grew up in Seattle and am shocked that we are in a situation in which we have some of the worst traffic in the nation and such a poor plan. 25 years? Really? This is our leadership? Good luck keeping up the economic boom in this city.
NORTH KING COUNTY	The light rail to Ballard taking 22 years to complete is not realistic with how quickly Ballard is growing. Even 10 years would be too late. Can this not be placed as a higher priority? Watch what happens the next two weeks while 99 is shut down. This plan is not realistic with the current increase in population. Our roads won't be able to keep up either so public transit has to step up.
NORTH KING COUNTY	All studies should be done first and then Burien-West Seattle and Ballard-Kirkland-Bothel Light Rail lines should be built.
NORTH KING COUNTY	Two points: get the projects done faster. We should have had this infrastructure years ago, we can't wait 25+ years for completion. 2) make sure to include parking at stations. It's a nice concept that people will simply be able to walk to light rail, but not realistic or feasible.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	This plan, as currently proposed, is deeply flawed and a measure that I cannot support. Your continued use of regressive taxing in coordination with a completion schedule that puts the most important projects last in line make this a proposal I cannot support and one that I will actively campaign against. The Ballard & West Seattle projects should be completed in a MUCH shorter time-frame. If this proposal is not significantly modified, it will not pass.
NORTH KING COUNTY	Move all Seattle projects to the earliest timeline possible! You need dense urban neighborhoods to make transit most cost-effective.
NORTH KING COUNTY	I understand the complexities of funding and the scope of work, but ST would probably garner more support with a tighter timeline. Either way, I'm in!
NORTH KING COUNTY	Get it done sooner!
NORTH KING COUNTY	Build it all right now!
NORTH KING COUNTY	I fear the timeline is too long. The proposed system (particularly the light rail and the expansion of the Sounder) are critically needed improvements to infrastructure that honestly are needed now. In 25 years they dynamics of the greater Seattle Metro area will be changed significantly from where they are now. Furthermore, I think there is a great risk associated with expending this level of effort and funding knowing that they system designed today may not be sufficient to support the needed capacity that will exist when it's completed. My final concern is that while the bus system and access for pedestrians and bike are certainly part of the solution, there is too much of a focus on them. The Seattle Metro area needs a non-road based means of transportation such as the light rail and the Sounder. While this certainly is a massive capital investment it is critical and I believe stands the best possible chance of making meaningful and lasting impacts on the Seattle transit system. Overall, I am a huge supporter of improvements to the area's infrastructure and think that \$200 / year is a small price to pay. The key, is the system we're designing and implementing must be designed thinking ahead to the next 50+ years where I fear the system proposed is an excellent solution to today's problems arriving 25 years too late.
NORTH KING COUNTY	West Seattle is urgent.
NORTH KING COUNTY	I live the ambitious plan, but would strongly encourage everything possible is done to speed up the timeline.
NORTH KING COUNTY	Both increasing bus service to West Seattle and adding light rail as soon as possible are a priority to me. Buses as a means of reliable, frequent transportation to downtown. Light rail to increase speed and reduce traffic.  Thank you.
NORTH KING COUNTY	Ballard to downtown transit should be prioritized immediately in light of Expedia's moving into the area. Otherwise, we will have complete gridlock, which will affect other parts of the city both north and south.
NORTH KING COUNTY	West Seattle and Ballard are underserved and growing rapidly. With the change in 99/Viaduct, it's going to get worse quickly. We should accelerate these projects.
NORTH KING COUNTY	This is way too slow. The pace needs to be picked up even if it costs more. That the next extension north is not going to open until 2021 is very disappointing.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	Please do this faster. Get crazy and cut the time line in half.
NORTH KING COUNTY	This project can't wait this long. It's already way behind the need and demand. Ways of accelerating the project timeline must be found to keep this region viable.
NORTH KING COUNTY	I've heard lots of folks in my neighborhood say they won't support (vote) because they'll be dead or retired by the time we get light rail in Ballard, which is growing insanely rapidly and without apparent additions in service (or parking, so presumably the city wants all these new residents to use transit). I myself will be retired by the time the Ballard light rail comes online. As someone who takes the bus to work daily, or commutes by bike, I don't see an incentive to spend my money on a project that will never improve my commute from one of the fastest (if not the fastest) growing neighborhoods in Seattle. The order is simply nuts.
NORTH KING COUNTY	Figure out a way to get light rail to Ballard FASTER. I can barely find a spot to park my car in front of my house because the City of Seattle is giving building permits to developers to put three homes on one lot with very little parking on the lot. This is in addition to allowing permits to build apodments/microhousing WITH NO PARKING. What the hell?
NORTH KING COUNTY	Light rail in Seattle need to be built faster!
NORTH KING COUNTY	The light rail portion needs to happen faster, especially the west Seattle, Ballard and Bellevue projects.
NORTH KING COUNTY	Let's move towards a modern subway as rapidly as possible!
NORTH KING COUNTY	increase funding to speed up timelines
NORTH KING COUNTY	I would have answered "strongly support" to all the questions above if the timetable for building the intra-Seattle elements of the light rail system wasn't so lengthy. Seattle needs reliable, frequent transit yesterday, not 22 years from now.
NORTH KING COUNTY	Although I am most interested personally in the Ballard, Downtown, West Seattle Light Link connections (which I noticed are the last to come on board). I am so supportive of any improvements. . . I would always vote for whatever package is presented. I do not know where the most ridership would be gained. . . east side Renton to Everett seems to be the biggest bottleneck (not mine) so I can understand why those projects are first. Sigh!
NORTH KING COUNTY	It is absolutely ridiculous that Ballard is being pushed back so far. There are tons of people moving here and there is no reasonable way to get all these people downtown or to the UW. It's shameful that this line is being delayed and deprioritized.
NORTH KING COUNTY	do it quick with simultaneous projects all over the region
NORTH KING COUNTY	The project takes far too long. Would be willing to pay more to see light rail come online faster.
NORTH KING COUNTY	While recognizing that large capital projects can take time, the 25 year timeline on some light rail elements is of grave concern to me. Other similar projects (link extension, for example), did not/will not take 25 years to complete. 25 years seems an unreasonable amount of time to stay stuck in traffic while a transit plan slowly inches forward.
NORTH KING COUNTY	I'd like to see transit options within Seattle city limits accelerated...other than that, bring it on! But faster, please...let's get the money to speed this up!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	I am completely on board with the ST3 draft plan, however I am concerned that the timeline is too long. I know that funding is a major setback when it comes to how quickly something can be designed and constructed. The Seattle area is so congested and in 15-20 years will be completely overloaded. Bus Rapid Transit works best if the buses have their own lanes that cars cannot physically enter. Just see Amsterdam and Copenhagen. Their buses basically fly through town and it's because it is safer to put the bus in it's own curbed lane. Implementing that first would be a good step in attracting commuters to use public transit because the buses would be on time and would not sit in traffic like cars. That will alleviate major choke points in congestion which would hopefully get more people on board to pay more in taxes to fund the light rail. We desperately need the light rail as quick as possible. My best guess would be no longer than 10 years. The light rail is just the first step and should not be considered to be the end all be all for Seattle-Tacoma's mass transit of the future. I consider light rail a huge leap in the right direction, but I know it is a building block for what it will become in the next 100 years in Seattle.
NORTH KING COUNTY	Prioritize projects to expand light rail within Seattle. Bus transit makes sense outside the city for distance commuters, but West Seattle and Ballard will have the density in 10 years to make light rail very economical.
NORTH KING COUNTY	We need a faster solution to the traffic, waiting 17 yrs for a light rail so I can ride to work is unrealistic option.
NORTH KING COUNTY	Need downtown transit options (rail)
NORTH KING COUNTY	Too long to complete.
NORTH KING COUNTY	Way too slow! We want light rail in 5-8 years, not 17! I'll vote for whatever is necessary to lessen the time to get these projects done.
NORTH KING COUNTY	Ballard light rail should be completed much faster and given a higher priority in the plan. I also think that Sound Transit should consider the Seattle Subway "Metro 8" idea of running a light rail route under Denny Way to connect Lower Queen Anne and Capitol Hill, and also consider a route to connect the station at UW with the future station in Ballard.
NORTH KING COUNTY	The delivery dates make most of the investments obsolete before being in-use...technology will run this over. use small, nimble electric-only buses to interconnect development centers. The Federal Gov. should chip most of these costs as it is the beneficiary of the improvements.
NORTH KING COUNTY	Anywhere possible the timelines should be shortened. Too many years have been waster getting to this point. We need it much sooner that 12-25 years.
NORTH KING COUNTY	These timelines need to be accelerated. Seattle cannot wait 17 years and 22 years for light rail connections to West Seattle and Ballard, respectively.
NORTH KING COUNTY	TOD at transit stations should be a priority
NORTH KING COUNTY	There is NO reason why this project should take 25 years! State government should use ALL of its powers to expedite permitting and building, including eminent domain and taxation.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	Maybe there isn't capacity in the tunnel, but why don't you do a Ballard to UW line? it would get people downtown a lot faster and more reliably than currently and connect them to Capitol Hill and UW. It avoids all the issues around passing through interlay and crossing the canal.
NORTH KING COUNTY	faster!
NORTH KING COUNTY	25 year completion time is too slow. Should be expedited. I'd rather see a larger investment up-front and on taxes to get ST3 completed within 15 years.
NORTH KING COUNTY	Man, we needed this like twenty-five years ago
NORTH KING COUNTY	You guys are on the verge of [explicit] this up. Build out the projects in the city first and then extend the spine. Ballard, West Seattle, 130th Street station, Graham Street station, Ballard to UW connection - all of these are way more important than extending the spine north and south. You have erred on the side of regional buy in for too long, at the expense of the city. If I had a child TODAY, s/he would already be in college before we could ever take light rail to Ballard. That's INSANE.
NORTH KING COUNTY	It's pretty frustrating how long this stuff is planning to take. Better late than never.. but wow 25 years?
NORTH KING COUNTY	25 years is too long to wait!! I and everyone I know would pay much more in taxes to build light rail now. Please, please, please: cut the time in half!!! Once Seattle gets a taste of light rail, they will pay for it!  Build an excellent light rail system in Seattle and people will move back to the city.  I will not get out of my car to ride a bus, but I will get out of my car, sell my house, and move my family to a new neighborhood to ride a train. Seriously. That's how much better light rail is than buses.
NORTH KING COUNTY	With this proposal, I will be 72 years old before light rail comes to West Seattle. Bus service in my neighborhood is very poor. Basically it serves morning and evening rush hour. The Junction is a few miles away, so taking the bus means driving to the Junction and parking. This discourages bus use. In addition, I am concerned that the funding has a huge negative impact on low and middle-income households.
NORTH KING COUNTY	25 years is stupid long. Rome wasn't built in a day, but there's just no reason it should take a quarter of a century to get these systems in place.
NORTH KING COUNTY	It needs to be done sooner. Waiting 25 years for Seattle to have a "meh" transit system is depressing.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

<p>NORTH KING COUNTY</p>	<p>I am dissatisfied with the delivery timelines for the proposed light rail projects, in particular the Ballard line. The Ballard area is expected to continue to grow rapidly and without major improvements to the RapidRide system -- read bus only lines along the entirety of 15th -- the residents will have no viable way to get downtown.</p> <p>Also, please buck the political pressure to route the Everett line to the Paine Field. The commuters heading there would be just as well served by rapid bus lines and the additional transit time from Everett south will harm the overall efficiency of the system. If significant air traffic eventually begins to use Paine Field, a spur line could be built to move those passengers.</p>
<p>NORTH KING COUNTY</p>	<p>I am extremely disappointed how the committee on ST3 has focused only on the areas with high incomes. I am someone that benefits from living in a less desired area with lower cost of living in comparison to the city (Seattle). I look at the area in Rainier and how that area has thrived due to the light rail that goes through the area. I am a resident of Delridge and I am extremely disappointed how we continue to neglect the area that has the most ridership in the area. I see ST3 as a waste of my tax paying money to help develop the areas that already have pretty great infrastructure on transit.</p> <p>Lastly, the plans to expand further South and further North is just ridiculous. The fact that Redmond is chosen first for the light rail and Federal Way is just ridiculous. What about the people that are having issues with the travels from Seattle to Bellevue? I am young but, 25 years for completion on a project that "we" the tax payers will pay until we are old and grey. Lets be real with the plan. Why, should "we the people" pay for something that we will not see until we are 60? Why, should we be funding the project now when "we" will be retired? If, we do not fix the transit problems in the next two years businesses will pull out of the city due to the traffic.</p>
<p>NORTH KING COUNTY</p>	<p>Where possible, increased application of BRT to fill the gaps while LINK is being completed would help alleviate some of the region's current pressures (I've no doubt that in 20ish years, our completed transit network will be a thing of beauty, but if the region crashes and burns due to gridlock in that time the ultimate ridership of the network will be underwhelming). While the plans thus far laid out in ST3 are the solution to our problems, it would be nice to have some more palliative measures while the solution is implemented.</p>
<p>NORTH KING COUNTY</p>	<p>It is imperative that West Seattle and Ballard, the two immediate and densely-pocketed bedroom communities to these two neighborhoods deserves to be first in line for light rail. They both sit adjacent to the city, and in the absence of light rail, both are first to clog the city with traffic. The overall project should start from the neighborhoods closest to the city's inner core and expand outwards. The current plans are too scattershot, and will be unfair to taxpayers surrounding Seattle who pay the highest real estate taxes to wait 17 and 22 years to get mass transit in the form of light rail. Fiscally unfair and logistically unsound. West Seattle and Ballard must be first on the list for all mass transit. I would sell my house and move otherwise. This plan will push people away from Seattle.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	17 years to build light rail between W. Seattle and Tacoma? How can I be sure this project isn't a money pit? [name], Seattle They're building skyscrapers in the middle of downtown in about a year+.
NORTH KING COUNTY	Make Ballard top priority! We need light rail from downtown to Ballard now, not in 22 years! Many reports have been created to make a strong argument that downtown to Ballard will have one of the highest ridership rates on the west coast. Thanks!
NORTH KING COUNTY	This region is growing at a alarming rate, new buildings are growing in every community, with that being said how is it that these projects will take upwards of 25 years to complete? There should be some urgency in moving all of these people who are currently crowding our roads.
NORTH KING COUNTY	Wish this would have happened 20 years ago
NORTH KING COUNTY	22 years to get to Ballard, one of the most rapidly growing areas that is experiencing some of the most strains of Seattle's recent expansion? You're joking... right?
NORTH KING COUNTY	I'm very disappointed in the timeline for adding light rail service to Ballard. I've lived in Seattle (Ballard) my whole adult life, and I've voted "yes" for every transit proposal on the ballot. After waiting my whole adult life, you're telling me I have to wait another 22 years??? I will be 66 years old when service starts, almost too old to walk to the station. Meanwhile, the anti-transit voting suburbs get service (which they largely don't want and won't use) before I do? This is seriously messed up, and frankly I'm not sure how I'll vote this time around.
NORTH KING COUNTY	Some people think the proposed timelines are too aggressive, while others think they need to be less so. While it is apparent that more transit is needed, there also needs to be a better way to fund it--using property or sales taxes is not only quite regressive in the eyes of many people, but the revenues from them are subject to economic conditions. However, they are the ONLY methods available at this time, thanks to various voter-approved initiatives and legislative policies. What is desperately needed is a total re-think on how revenue is generated in this state (in terms of tax structure) and how those revenues are distributed to the various needs expressed by the people living in this state.
NORTH KING COUNTY	I know that the timeline thing is hard, but I really would love to see Light rail be the most emphasized part of this plan! I am bummed that one never got put on 520. That should be pushed in future dates.
NORTH KING COUNTY	Improving timeline across the board will help ensure support.
NORTH KING COUNTY	The timeline is much too long. Ballard/North Seattle (like other areas in our city) have been upzoned for density for over a decade. Upzoning came with the promise of transit, on a model of transit-oriented development. However, with the exception of some limited investment in metro/rapid-ride we only received the density part of the equation. 22 years is much too long to wait, we are willing to pay for transit and there are opportunities to tax development for transit that do not seem to be on the table.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	FASTER
NORTH KING COUNTY	8 years is too long a timeline for the first phase. How can this entire plan be sped up?
NORTH KING COUNTY	Even with experience working on light rail projects and knowing the commitment of time it takes, I am of the mind the Sound Transit should be able to leverage past experiences and optimize ways to deliver projects faster. 22 years for Ballard seems absurd given the annual cost we are being asked to consider. Inside of Seattle, I've heard property taxes will be more in the \$400 range annually. For that kind of money, I'd expect service sooner to be able to realize the value of committing to a yes vote. I very strongly support light rail and regional expansion, but I am having trouble convincing myself that this is a good package that deserves my vote.
NORTH KING COUNTY	Ballard to Downtown needs to be built ASAP and with complete grade separation. It has the highest ridership potential and lowest cost per rider of any proposed line. Additionally, you need to propose the Ballard-UW line, because currently it is nearly impossible to move east-west in Seattle. Additionally, the massive focus on building park-and-rides in the suburbs is a gigantic waste of money. Parking spaces costs hundreds-of-thousands of dollars per spot and serve only to enhance suburban sprawl, while taking money away from more needed projects serving the denser, more populated regions.
NORTH KING COUNTY	The timelines are way, WAY too long. If it is possible to pay more to expedite this I and I think others would support that.
NORTH KING COUNTY	Because of city zoning decisions made a decade ago, Ballard needs light rail yesterday. I cannot support a plan that doesn't accelerate that timeline.
NORTH KING COUNTY	Great plan on paper. Terrible timeline. Should bring the projects in under 20 years at the maximum and shoot for 15. Ballard to Downtown and West Seattle to Downtown must be grade separated! And pls. add \$\$ to study Ballard to UW and W. Seattle to Burien. The station at 130th should be strongly considered.
NORTH KING COUNTY	Link Light Rail should reach Everett by 2031, NOT 2041.
NORTH KING COUNTY	For the love of god please Fast track this. It is absurd to me that seattle is one of very few cities of its population density that has no reliable non-commuter mass transit throughout the metro area.
NORTH KING COUNTY	I am willing to pay MORE if the project could be expedited and the timeline shortened. Ballard should NOT have to wait 20+ years to use Link Light Rail.
NORTH KING COUNTY	I think it would be much better with the help of the International District/Chinatown TransitLink Station, I think that between Downtown Bellevue and Downtown Seattle would become the best connecting TransitLink service ever in the very near future.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	<p>At \$50 billion and 25 years, is light rail on the right track?</p> <p>It's a great idea but at a great price of time and money too.</p> <p>If 4 years and 7 billion project from LA to Vegas is doable, imagine that with \$50 billion and 25 years, we probably can ride the Chinese Bullet Train from Beijing to USA, or at the minimum from CA to LA.</p>
NORTH KING COUNTY	Improvements/additions to bus rapid transit should be done ASAP.
NORTH KING COUNTY	<p>Takes too long, get development money form elsewhere, not just tax payers. Hey here's an idea, an income tax to pay for this!!!</p> <p>Also no one likes transferring. Why not have just one system on rails, so trains, link, and streetcars are all using the same equipment.</p>
NORTH KING COUNTY	If it all possible, this project needs to be sped up in order to benefit the people who live here now and not the people who will live here in 20 years. We are already 50 years behind other cities around the world when it comes to public transportation, and more emphasis needs to be put on changing that NOW as opposed to long term.
NORTH KING COUNTY	I would happily pay more to have the timeline of these projects accelerated. I think many of my neighbors feel the same way.
NORTH KING COUNTY	25 years to complete any part of this plan is unreasonable. PERIOD! Please make considerations for parallelizing the development - even if it increases the cost.
NORTH KING COUNTY	I'm surprised at how on-time the expansion to Capitol Hill and the U District were completed - it's remarkable.
NORTH KING COUNTY	I oppose the timeline for the Ballard light rail project. Ballard is extremely high density and is continuing to grow. Waiting 22 years for light rail is unconscionable. The timeline needs to be moved up significantly to garner my support.
NORTH KING COUNTY	Please get light rail to West Seattle sooner.
NORTH KING COUNTY	I have lived in Ballard for 15 years and have seen the last light rail rise and fail, and take out businesses on 15th and 65th in the process. It's appalling with the growth in the NW of Seattle that Ballard's timeline is 22 years. REALLY???????? So I get to pay for it for the next 20 years and maybe die before it's operating? This is crazy, especially when other cities pull these efforts off in a reasonable amount of time, MSP for example. What is wrong with Seattle??? Is it politics? Is it because we get stuck in PC talk and don't move? Is it money? (doesn't seem likely given we fund everything.....) IT'S MIND BOGGLING and unacceptable.
NORTH KING COUNTY	Are you being honest about the cost and timeline? The previous promises were way underestimated and over promised. How true is this scenario? We have seen the cost per person being much higher with all of the new taxes.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	Why is Wa opposed to state income tax? Couldn't that more equally spread out the cost of these projects rather than just a flat charge per person? Folks who are making min wage get hit harder with these flat charges percentage wise than those making six figures. Mass transit will greatly benefit folks who can't afford to live in Seattle. I hope main focus on the working class and their getting to work over the more affluent who can afford cars, etc. I hope I can still afford to live here when the light rail opens in West Seattle. Thank you!
NORTH KING COUNTY	I support light rail expansions for Seattle metro area. Ballard/West Seattle should be on Sound Transit's top priorities because we need it really bad. These suburban cities are just nice to have but Sound Transit should focus on Seattle first to improve the access for everyone since Seattle is growing much faster than any suburban cities. Once Seattle get a decent light rail system that will be able to go anywhere within walk distance then Sound Transit can move on and focus on suburban cities for light rail expansions. Please change the timeline for both Ballard and West Seattle to much sooner so many people would be much happier and more supportive of this plan. Please consider that. Thanks!
NORTH KING COUNTY	Its ridiculous that West Seattle is always at the end of any project when this region's population is booming and transit is already, ALWAYS packed!
NORTH KING COUNTY	Please move West Seattle and Ballard extensions up in the timeline. Keep light rail regional to Seattle... expand bus and heavy rail for connecting Seattle to Everett, Eastside and Tacoma.
NORTH KING COUNTY	I am sure many have already said this, but it is way too slow. Any way to speed this up? I would be willing to pay more to make it go faster. I am 30 and will be 55 years old before you finish. I'll be close to retirement and I haven't even had kids yet! Feels like a lifetime.
NORTH KING COUNTY	Understand the capital cost the design process, but WE HAVE to find a way to cut the timeline. The amount of years forecasted is ridiculous
NORTH KING COUNTY	Speed up the timelines. The proposed timeline is way too slow.
NORTH KING COUNTY	Needs to happen faster due to the growth of the city

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	<p>The Ballard to Downtown Seattle line would be a much better investment, in a dollar-per-rider calculation, than any of these other lines. It absolutely needs to be prioritized to be much sooner. Bus Rapid Transit works best over longer distances on highways, whereas light rail is optimized for in-city routes. I would be in favor of having bus rapid transit to Issaquah and Everett, if we could build light rail to Ballard much sooner.</p> <p>Suburban stations need to be sited near downtowns of these cities, not in the middle of vast park and rides. (Parking garages nearby is great!) Otherwise, there is no ability to travel from anywhere TO a suburban station without a car, and riders won't add to the economy of the region. It would only be built for commuters at specific times of day. This is a use case more appropriate for buses with dedicated lanes, whereas light rail should be used for all-day travel for a variety of reasons.</p> <p>Build Ballard sooner.</p>
NORTH KING COUNTY	Really? 25 years?
NORTH KING COUNTY	Light rail in the major urban areas taking 17+ years? That seems a bit too long-term for most people
NORTH KING COUNTY	I could not be more supportive of transit, and specifically grade separated light rail. However this timeline is ridiculous and asinine. I will vote against this in it's current form. Seattle projects are MUCH MORE urgent than the suburb projects, and should be prioritized, or at the very least follow the same timeline.
NORTH KING COUNTY	FASTER!!
NORTH KING COUNTY	Would sure like to see higher priority place on the link to Ballard since it has always been such a lower priority despite the huge growth in Ballard.
NORTH KING COUNTY	<p>8 years to implement BRT is unacceptable, so I strongly oppose the slow timelines...not the overall goals. But, your survey does not allow the distinction. I don't think BRT is the priority at all except south of Tacoma and north of the Paine Field area. The overwhelming priority in my view is light rail and mitigating the landslides that make the Edmonds-Seattle commuter rail totally unreliable in the winter. The real value of mass transit is not being in the same plane of travel as other modes, so I think buses are nothing more than a Band-Aid between Lynwood and Tacoma. Your statements don't even mention the most valuable aspect of light rail, which is that not only can the trains come more frequently, but you can have an 8 car train during weekday rush hour that transports 800 people at a time and comes every 6 minutes, while a three car train on Sunday morning that comes every 20 minutes will do. Scalability. You can't rely on any form of mass transit that is on the same plane as cars...even if in a dedicated lane. Rain is rain, snow is snow, and accidents move to the shoulder. I will oppose anything that does not move at maximum speed with light rail being the highest priority. Conversely, I will be very generous in support of any plan that places light rail and completion times within 10 years as the priority. It can be done.</p>
NORTH KING COUNTY	Timelines are too long. The timelines need to be shorter.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	Ballard and West Seattle will be losing access to downtown Seattle with the new 99 tunnel and tear-down of the viaduct. That will happen in the next few years. Your plan does not offer any relief for 17 - 22 years. The traffic out of WS is already extremely difficult most day and impossible not infrequently. Your plans providing no relief for 17 years is not acceptable
NORTH KING COUNTY	<p>Traffic on arterial streets in Seattle has consistently worsened over time. I have recently returned to Seattle from the Bay Area where I commuted daily via Caltrain and BART. I am thrilled to be back because, honestly, I have missed the incredibly efficient bus system in Seattle. In particular, taking buses out of regular lanes is a brilliant way to encourage ridership. Buses ride on the freeway with every other commuter in the Bay Area and it makes them significantly less attractive.</p> <p>Light rail is vital to the city as it continues to grow. BART and Caltrain make much of the Bay Area accessible to commuters - this is especially important as housing costs have skyrocketed and people must commute further and further to work. Smart transit plans will make the difference between Seattle continuing to have a high quality of life or becoming increasingly unlivable.</p> <p>I think the timeline on the Ballard to Downtown portion of the line should be increased. Ballard has always been a vital part of the city and a neighborhood that is appealing. I am far more concerned about transit within the city limits than I am with transit in the suburbs and believe transit within the city should have priority.</p> <p>Additionally, the timeline for express buses via the shoulder shouldn't take 8 years and I would prioritize this for faster development than any of the light rail projects. A good transit plan needs to include all elements and making the buses faster and more convenient should mitigate some of the impact of longer timelines required for building out light rail. People will ride buses if they are faster than commuting via car, are convenient, and run often. Seattle's bus system has always been great and I'd love to see it built out even more - upgrades should go faster.</p>
NORTH KING COUNTY	I feel like we need to have some quicker wins to get people really excited about this. Ballard and West Seattle are two of the biggest needs we have, and they're so far out in the future that people will get discouraged
NORTH KING COUNTY	Build light rail to Ballard much sooner. The demand is here already and growing. 22 years is a very long time to wait for light rail to Ballard.
NORTH KING COUNTY	Speed it up, build more faster, increase the taxes. I think in this progressive area most people understand that we want to do all we can to avoid the mistakes of other major metropolitan areas by not building out mass transit and linking communities. I'm frustrated that this process won't be completed for quite a few years from now. We need to move quicker, build more. I'm happy to pay my share to see that happen.
NORTH KING COUNTY	The line to Ballard needs to be much sooner! There has been too much uncontrolled development there. Infrastructure needs to catch up.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	The timelines for these projects are much too long!
NORTH KING COUNTY	I know there is a lot of work to be done but I strongly believe light rail service to West Seattle and Downtown as well as light rail service from Ballard (and area) to Downtown are extremely important as these areas are growing at a very rapid pace (especially West Seattle). So while I am glad they are in the plans, 17 years is highly disappointing.
NORTH KING COUNTY	Accelerate timeline for light rail
NORTH KING COUNTY	The most important section of this plan is the link between downtown Seattle and Ballard. That fact that it will take 22 years to complete is unacceptable. We voted for a monorail line to Ballard 4 times, the fact that this has not already been completed is a total condemnation of our existing political leadership. People should have gone to jail over this. The idea of "Bus Rapid Transit" is an oxymoron. When traffic comes to a standstill, buses come to a standstill. No more money needs to be spent painting lines on the street under the illusion that it will make buses go faster. Bike lanes that separate bicycles from traffic (like the missing link in Ballard) should be a high priority. Seattle is a bicycle city, or it could be with a fairly small investment to make bike paths safe and to direct them to and from the locations where people work (like downtown and Boeing field). Finally, we have been told time and time again that the sales tax is the most repressive form of taxation. Therefore any proposal that raises the sales tax rate is a non-starter.
NORTH KING COUNTY	Public transportation justice requires a faster timeline. Current timeline absolutely unacceptable.
NORTH KING COUNTY	I think we should do whatever we can do to minimize the construction time of the Ballard line and new downtown tunnel. 20+ years is so far away. Other cities, such as Paris, can build twice as much rail in half the time. What are we doing differently?  Also, I will not support any plan that has at-grade transit to Ballard. Please ensure this segment is fully grade-separated.
NORTH KING COUNTY	I can not understand taking 25 years to complete this. We've been talking about mass transit to Ballard (monorail and now light rail) for 20 years. The Ballard area has had development shoved down it's throat and has been designated an "Urban Village". Developers have not had to include adequate parking in many of the units with the idea that residents can/should rely on public transit, and yet we still have only a mediocre (at best) bus system. According to the King County bus planner, going from my house (in the Urban Village area) to Century Link Field has no identifiable connection because 1) There may be no service available for the day, time or area requested (12:30pm on a Thursday); 2) The point of origin or the destination may be more than 1 mile from the nearest transit stop; or 3) The trip may require an unreasonable number of transfers or is more than 3 hours.  And we're supposed to be okay with this for 22 years??
NORTH KING COUNTY	West Seattle needs to be moved up to the 8 years plan as the bridge is quickly becoming more and more crowded. nothing on the list should be pushed part the 15 year mark

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	A more aggressive schedule is needed
NORTH KING COUNTY	I'm disheartened that many of the earliest improvements are being made to help get people in to Seattle more efficiently, but not move people around the city more efficiently. This seems like it'll create more problems than it solves. How can we ignore light rail to SLU and Ballard until 22 years from now? Tens of thousands more folks are living and working in SLU than they did just 6-8 years ago. Bus service in SLU and downtown barely cuts it now (slow as molasses, unreliable timing, but still overcrowded nevertheless), never mind when Amazon hires 50 bazillion more people! I understand the need to spread projects regionally when drawing revenue regionally, but I think ST needs to also prioritize based on density of areas and not just spreading projects around the region geographically. Doesn't seem like that's happening.
NORTH KING COUNTY	Ballard should be prioritized ahead of other projects since there is a lack of infrastructure currently in place
NORTH KING COUNTY	I think it is important to find whatever reasonable ways possible to speed up the timeline for both the Ballard and West Seattle lines proposed. I also feel that the Ballard line should be fully grade-separated through Interbay. Lastly, while I understand the need for parking in some of the suburban areas, I hope that Sound Transit can focus their efforts mainly on non-car station access (bus, pedestrian, bike, etc) and Transit Oriented Development, as this will best create a path towards sustainability and improved ridership in the long run.
NORTH KING COUNTY	I really wish we could afford to start working on these improvements now and that we worked from both ends (i.e. from Everett South and Seattle North for the Everett section).
NORTH KING COUNTY	Ballard cannot wait. It is overwhelmed by its need for true mass transit. Please make it the top priority.
NORTH KING COUNTY	Best to concentrate on rapid completion of transit within Seattle population centers first to alleviate terrible congestion. Follow the big employers-watch out that Boeing is shrinking before adding too much excess service to their sites
NORTH KING COUNTY	political reality aside...yes, I know we need Snohomish and Pierce counties to vote yes.....get service to Ballard and West Seattle NOW!!!
NORTH KING COUNTY	The Graham Street Station MUST be completed sooner than anticipated in this plan. The lack of a station at Graham Street has hindered opportunities for TOD along MLK and this timeline is an insult to the diverse, low-income communities that are currently completely skipped by light rail. This was supposed to be in ST1 and the people of the Rainier Valley should not be pushed to the back of the bus again.
NORTH KING COUNTY	22 years to connect Ballard to Seattle via light rail is unacceptable. Ballard, and the surrounding neighborhoods, have been one of the fastest growing areas in Seattle in recent history. The growth has clogged streets to the point that an average 3 mile commute can take over an hour. Buses on this route are unreliable and capacity during peak travel times is often non-existent. This is a hindrance to the community continuing to grow and thrive.
NORTH KING COUNTY	The timeline for Ballard is way too long. I am a strong supporter of light rail expansion and attended the ST3 community meetings, but even I have trouble backing a plan that won't come online for more than two decades. I wonder if the U District connection, which seems to offer many advantages, could be completed sooner.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

<p>NORTH KING COUNTY</p>	<p>I have several comments regarding the draft plan:</p> <ul style="list-style-type: none"> <li>- The 2nd downtown tunnel is a necessity for the functionality of the overall system, and should not be funded from the Seattle subarea, but rather recognized for the regional benefit it adds. Share the costs of the tunnel between all subareas.</li> <li>- Improve the Ballard line! Don't give residents of that area a marginal at grade line with a draw bridge. Recognize the long term investment and build it right, even if it costs a bit more.</li> <li>- Please design the Ballard station with future expansion in mind, both north and east.</li> <li>- I'd really like to see "provisional" stations added both to the West Seattle line (continuing south) and the Ballard line (continuing north). The density and growth of these areas should make for very successful additional stops along these lines. If extra money becomes available through savings or economic boom raises more than projected, be ready to capitalize and expand on these higher performing lines.</li> <li>- Place the EIS of more future projects in ST3, so if money is saved over the course of ST3 build out we can get going on the lengthy EIS studies for the next phase of projects, instead of losing several years. This should include at least some of these future routes: UW-Ballard, Ballard-Northgate- Kenmore extension, West Seattle-Burien, Bellevue-Kirkland, Belltown-Capitol Hill.</li> <li>- Let cities and/or private sector build parking based on demand. This should not be such a priority in the ST3 budget. And if you are insistent on building parking, make drivers pay to park. Stop subsidizing their parking.</li> <li>- Make the Everett Boeing connection a future spur rather than divert the whole spine and adding 10 minutes to reach Everett.</li> <li>- Find a way to add the N 130th St station. It'd be an infill station, which keep the costs relatively low, and a logical spot for a station.</li> <li>- Unless Boeing Field has plans to start commercial service, I don't see any reason to add a station at Boeing Access Road. Prioritize the money somewhere else.</li> <li>- Maybe ST can't promise faster timeframes, but develop and share plans for how schedule could be accelerated.</li> <li>- Bus improvements don't get the attention or make people as excited as light rail, but are the best chance for short term traffic relief, so get those lines built fast!</li> </ul>
<p>NORTH KING COUNTY</p>	<p>These timelines NEED to be shortened. I realize its a matter of funding but get the fed to pay more, encourage the legislature to raise taxes on corporations in the state or stop giving subsidies to companies like Boeing so that money can rightfully go to Washingtonians rather than companies that keep firing thousands of employees. Do whatever you can to get these timelines down. I'm a huge supporter of ST and LR but these timelines are ridiculous. Los Angeles just created, funded and developed an extension of their metro in less than 4-5 years. Get light rail up and running MUCH SOONER! Or else the Puget Sound will miss this opportunity and the money, talent and jobs will go elsewhere while we're stuck building a system that is no longer needed.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	Important to find a way to accelerate implementation. Strongly oppose building parking facilities; those resources could be better spent improving bus, bicycle and pedestrian access to the stations. Any existing parking at park & rides should be fee based.
NORTH KING COUNTY	I don't understand why it would take 25 years to get transit to Ballard. That is way too slow. With the rate of development in the area we need additional transit NOW.
NORTH KING COUNTY	It would make more sense to focus on extending light rail to West Seattle before Renton/Lynwood, or even de-prioritizing Tacoma to get West Seattle earlier, since these areas already have the option of using the Sounder train. West Seattle has no mass transit options (aside from buses) and is the most in need geographically due to our reliance on a few bridges to get in and out of downtown.
NORTH KING COUNTY	Way too long timeframe. Assess faster construction of different scenarios including in ROW train lines or bypassing downtown Seattle.
NORTH KING COUNTY	You want \$400 a year per household throughout the entire puget sound region for the next 25 years??
NORTH KING COUNTY	Priority #1 should be light rail expansion. Accelerate the time frame and expand the reach of light rail as this is this seems the quickest, most efficient way to transport people as our region's density increases.
NORTH KING COUNTY	It all needs to happen faster. The cap/maximum on tax collection needs to be removed so taxes can be collected faster to pay for faster completion and more effort is needed to get cities to cooperate as far as permitting etc goes.
NORTH KING COUNTY	The focus should be to finish the Ballard and West Seattle lines first. It should not take 20 or more years for these lines. North Seattle needs these lines. I would also add, that you should prioritize a line from Ballard to University because 45th ave is so hard to navigate to the freeway, downtown or to the east-side. If you connect this line, you would have all of the primary areas in Seattle. Ideally we should have the North Seattle within 10 to 13 years. South Seattle already has a rail, the north needs to have one. Also consider lines that would link to lake city, crown hill, shoreline, to even white center. These are areas if you connect them you would also help with more affordable housing, especially for local. This could help reduce homelessness in Seattle. It is nice to have Bellevue connected but realistically people who work in Seattle will want to live in Seattle not Bellevue or Redmond( which are almost more expensive than Seattle).
NORTH KING COUNTY	All the selections in the drop down menu above are truncated on my phone, but I think the selection I chose is "comments about project completion"? I just wanted to say I fully support this plan, but the reason I selected "somewhat support this plan" after the project timeline section further up the page is because the dates are so far out. We need these rail lines implemented much sooner to improve congestion around the city and to cut carbon emissions. So I would support any initiative to condense the timeline and get the rail lines implemented sooner.
NORTH KING COUNTY	When are ANY of the taxes collected be sunsetted?
NORTH KING COUNTY	Please speed up the timelines!! With companies like Expedia moving into Interbay, the West Seattle and Ballard lines, are extremely critical sooner than later.
NORTH KING COUNTY	Please do what you can to build this earlier than proposed.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	The downtown through Queen Anne to Ballard link is essential, and already necessary. With the explosive growth in South Lake Union, Queen Anne and Ballard, traffic in this area (especially along Mercer Street) is quite literally at a standstill every day. There need to be more transportation options for residents and workers in this area that are *not* buses that are stuck on the same congested roads as the cars.
NORTH KING COUNTY	You need to do the Light Rail parts first, in particular the Ballard, Issaquah and West Seattle extensions. Sound Transit's primary focus should be on extending Link. You've seen the growth in ridership from the opening of U-Link, now bring Link *quickly* to the other parts of Seattle and the Eastside. This short-term futzing around with BRT and Sounder is the wrong direction -- focus on building as much Light Rail in the densest urban areas as quickly as possible. (I'm afraid Tacoma really isn't a priority either.) If we're going to fix Seattle chronic traffic and mobility issues, we need Link extended as fast as possible.
NORTH KING COUNTY	I know it's impractical to say the least, but it would be awesome if we could get an income tax in WA state that could help to speed up all projects.
NORTH KING COUNTY	I recommend building a time machine so you can complete ST1 in about 1980, ST2 in about 1990 and ST3 by about 2010
NORTH KING COUNTY	Do you think this plan reflect where the region will be in 25 years? I do not think it does.
NORTH KING COUNTY	Light rail from Downtown to Ballard should be the4 number one priority.
NORTH KING COUNTY	Inclusion of transit to Tacoma and areas south of Seattle should be postponed until the western parts of the City of Seattle are linked. Leaving this 17 years out seems foolhardy and creates more congestion on the north - south corridor. Those of us who live in the city limits should be a priority in the construction plan of light rail and transit.
NORTH KING COUNTY	We NEED light rail. Seattle needs to have rapid transit that can't get held up in traffic like buses. Currently, it would take longer AND cost me more to bus to and from work each day, so I drive (I have free parking). I would pay more to get to and from work faster without sitting in traffic, but I won't pay more for it to take longer. As Seattle's housing prices push more and more lower income people further out of the city, we need a fast and affordable way for those people to get to work at lower-paying jobs downtown and in high rent neighborhoods. The fact that we don't have a light rail all over the Seattle area like other big cities is ridiculous. Rapid, affordable mass transit is a social justice issue and an environmental issue.
NORTH KING COUNTY	Dates need to be sooner. Politics should be put aside and ridership figures should prevail when determining expansion priorities. BRT programs are never as fast as they are promised, light rail is.
NORTH KING COUNTY	I think the Ballard and West Seattle projects should be finished in less than 25 years. They are important areas that are growing extensively and should be accommodated as such. It's ridiculous to put a priority on smaller projects that most people in those areas won't use.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	Timeline to go to Everett too long. I work at Boeing and I'll be retired by the time Light Rail comes to Everett. I say bypass Paine field and provide bus service from the light rail station. I would rather see Bus rapid transit down I-5 than wait 25 years for light rail. That's a long time. In fact, even today there should be service from sound transit stations (like Ash way or South Evt freeway station) to Paine field/Boeing but there is none.
NORTH KING COUNTY	Why does it take so long? We have needs for better transit right now. In 22 years, is this really going to meet the needs of riders?
NORTH KING COUNTY	Major infrastructure projects take time. We should have voted for a plan like this years ago. I'll be long retired and maybe not even alive to see the completion, but I still support the plan because I think it's crucial for our region and our planet (reducing single-occupancy rides). Someone else built and paid for the streets and highways I use now, so it's my turn to pay for the light rail for those to come.  Thank you for your work!
NORTH KING COUNTY	Build everything faster
NORTH KING COUNTY	ST3 doesn't strike a good balance between a long term plan and immediate needs. We need to proceed more slowly on tunneling projects, which take so much time, and fund bus and bus rapid transit improvements.  I am not confident that the funding level for ST3 will not lead to underfunding other needed transportation improvements. And, taking the local sales tax above 10% is not acceptable to me.
NORTH KING COUNTY	I recently attended meetings regarding timelines for project completions. While the proposal is great in terms of really thinking out the wheres and how tos I am not supportive of timelines. It would seem to me that Ballard and West Seattle transit plans should be the most urgent as the population density increases and driving from point a to b becomes more difficult and an increasing headache. The idea that both areas would take 22 plus years to complete as traffic becomes an increasing issue is not acceptable. In addition, wait time for busses due to overcrowding and no room is not acceptable either. I would be more receptive to this plan if it was not so long in the future and did not negatively impact the already stressed traffic in these two areas. P.s. there should be another way besides placing the burden on home owners to fund this project
NORTH KING COUNTY	I can't believe it is going to take this long to connect Ballard and West Seattle. This timeline moved me to feel neutral about the project or even oppose it. It is so unlikely I will live and work in the same locations to reap any benefits from my contribution.
NORTH KING COUNTY	Do it faster...
NORTH KING COUNTY	Too much money for so little in such a long time. Buses are more flexible with routes able to move as required. Let's get more bus and BRT everywhere.
NORTH KING COUNTY	Ballard & West Seattle rail need to be MUCH sooner. 22 years to Ballard, not cool. This is coming from someone that rarely leaves downtown, Capitol Hill/ Central areas.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	I'd encourage Sound Transit to find ways to complete the West Seattle to Ballard line more quickly. Twenty-two years to Ballard is EXTREMELY long! I also wanted to say that I don't support funding an additional station at Graham Street. Let's build out the system before we pay for in-fill stations.
NORTH KING COUNTY	Light rail or bus rapid transit to Ballard needs to be completed sooner. Also, an east/west connection between Ballard and UW needs to be made.
NORTH KING COUNTY	The timeline for completion is way under my expectations. 25 years is not nearly aggressive enough to meet the needs currently experienced.
NORTH KING COUNTY	All projects need to be completed on a quicker timeline. Most importantly, the downtown projects need to be completed quicker. In addition, the Denny Way corridor needs massive improvements as it is often the biggest bottleneck in the entire city. The existing transit in the corridor is inadequate and often delayed.
NORTH KING COUNTY	The Empire State Building was built in 15 months. The Berlin Wall came down and the two Germanys were united in one year. 22 years to build light rail from Ballard to downtown is ridiculous. Why should I vote for something that will not be completed until after I am dead? Make it happen in 5 years and I'm a fan.
NORTH KING COUNTY	The Ballard to downtown timeline is ridiculous. A Ballard to downtown light rail could potentially be the most frequently used light rail extension out of the ST3 plan, and the fact that it isn't planned to be completed until 2038 is infuriating. Ballard is growing like mad and although Buses are decently full now, they are only going to get more full. Unless we have reliable transit that isn't affected by road traffic, I fear that the infrastructure won't be able to keep up with demand and our roads will only get worse.
NORTH KING COUNTY	I'm bias, but I would like to see Ballard to Downtown completed faster. 22 years completion time for one of the fast growing neighborhoods in Seattle seems a little long. I can only image what the congestion on Ballard will be like if it takes the stated time line to complete.
NORTH KING COUNTY	This needs to move more quickly! We are in a crisis right now. What's possible in the short term? You need to speed these timelines up by several years!
NORTH KING COUNTY	We need this so badly. Can it happen any faster?
NORTH KING COUNTY	The timeline for light rail between downtown Everett and Seattle needs to be sped up dramatically, meaning within the next 10 years. I don't need light rail to go directly to Boeing; it seems like that spur might be better served by BRT.
NORTH KING COUNTY	West Seattle and Ballard need to be connected to the light rail sooner than 17 years, that's ridiculous and I realize the amount of hoops that need to be jumped through to get this done at all, but people might be more supportive if they could actually use these additions within their own lifetime. At this rate there's no guarantee any of my FUTURE children may use it haha. I still support it, regardless but major population influx is happening in Seattle RIGHT NOW, we NEED THIS ASAP.
NORTH KING COUNTY	I'd rather have Ballard light rail MUCH sooner than other projects, as listed in Q12.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	Everything about ST3 is very exciting, but the project completion timelines are UTTERLY UNACCEPTABLE. The timelines are pure lunacy; a slap in the face to transit advocates across the state; absolutely infuriating. Everything about Sound Transit's expansion plans must be dramatically accelerated.
NORTH KING COUNTY	Regardless of the routes chosen for build out, the most important factor is to speed up the timeline. Since we are already at least 20 years behind on our mass transit, waiting another 20 years for some aspects of the proposed plan is unacceptable. The current timelines for the current projects now underway are too slow. Priority should be given to speeding up the opening of the UW/Brooklyn station, and the Roosevelt and Northgate station. The opening of the UW station has shown that people will ride light rail. Getting it all online faster should be the major priority. The current timelines should be speeded up by at least 1/2.  Also, parking is needed at EVERY current and proposed station. More people would ride light rail if you could get to it more easily. Even in Seattle, bus transit is terrible unless you live in certain areas and are going downtown. It actually has gotten worse with the new routes. I know the idea is to try to serve the most people, but the compromises serve everyone equally bad rather than better. Particularly if you need to travel E/W.
NORTH KING COUNTY	TIMELINES ARE UNREASONABLY SLOW
NORTH KING COUNTY	This is needed sooner. It would be nice if these could be built at a faster pace. It is terrible that Seattle failed to plan for the future 20-30 years ago.
NORTH KING COUNTY	By the time this project is completed it will be outdated and woefully inadequate. Something efficient with easily accessible stations needs to be completed much sooner.
NORTH KING COUNTY	Ballard light rail should be completed sooner (but I understand that logistics gets in the way).
NORTH KING COUNTY	remove Overlake to Issaquah speed up timeframes; use taxing ability of Seattle and others under their current cap. support legislation to eliminate or reduce the Eyman initiative impacts
NORTH KING COUNTY	Why does it take 8 years to implement the BRT? It would seem that adding bus lines should take fewer years. Why couldn't the light rail system be built in 10 years?
NORTH KING COUNTY	Develop the Boeing Access Road stop and Graham St. ASAP....find the money to do it before this measure is passed....the Boeing Access Stop was in the original plan and this has disenfranchised businesses, schools, museums, and much more.
NORTH KING COUNTY	The completion of the Everett LightRail link should be a priority over any other projects in order to service Boeing and the Paine Field complexes as well as commuters from Arlington and Marysville to the Light Rail hub in Everett before any further expansion. The next project in priority should be the Ballard and west Seattle Light Rail Extensions thereby completing the central hub and North extensions before extending to points south and East already served by two bridges and the Sounder.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	Seattle's transportation system, which relies almost exclusively on overcrowded, inefficient, and impossible roads, is already at a crisis level, and with the rising costs of living pushing lower and middle income families farther into the fringes, it's only going to get worse. A 25-year plan fails to address the urgency of the problem. Making more buses the first priority fails to address the problem. Buses are, no matter how hard you try, unreliable, because they're subject to the same problems that cars are: congestion and traffic. We need trains that operate on independent tracks, and we need them NOW, not when the Millennials are nearing retirement. If the problem is, as you've told the media, the slow wheels of bureaucracy and permitting, then fix that. Work on projects simultaneously. Begin in the core, where the traffic problems are most severe and the rail lines are shortest, and work out. Do whatever you need to, but please, make Seattle a major city, with the infrastructure to support it, within my lifetime.
NORTH KING COUNTY	Ballard congestion is horrible and the buses get caught up in the same traffic. I am disappointed that it will take 22 years for light rail to come to Ballard. The east-west solutions to and from Ballard, limited to buses, prevent our neighborhood from taking advantage of the rest of the system. We need a solution much sooner! If you were to accelerate I would be much more supportive of the costs.
NORTH KING COUNTY	LRT to Ballard and West Seattle needs to happen first and on a shorter timeline than current plans.
NORTH KING COUNTY	Faster!!!
NORTH KING COUNTY	Considering the mayor's current bait and switch with the Move Seattle bike infrastructure, the only way I will support this is if the ballard and west seattle lines are prioritized. Let's pay for it with a per-mile vehicle tax based on vehicle weight (i.e. road wear and tear), so there is double incentive to get out of your car. I'm tired of subsidizing all the car addicts out there.
NORTH KING COUNTY	Too much time to get these things moving. 8 years is too long and 25 years is difficult. Transportation may change even further by then and make this plan seem backwards. Not enough support with the fast addition of new large business in the main Seattle downtown and people forced to move further out. Buses on same roads as general traffic doesn't help unless they have their own dedicated lanes.
NORTH KING COUNTY	With a timeline so far out, focus needs to be on what is needed then, not on what is needed now. If robotics take out a net of 5 Million jobs in the US, by 2020 our needs will be dramatically different, and people's incomes will also change as well. Future planning on needs needs to be taken into account. The current plans are needed not and not so far in the future. If they can't be done done, we need new plans. Do some research.
NORTH KING COUNTY	It is an atrocity to make the Ballard community wait TWENTY-TWO YEARS for these transit improvements. This needs to be moved up. Ballard is a part of Seattle and it should have priority over projects in suburb communities and on the east side. There are huge mega apartment complexes all over Ballard and there is basically only one way south and one way east. Wake the [explicit] up King County Metro. Get your [explicit] Head out of Your [explicit] and put the Ballard Transit at the top of the list. You will have a [explicit] ton of really angry people coming for you if you don't

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	Speed up the timeline to complete overall project sooner than 25 years.
NORTH KING COUNTY	<p>Takes too long. Modify plans to make them cheaper without losing reliability.</p> <p>All light rail should be grade separated.</p> <p>Please also prep projects not included (like Ballard to UW) in the event we get more federal money than expected or if cities find a way to contribute more.</p> <p>Also: If Pane Field must be built, make it a spur instead.</p>
NORTH KING COUNTY	I support accelerating these projects whenever possible.
NORTH KING COUNTY	<p>I think the timelines for the various projects are likely trying to be realistic. However, I don't think the Downtown to West Seattle and Downtown to Ballard lines are any less of a priority than the others. In my mind, moving people through the busiest parts of the King County who already do not have as much access to efficient transit to downtown, should be the highest priority. The Lynnwood, Bellevue, Federal Way, Redmond lines are less important in my opinion.</p> <p>Also - i'd like to see a connection from Ballard to Northgate as part of ST4.</p>
NORTH KING COUNTY	Way too long of a timeline
NORTH KING COUNTY	I think light rail to West Seattle and Tacoma is the most important priority, and would like to see that as the project to be completed first, within 8 years.
NORTH KING COUNTY	It's difficult for people to get behind a 25-year timeline!
NORTH KING COUNTY	Would be willing to pay more to see this done faster, or help advocate/add my voice to ensure this goes faster. I commute from Seattle to Bellevue College for work, and have done so for the past four years. I would love to be able to see Downtown cleared of traffic with options like transit to West Seattle and Ballard, which helps keep other options flowing like existent bus service to surrounding suburbs.
NORTH KING COUNTY	The timelines are too long. these projects need to be pulled in by at least 10 years. We need these solutions NOW. Shame on us for not insisting that a comprehensive plan with budgets be produced. California is a model for us.
NORTH KING COUNTY	Other cities, countries, and states do it faster and cheaper.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	<p>I am a strong support of ST, and use your services frequently. I played an active role in supporting ST2. But I cannot support this plan as conceived - I think you can do much better. I have 3 issue: time, parking, and TOD.</p> <ol style="list-style-type: none"> <li>1. As you've heard from everyone and their dog, it takes too long. You must find ways to shorten the delivery timeline. You're planning transit for places with a time horizon that means you have no idea what they'll look like - or what they'll need - by the time you deliver it. That's bad planning.</li> <li>2. Too much parking. I'm not supporting a package that requires me to subsidize this much parking, especially given your time horizon! What will the parking demand be in Federal Way in 25 years? You have absolutely no idea. Terrible waste of money.</li> <li>3. I'm not inclined to support another ST extension until I see some indication that you're serious about leveraging your stations for transit-oriented development. The only station you have that isn't a waste of space is Cap Hill, and the community forced your hand. Transit should be located in current or future urban areas, with high demand, and integrated into the urban fabric. Your standalone stations add zero value to the surrounding community, which is criminal.</li> </ol> <p>(last, and a little out of your control, is that light rail is not the right technology to connect Everett, Seattle, and Tacoma. We need high speed rail for that. Bad enough it takes 45 minutes to get from DT to the airport. Travel times should be faster system-wide. But I know that's a complex issue, not just a ST decision.)</p>
NORTH KING COUNTY	Buses first
NORTH KING COUNTY	Graham Street Station is far too delayed. The \$10M on the table from Move Seattle for that project would expire well before construction began. Meanwhile, ST will spend close to \$1 billion on parking, real estate in around Graham Street will get more expensive, and the majority minority community will be left behind. Please make Graham Street an early deliverable.
NORTH KING COUNTY	Your timeline priorities are the exact opposite of what we most need.
NORTH KING COUNTY	Projects take way to long to complete and at way too high of a cost. Projects should be dropped (Bellevue to Issaquah, segment to paine field instead of straight to downtown Everett, ect) to help bring cost down under \$40 billion and speed up critical projects like light rail to west seattle and ballard and bus rapid transit along 405 and the eastside. More money should be put into bus rapid transit to make it more of a "light rail" on wheels including more dedicated on/off ramps, shoulder use or dedicated HOT lane, higher frequency, and nicer busses with amenities like Wi-Fi and smooth ride.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	Too bad the people in charge of Seattle 40 some years ago didn't jump on the opportunity to put light rail in at that time. The federal government would have paid for a huge portion of it and the city wasn't nearly as built up back then. Big mistake. But now we move forward. I'm just disappointed that it's taking so long to get the light rail in place. Seattle is growing by leaps and bounds and we need a way to get people in and out of town without using the freeway. Are there any revenues available for the project other than taxpayer support? How about support from the major companies in Seattle who are adding to the growth? You could name the lines after a sponsor corporation - like Century Link Field.
NORTH KING COUNTY	Please move light rail service to Ballard up in the timeline to 10-15 years, not 22! We are in a pocket and growth has been rising quickly. With out more transit options we'll see grid lock traffic on our limited thorough fares.
NORTH KING COUNTY	The infill light Rail station at the Boeing Access Road according to your expert review panel is the least costly station per rider in the entire system of proposed stations. This means that this station is the most economically sustainable station in the proposed system. The employers in this area, the Museum of Flight and Aviation High School have committed to a public/ private partnership to provide a last mile shuttle which will greatly increase the number of riders using this station. Many of the residential areas near the Boeing Access Road have either no or little access to public transit services. This station will allow employees,employers, residents and visitors to have good access to light rail service. I urge you to include this station in the final plan to be voted on in the fall and to build it in five to ten years to provide a win for this community and wise investment for Sound Transit because it has the lowest cost per rider, the tracks are in place and the station will take a lot less time, and money to become operational, and this area really needs light rail service. In the future it is the only station south of Seattle that can be linked to the Commuter Rail system as well as rapid bus service. Please include adequate parking and drop off and pick up points for commuters. For many people cars are the only reasonable option to access transit.
NORTH KING COUNTY	I'm disappointed that Seattle didn't have the foresight decades ago to approve a strong public transit system. I wish that lightrail could be implemented at a much faster rate because it is already in great-demand given the commuting needs of people in the area. I also encourage you to be realistic about future needs for transportation. For example, should parking actually be emphasized if smart cars are anticipated to be in wide-use before completion of the plan? My family is relatively new to the area but plans to be here for the long-haul. We chose to move from Houston to Seattle because we disliked the poor planning of the city--sprawl and a lack of usable public transportation--and we love the Puget Sound's walkable neighborhoods and natural beauty. A lack of lightrail, however, limits where we can work and what neighborhoods we can live in because we don't want to spend a large chunk of our day sitting in cars or buses commuting just like many people in Houston do. We would never choose to live on the east side, and I left Microsoft when we were having a baby because I was spending 3+ hours a day commuting.
NORTH KING COUNTY	Way too long for time periods. Hoover Dam, English Channel Tunnel, all took much less time with more primitive equipment. Transcontinental Railroad took less time. The Cascade tunnel took less time.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	Why do they projects have to be so spread out? Can't more of them be done at the same time, so they can be completed in less than 25 years?
NORTH KING COUNTY	Ballard and West Seattle LRT should be prioritized and completed much more quickly.
NORTH KING COUNTY	22 years to have light rail to Ballard is absurd! Creating better transportation within the city should be the first priority. It should not take me over an hour on public transportation to get from Capital Hill to Ballard. I understand the urgency of connecting Everett and Lynnwood to Seattle but I do not think we should be prioritizing that over services in the city. I do not think that connecting Tacoma should be anywhere on the priority list but last. I think building lightrail should be the top priority and buses second.
NORTH KING COUNTY	inner city needs to be faster. unsure about need for 2nd downtown tunnel, remove buses from tunnel
NORTH KING COUNTY	Ballard and West Seattle should be a stronger priority as you took our votes and money and left us without our promised monorail. We voted yes on that countless times. Give us our light rail now!
NORTH KING COUNTY	BRT should happen sooner than 8 years. ST has been a very expensive enterprise. Cost of projects must come down with increased efficiency, better negotiating of engineering and construction contracts; reduction in ST overhead - what ever it takes to reduce cost while getting these improvements on the ground sooner. Unless there is an independent performance audit and a plan for cost reduction, I will vote no even though I recognize the importance of transit investments.
NORTH KING COUNTY	We need more rail options in Seattle proper NOW.
NORTH KING COUNTY	Transit in Seattle is sadly behind the times. With over 1 million new residents expected in the next 5 years, and traffic times some of the worst in the nation, we need to improve the anticipated completion dates scheduled for light rail and start any low cost services and bus services immediately.
NORTH KING COUNTY	Finish it faster!!! and do it cheaper!!!!
NORTH KING COUNTY	ST3 should speed up completion by selecting only grade-separated track options for light rail, eliminating the time wasted to evaluate at-grade options.
NORTH KING COUNTY	I believe the light rail expansion needs to happen MUCH faster, like 15 years to build out what is proposed instead of 25 years.
NORTH KING COUNTY	These completion dates are way to far out
NORTH KING COUNTY	I know we need transit improvement to get people out of their cars but as an older person on a fixed income I don't want to be taxed out of my home.
NORTH KING COUNTY	It is taking way too long to finish all of this. The light rail completion needs to be a priority for tax allocations. The traffic is out of control. I don't understand why it's going to take a decade to complete a train that could have been completed faster in the early 1900s. Our city is an embarrassment to major US cities.
NORTH KING COUNTY	Pay more to just do it faster!!!
NORTH KING COUNTY	Residents of South King County need better access NOW, Whereas residents (like myself) of Magnolia, Ballard, etc already have several options for getting to key places

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	Timelines need to be reduced...population is growing faster than transport plans
NORTH KING COUNTY	The time line should be halved
NORTH KING COUNTY	I think the timelines are far too long; we need more short term solutions until these new changes take place. Overall, it's a good plan though, and I support moving forward with it.
NORTH KING COUNTY	Needs to happen faster to sustain public support
NORTH KING COUNTY	The biggest estimated ridership and most congested areas are in Seattle. And yet the light rail lines in Seattle to Ballard and West Seattle will FINALLY get here at the end of this plan in 25 years. TWENTY FIVE YEARS. That's idiotic. We need light rail 25 years AGO! ST is spending a lot of time and effort promoting BRT and shoulder driving for buses... why not give those to the suburbs where they would be really useful in the short term and give Seattle light rail first? That's the plan I will donate money to pass on the ballot and volunteer to get passed. As it is now, I'll vote for this, but I sure won't push it on friends and family because I know that most of them will just say, "It doesn't help me get anywhere faster anytime soon. And since Seattle is getting so over-crowded and over-expensive, I'll leave long before this is done. So why should I pay for it?" And you know what? I can't argue with that. So come on, change the plan. Give the 'burbs something that will help them now, and give Seattle something that feels attainable. Otherwise, this fails. It's pretty clear.
NORTH KING COUNTY	infrastructure hasn't kept up w growth existing and in the short term, so the projects in the fastest densest neighborhoods should be prioritized over all over. The timeline is too long to be relevant...technology might be such that in 20 yrs, private cars are obsolete!
NORTH KING COUNTY	way too little way too late.....REFORM THE god damned regressive tax system in this god forsaken state. I am homeless and don't have anymore money to spend on these pipe dreams that should have been done 20 years ago!!
NORTH KING COUNTY	Given the rate of population growth and the population that's already (under)served by transit, the projected completion dates are deeply disappointing. ST needs to find a way to build the right thing faster. People are desperate for better transit options and I'm pretty sure they're willing to sacrifice some process and esthetics. We need this yesterday.
NORTH KING COUNTY	Increasing the annual property tax levy, if feasible and if it would still garner voter support, to speed up the time line would be welcomed if it shaved a few years off the plan.
NORTH KING COUNTY	25 years is an eternity.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	<ul style="list-style-type: none"> <li>- aggressively implement paid parking - less subsidy for cars</li> <li>- permitting cooperation in Seattle is low-hanging fruit that will reap dividends in time and money - should be a slam dunk! negotiate early and vigorously</li> <li>- grade separation on 15th through to Ballard</li> <li>- 130th St Station enhances system performance, draws riders, encourages TOD and can interconnect with transit to connect low-income communities</li> <li>- Ballard-UW study - always think ahead - absolutely no question about demand and ridership</li> <li>- Lake City Extension HCT Corridor Study - ST Project P-09</li> <li>- downtown tunnel(s) are regional assets</li> </ul>
NORTH KING COUNTY	Our region is choking on congestion right now. I understand that there are many issues that cause timelines to be what they are, but there has to be a better wait than waiting until 2038 to connect downtown with some of the densest neighborhoods in the city.
NORTH KING COUNTY	Prioritize Ballard light rail to Downtown, this must be one of the first projects completed, not the last!
NORTH KING COUNTY	Please consider moving up the timeline of the Ballard light rail project. Ballard is adding A LOT of density right now and can not accommodate the cars, traffic, parking. 22 years seems more or less like an insane amount of time to wait. I am hoping that you can look at doing something more timely.
NORTH KING COUNTY	I don't understand how Ballard can wait 22 years for light rail and still thrive.
NORTH KING COUNTY	This is long overdue. Seattle has not kept us with the population growth and the time to make these decisions is now.
NORTH KING COUNTY	Timeline needs to be condensed. 25 years before completion is far too long. I'll be almost 85 years old & never get to use it although I'll be paying for it at a time when there is no extra income coming in. Although I know it is needed, it's difficult to support something that won't benefit me & my family.
NORTH KING COUNTY	We are already 20 years behind on this plan. By the time it is done it will already be outdated. It must move faster.
NORTH KING COUNTY	My god this is going to take so long!
NORTH KING COUNTY	i am concerned about the costs involved and the proposed timelines - i am aware that i may sound uninformed but to me, it seems like a lot of investment for not enough return in the immediate moment. aka why is it going to taking so long to build out some of these projects? (ie roosevelt, northgate light rail)
NORTH KING COUNTY	<p>Under this plan, in 25 years we'll have transit that only barely satisfies the needs of today. We need either much bigger scope of light rail, or much shorter timelines.</p> <p>Second, light rail MUST be fully grade-separated. The MLK segment of link is already a huge burden of delays and traffic accidents. Repeating this mistake at interlake is unacceptable.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	Our region is in urgent need of better transit. Not in two decades, but NOW! The timeframes for these projects are embarrassing. I have seen light rail happen much faster in both Portland and Minneapolis. This needs to be prioritized much more urgently.
NORTH KING COUNTY	Graham Street station on light rail should be made more of a priority, i.e., built in the very near future. The infrastructure (and ridership) is already located there.
NORTH KING COUNTY	We need to move West Seattle UP on the timeline. Point blank. We are growing rapidly and are at the mercy of the WSBridge and limited other options for our travel on and off the peninsula.
NORTH KING COUNTY	25 Years? Give me a break! Vancouver, B.C. built the Canada Line in 5 years and that system is rapid rail transit! I'll be 97 by the time I can ride the entire system. You need to shorten the completion time by 35/40%!
NORTH KING COUNTY	Get it done as quickly as possible!
NORTH KING COUNTY	Ballard is booming and needs transit solutions now!
NORTH KING COUNTY	Build it sooner.  Idea: propose additional ballot measures authorizing higher taxes in exchange for more rapid completion. Do it by sub-area, make them conditional on the main measure passing. Instead of guessing with opinion polls put to a vote the question "are the taxpayers willing to pay higher taxes to get projects done within their lifetimes?"  Oh - and no more grade crossings. The selling point about rail being separated from traffic congestion is greatly diminished every time a train hits something (or somebody) and service is halted until the mess is cleared. I almost missed a flight to Europe due to one such incident and trusting that Link would reliably get me to SeaTac. Hah! NO MORE GRADE CROSSINGS! And as soon as possible, eliminate the ones that you have.  Thank you.
NORTH KING COUNTY	IT SHOULD TAKE SO LONG!
NORTH KING COUNTY	The implementation timeline is literally slower than a snail's pace and it's embarrassing to see that it's an actual proposal. For the cost, one would think the proposal is for an regional underground NYC style subway. Someone needs to hire a NYC subway planner to take on this project
NORTH KING COUNTY	Why so long to complete light rail connection to Ballard and West Seattle. This coulda shoulda been done already. 17 and 22 years is too long to wait for a connection to parts of Seattle that have seen so much growth already and remain difficult to reach from other parts of the city.
NORTH KING COUNTY	Do it all quicker if possible
NORTH KING COUNTY	Light rail to Ballard should be fully grade separated to ensure reliable, fast service. Sound Transit should aggressively consider all available options to expedite the construction schedule.
NORTH KING COUNTY	I would like West Seattle to be higher in the priority of tasks.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	We should pay more and finish this way faster.
NORTH KING COUNTY	Can this be accomplished in a shorter time span? Hope so-
NORTH KING COUNTY	We need light rail much sooner to all locations. your plans are much to far in the future when they are allready needed now. Do what you need to, to make this happen sooner. Its becoming unlivable here due to the traffic congestion.
NORTH KING COUNTY	King County transit needs help now. Our traffic discourages folks from coming downtown, it keeps them on the Eastside, and any steps we can take to make transit a more acceptable option to driving solo will help. We need more light rail connections, sooner rather than later.
NORTH KING COUNTY	Build it ASAP :)
NORTH KING COUNTY	Priority should be given to in-city projects. Ballard is rapidly developing and needs out-of-traffic transit much sooner. In a few more years, bus commutes Ballard to Downtown will approach an hour for 6 miles because of crushing traffic. Similar for west Seattle. I will have a hard time supporting this when Ballard is so far down the list. Run trains surface downtown (like Portland) until a second tunnel is built but get something separated from traffic over the ship canal!
NORTH KING COUNTY	It needs to happen faster; the viaduct has shut down for two weeks today and it's referred to as Via-geddon. There is a serious transportation/traffic problem in the Seattle metro area and it needs to be addressed with a sense of urgency.
NORTH KING COUNTY	The Transport Politic's Yonah Freemark did an excellent analysis of the ST3 package and found that the Ballard-to-Downtown is by far the strongest project on the list, with respect to highest ridership/revenue and lowest subsidized cost per rider, and deserves to be built first. I like to see my tax dollars spent wisely, where they make the most impact for the least amount of money.
NORTH KING COUNTY	The timeline is to long and the people paying for the project won't be the ones benefiting from it. Defer the cost until opening and then charge people for it. If it can't pay for itself it shouldn't be done.
NORTH KING COUNTY	Ballard should be earlier! This is partially due to my bias, but the sheer amount of new condos going in there, with no associated increase in roads or parking is already problematic. Simply adding more busses would be sufficient for me - so far the trend has been to reduce bus service.
NORTH KING COUNTY	I went to the local ST3 meeting and heard the options and barriers to expediting the timeline. Light Rail must be implemented much faster. I appreciate that the city has committed to expediting the permit process BUT the choke point appears to be the state's funding constraints. Spend the money to get it changed. Do what businesses do and pay for legislator influence so that more money comes sooner. Traffic out of West Seattle is already terrible. Homeowners in Seattle will pay much more in property tax for ST3 than outlying areas. And, as much as my family would be paying, I need to see it completed in my lifetime.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	Collaboration to reduce timelines as much as possible is critical. Private and commercial partners stand to benefit from improved transit as much as individuals do. Because of this, it would be valuable to include big regional players in accelerating planning and funding for ST3 projects. I also believe that regional infrastructure should be funded regionally, drawing funding and support from corporations and individuals who will be most impacted by improvements.
NORTH KING COUNTY	Ballard should be first on the list. Then focus on areas outside of the city.
NORTH KING COUNTY	Capitol Hill and U District stations were game changers. Speed up the Ballard and West Seattle Line.
NORTH KING COUNTY	Cut all proposed timelines by 50%. It can be done.
NORTH KING COUNTY	If Seattle light rail is not prioritized I cannot vote for this plan in good conscience. Transit to Everett and Tacoma should be focused on expansion of heavy rail capabilities like Sounder, similar to the heavy rail corridors in the Northeast.
NORTH KING COUNTY	An accelerated plan would be preferred. Also I believe that corporate taxes should be added to support these essential projects rather than the entire load being placed on individuals. After all, these commuters are going to jobs created by the corporations.
NORTH KING COUNTY	It's great to improve transit to Seattle from outside the city, but who wants that if there's limited rail within the city? How will people get around in the city? Considering increasing interest in moving to the city, why wouldn't you improve within city transport first? Buses are not the answer. Look at NYC, DC, and other light rail systems. Connect neighborhoods first.
NORTH KING COUNTY	I think Ballard and West Seattle are higher priority projects. I think you need light rail that gets people from Seattle to Everett, as a lot of people in Seattle work in the Boeing corridor, and both the I-5 and 99 commutes can be brutal. Additionally, it would be nice to see Fremont included in the travel plans and not just Ballard. Why is there no light rail planned in Fremont/Greenwood/Phinney Ridge? It's a heavily populated and growing area.
NORTH KING COUNTY	In 25 years, I will be nearing retirement: it saddens me to think I may not be able to use much of this, all of which I strongly support. Build it as fast as possible, and please don't divert money into costly, damaging park and rides! They are worse than useless.
NORTH KING COUNTY	I might be more supportive if I better understood why the item most important to me (light rail to West Seattle) will take so much longer than than the same service to more distant neighborhoods like Kirkland and Federal Way. I know there is a river to cross but its not that big of a river. I worry that we will begin paying for a project that will never materialize because alot can go wrong in 17 years.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	Light rail should be our highest priority. Adding buses to already crowded freeways, even on the shoulder, just increases traffic congestion. If the hope is to get people out of cars, there has to be a better option. I don't take the bus, ever because it's not easy or convenient or fast. If I could hop on a rail car and have a predictable, routine, easy commute that didn't involve printing maps and researching options and still being stuck in traffic on a bus, I would use it! I know I'm not alone in this. Seattle is already growing beyond capacity and we can't wait 17 years (ridiculous!) or 25 years (ABSOLUTELY Ridiculous!) to make it easy for people to live and work here. People can buy/rent affordable homes further away from the city, but they can't get to work in the city. 25 years from now is too long. We have to bite the bullet NOW. Thank you for your interest.
NORTH KING COUNTY	Sooner for Bellevue College access from Downtown Seattle and North Seattle-- please. Sooner for better access to Bastyr University area (Juanita) from North Seattle.
NORTH KING COUNTY	This ST3 plan is needed urgently, sooner than the lengthy timelines suggest. I think any way to get additional revenue to accelerate the process would be great, including putting up a ballot measure for passing a statewide income tax. We need more ways to raise revenue in Washington State. Also, affordable housing along all major transit corridors should be a priority.
NORTH KING COUNTY	While I am strongly supportive of the plan, and I understand the desire to phase it in - the region needs the plan NOW. The projects should ALL be accelerated and funding procured to pay for it over time. I support higher income earners paying more - or higher valued homes, not owned by senior citizens or disabled, paying more in order to speed up the timelines. Additionally, the Seattle area's most difficult commuting routes are East-West in order to access North-South primary corridors. Stronger consideration should be given to light rail routes that go east-west in addition to the primary north-south lines.
NORTH KING COUNTY	Property owners seem to pay for more of the costs associated with the proposals. A clearer message around the funding and perhaps increases in toll roads and additional gas taxes.....perhaps a state income tax must be considered.
NORTH KING COUNTY	I believe that the proposed projects especially the light rail and sounder should be fast tracked and a significant effort to improve our transit system. Which is abysmal. Noted: the ferry services www not a component of the plan. Especially use of passenger ferries.
NORTH KING COUNTY	Traffic is both a short term problem and a long term problem. Since some of the proposed projects won't be completed for one to two decades, the short term, interim solutions should receive a high priority. Although we need the full system to be completed as soon as possible, we need short term relieve NOW.
NORTH KING COUNTY	The completion time needs to be cut in half. By then, it's going to be too late and we will already be in a gridlocked nightmare. But you have to start NOW.
NORTH KING COUNTY	Connection to the eastside via light rail is a big priority.
NORTH KING COUNTY	I think light rail development in seattle should be prioritized to be finished sooner.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	First off, I live in West Seattle without a vehicle and rely heavily on transit to commute to and from work. I think that addressing neighborhoods (West Seattle & Ballard) closest to downtown via light rail should take priority over other neighborhoods involving lightrail projects. I think it is important to get commuters from the East Side to downtown as a former commuter from downtown to Renton. I think we currently have a good service provided for commuters heading north or south from the city via the sounder. I don't use these but they are probably the fastest method for commuters and traffic does not generally affect these commuters as it does for other neighborhoods.
NORTH KING COUNTY	The light rail expansion in Seattle should be completed much faster than 22 years. While there are a lot of commuters outside Seattle, traffic in Seattle is awful. An expedited timeline for the Seattle light rail system would greatly reduce traffic congestion on city streets and I5. This would also be a better solution than waiting on Bertha to finish the tunnel. There really needs to be easier access to the light rail, especially from Queen Anne and Ballard
NORTH KING COUNTY	Riding any bus to and from West Seattle junction has become a horrible mess. They are building in WSJ so fast and yet no transit options to get people to work and back. We are packed on like sardines, people push and shove just to get a space on the bus. I haven't sat on the bus during rush hours for months. Sometimes the buses don't show up for 10-15 minutes after they are supposed to which causes a bigger mass of people trying to get on an already full bus. 17 years is a long time for us to wait for a better option. Metro absolutely needs to be fixed to avoid this becoming a much bigger issue. Today I am going to take the 550Express to meet people for dinner in Bellevue and I am so grateful that I don't have to take the C Line. We have one car that is used to get my husband to work on the eastside. With rising costs for rent and taxes (and having to pay for a parking spot in our apartment garage)-it doesn't make sense for us to purchase another car which just compounds traffic issues.
NORTH KING COUNTY	I think the ballard link light rail should move up to be completed sooner than the current timeline
NORTH KING COUNTY	I think the time line is much too slow. A more aggressive timeline, especially on the light rail proposals should be expedited. Investing so much time and resources in the BRT program seems misplaced.
NORTH KING COUNTY	25 god damn years?! By that time, I'll have paid off my mortgage in Ballard. We need mass transit in the DENSE areas of Seattle within FIVE years, not 25! And not just North/South but also East/West. Do the projects in conjunction, not one at a time. This timeline is absolutely ridiculous.
NORTH KING COUNTY	My biggest concern is the timeline. So many of the projects, especially light rail expansion, seem so far out. It is difficult to vote for something knowing that you will be paying for something that you may never be able to take advantage of.
NORTH KING COUNTY	You should find a way to shorten the timelines.
NORTH KING COUNTY	Needs to be completed sooner
NORTH KING COUNTY	Would love to see Ballard completed LOTS earlier than planned
NORTH KING COUNTY	You need to understand that most of us who are retired and are over 65 won't be able to use the added projects before we are either dead or not very mobile. I think you should offer us some kind of tax discount to pay for these. I am a firm believer in public and rapid transit, but I am also on a fixed (but sufficient) income.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	<p>1) The need to divert Light Rail to Paine Field is contingent on The Field getting approved for passenger service. Without it, Boeing can provide an employee buss to and froe the cheaper option.</p> <p>2) we need expanded Sounder service later into the days. It needs to transition from just a tiny number of commuters to something residents and tourists can take advantage of.</p>
NORTH KING COUNTY	<p>Ballard to Seattle Downtown commute needs to be solved much quicker than planned. 22years is too long. There are more and more traffic on Ballard bridge and Elliot every year. There are thousands of people moving into thoes condos and town homes in Ballard. Rapid buses are not enough. We are all in trouble already when Ballard bridge goes up, break down or become one lane for some reason. This needs to be figured out BEFORE Lynnwood, Renton, Woodinville or Redmond.</p> <p>Also Tacoma traffic is unbelievably bad, that needs to be fixed ASAP.</p>
NORTH KING COUNTY	<p>These projects need to be completed much sooner than 25 years to accommodate the current population within the region and it's projected population. This should have been done years ago.</p>
NORTH KING COUNTY	<p>Please add Graham station sooner than later!</p>
NORTH KING COUNTY	<p>Infill station at graham st. not to be completed for 25 years seems a bit long. Some money is allocated in the Move Seattle Levy. This project should be prioritized.</p>
NORTH KING COUNTY	<p>Please move up the construction of the Graham St station so that this underserved community has more access to better public transportation--especially since there are plans to cut the 9 express off peak hours. Not everyone has a 9 to 5 job so it's imperative people have multiple transit options throughout the day. I, for example, would start using the light rail all the time if it was a half of a me from my house and I know my neighbors feel the same. Thanks for your consideration.</p>
NORTH KING COUNTY	<p>It is ridiculous that it would take 22 years to get from Ballard to downtown</p> <p>With all the multi family development traffic is becoming untenable. These are people who would use transit if it was there. I would pay more if this was accomplished on a reasonable timeline. As it is, I have no interest in the plan</p>
NORTH KING COUNTY	<p>On question 12 I understood that it would take up to 25 years to get light rail out to Issaquah, now as a long time resident of the PNW I understand that light rail was introduced as an idea back in the 70's and it has taken over 40 years to get us the limited light rail that we have today. Why are we still discussing this as an option? I believe that it is time to act, the EIS reports have been done the money has been allocated and spent but there is no light rail please get on with what has been promised time and again.</p>
NORTH KING COUNTY	<p>22 YEARS to Ballard is ridiculous. I support paying more in taxes to build this much needed mass transit system sooner.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	There HAS to be a way to speed up the timeline. My toddler will be out of college before ST3 is complete. Also, although I understand why parking was never planned at most stations, I live in Rainier Beach and the reality is its not safe to walk to and from the station before sunrise or after dark. If I could park and ride I would use link substantially more during the winter months than I do now.
NORTH KING COUNTY	West Seattle and Ballard are critical. I'm sceptical of Bus Rapid Transit being truly effective. Light Rail, with no effects from auto traffic congestion, seems worth the investment. Unfortunate that permitting/red tape will slow these improvements so much.
NORTH KING COUNTY	Graham Street Station MUST be a priority! We consistently support ST measures that promise us our station and are consistently told to wait a little bit longer...now it's 20 years?!...unacceptable. This is a stop with 80% minority ridership and we are currently unserved by safe and reliable public transit. We just approved \$10 million that will be lost if Graham Street isn't completed MUCH faster than ST3 provides. That makes no sense and completely betrays our community. Please take surplus funds from the UW station and invest it in a community that desperately needs this station and, just as importantly, DESERVES it. I know ST can do this if it decides to make increasing access and prudent investments a priority. Thank you!
NORTH KING COUNTY	Grade separated rail to Ballard & new downtown tunnel should be expedited. Don't waste time studying alternatives that aren't grade separated. Get it done.
NORTH KING COUNTY	The region definitely needs transportation improvements, and I'm happy to pay taxes and fees to help fund such improvements. However, as a West Seattleite, I feel my section of Seattle is once again being left behind. Light rail wouldn't come until 2033, and, with all of the buildup at prime station locations, I find it hard to believe ST will even be able to locate available property at that time. I also do not relish being crammed onto overcrowded buses and standing to and from work each day on Rapid Ride buses. Most importantly, I don't like the idea of paying over \$200 a year for something that won't benefit me and my neighbors for another 17 years. Still burning from the monorail fiasco....
NORTH KING COUNTY	Takes too long
NORTH KING COUNTY	Adding an infill light rail station at Graham Street needs to be an early deliverable system access project. Graham Street was deferred from the original light rail plan, and 20 more years is too long to wait for transit equity. Build Graham Street now, and increase transit equity and access for the highly diverse neighborhoods of Hillman City and South Beacon Hill.
NORTH KING COUNTY	Like so many others, I believe the timelines are insufficiently ambitious. All of the light rail projects need to get done much faster. Also the light rail priorities need to be adjusted, with Ballard and West Seattle getting higher priority.
NORTH KING COUNTY	I worry about technology advances and that we are investing in the long term. How does the plan remain flexible and cutting edge to make the most of advances being made over 25 years? Otherwise, I'm all for it.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	Rail to SLU and through to Fremont/Ballard would relieve terrible congestion in the area, I wish it could be done sooner.
NORTH KING COUNTY	The timeline is way too long. It's absurd to wait 22 years for light rail to Ballard and 17 years to West Seattle. Connecting the city should take priority over suburban connections.
NORTH KING COUNTY	<p>I think we need to have light rail to West Seattle and Ballard much sooner than in the proposed plan. 10 years would be a more reasonable goal.</p> <p>I am not convinced that BRT is as fast and convenient as proposed. After all, they use the same infra as cars. On highways and roads that allow separate bus lanes, they could work much better. In general however, buses are much slower. So slow, in fact, that we should get buses out of the downtown transit tunnel, as they cause frequent light rail delays during peak hours.</p>
NORTH KING COUNTY	25 years seems too long to wait but I understand these things take a long time to complete - just wish it could be sooner!
NORTH KING COUNTY	<p>The timeline for expansion to Ballard should be expedited, and the overall structural approach should be laid out to be as resilient and independent from street traffic as possible. Twenty-two years for Ballard is simply too long given the continued increase in population density downtown Seattle, Queen Anne, Fremont, and Ballard. These new residents do not have viable alternatives to transit besides cars, which overfill roads that are not being expanded. Additionally, bus systems are not reliable and depend largely on the same roads and lanes being overfilled by cars.</p> <p>Key points</p> <ul style="list-style-type: none"> <li>- The timeline should be optimized to increase speed by finding ways to collaborate to reduce unnecessary delays.</li> <li>- Areas with the highest projected usage and population growth should be prioritized</li> <li>- The system should be constructed to avoid impacts from existing street traffic. This would mean being separated from grade and city streets in as many cases as possible (especially in the Interbay area)</li> <li>- Analysis of further expansion should be done as soon as possible using any cost savings realized or additional funding accessed</li> </ul>
NORTH KING COUNTY	The projects should be complete sooner. ST should modify its policies to allow more borrowing earlier in the project phasing.
NORTH KING COUNTY	Ballard has exceeded it's growth projections for 2024 with no change to infrastructure and no slowing of development in sight. We need transit improvements now. Especially since the idiotic zoning laws allow builders to have limited to no parking for units! It is insane.
NORTH KING COUNTY	We have to get light rail to Ballard much sooner. Also, it concerns me that there's no east-west line in north Seattle, like the considered UW-Ballard line. There's already no quick way to cross town there. Let's do something about it!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	<p>As a long time Ballard resident, I have accepted increased density in this part of town. If this plan is put in place, I will be nearly 90 years old before we see a plan to alleviate the traffic that has come with increased density. I have so many neighbors who have this same concern. Although I would like to offer dollars in taxes that alleviate this condition for future generations, I am disappointed that I probably won't see it in my lifetime.</p>
NORTH KING COUNTY	<p>ST should be prioritizing BALLARD and WEST SEATTLE lines. Those who live on the east side, chose to live on the east side. Give light rail to communities that actually want and need it. It makes sense why ST chose to build to the airport first, since its Seattle's gateway, but to prioritize the Tacoma/Everett and the Eastside over Seattle is beyond me.</p> <p>Lets focus on the greater population first.</p> <p>Lastly, ST really needs quit pimping out their stations. Why is ST trying to make their light rail stations so fancy? Quit hiring fancy architects and just build cookie-cutter stations with efficient canopy's, like the ones at King St. Station. Think wide-flange, wide-flange, expose concrete and exposed conduits. The station and art budgets are ridiculous. Like most cities, there should be one central station in downtown that looks fantastic, and the rest should be cookie-cutter. No cares about how elaborate the stations are, as long as they are serving their purpose. Has ST seen stations for the 'L' in Chicago? They construct their neighborhood platforms out of wood, even the new ones!</p> <p>Completely off topic: As seattle's population continues to expand, ST really needs to think about more efficient trains. Think "open-gangway" trains. Our stations will always be limited to 4-car trains and eventually those 4-car trains will be packed like sardines. The driver cab's are such a waste of space cost ST more money to maintain.</p>
NORTH KING COUNTY	I wish it would happen faster
NORTH KING COUNTY	Way too slow a time line!!! Also no plans at all for bicycle commuting to be integrated into this entire scheme, that is a BIG FAIL!!!!
NORTH KING COUNTY	Ballard station and lower Queen Ann area needs to have light rail sooner than 25 years. I suggest making this line a priority and including it in the first 8 years.
NORTH KING COUNTY	The thing melons is ridiculous. There must be a faster way to achieve these goals
NORTH KING COUNTY	We need to expedite this project, 22 years for Ballard to get light rail is too long, especially with all the commercial space/job growth in the greater downtown area.
NORTH KING COUNTY	Should do all studies for Burien, Lake City, Kirkland and Bothell first. Then plan West Seattle and UW - Ballard accordingly and build them next.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	If we are to garner support then the existing infrastructure needs to be reliable. Focusing on what we offer already, would help to build trust. Specifically route changes, which were immediately enacted with the light rail openings gave no time for bus commuters to accommodate their route, offering you no opportunity to determine the change to their use. Also, schedule dependency, which may vary up to 45min delays? This reality that I have experienced keeps me from relying on public transportation for my daily commute.
NORTH KING COUNTY	Ballard is growing rapidly and 22 years is not soon enough! Also, consider east-west light rail in the Ballard-to-U-dist route (better yet, continuing to U-village or across the lake to Kirkland) as this is currently a very difficult route either by driving or by public transit due to congestion.
NORTH KING COUNTY	The urban links (West Seattle to downtown, Ballard to downtown) need a more aggressive timeline. Twenty two years, while better than nothing, is much too long for the burgeoning communities.
NORTH KING COUNTY	Is there any possible way to speed up certain light rail projects' timelines?
NORTH KING COUNTY	The only reservation I have about these plans is the *22 year* horizon for cross-town light rail to Ballard. It seem crazy to extend the north/south links but leave some of the most congested int-town commuting unaddressed for two+ decades! That said, the new light rail to UW is wonderful - and its instant uptake by commuters (it's crowded every time I take it, and has been since it opened) makes clear how important, and how highly valued, these initiatives are!
NORTH KING COUNTY	What does Sounder rail cost per rider, per mile? What about the other choices? Including and excluding capital expenses. I'd like to support the method of transportation that provides a consistent, safe ride at the lowest operating cost.
NORTH KING COUNTY	The Graham street station was originally included in ST1 but fell out due to budget constraints. Completing this station should be a high priority before rail is extended to other communities. The Graham station is in one of the most diverse neighborhoods in Seattle at a major shopping center. Completing this station would significantly advance equitable transit in seattle by providing access for low-income and people of color to their shopping outlets, cultural centers, small businesses, and places of worship. As constructed the central link is more of a commuter line instead of community-serving transit. It connects the airport to downtown but fails to give the residents and small businesses in the community access to the services they use. This negatively impacts low-income and people of color who live in the community. We need equitable, community serving transit, which the Graham station would provide.
NORTH KING COUNTY	Please move up the completion date for the Graham Street station. It was supposed to be in the original light rail route through Rainier valley. 20 years is a ridiculous amount of time to wait for something that should have been done 7 years ago
NORTH KING COUNTY	Seattle needs real rapid transit NOW! 22 years to get a line to Ballard is ridiculous. Traffic is already unworkable on roads made for 2/3 fewer people. If we wait, we'll drive away investment and infuriate everyone.
NORTH KING COUNTY	The WS stations to should be profit used first. Especially with the continued struggles of the Bertha project.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	The light rail to NE 185th should be completed MUCH sooner. The money is already allocated. What is the delay?
NORTH KING COUNTY	Timeline is way to slow. Traffic is at nearly a standstill on the north/south corridor, and moving east west is a total disaster and has been for years. We've been talking about some of these plans since the 1970s. Find a way to get them done sooner!!!
NORTH KING COUNTY	Too long and too expensive. BRT sooner and cheaper. But is a never ending project for the Sound Transit people.
NORTH KING COUNTY	<p>On the one hand the plan includes projects that are estimated to have high daily ridership (the greatest need), but these same projects are scheduled to come online last. Twenty-two years to Ballard (2038); and twenty-five years to Everett (2041) seems far to distant in the future for the need that exists today. I know Sound Transit has heard similar comments about compressing the project delivery timeline. Please figure out a way to speed up the delivery for ST3.</p> <p>Also, I'm a great supporter of expanded transit, but the projected cost of \$50 BILLION is really hard to come to terms with. This figure is larger than the GDP of some small countries, for example Costa Rica in 2014. The 2014 GDP for the Seattle-Tacoma-Bellevue metropolitan area was \$300 billion according to the Bureau of Economic Analysis. This proposed plan contains several projects that qualify on their own as "megaprojects" by most definitions of the term. It begs the question as to whether this proposal is affordable in its current form for our region along with our other ongoing commitments. If the average adult is expected to pay \$200 to support the plan for 25 years, that's \$5,000 for each adult in addition to ongoing tax revenue going to Sound Transit. I wish this package weren't so large.</p>
NORTH KING COUNTY	timelines are way too far out in the future; build it sooner!
NORTH KING COUNTY	I've lived in Boston, New York, and San Francisco. Part of getting ridership and buy-in for light rail is having a functional city core of lines and stations. The first priority for light rail should be getting Ballard and West Seattle connected-- 25 years is WAY TOO LONG to wait. Once that's complete, THEN hook in the East Side/ Everett/ Tukwila, etc. Without building out the stations in Seattle, you won't get the ridership levels you hoped for because people, coming from both within the city and from the East Side/ Everett/ Tukwila won't have a reasonable guarantee of being able to get where they need to go in a reasonable amount of time. No one wants to take a bus to a rail line to another bus (or more transfers than that) to get from where they are to where they need to be. I live in Wallingford and work on First Hill. As it stands, if I wanted to take public transport to work, I'd have to take a bus, light rail, and the Seattle Street Car to get there. Too many transfers, adding too much time to my relatively short commute. You aren't making it worth it to me to not drive my car. But imagine how much lighter the traffic going through Seattle on the I-5 corridor would be if you got the people who live and work in Seattle OFF of the freeways? Your current plan never actually gets to a point where my current commute is one I would do via public transportation. That needs to be fixed. We need a much more extensive rail system in Seattle.
NORTH KING COUNTY	Focus should be on getting light rail up as soon as possible. Not get sidetracked by expanding current broken system.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	I would like to see link light rail built to as many places as possible as fast as possible. I also think we need park and rides at light rail stations immediately. Until we have these improvements, cars are still required for most people and we could increase use of the rail system with more park and ride facilities. Further, I would like to see lower income neighborhoods served better. I think pockets such as South West Seattle are being served poorly by existing and planned changes and should be studied for expansion. Has a plan been studied that connects Ballard via the University District (through Wallingford or Greenlake)? This would greatly help students access the University.
NORTH KING COUNTY	Timeline of projects is unacceptable! The expansion is definitely needed but ST needs to rethink some of the projects themselves and of course the timeline! Alos, in this whole plan I see no discussion of ST Express seeing early improvements while projects get built, especially since I dont see the bus on shoulders idea getting implemented anytime soon. Priorities seem to be off with this ST3 plan.
NORTH KING COUNTY	Take care of Ballard and West Seattle first. Ensure that busses can actually travel the roadways here.
NORTH KING COUNTY	The glacial pace of light rail development is crazy. Please work on figuring out ways to get these dates sooner. If that means somehow taking shortcuts in rail station development that can be fixed at a later date, this seems like a good compromise to me. Seattle needs a better mode of transport sooner!  Seattle also has serious east-west issues. None of these projects change this in any meaningful way. That should definitely be added to this plan.  Thanks!
NORTH KING COUNTY	T5 in West Seattle is being looked at for super ships, which will significantly increase all traffic in and out of West Seattle. We need to leverage Port of Seattle Environmental Impact funds to speed up the light rail for West Seattle.
NORTH KING COUNTY	Ballard - downtown- West Seattle light rail needs to be done as soon as possible. It's the greatest service and rider potential
NORTH KING COUNTY	22 years for Ballard line is too long. Get it done sooner and you have my vote.
NORTH KING COUNTY	I wish it could happen sooner!
NORTH KING COUNTY	I believe that efforts to shorten the proposed timeline should be evaluated. By the time the first phase is complete, with projected increases in Puget Sound population, traffic congestion will be at unsustainable levels.
NORTH KING COUNTY	I think we should develop completely in Seattle before branching down to Tacoma.
NORTH KING COUNTY	This plan takes way too long to complete. Why can't it be done faster? Ballard to downtown light rail should happen before west seattle

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	It's astounding to see that it would take 25 years to build a light rail system in a wealthy and prosperous city such as Seattle. There's something fundamentally wrong with the people in charge of transit if this is the case. Why does it take a fraction of the time everywhere else in the world but here? Why does it take 22 years to build a light rail link from Seattle to Ballard? In 22 years, this city will grind to a halt and people will just go elsewhere. There must be a way to do this faster.
NORTH KING COUNTY	The projects should be accelerated, and I would pay higher taxes to make this happen.
NORTH KING COUNTY	A higher priority should be placed on delivering improved service to existing densely-populated areas more quickly. Eight years is an acceptable horizon; twenty-five years is not.
NORTH KING COUNTY	The most urgent transit need in Seattle is to relieve pressure on I-5, particularly in the I-5S section between Northgate and downtown which has been rated in the top 5 worst highways transits in the country. Anything that addresses that section should be top priority.  Transit time and easy access to transit stations (i.e., parking, bicycling) are incredibly important to success!
NORTH KING COUNTY	Work with the City of Seattle this year to pass legislation that would accelerate, even if by a few years, the Ballard light rail completion timeline. Even getting the timeline down to 18 years would make an enormous difference.
NORTH KING COUNTY	Ballard to downtown, and Redmond/Bellevue to downtown are the two most important lines. They should be completed soonest, as they'll have the highest impact (in terms of ridership and cars being taken off the roads).
NORTH KING COUNTY	We need more analysis of how this plan will work in the future, looking at the development of automated cars, in particular. For example, will light rail and rapid bus lines still be so critical? Parking spaces may not be needed. I think if we're looking 30-40 years out, we need to be smart about analyzing other probable changes in transportation systems.
NORTH KING COUNTY	The timeline is way off. It is quite urgent as traffic is crushing the city. I moved from NYC, eight years ago and am quite familiar and comfortable with public transit. The level of public transportation service in Seattle forces me to remain to take my car everywhere, especially work in Bellevue. Most folks including myself, don't have enough time in the day to be held hostage by buses.
NORTH KING COUNTY	It is ridiculous that Ballard is expected to wait 22 years. It is one of the most quickly growing parts of the city and needs transit improvements much more quickly than 22 years.
NORTH KING COUNTY	We have waited too long already and cannot wait any longer. We must now bite the bullet, and get the rest of the basic pieces done asap, everyone I know agrees and we are willing to put up with a little pain for the long term gain.
NORTH KING COUNTY	Just get on with it and stop wasting time. Seattle needs this now, not in 25 years.
NORTH KING COUNTY	What does it take to implement the ST3 plan faster, since we're already experiencing painful population growth?
NORTH KING COUNTY	To long to get implemented. Transit sharing lanes with cars just doesn't make sense, transit need priority.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	The plan has too long of a timeline. I recommend a smaller scoped plan with a much shorter timeline. Let's limit these projects to only those that can be completed within the next 10 years....lets get building QUICKLY on the most important projects rather than making slow progress on a lot of different projects.
NORTH KING COUNTY	Timeline is too long. Population growth much faster than this, meaning we need it sooner
NORTH KING COUNTY	Completion timelines are too long, especially for Everett, Tacoma, West Seattle and Ballard.
NORTH KING COUNTY	I have been very disappointed with how poorly Seattle's funding has been handled. Additional funding that was spent to help accelerate planning of Ballard transit appears to have been a complete waste. Options were discussed and now will see no significant work for years. Additional money to build the Graham Street station was voted for by the citizens of Seattle but won't be used by Sound Transit during the levy. Efforts to connect trains and buses have been poorly planned and require multiple fixes in order to support what should be one of the driving design constraints. It is hard to support an organization that is this bad at coordinating with its users.
NORTH KING COUNTY	Please speed up the process and streamline permitting.
NORTH KING COUNTY	I strongly support but not the timeline. We have the money and the resources it should not take 25 years. But whatever it takes it should get done.
NORTH KING COUNTY	Ballard and south lake Union are two of the fastest growing areas on seattle. Ballard has the additional problem of limited access due to geographical location. A 25 year plan is unacceptable for light rail. It needs to be much earlier. We are already overdue. The d line has provided little relief, particularly when other buses are so unreliable and traffic is still an issue. If there was a light rail solution for Ballard, I would no longer be driving my commute.
NORTH KING COUNTY	This timeline seems extremely long... It would be nice to know what variables would change and how they would change to make the timeline shorter.
NORTH KING COUNTY	Light rail to Paine Field needs to be the highest priority, not the lowest. Please try to reduce the length of time to implement all projects. Seattle is growing so fast that we'll still be at capacity if the improvements take 25 years to complete.
NORTH KING COUNTY	Given the volume of high density growth in Ballard, waiting 22 years for light rail service is absurd. BRT in and out of Ballard needs to be brought online quickly and the light rail timeline needs to be halved. I understand that in order to pass the measure, the committee has put projects in the outer corners of the county first but delaying the Ballard and West Seattle lines to gain those votes is a poor choice. I feel that the funding for ST3 should be split between greater King County and the City of Seattle proper. I can't speak for everyone but I feel that a majority of residents in West Seattle and Ballard would approve higher taxes than those proposed to see their neighborhoods served sooner.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

<p>NORTH KING COUNTY</p>	<p>It's what you're hearing from everyone, I know, and I recognize that there are challenges in the way financing is structured and the design and building process, but we need all of this FASTER. Our communities are on board with the idea of light rail now, and our need is increasing exponentially. Light rail changes access to other parts of the region in ways that buses simply don't. Fast, reliable service is compelling enough to pull people out of their SOVs. I don't use cars at all - I bike, walk, and take transit everywhere. But there are trips I don't take right now because of the investment in time and bother: visiting friends in Ballard or West Seattle or Shoreline, for example. I'm excited about Link to Shoreline in 2023, and eager to have light rail to Ballard and West Seattle, as well as the Eastside and throughout the region. Light rail on Capitol Hill is already changing our lives here, and that will only continue with more stations and more destinations available. But we need to build faster!</p> <p>Also - the Ballard line needs to continue up to Crown Hill, at least to 85th. NW 85th is a major traffic corridor, and an important transit transfer point.</p>
<p>NORTH KING COUNTY</p>	<p>Light rail in the city is a far better use of money than to the suburbs. As seen in the Capitol Hill/Udist expansion, the service will be heavily used immediately and at all times of the day. Connecting Everett and Tacoma mainly helps commuters, which can more cheaply (and quickly) be done with Sounder improvements and BRT.</p>
<p>NORTH KING COUNTY</p>	<p>I fully support and want light rail and other public transportation projects in our region fast-tracked. I wish this was done decades ago. With that in mind, I find some of the project timelines rather slow, such as s West Seattle/Tacoma (17 yrs), Ballard (22 yrs) and Everett-Issaquah (25). I commute from North Seattle to Renton and while just a portion of the area covered in these proposals, a robust and comprehensive system would alleviate many of the daily traffic problems and congestion issues. I know Tacoma, Bellevue and Everett has their issues too. I would use the light rail to commute to work if there was a station nearby my home, parking and then a stop close to my work or a second bus option. I would also use light rail to travel into downtown Seattle, over to Bellevue, down to Tacoma or Southcenter, etc.. One of the last survey questions, asked which two projects were top priority but it was from a list of 20 or so? I would recommend broadening that list to 5 or 6 and rank them. This is very complex with multiple systems and multiple communities and cities affected so any further descriptions of the timeline through web site projections (like a game/simulation), posters, etc. would help promote this the correct way so that it can pass the vote. Why do homeowners keep footing a lot of the bill? I feel bombarded with levies left and right. I think some of the corporations building a large employee base here should help to pay. While the large companies provide a positive impact to the overall local economy, the majority of these workers commute one way or another. Users taxes work better in my opinion: increase excise tax, slowly increase sales tax, and I suppose a little more to the gas tax. Somehow taxing bicyclists, even a small amount, seems fair, but that would probably be a very, very tiny amount of revenue. They use the roads too. Raising revenue is the toughest part of this. The citizen have to be on board. It needs to be a collective effort to pay for and maintain these projects.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	Please reduce the delivery timeline as much as possible without sacrificing quality. Seattle is growing so quickly that we cannot wait 15 years to bring these projects online.
NORTH KING COUNTY	Light rail stations within the city of seattle should be priority. I should not have to pay additional taxes to fund transit and have to wait 22 years for a simple train station, especially considering you already plan on tolling the new 99 tunnel. I can't afford to pay increased taxes to fund transit, and every other whim of the voters and tills on my primary transit route and then wait 22 years to see any minor benefit.
NORTH KING COUNTY	Everything about ST3 is great, except its timeline. West Seattle and Ballard light rail in the 2030s?? Are you serious? I would totally support doubling or tripling the tax burden to take 10 years off this plan. I am a huge Light Rail supporter. But, frankly, I and many others I know are leaning towards voting against ST3 solely because of the timetable, to force ST to come back with a more aggressive plan. I honestly think ST3 might fail on the ballot for this very reason.
NORTH KING COUNTY	Do everything in your power to accelerate the time lines of the rail projects. 17 yrs to WS and 22 yrs to Ballard seems extremely long timelines.
NORTH KING COUNTY	I would be willing to pay more to have the projects done faster. If it's going to take this long to build more light rail, it seems essential to make huge improvements to bus service. The rapid ride buses are a good start, but even the E line (which I ride regularly) is not able to support demand or be reliable enough that I can take it to work without adding an extra bus or two's time for safety. When I visit Vancouver and Portland, I always wonder why we can get fast, efficient bus service almost anywhere in those cities, but not here. (Don't even get me started on the bike lanes in Vancouver, which are separated from traffic, making it possible to bike safely on the roads there. Sure wish we could do that in Seattle.) I hate using my car and love using public transit, and would like to see that become a practical option for more people.
NORTH KING COUNTY	Please explain why light rail projects can't be started and completed earlier? Is it a question of manpower? Is it a question of only having a fraction of the proposed \$50 billion available each year? If so, can bonds be issued to fund projects up front (costs will only escalate in the future and likely faster than the rate of return on bonds)?
NORTH KING COUNTY	More Priority on West Seattle Line!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

<p>NORTH KING COUNTY</p>	<p>I understand the need for time to complete the W Seattle/SLU/Ballard rails. However, even with the increased density in Interbay, currently there is NO direct transportation route into SLU from W Queen Anne, SPU, and Magnolia. My wife works in SLU (not Amazon) and cannot take the bus because to get the last 1/2 mile she has to change buses on Denny from the 24 or the D to a bus up Denny. Then she has to walk several blocks to the center of SLU, and the 5 mile commute takes an hour. That is ridiculous with the number of people flowing into SLU every day. The current lack of sufficient capacity for reliable transportation into SLU neighborhood from Interbay and Ballard should make that line a nearly equal priority with W Seattle.</p> <p>Even so, bundling the tunnel with the line to Ballard instead of the line to W Seattle seems backward. At a minimum the second tunnel to SLU and Seattle Center should be completed with the W Seattle line since that also facilitates transportation through downtown, to the stadiums, other existing light rail, and Seattle Center.</p> <p>While we wait for rail to eventually make its way to Ballard, given the rapid increase in density in Ballard and Interbay, the accessibility, speed, and reliability of the 15th/Elliott corridor - including the D Rapid Ride - MUST be improved ASAP:</p> <ul style="list-style-type: none"> <li>- There is currently very limited parking near 15th and Dravus for Magnolia residents to access the D line. None of it is very good for ADA access.</li> <li>- Improved bicycle and pedestrian connections between the D-line (and eventual light rail) stops and the Ship Canal Bike Bath, Elliott Bay Trail, and any future additional bike/pedestrian bridge to Ballard. Bike racks at the Rapid Ride stops would be a good start.</li> <li>- There MUST be a change in the rules that eliminates Ballard Bridge openings during heavier commute times. This will only get worse and commute times longer as Interbay and Ballard continue grow as projected.</li> <li>- I support a bridge as a faster, cheaper alternative to another tunnel ONLY if it includes a change in the rules to eliminate bridge openings during the heaviest commute times.</li> </ul>
<p>NORTH KING COUNTY</p>	<p>Congestion within Seattle is increasing every year. It is my opinion that the light rail to Ballard and West Seattle should have their timetables moved up.</p>
<p>NORTH KING COUNTY</p>	<p>Twenty-five years to complete this expansion is 1) ridiculous and 2) will cost the average family of 4 \$16,000 to complete, most likely double, like all government projects. I cannot support public transit expansion that is not conducive to working families with young children. This state focuses heavily on public transit expansion but fails to consider what is most important in Western Washington and that is highway and street expansion - not for additional bike lanes, but for additional car lanes!</p>
<p>NORTH KING COUNTY</p>	<p>the timeline for the graham street station is way too slow. the city of seattle voted to set aside money for this project already so i don't understand why it's so late in the timeline. i live in this area (and walk to the othello station every day) and the neighborhoods are quickly growing and would definitely take advantage of a station.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	We need this as soon as possible! Seattle is rapidly becoming the worst city in the country for traffic. We are losing months of our lives stuck in bad traffic. 25 year time lines are unacceptable! Life is too short!!
NORTH KING COUNTY	I strongly support light rail. However, I live in Ballard. You are asking me to pay approximately \$200/year for a service I won't see come to fruition for 22 more years. Ballard is one of the fastest growing neighborhoods in the city. Expedia is going to be bringing thousands of employees to Interbay. 99 and the 15th/Elliott corridors are already jammed. Buses won't solve the problem b/c they're on the road. We need light rail much more quickly. If people w/in the city of Seattle can get to work more easily using light rail, then there are buses that can use surface streets to bring eastsiders to downtown.
NORTH KING COUNTY	Prioritization of project elements should be based upon ridership and demand. As proposed, ST3 targets a wide network of low ridership and low density non-urban areas. Whereas, inner city areas that are experiencing rapid growth and development would not receive meaningful improvements for 20 to 30 years, or more. This timeline is simply unacceptable to those who are funding the bulk of improvements and would not see benefits over realistic planning timelines. Focus on densely populated urban areas, then expand beyond.
NORTH KING COUNTY	West Seattle continues to have Major traffic issues...since we didn't get the promised monorail, we should be first priority for all transportation projects. The California ave configuration(currently) has cars stuck behind buses between Morgan and Alaska(no place for the buses to move out to pick up and discharge riders) and the reworking of 35th Ave SW between Morgan and Roxbury has made it EXTREMELY dangerous for bicycles(I bike commute and will no longer use that section due to the road rage drivers have exhibited(passing on the right because they don't want to wait on the single lane provided)
NORTH KING COUNTY	faster would be better
NORTH KING COUNTY	I think you should challenge west seattle to get consensus on exact alignment early, and try to cut years off the delivery date. Also, I think this alignment is relatively straightforward and not as technically complex as others, so should be 1st or 2nd, not 3rd priority.
NORTH KING COUNTY	I completely understand how much planning & project management goes into a project like this and I am thankfully we finally have an opportunity to change how people get around in the Puget Sound area. My concern is the timing of these projects; would you be able to provide information on what a commute is today (Lynnwood --> Bellevue, Lynnwood --> Seattle, Federal Way --> Seattle, Kent --> Bellevue, for example) versus what it will be in five (5) years? The reason I ask is that the earliest these projects will be complete is eight (8) years and at the rate of traffic in the area, that timing seems to be an issue.  [name and contact info]
NORTH KING COUNTY	Build out the core projects, which will benefit the most people first (Ballard and West Seattle) and where people are less likely to have personal vehicles. After that core is built, then expand further out in the suburbs where the culture is centered around transportation via personal vehicles.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	<p>1. Adjust the schedule to move up opening of Everett, West Seattle and Ballard light rail. Make early agreements with cities and opponent groups to scope an expansive EIS process that will not require any SEIS. Include all potential alignment options and research all complaints of opponents, so the draft EIS can be expeditiously finalized after completion. Staff up Sound Transit to complete all EIS and PE processes simultaneously during 2017-2020. Begin construction on at least 2 light rail lines by 2022.</p> <p>2. Specific comments on West Seattle light rail:</p> <p>(a) An elevated station along SW Alaska St near California Av SW is not practical, due to the narrowness of the ROW, adjoining multi-story buildings, and the radius required for a future southward extension to White Center. I recommend either a tunneled station at Alaska/California, or an elevated station at Alaska/Fauntleroy, aligned for future extension of the line southwards along Fauntleroy.</p> <p>(b) Coordinate with King County Metro early in the process to maximize bus/rail transfer at all West Seattle stops. The utility of the line depends on bus transfer for a majority of the ridership. Station entrances must be aligned within 300 feet of planned bus stops.</p>
NORTH KING COUNTY	<p>The timeline is not fast enough, which is why I said Somewhat Oppose to #12. 17 and 22 years to build light rail out to W. Seattle and Ballard is a ridiculously long timeline. This should all be done in the next 10 to even get close to the pace of development here in Seattle. This entire project needs acceleration. Also, I support more of a tax on property and vehicles. Adding more to the sales tax is too regressive and could hurt low income people. The developers and businesses profiting from being in Seattle should primarily fund this.</p>
NORTH KING COUNTY	<p>I think the enormous length of time expected to finish these projects make them seem like pipe dreams instead of real projects. I think that the fact that this will take so long makes us angrier rather than enthusiastic about this proposal.</p>
NORTH KING COUNTY	<p>Light rail connections between Ballard, Downtown Seattle, and West Seattle should be completed first, not nearly last. I strongly oppose putting this connection toward the end of the plan. It must be completed first.</p>
NORTH KING COUNTY	<p>WAY TOO SLOW!!!!</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	There must be some way of addressing Light Rail for Ballard and West Seattle in a more immediate way and garnering support of the voters of Seattle, while implementing the long term Light Rail plans for the 'spine' from Tacoma to Everett. Logically, the Tacoma to Everett Light Rail extensions are dependent on each part of the spine being built (ie, Northgate to Lynnwood has to be built before Lynnwood to Everett can be built, Bellevue to Redmond has to be built before the Issaquah connection can be made, etc). But Ballard and West Seattle are separate and independent of the 'spine' and could be designed and constructed concurrently with the design and construction of the remaining sections of the 'spine'. There is an assumption that Ballard and West Seattle will connect with the soon-to-be-existing Light Rail from UW to Northgate, and/or the existing Downtown to UW sections. Those sections of the Light Rail will already be there for those 'in-city' extensions to connect with. That is how the voters will see it. Must find a way to deliver on those 2 projects sooner to get voters support.
NORTH KING COUNTY	My proposal: First: Immediately (1 year) implement BRT to address commute times, quality of life, affordability and sprawl. Cut corners as needed but DEPLOY initial BRT on all lines. Second: Must find ways to build light rail faster. Get additional outside ideas. Build in medians. Use elevated tracks. We cannot wait 25 years. Third: Reduce the scope to shorter time and reduce cost 30%. Once ST3 is successful, then, you can come back to voters and ask for more. By then, there will be additional technology choices.
NORTH KING COUNTY	We are so overdue to get this in motion...
NORTH KING COUNTY	We don't need light rail in 22 years; we need solutions *now.* Gridlock is getting worse every day. I selected light rail projects as my highest priorities because I think long-term they will serve our community more reliably than buses can, but in the meanwhile it is essential that we develop workarounds that can be implemented this year. There are several such mentioned in this survey - improvements to the Rapid Ride C&D lines, finding ways for buses to use highway shoulders, etc - and people answering the survey were asked to choose one or the other. These projects are not mutually exclusive. We need improvements in Rapid Ride C&D lines (and additional Rapid Ride lines!) to get us through until the light rail can open in 22(!) years.
NORTH KING COUNTY	Get it done as soon as possible, please.
NORTH KING COUNTY	Please move faster!!
NORTH KING COUNTY	My only concern is that the timeline is so far behind. The impact of waiting 17 years to get light rail to our neighborhood is significant. We can't and shouldn't wait that long. We (collectively) should get the ball rolling sooner. And, in light of the mono rail proposals in 2004/2005, we've already paid a ton of taxes in. We lost time. Let's put that money to work to catch up and get going sooner, please.
NORTH KING COUNTY	Light rail has been enormously successful and should be accelerated, particularly to Ballard and West Seattle. If there is effective transit, Seattle can have dense development in these residential neighborhoods and avoid the endless sprawl and traffic of the Bay Area and LA.
NORTH KING COUNTY	Ballard to Downtown is the best dollar-per-rider use of resources in the whole package. You MUST find a way to get it done sooner!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	I know you have to start somewhere and that should be west Seattle light rail. There are 1000's of people who drive because unless you are going directly downtown - it's too hard to take transit. Light rail would be used HEAVILY in west Seattle so start here!
NORTH KING COUNTY	We need to be more efficient in our delivery of these projects. Our laws are obstructionist and more needs to be done to foster an environment where we can build transit faster and with less risk and fewer hoops to jump through. Go design build and get it done.
NORTH KING COUNTY	Given how behind the 99 tunnel project is in terms of cost and time (and how cranky the public is about the delays), these proposed timelines need to be shortened. The last thing we want to happen is for any major \$\$\$ project to get behind, lose public support and be cancelled. This would cause a major uproar about the sunk costs and further delays. While I know nothing about completing large scale projects like this, I am quite familiar with managing stakeholder expectations and involvement. Please either get this up/running/done as soon as possible, or be prepared for the wrath of a lot of angry taxpayers.
NORTH KING COUNTY	project timelines are so far out and yet they seem very small for the money, 17 years to barely connect west seattle seems short sighted on the scope (only going to Alaska Junction) and taking 17 years to get there. I would think the population demands in west seattle and ballard neighborhoods would receive further reaching light right service and on a much faster timeline. Light rail should be running from California/Admiral south to Burien transit center and then on to the airport, with a connection to the downtown spine from Alaska Junction.
NORTH KING COUNTY	<p>- While I am not familiar with the particulars for project completion timeline projections, I think the bar for project timelines need to be set higher to keep up with the population growth projected for the region. On a more personal level, it is hard to be excited about the ability to get to Ballard when I am nearly twice as old as I am today (50). I also cannot imagine many older, property-owning people being excited at the prospect of paying for ST3 when they won't be around to enjoy its crown jewel (i.e. frequent light rail) projects.</p> <p>- There needs to be an expedient, grade-separated east-west option in Seattle (ex. Ballard-UW, Denny Way, etc.). While ST3 provides great north-south options, the existing crosstown options cripple an otherwise forward-thinking plan and make the system incomplete.</p>
NORTH KING COUNTY	It is ridiculous that we have to wait for light rail to Ballard for so long.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - North King County

NORTH KING COUNTY	<p>The timeline must be improved. We are fortunate to have strong support for transit here, and we're happy to fund it, but we would actually like to use it in our lifetimes! Please explore every possible avenue for speeding up project completion. Be creative. This is a unique opportunity to go big, time to pull out all the stops and make it happen ASAP.</p> <p>Also, it is critical that all light rail MUST be grade-separated. I live near the Columbia City station, which is great, but it's crystal clear that running rail alongside cars is a recipe for disaster. There's simply no way to prevent the occasional collision, and not only is this an unnecessary risk to people's lives, but the ensuing delays effect the entire system. We only get one chance to build this system. Making it dependent in any way on vehicle traffic defeats the entire purpose of building a reliable, safe, and permanent transit network.</p> <p>Lastly, I support the quick completion of the Graham Street in-fill station. This is an long-delayed equity issue with a relatively painless solution, and will make a significant difference in this community.</p>
NORTH KING COUNTY	<p>Could strongly support plan if timelines are accelerated. Most of these projects were needed 5-10 years ago! While there's no time machine to make that possible, another 25 years to wait is much too long (and beyond my likely life expectancy.)</p>
NORTH KING COUNTY	<p>The completion time for light rail to Ballard is ridiculous. There is ever-increasing density in Ballard, SLU and surrounding neighborhoods so more money should be spent there faster. Also please add a light-rail line down 45th in Wallingford connecting east and west.</p>
NORTH KING COUNTY	<p>It's all simply too slow. We need the light rail timelines accelerated, especially for the Downtown Seattle to Ballard and to West Seattle light rail lines. Seattle is growing too fast for us to wait decades for these projects. We need to do everything we can to complete these projects faster.</p>
NORTH KING COUNTY	<p>Though I strongly support #12, I think it should be done much sooner.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - East King County

Subarea	Additional Feedback - Comment(s) about project completion timelines
EAST KING COUNTY	<p>I'm 34 now; I'll be nearly 60 when all of these projects get done. While I understand that projects take time, the phasing needs to be adjusted to focus on completing the highest-ridership and core parts of the system first, and have the outer lines done after that. It makes no sense to complete a stub line to West Seattle from SODO 5 years before the Ballard line including new downtown tunnel; that would make the West Seattle line of limited utility for 5 years. Ballard and the downtown tunnel should be first.</p> <p>There is far too much emphasis on building parking, with no apparent regard for how parking expansions drive need for additional capacity, likely on ST Express. ST Express is overloaded now and ST customer service continually indicates there is no money for more buses, despite overcrowding. If the "early wins" are causing delays in later, bigger projects, the early wins should be deleted.</p>
EAST KING COUNTY	<p>Timeline is far far too long. These changes need to happen in 10 years or less no matter the cost. The Puget Sound area can't wait 12 years before any real progress is made. Constant traffic congestion is doing irreparable damage to the people and businesses of the Puget Sound area.</p>
EAST KING COUNTY	<p>Mass transit is critical to the economy of the Puget Sound area. I support all of the proposals. However, the timeline is too long. Since we are doubling our transit time every few years, we cannot wait for 12 or 25 years for the full program to come online. If additional funding is needed, a graduated increase in taxes and vehicle fees over a span of years may be more acceptable to the voting public. We all benefit from transit, whether or not we use it ourselves.</p>
EAST KING COUNTY	<p>We should be given an opportunity to pay more than \$17 dollars a month to speed up the plan to less than 25 years. Well done on coming in early and under budget for the UofW station!</p>
EAST KING COUNTY	<p>I believe that there should be research done to attempt to expedite the implementation of the light rail extensions, especially. People will pay more for a transit system that grows with the population rather than 25 years behind it.</p>
EAST KING COUNTY	<p>I fear a 25 year plan is too long. People will not want to vote for a new tax when their piece of the pie is not delivered until 25 years later. ST2 was a 15 year plan and I felt that time line then was barely acceptable when voting for it. I think ST3 should be scoped down some to 15 years with less projects. And then in 7 years, when ST2 is just fully completed and there is more positive engery, we can vote on ST4.</p> <p>Also, there needs to be a tunnel to Ballard instead of a draw bridge. This will make the future Ballard-Fremont-UW tunnel easier to complete. Doing a draw bridge now to save money is short sighted.</p>
EAST KING COUNTY	<p>If possible, the timelines to add light rail service should be expedited even at extra cost. This light rail system should've been built 20 years ago (as with most other major cities in North America). We are years behind where we should be and we need to make up for a lot of lost time if our region is going to thrive without gridlock in the future.</p>
EAST KING COUNTY	<p>I think 12 years to get to Redmond is too long. If like to see that moved up in priority.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - East King County

EAST KING COUNTY	This plan has so long a time span that I am skeptical it will be anywhere near completion in my lifetime. We need solutions and actions now!
EAST KING COUNTY	Funding could make or break this plan. Our sales tax is already high. There must be a sunset date on the funding or I won't vote for it.
EAST KING COUNTY	Ballard and West Seattle light rail needs to happen NOW, not in 22!) years. I would never support a plan that places that investment so far in the future
EAST KING COUNTY	Why is it taking so long to complete the light rail projects? Seems to me that it should not take 25 years to build a few miles of track. What are the opportunities to expedite the process? Currently, traveling around the Seattle area is almost unbearable.
EAST KING COUNTY	you can't reach to evry house hold, better build multi level parking lots, so that people can use existing transit system in a better accessible way
EAST KING COUNTY	The timeline is much too long for how urgent our traffic news is, and many of these projects are focused on outlying areas where the need isn't there (Issaquah???) rather than improving the worst areas sooner (Redmond!!!!). It takes over an hour each way to travel the short distance from Downtown Redmond to Downtown Seattle on route 545. Waiting 12 years for any relief from that terrible time suck is no improvement I'm willing to pay such big bucks for!!!!
EAST KING COUNTY	Go faster. At the proposed 2041 completion I will be 103 years ol
EAST KING COUNTY	Proposed timeline for extension to Everett is way, way, way, way too long. Why would I vote for this package when the benefit won't be seen until 25 years from now? Also, strongly support using the Eastside Rail Corridor for high capacity transportation. Right of way is one of the most expensive and time consuming elements of any transit project. The ECR has the alignment and the right of way (100 feet in most places). Accelerate the use of the ECR for high capacity transportation.
EAST KING COUNTY	I am stunned by the amount of time that Sound Transit says it will take to complete the system. Also, no rationalization has been given as to why certain projects are being given a higher priority. I still believe that additional money could be better spent enhancing the bus system. (Think about what could be done with tens of billions of dollars.) Any light rail system is far less flexible than a system of rapid and frequent bus service. Light rail also assumes that future growth patterns will continue as is and I don't think anyone can make that prediction more than a quarter century from now. As I said, bus service can adapt. As a percent of the total commuters, light rail will barely make a dent in the overall number of people who need to commute. Also, what makes anyone think that in an age of ever increasing technology more work can be done at home without having to commute to work five days a week. Given Sound Transit's record of projects on budget and on schedule, I am skeptical of both the cost and the timeline. And thanks to our state's regressive tax structure, the cost for implementing Sound Transit's plan falls disproportionately on those with the least ability to pay. A fairer tax structure would go a long way toward convincing me to vote for the necessary tax increases. Right now, I am leaning toward a "no" vote. I voted for these things during the "Forward Thrust" era but as time goes on, I am becoming ever more disenchanted.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - East King County

EAST KING COUNTY	This schedule is way to long!
EAST KING COUNTY	I'm of the opinion that the timeline needs to be shorter - by the time the last of these proposed projects finish, I'll be old enough to retire. That said, I'll take what I can get and look forward to the results.
EAST KING COUNTY	25 years seems like a really long time. Couldn't some of these projects be build simultaneously? Is there a reason why the North/South corridor on the Eastside is BRT rather than Light Rail? Such as a SeaTac-Bellevue-Redmond-Bothell route?
EAST KING COUNTY	What % of population completing this survey will still be commuting when these changes are finally completed???
EAST KING COUNTY	I support the addition of light rail to the region. The timeline is too long in my opinion. We need this in the region. Let's get it done.
EAST KING COUNTY	You still are ignoring the Renton and the Renton Fairwood areas to downtown Seattle in these plans. The current buss routes are a disgrace. They run late are cancelled and over crowded most of the time. I am provided with a free buss pass and refuse to use it because of the above situation. I drive every day to downtown instead, but would prefer not to if the current transit system would just clean up its act.
EAST KING COUNTY	I will not vote Yes to wait 25+ years for light rail to Issaquah. Over that timespan I would have paid \$10,000 ADDITIONAL tax dollars to Sound Transit and have nothing to show for it. Speed up the timeline somehow.
EAST KING COUNTY	Faster. 22 years?! really? that's no way to keep up with the need of our growing community. Get the plan down to 5 years. Plus you've got to include the south east side in your light rail plans. I'd be happy to pay \$500 a year for a shorter timeline to completion and more rail lines.
EAST KING COUNTY	It takes too long. Perhaps we need to focus on rapid ride instead of light rail. Also, bus feeder service to rapid ride, light rail, and park and rides needs to improve. The worst part of my commute is the first and last 1.5 miles serviced by metro between me and the sound transit service. Metro needs to increase frequency to help get people on the sound transit.
EAST KING COUNTY	I would say the plan is great, and the current implementations and changes to the system effective since March 26 have been AMAZING. However, I do feel really strongly that there is an URGENT need for a sound transit link system that goes to Redmond, connecting it to Bellevue and other locales. Currently, I have never riden the LINK rails, and it is completely alien to the people of this community. As described in the survey's own effects of a rail going to Redmond, I would ask that it be added to the early 8-year part of the plan. Thanks.
EAST KING COUNTY	The plan is great but 25 years? It will most likely be outdated again by then. Interest rates are at historic levels. Let's accelerate this plan.
EAST KING COUNTY	I would be much more supportive of this plan if light rail completion In general, and especially to Redmond, could be significantly sped up. ULink is a good start, but waiting years for the next phase is too long - traffic is already a disaster

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - East King County

EAST KING COUNTY	Parking, parking, parking. I know you guys are tired of hearing it from me, but increased parking would lead to an IMMEDIATE increase in Sounder rail (and light rail) riders. Immediate -- not 8 years from now -- RIGHT NOW. You are clearly well aware that the population continues to grow, yet you built the Tukwila Sounder parking lot to barely accommodate the number of commuters you had three years ago. No surprise that it (and most of the park-and-rides along the entire Sounder route, as well as the Tukwila light rail station) is already over capacity. You turn away customers Every. Single. Day. and force people back into their cars and back onto the roads. You could run trains much more frequently -- and they would be full -- all the southline trains are standing room only all or most of the time. If you paid attention to your own population growth figures and provided sufficient parking, that Sounder train would be a license to print money.
EAST KING COUNTY	Millennials will use and support this system. Older generations are more car dependent. I think focusing on millennial support will be most effective- millennials are often motivated by cost savings, so data showing the cost effectiveness of transit would be a big help. Baby boomers seem to willing to sit in any amount of traffic, I don't think they will be as supportive.
EAST KING COUNTY	The project is drawn out far too long. By the time this plan as presented is finished, it will be obsolete, because we cannot predict in which direction businesses and population centers will grow most. We need more P&R lots, because even today parking often limits the usefulness and use of public transport. Popular shopping centers need to be included. It is ridiculous that light rail to the airport bypasses South Center so closely, just as one example. Also, a ring line is urgently needed. It is no good that all local travel needs to pass through the center of Seattle.
EAST KING COUNTY	I live in Issaquah. But I have to wait 25 years??? I will be retired by then...
EAST KING COUNTY	Too Long and too expensive. Ignores Renton & Kent.
EAST KING COUNTY	SPEED IT UP! 25 years?!? I'll be dead by then!
EAST KING COUNTY	The Redmond connection should be continued much sooner than in 12 years.
EAST KING COUNTY	25 years seems to be a long time to get all the projects finished. I understand that these projects will be done in phases, however, I feel that if the timeline was 5 to 10 years shorter than the proposed plan, many more voters would support the proposition. People in the Puget Sound area embrace transit and are waiting for major extensions of current transit systems. The faster these projects can be delivered the more support they will receive. Also, the light rail project from Ballard to Downtown Seattle should be a top priority and one of the first projects worked on as part of the program.
EAST KING COUNTY	Why is it taking so long to get light rail built? We need it yesterday!!!
EAST KING COUNTY	Light rail is crucial since people are not likely to take bus lines on the same crowded roads they already suffer through. We need to prioritize LESS vehicles on the roads not empty buses crowding existing crowded roadways.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - East King County

EAST KING COUNTY	The rate of construction has been far too slow and does not come close to keeping up with the increasing transit needs. Sound Transit seems to want to do work on only one or two projects at a time. Construction should be occurring on more projects at the same time. Also, the public input phase seems to take several years which is excessive. Planning should move forward much faster.
EAST KING COUNTY	17 to 25 years for some of the projects is too long!! Let's find a way to make it happen sooner! We need solutions sooner rather than later!
EAST KING COUNTY	Microsoft employees in Redmond clog the roads and freeways making it impossible to traverse during their rush hours. Buses traveling between Redmond and the UW Seattle are crowded during the rush hours. Put on more buses on ST route 542 and get rail over 520 sooner. It's not evident in the plan that it's even a priority.
EAST KING COUNTY	One of the highest ridership lines is one of the last to be built. need to move the line to everett up earlier
EAST KING COUNTY	Timeline lines are atrocious and burden of paying for it is on the current generation who will never be alive to use it when it is finished in 25 years. Exemption should be made for our seniors
EAST KING COUNTY	We need the plan completed now and not 25 years from now. Keep more buses of the hiways and streets. Go light rail. In Kirkland, we have been promised light rail for years. From your plan it looks like you are by-passing the north east side of the lake. Why are you leaving us out?
EAST KING COUNTY	You're asking me to pay \$500/year for 20 years before seeing an impact - honestly I'm probably not going to be living here in 20 years, but I might have committed \$7000 in taxes. Thats an easy reason for me to vote no on something I actually want to see happen. You need to figure out better funding mechanisms to move up the timeline of projects and/or move out the payments so that they are spread over the lifespan of the project (50 years). You also need to drop free parking at the light rail. No where else in the city is parking free. Start charging people \$5/day to park and that will pay for the parking lots. Right now you're wasting \$1 billion dollars on parking when it could go towards the actual transit. Just on the face of it it doesn't make sense. The South Bellevue Park and Ride is supposedly going to have room for 1000 cars. On a network that is supposed to transport over 10000 people a day, 1000 parking spots is only a 10% improvement on ridership at a significant cost. I want to vote for this plan, but you've made choices that make it extremely hard to say yes. And I'm not the only one I've heard say that. And I'm pro mass transit.
EAST KING COUNTY	Completion timeline is far too long. A grade separated transit system is a necessity and is needed now, not in 25 years.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - East King County

EAST KING COUNTY	My top complaint is the slow speed in which light rail is built. Very tall buildings go up downtown in one year, but it seems to take 3 years to build a two story light rail station. I believe it has taken 25 years?? from when we first voted for light rail to get light rail from the airport to UW. We voted for light rail to Bellevue six years ago and we have yet to break ground. I live on Mercer Island and look forward to taking light rail to work, yet I may be retired before that happens. I may be dead before light rail reaches Ballard. Anything that can be done to cut the red tape and get this stuff built faster would only increase my support.
EAST KING COUNTY	The timeline for light rail to Lynnwood and Everett seems really long. That project is long overdue.
EAST KING COUNTY	Please do this entire project faster - as fast as possible. We needed light rail back in 1992 when the movie "Singles" came out. Then, like now, there was a lot of short-sighted self-interested behavior. We're already 24 years behind - let's not take 25 years to complete the projects - let's do it now! Please!!
EAST KING COUNTY	This timeline is too long!!!!
EAST KING COUNTY	Sound Transit is a pig at the trough of public money that never produces anything of value, just makes more work for itself. It has repeatedly lied to the taxpayers by saying it is 'under budget and on time' - anybody with half a brain knows this. Sound Transit should be dissolved immediately.
EAST KING COUNTY	The 405 BRT needed to be done yesterday. 8 years is too long.
EAST KING COUNTY	25 years is absurd. Work in 3 8 hour shifts and get this thing done in 2/3 or even 1/2 the time. Another alternative is working on these simultaneously. There is no reason to not work on Ballard and Bellevue to Redmond at the same time. Most people who live here won't even see the benefit even though they are paying for it. We have to move faster because everything proposed above doesn't solve the problem where it is needed most - which is immediately. These projects should primarily focus on getting cars in and out of Seattle, then look at the surrounding areas. The longer this takes, the more people are inclined to drive and the louder people complain about how slow we move as a city, county and state. We are already 25 years behind transportation wise and if we want more people to flock to the city and be as green as we claim we are, then this plan needs to be cut down to 10 years. Max.
EAST KING COUNTY	We totally need ST3, but the schedule is way too slow. I cannot support something 2 decades away. Denver did it in 7 years.
EAST KING COUNTY	We really can't wait 25 years for these improvements. I'd support bus rapid transit or something similar to get us moving in the meantime. My commute has increased by 20 minutes in just the past 2-3 years, how long will it be in the 25 years before Issaquah and I-90 are better served!!! I also can't see what the point is of all of these new facilities without adequate parking for those of us that use the stations.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - East King County

EAST KING COUNTY	25 Years for rail to Issaquah? That's insane! I will be 75 years old by that time and hopefully retired. Don't get me wrong I love rail and it's advantages over buses. I have visited and lived in places with great rail systems and would gladly leave my car in the garage if it went somewhere. The construction of a rail to Issaquah needs to happen sooner!!!!
EAST KING COUNTY	Many people voting on this will be dead before it is completed, please speed things up.
EAST KING COUNTY	25 years for better transportation from Issaquah is way too long. I will be dead by then!
EAST KING COUNTY	Timeline is too long, compare it to the transit timelines of non-American cities
EAST KING COUNTY	Push priority to Issaquah light rail. 25 years is woefully too late. Move the timelines up and priorities up.
EAST KING COUNTY	Please do it faster. 22 more years to connect Ballard and South Lake Union is an eternity! There has got to be more density to make light rail work: either focus on areas that are already dense or get areas around future rail stations growing earlier. It just doesn't work with suburban eastside neighborhoods, the walkshed has too few people.  I don't completely understand the value of rail lines that follow I5 or I90. If people drive along the freeway to a park and ride then BRT in dedicated lane is cheaper and arrives a decade earlier. The Issaquah line seems the least logical of the proposed rail, for that reason.
EAST KING COUNTY	I have rail bias. ST3 is exactly what this region needs, but your timelines are an absolute joke. What grade A moron green-lit the timing of this plan?  "I know - commutes and traffic are a major problem right now, so let's make sure we solve them by 2041 when who knows what new tech, population centers, and patterns have changed. Okay, great day, everyone!"  I was ready to give you hundreds of dollars per year forever, WITH NO SUNSET CLAUSE, but will now furiously campaign against this and vote NO.  The only way this gets my vote (and I'm sure you realize from your polling, the only way this passes) is if you finish the entire network by 2030, full stop. The line to West Seattle, Ballard, Everett, Redmond, Issaquah, and south to Tacoma. 15 years was enough time to send a man to the moon, win two world wars, and build the transcontinental railroad. It IS possible.
EAST KING COUNTY	Too slow!!!!!!!!!!!!!!  Build the entire system in 10-15 years rather than 25....then spend 50 years paying off rather than \$50 billion and 25 years. Progress should be noticeable and impactful EVERY year. More aggressive time frame or nothing. ST2 was a debacle approved nearly 20 years ago..  Do it right or not at all.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - East King County

EAST KING COUNTY	Decrease timeline and deliver full light rail service within 15-18 years. Many people voting on and potentially paying for this measure will be retired before the service is implemented. The need for this service exists today, waiting an additional 20-25 years will only add to the ridiculous commutes and frustrations of area residents.
EAST KING COUNTY	Really could use this stuff a LOT sooner. 25 years out, things like self-driving cars may have changed everything about transportation. But in the meantime, things are bad and getting worse. We DESPERATELY need a system that is complete and coordinated enough that most trips can be made by transit. Right now, there's no way for us to get to (or more often back from) most of the places we travel to.
EAST KING COUNTY	The timelines presented in the plan, especially when it comes to environmental studies, are completely unacceptable. I'll be voting no if the timelines are not accelerated.
EAST KING COUNTY	The project timelines are too long. We need this done yesterday and I feel like we should focus more on getting stuff done faster rather than do more.  Also, we should always do grade separated options. At grade is a short term solution but doesn't do as well in the long term.
EAST KING COUNTY	The timeline is absurdly long.
EAST KING COUNTY	Transit improvements need to be made in the densest parts of Seattle first. 20 years is too long to wait for critical infrastructure. I will likely vote no unless light rail within the city can be built sooner. Even though I live on the Eastside, I think Seattle projects should be completed before spending on expensive projects in the suburbs that will serve fewer people.
EAST KING COUNTY	20 years is too long to wait to alleviate north sound traffic. There is so much new construction and expansion in Lynnwood, you need to speed that portion of the plan up! We simply cannot wait.
EAST KING COUNTY	Ballard and Issaquah routes should be finished first not last.
EAST KING COUNTY	I believe investment in Seattle projects is more urgent and should be completed sooner than the broader suburban region due to Seattle's density and traffic beyond capacity of its roads. I also believe Ballard to UW via Fremont and Wallingford should be included in ST3, at least as BRT but ideally light rail. Current transit takes nearly an hour to travel this short but highly congested corridor.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - East King County

EAST KING COUNTY	I really feel like the timeline should be shortened. Making Everett and Ballard wait so long for transit is unacceptable. If you want more support you need to make these things happen faster. Also, why are the infill stations taking so long to finish? Those should be built as fast as possible to increase support for this measure. For me to strongly support this measure and the high amounts of money that you are asking me to approve, I would like to see the benefits faster. Even though I am in college, I will be 44 by the time the build out is complete. Older people will not be able to utilize what they are paying increased taxes on to build. Shorten the timeline focus on expanding the light rail, not providing parking! Other agencies can make parking. The goal of Sound Transit is to create high quality reliable transit, not pay for people to park their cars. The spine needs to be completed faster and there needs to be faster completion times.
EAST KING COUNTY	We are decades behind what's needed! Why aren't we learning from others areas? Port lands rail system went in YEARS ago. In Massachusetts during rush hour the right side shoulders are used as a reduced speed lane for the exit ramp which frees up a lane for through traffic. Let's get this done ASAP. Tax me! Tax businesses! Get grants! Float bonds! Get it done already. These dates are ridiculous. I'll be long dead before this plan is implemented, AND by then, the plan will once again be decades behind in alleviating the traffic of 2020 and beyond.
EAST KING COUNTY	The timeline for all of these improvements, ST2 included, are far too slow. We need transit NOW, not 25 years from now.
EAST KING COUNTY	7 years is ridiculously long, 10+ years sounds pretty much like 'never' (or 'after I move out of here'). A lot of cities somehow manage to build sizable mass transit system expansions in 3-4 years, so tweaking designs and construction schedules to see something operational within that timeframe would greatly increase the likelihood that I would support these projects.
EAST KING COUNTY	<p>These and current projects are taking way too long, these routes need to be done quicker than 25 years. Our population is growing extremely fast, and what we should be doing is building according to the rate of population growth. Not this SLOW pace. Having lived in Taipei and Beijing, the transit systems over there open new lines or stations each year.</p> <p>In order to accommodate population growth, more right-of-way light rail routes are greatly needed. One in particular should be creating a light rail spine along I-405 to alleviate the currently way too congested road, which is only going to be worse going forward without doing anything. The BRT may be a solution, but it will eventually get stuck in traffic as well.</p>
EAST KING COUNTY	If there is any way possible to accelerate these projects, I would be 100% in favor. 25 years seems like such a long time when we are mired in congestion now. I know these are huge projects, but, our region is getting worse by the day. That's why I chose buses using the shoulder on freeways as one of my most important projects. When I actually think that any of the light rail projects outweigh any bus project in the long term.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - East King County

EAST KING COUNTY	Timeline needs to be significantly shortened. 24 years is too long to complete. Additionally, adding new routes, trains without adding SIGNIFICANTLY more parking is just stupid.
EAST KING COUNTY	The timeline for these projects is way too long, especially for the longer commutes from the bedroom communities: Stanwood south to Lynnwood, Lynnwood south to Seattle, Lynnwood south to Bellevue, Kirkland/Bellevue east to Redmond, Bellevue south to Renton, Renton east to Kent and Maple Valley, Renton south to Tukwila/Des Moines, Tukwila to SeaTac, Tukwila to Federal Way/Tacoma, Tacoma to JBLM, JBLM to Olympia, West Seattle to Downtown Seattle,
EAST KING COUNTY	Light rail to everett does deserve a priority, Community transit under-serves a low income population on the weekends, that Light rail can help bridge.
EAST KING COUNTY	ST has proven that they can deliver high quality projects but they can complete projects faster. ST should treat the mobility and accessibility issues in/around Seattle like a public health crisis and work as quickly as possible to remedy the problem. I believe that the vast majority of people in the Seattle area want new transit now and would be willing to give up some input in order to expedite projects--just like people would be willing to give their doctors a little more flexibility if we had a public health crisis on our hands.
EAST KING COUNTY	Taking way tooo long to build out
EAST KING COUNTY	The timeline for the end projects, including the one that will most benefit us (Issaquah) is insane. 25 years from now everyone in the household who's not a child will be close to retirement.  Also the Issaquah line doesn't provide direct access to downtown Seattle which is a bummer to say the least.  If you can increase the speed that things are done in that would be super important as we need all these proposed additions now, and not after we've suffered through 25 years of population growth and lost productivity and life sitting in traffic.
EAST KING COUNTY	I just wish this had happened sooner. I live in Redmond and it's a little frustrating to know that I'll be nearing retirement age before a commuter system is available to me that is viable. I've used transit when I can depending on my jobsite location, but often it just hasn't been a reasonable option. Now, I'm looking at paying for a system that I won't get the benefit from. But I suppose that's what every generation would have said, so with a grumble I'll do it because it should have been done already. It would be nice if the fee to ride was less (we'll be paying \$200/year, and then another \$1200 to actually ride it if you get 12 monthly passes??) or if there was a discount for those of us who will pay for it, but not benefit due to nearing retirement age by the time it's complete.
EAST KING COUNTY	The timeline is WAY too long.
EAST KING COUNTY	Link light rail will not be usable or practical for most residents until there is FREE PARKING within walking distance of each light rail station.
EAST KING COUNTY	Build the 130th station with parking

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - East King County

EAST KING COUNTY	Consider how to get light rail up the Eastside of Lake Washington eliminating the need to add buses on the already over crowded highways.
EAST KING COUNTY	Timelines are unrealistic for Seattle voters. There needs to be more of an urgency to have parking lots built at park and rides/ light rails that can accommodate patrons.
EAST KING COUNTY	Make it happen faster.
EAST KING COUNTY	Our potential growth rate could cause our traffic grid to collapse. We are at or above threshold on many freeways (I405, I5) and need to find ways to improve these areas much more rapidly than the current 8 year timeline for these. What would it take for these critical areas to get much more immediate relief, and can it even be done. Businesses are too decentralized on the East Side to make such systems practical to build and enticing to use.
EAST KING COUNTY	Please please try to make it happen faster. I know many who live in Kenmore/Bothell and take ST522 and 372 to downtown and UW respectively. I also know people who commute to UW via ST from Tacoma. Park and Rides fill up too fast! Light rail can't come fast enough. I know people who have been under contract for 6 months for a dilapidated foreclosure in Columbia city, just to have a 15 minute walk to the Columbia City Light Rail station.
EAST KING COUNTY	I am disappointed at the long timeframe to complete the projects. I would like to see it built much faster. Projects such as express bus service from NE 145th St to SR 522 to UW Bothell would have a high impact at relatively low cost and should be fast tracked. Also projects such as pedestrian and bicycle access are low cost high value that encourages transit use.
EAST KING COUNTY	I just wish you could do them all faster!! I know you can't but I wish you could!
EAST KING COUNTY	This project may seem ideal to get people to leave their cars at home, but one of the biggest flaws is that people just generally do not want to take public transportation in Seattle! The weather is often just too unpredictable with rain for people to take the chance of getting to work sopping wet from walking in between bus stops
EAST KING COUNTY	While i understand the need to complete the "Spine" and bring transit to every major urban center in the region, I believe it is in our best interest to target the dense urban centers first when it comes to light rail. Cities like Issaquah and Redmond would do well with light rail, but these are areas that have been designed to accommodate large volumes of vehicles. Ballard to the University of Washington, for example, should have a place on this plan. The focus should be on easing the commutes for West Seattle etc. Eliminating traffic congestion in the City Center should cause ripple effects, reducing traffic on the most congested areas of I-5. Backup in the city causes backup on the freeways.  Redmond and Issaquah would greatly benefit from light rail, but maybe push those back to 2030 and accelerate the inter-city transit.
EAST KING COUNTY	Speed Up the Process...the time line is WAY to long!
EAST KING COUNTY	I wish you could make it all happen faster, but understand the realities of construction time and funding for these projects.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - East King County

EAST KING COUNTY	25+ years is insane. Is there any way we can get this down to 10-15 years? I would like to have some usage of what I paid for before I retire.
EAST KING COUNTY	Everything takes too long with all the government red tapes and legal maneuverings. Trying to please everyone will just further delay all the projects. There should be different options that will present to the voters that an accelerated plan will get X vs Y - what are the tradeoffs?
EAST KING COUNTY	I would prefer to find possible solutions to speed up timelines
EAST KING COUNTY	It would be great if the projects are completed sooner.
EAST KING COUNTY	need these improvements in a shorter time. Parking at transit centers and train stations is vital. Most people live miles from these locations. Mass transit needs to be cheaper than using a single person car. Maybe increase parking fees downtown.
EAST KING COUNTY	Getting the light rail to connect to the East Side (e.g. over Mercer Island to Bellevue) is extremely valuable and should be prioritized.
EAST KING COUNTY	Complete everything by 2025 or sooner. Open stations one at a time instead of all at once.
EAST KING COUNTY	I think expanding light rail should be the highest priority. Focus should be on expanding light rail access to the east side, increasing operating hours, and prioritizing the Ballard extension (22 years is too long to wait).
EAST KING COUNTY	I wish it could all be done faster :(
EAST KING COUNTY	I have been a strong supporter and voter in favor of ST from early on. I may likely OPPOSE and VOTE AGAINST unless the timeline to complete all proposed projects is 2030. ST has an extremely poor record of making schedules as is. The public has NO CONFIDENCE in ST meeting its timeline obligations. Other like municipalities with similar terrain, engineering issues can build projects from start to finish in well less than a decade. ST needs (MUST) accelerate the planning, design, and construction processes significantly. I believe that a significant problem is working on the "hard stuff" first such as tunnels. Instead, ST should build out the easy stuff while the tunnels are under construction, not the other way around. Surface and elevated routes should be built immediately. This includes ST2 projects such as Northgate to Lynnwood light rail. I can't emphasize enough the frustration the citizen's (the electorate) has with ST's delays and slow build out process. For example, we can watch projects like Vancouver's SkyTrain have 12 to 20 miles of extension be built from ballot to service in timelines like 6 to 10 years.
EAST KING COUNTY	Your timelines are so underwhelming. We should have invested in this 40 years ago, don't make us wait another 25 years to get basic service!
EAST KING COUNTY	We should have the light rail completed (including issaquah extension) in 5 to 10 years not 30 years. 30 years is too far to complete light rail.
EAST KING COUNTY	These are solutions that would solve today's problems, but won't be ready until tomorrow's problems are already here.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - East King County

EAST KING COUNTY	We need to speed up all phases of this plan Don't agree with the 25 yr plan. All mass transit projects need to be done in 15yrs or less. Save the planet, our commute times and \$\$ GO FOR IT ITS TIME Thanks
EAST KING COUNTY	Living on the East side, I would like to see more changes quicker, even if it cost more than \$17 per months mentioned here.
EAST KING COUNTY	as always you ignore the number of people commuting out of issaquah/Sammamish/Highlands areas.. you know the areas with the most growth right now... houses and condos being build in piles no new roads... and you want to wait 25 years to put in a light rail? really? super smart of you...
EAST KING COUNTY	There are various articles/op-eds floating around online about how mass transit projects in the US a) take much longer and b) cost much more than similar projects in European countries. 25 years feels like a long time to finish the system, and the endless delays of Bertha are not going to make people feel good about a long construction time (regardless of whether any of the same people are involved). The proposal needs a good breakdown of exactly why it will take so long, and if there are any benefits that will be derived before things start to come online.  I don't know much about public transit within Seattle proper, but I know that getting into Seattle via public transit from the eastside (or vice versa) is awful, and even bus coverage on the eastside seems spotty and irregular enough that I can't use it, so a reliable frequent connection into the city should be a high priority.
EAST KING COUNTY	The quicker the better. I would love to become a one-car household.
EAST KING COUNTY	We built the transcontinental railroad in SIX years and you want 25 years to go from Ballard to West Seattle? You're becoming the poster child for what's wrong with America.
EAST KING COUNTY	20+ years is simply too long.
EAST KING COUNTY	- Ballard needs to come sooner than 2038 or the plan will not pass in November. Your key block of voters is in Seattle, and the two most important projects to them are Ballard and the new downtown tunnel.  - It's criminal that the gold-plated Paine Field vanity project is in the plan but it has nothing of any significance serving South King County, particularly Renton and Kent, which are transit-starved areas with many minority and low-income residents.
EAST KING COUNTY	You are asking for FAR too much money. That seems to be the never-ending theme. Build this with the funds you already have.  In addition, if more people are moving here, then your tax base increases automatically without raising any taxes, because there are now more tax payers. Please use that fact to pay for these improvements.
EAST KING COUNTY	Projects within Seattle itself should be prioritized over expanding rail North South and East.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - East King County

EAST KING COUNTY	Cars are a necessary fact of life in SEA, as is the fact that only 9% or less of commuters use the bus, light rail, and train system. Why does SDOT ignore these two facts and continuously move 60% of total funding to support and subsidize 9% of the working population that must get to work to pay our taxes to you and fund your salaries?
EAST KING COUNTY	We should push the light rail projects up before any other project. Especially because this project should have been started in the 90s (I blame the voters) You will be much more likely to get people like me out of their cars with light rail, than any other transit option.
EAST KING COUNTY	Extension of light rail to Boeing's Everett factory should be on the list of things to be completed in 8 years. That extension will drastically improve congestion on I-5 between Everett and Seattle. The most important aspect of transit funding to me is that it does not subtract from funds for road construction/repair. Do not punish people who drive cars. Do not "guilt trip" people who drive cars. It is important to me that the people who pay for the system are the same people who benefit; I don't think it's right for people in Enumclaw to have their property tax / car tabs / sales tax jump up to pay for a system that does not serve them.
EAST KING COUNTY	12 years is too long to complete the segment from Overlake to Redmond. We should focus on expediting those that are easier projects.
EAST KING COUNTY	You will probably have more support the quicker you promise the most congested commutes are covered, like Ballard -> SLU -> Downtown. The public may have a hard time supporting a \$200/yr tax because we already pay so much to commute over 520. Where did those funds go?

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - East King County

EAST KING COUNTY	<p>I am not an urban planner, and I will fully admit that I do not have an informed enough opinion about how long it takes to build each project in this plan. However, I would like ST to know the following:</p> <ol style="list-style-type: none"> <li>1.) Thank you for deciding to "go big." I think the citizens of our region aspire to be a part of big positive changes, and this provides us with such an opportunity.</li> <li>2.) With all due respect to "subarea equity" and (what I'm sure is) your desire to create a package that is amenable to citizens of all three counties, prioritize West Seattle and Ballard. City dwelling people, almost by definition, have assumed a lifestyle that embraces public transportation. Do not make your most ardent supporters wait a lifetime to utilize what they will so willingly fight for.</li> <li>3.) The populations of Tacoma and Everett have not shown that they would readily adopt INTERcity travel with the same enthusiasm that those same populations show for INTRAcity light rail. While it is true that all Americans are trending towards being closer to cities, I am not sold that the old guard car commuters are going change with intercity light rail, whenever it may be built. The thought that old guard car commuters would eschew single vehicle transportation for BRT is flat crazy. Public transit is a necessity for poorer peoples, and it is the adopted choice of younger middle and upper middle class voters. I strongly believe that public transit supporters would be more willing to use intercity BRT and Heavy Rail if it meant the intracity system in seattle could be finished sooner. To the same end, I think a money-backed guarantee of light rail to complete the Everett-Tacoma spine will be enough to make Pierce and Snohomish County residence feel included. ST has really created a gold standard for public trust - don't be afraid to cash in your social capital to ensure that Pierce and Snohomish will get what they paid for in due time.</li> <li>4.) More community education about the prospect of federal funding in addition to this package should be brought to light. ST chose its new chief for a reason; you shouldn't be afraid to connect the dots for voters that there is at least the prospect of many more dollars for this package, and that those dollars could have an appreciable impact on the time it takes to complete the proposed projects.</li> </ol> <p>THANKS!!</p>
EAST KING COUNTY	Projects must be completed faster than this.
EAST KING COUNTY	This is far too slow. It shouldn't take that long to build to Everett. It's embarrassing to live in the Seattle region with timelines like this.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - East King County

EAST KING COUNTY	<p>Too little too late. The region is suffering under the weight of its own growth and we cannot afford to wait 35 years for a proper mass transit system.</p> <p>Abandon the bus projects to Metro and Community Transit; they are a distraction for Sound Transit. Re-prioritize the light rail to deliver the proposed system by 2030, not 2050.</p> <p>Busses on the shoulder is extremely dangerous. Its a disgrace that it was even proposed. I would suggest removing mention of it from marketing material because it will polarize safety advocates and turn them into your opponents.</p> <p>What happened to the ERC proposal through North Bellevue, Kirkland and Woodinville? Sound Transit already has a right of way there, and it seems like that project would be a better ROI than others proposed.</p>
EAST KING COUNTY	<p>of course planning, manpower, availability of resources, weather and a number of factors impact the timeline, but considering there is a significant traffic problem right now, the longer it takes to complete these projects, the worse it's going to get as new residences and business are going up in the region. In the mean time while rail line travel is being installed, can bus routes be expanded to keep people on the routes they need to travel, but allow for an alternative for driving their personal car. All this said, I am very much in favor of the expansion plan and support the cost to the residents of the region.</p>
EAST KING COUNTY	<p>Is there any way to accelerate light rail construction?</p>
EAST KING COUNTY	<p>More light rail faster! I'm tired of using roads for the same exact trip every day.</p>
EAST KING COUNTY	<p>The biggest traffic problems are on I5 around downtown Seattle. Why then is light link construction focusing on areas East of lake Washington (aka Redmond)? Tacoma to Everett should be the priority. Knowing the costs of the projects and number of customers they could service would help rather than just totals.</p>
EAST KING COUNTY	<p>I know it's a big project, but the timeline is just so far out it's hard to support.</p>
EAST KING COUNTY	<p>Accelerate the BRT plan for SR522 and along the 405 corridor north of Kirkland</p>
EAST KING COUNTY	<p>tax us more get it done sooner, 25 years is too slow with the rate at which this problem is growing.</p>
EAST KING COUNTY	<p>This plan takes too long make any progress. I'm a big transit supporter but it'll be hard to vote yes on a plan with the completion of the main light rail projects so far away. I'd rather pay more now for quicker results. One of your arguments is that 800 cars are added to our roads every week. With those numbers and your timeline, there's no way ST3 will help our traffic problems. Paine Field is a waste of money. The timeline is way too long. This won't pass.</p>
EAST KING COUNTY	<p>Issaquah line should run to either Bellevue and Downtown Seattle and it should be happen immediately.</p>
EAST KING COUNTY	<p>This needs to be done in much less than 25 years. Consider adding some form of property tax hikes as well to cover the increased costs. Also, it should include more cycling support (bike lanes, bike transport, etc). Finally, think about the impact self-driving cars will have on transit in 5, 10, or 20 years and make sure the plan would still work/be needed with self-driving cars</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - East King County

EAST KING COUNTY	Speed up this process. Traffic is terrible now, & by the time this plan is implemented it will be worse than ever. We are just trying to play catch-up with a problem that is growing faster than solutions proposed can be implemented. Nibbling around the edges of the problem does not have much of an impact.
EAST KING COUNTY	THIS PROCESS TAKES TOO LONG DO WHATEVER YOU HAVE TO DO TO GET IT DONE ASAP PLEASE
EAST KING COUNTY	In 25 years we have no idea what our needs as a community will be. We need a more immediate solution.
EAST KING COUNTY	Seattle already has light rail and bus lines. Eastside has only bus and it can take 2 hours to get from Issaquah to Seattle by bus. Build Issaquah/Redmond first.
EAST KING COUNTY	I'm concerned about the projected time period to complete these projects. With the rapid growth of the region, I feel like that by the time these proposals are finished, they will already be obsolete. Also, I'm a little unclear about the Bellevue to Issaquah light rail project. I wish all the separate links were color coded so I could understand exactly the routing. Will they all be somehow inter connected? Cities like San Diego and Salt Lake City have had light rail for years. It's high time we got caught up, because our freeways are a mess!
EAST KING COUNTY	This is really unacceptable. Lines to Ballard and West Seattle should be your number 1 priority. 22 years until there is rail to Ballard? That is embarrassing. People in the Seattle area are desperate for this to be built. We need it much sooner. If you don't reevaluate this plan, I can guarantee most people are going to vote NO.
EAST KING COUNTY	Have Sound transit 522 route go to the new Roosevelt station, instead of going to NE 145th future station. Speed up the time line on all project.
EAST KING COUNTY	Bring light rail to Issaquah sooner
EAST KING COUNTY	25 years to complete is ridiculous. A quick plan for completion is more likely to pass with voters. Growth in the area is at a fast pace and we need to keep up with it. We will lose all these jobs and growth if we don't take care of this ASAP!
EAST KING COUNTY	Light rail is awesome. The new link from downtown Seattle to Capitol Hill and to UW is tremendously useful. I travel from Issaquah to downtown Seattle everyday for work and this would greatly help improve the commute and keep the environment green.
EAST KING COUNTY	I support the project but not the timeline. A plan to complete work in 25 years shows no commitment to improve the transportation problems in our region. Sound Transit needs to go big and do it now. I would like to see a much more ambitious timeline. I'm willing to pay the taxes. Can we compress all of this work into the next 10 years? Can we get started on building out multiple transit lines at the same time instead of staggering them?
EAST KING COUNTY	The plan taking 25 years still leaves us way too far behind the times. Everything needs to be completed much faster, especially the light rail which will have the biggest impact.
EAST KING COUNTY	I-405 corridor needs serious help and sooner than 17-25 years from now! Also, Transit is currently not an option for me to commute from Renton to Seattle because it takes 2 buses and an hour to go in and 3 buses and 2 hours to get home (9am-7pm shift)!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - East King County

EAST KING COUNTY	Issaquah should not happen last. Waiting 22 years is ridiculous when it'd be so easy to complete! We're 50 years behind Portland by that time!
EAST KING COUNTY	This timeline is absurd, I would rather see this proposal spend more to speed up some of the projects already in the pipeline.
EAST KING COUNTY	We cannot wait 25 years to resolve Issaquah traffic congestion. Light rail to Issaquah should be a top priority.
EAST KING COUNTY	I understand helping the future generation but your timelines are absurd. I want to pay for something that might benefit me or my kids, not something for generations beyond that! By the time ST3 is done, we'll be zipping along using transporters and ST3 will be obsolete.
EAST KING COUNTY	I think that the Eastside (Issaquah, specifically) needs to get the link light rail much sooner than 25 years... EVERY SINGLE bus is filled to the brink with standing room only in the mornings and evenings, it is NOT pleasant and absolutely causes people to take their cars to work instead of riding the buses.
EAST KING COUNTY	The timeline on this plan makes me strongly oppose these projects. Why should anyone pay for something that will NEVER benefit them. Light rail to Issaquah in 25 years has no benefit to me. I will have retired and moved away. Light rail now benefits me. If a proposal for lightrail doesn't happen in next five years for Issaquah and Eastgate - I absolutely cannot support it. Increasing sales tax is a BAD idea. Property taxes should be levied from the areas benefiting within the next five years. And I'd pay huge fares to ride light rail from my community rather than drive.
EAST KING COUNTY	Light rail should travel to Issaquah and Renton as soon as possible.
EAST KING COUNTY	My biggest concern with the plan is the length of time for full implementation. We need as much of this, as quickly as possible. The situation is getting worse rapidly. With Amazon's growth, plus large companies like Google, Facebook, Apple, etc. adding large numbers of jobs to the downtown Seattle area, plus Google and Microsoft on the East side (although Microsoft's growth comes in spurts), a comprehensive light rail system is needed as soon as possible. Throw in Boeing's influence on the North and South, and we're rapidly heading into a transportation nightmare.
EAST KING COUNTY	Many working and tax paying voters will not see the fruits of their yes votes until near or after retirement. While there are limits to construction on this scale, it seems that even transit advocates have a tough time swallowing the time frame proposed.
EAST KING COUNTY	I fully support the plan, but would prefer that building new light rail stations and lines take priority over bus rapid transit. I'd be willing to pay twice the estimated cost to taxpayers if the light rail component could be completed within 10 years.
EAST KING COUNTY	RAnging from 8-25 years... I don't believe it will be done. I thing the span should be 3-7 years tops.
EAST KING COUNTY	Get it done sooner my baby girl who isn't even born yet won't get to ride the light rail until she can drink legally! Get more money or whatever more taxes! Get it done quicker! Otherwise I love the plan
EAST KING COUNTY	I definitely won't be around for any Issaquah light rail expansion, it better be good.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - East King County

EAST KING COUNTY	Issaquah/Sammamish are growing rapidly. Light rail to Issaquah project must be expedited to finish in ~5 year time frame to avoid serious congestion problem.
EAST KING COUNTY	I'll support the rail extension, but let's not pretend this isn't proceeding at a snail's pace. Vancouver finished the Canada line from downtown to the south end of Richmond in _two years_. These 25-year timelines are sad and make me sad.
EAST KING COUNTY	With the staggering increase in traffic, this plan takes too long! 8 years to build better bus service on 405? I'll gladly pay more for faster results.
EAST KING COUNTY	It's going to take too long. By the time the proposed improvements are made, they won't have the impact today's population would be voting for. And, I'd rather not pay taxes for routes that won't impact me.
EAST KING COUNTY	It all was looking good until the time frame. 25 years? It will be outdated by then. Something needs to be done now, eastside traffic is a nightmare.
EAST KING COUNTY	Rather than expanding light rail north to Redmond and south the Federal Way at the same time, wouldn't it make more sense to first expand southward to the Tacoma area, since the people in this area are more likely to need access to public transit? Based on the socioeconomics of the greater Tacoma area, people will be more likely to use public transit once installed, compared to the Redmond/Bothell area where most individuals have access to reliable transportation already.
EAST KING COUNTY	Identify a way to proportionately tax users of the congested corridors rather than increasing our already high sales tax. Work to incentivize early completion of projects. Figure out how to earn public support with shorter term wins. It's hard to get excited about paying for a service that won't be in use for a generation.
EAST KING COUNTY	Light rail to Redmond and Issaquah will be very useful and their timeline should be expedited.
EAST KING COUNTY	The Eastside has been zoned as high urban density. With the recent changes to toll structures all roads out of Issaquah, Redmond and Bellevue, either it is 405, I5 or anything else are beyond saturation. Yet the Eastside projects are on a 25 year timeline.  Given schedule changes and bureaucratic cost overruns, that number typically translates to 'never'.  We have a problem NOW. Not 25 years from now. Try harder.
EAST KING COUNTY	Would like to see projects completed sooner.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - East King County

EAST KING COUNTY	<p>A 25 year completion timeline is ridiculously insufficient. Right now, I can't even drive the 3 miles from work to home in under twenty minutes most days (that's less than 9 miles an hour, which is why I walk most days). I would use the bus, but there is no convenient route.</p> <p>By the time light rail and BRT makes it out here (Issaquah), we will have been forced to find solutions to our traffic problems long before. Which means we won't be happy about having to pay for a solution that arrived too late, after we have already had to pay for alternatives. We need a 5 to 10 year solution, not a 25 year solution.</p> <p>I understand your dilemma. No one wants to pay for anything these days, and many cities are doing a miserable job of planning for growth (Issaquah is a serious transgressor in this area). But, for Issaquah, 25 years is far too late.</p>
EAST KING COUNTY	Now not when the current voters are 20 years older
EAST KING COUNTY	There has to be a way to connect Issaquah faster than 25 years! Look at your bus route 554/214 they are well ridden, Issaquah needs light rail sooner than my 60th birthday!
EAST KING COUNTY	<p>The timelines are just too long. Finalizing these rail systems needs to be a priority as the region grows.</p> <p>True BRT should be implemented in suburban areas with BRT only (truly only) lanes utilized.</p> <p>The idea of lightrail going from Everett to Tacoma in a single spine is silly. A single 63 mile spine! The time it would take to get from Tacoma to Seattle or Everett to Seattle or even Everett to Tacoma is way unrealistic as a means of travel.</p> <p>Heavy rail options should be encouraged on these paths and improvement of feeder lines in the way or LRT or BRT or just plain buses is sooo important. ST has not proven that metro and ST can work together to improve connections with the current line. So if you don't live near a station and work near a station you can't use this much anyways.</p>
EAST KING COUNTY	<p>The light rail line completion dates are too far out. The projects need to be built much faster. Waiting 12 years for the first light rail project is too long, and 25 years for the last lines is insane.</p> <p>Please provide a funding breakdown by subarea with projected use of bonds and grants for each project so we can properly evaluate the draft plan.</p>
EAST KING COUNTY	Please move up the Issaquah timeline! We already have far less frequent transit routes than the rest of the Eastside. We need it within the next 5 years - not 25!!
EAST KING COUNTY	lot of money to pay in Kirkland for a bus on overcrowd 405. too much money for so little ST started as a good idea now is paying too much for nothing for the eastside
EAST KING COUNTY	25 years is way to long! I'd like to see real regional light rail on MY lifetime

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - East King County

EAST KING COUNTY	Timing to add lines should be looked at. 25 years before the Issaquah line is operable is insane. Traffic volumes are increasing every week. The number of cars in 25 years is going to be astronomical. The problems are starting now, not in 25 years. Speed to market needs to be faster.
EAST KING COUNTY	These plans are great for the future, but our problems are now and we need to compress these timelines, something like Los Angeles is doing: "bonding against future revenues" this would allow these projects on the current list to be completed more quickly, in 10 years instead of 30. Don't be afraid to think "really big". We can't let our region fail due to congestion.
EAST KING COUNTY	If financial capacity is what is slowing down improvements to create a transit system in time to serve the people that are voting for the measures, then the list of projects needs to be trimmed, or ST needs to be willing to take more risks on delivery promises. You have got to get back to what most of us can see in our lifetimes, rather than having us tell our grandkids about what they may someday ride -- or what we will only get to use on a special trip from a nursing home.
EAST KING COUNTY	I live in Issaquah and I have two kids. My kids are 2 and 4 years old and it is hard to support a plan that will not even be ready before they are adults. I think it is asking a lot of voters to fund projects that their children won't be able to use. I guess my grandchildren would be able to ride light rail from Issaquah, but again that is a lot to ask a voter and I really hope this gets passed. My advice would be to have all project delivered by 2033.
EAST KING COUNTY	8 years for phase one is a LONG TIME to wait to see any improvement - if more funding could get faster results that would be WELL worth it
EAST KING COUNTY	I am in favor of completing all of the projects on ST3 but look to Sound Transit to complete projects that can be done the quickest and affect the most amount of people. I live in South Renton so most of my vote are for projects I will rarely use in my commute to Bellevue. However, I am willing to move to a location with light rail and I vote for the masses, not just me.
EAST KING COUNTY	I would be willing to pay higher taxes to expedite the process. 22 years to Ballard is outrageous. 10 years is too long but less infuriating than a 22 year plan. I live on the east side but have worked in many neighborhoods of Seattle. Mercer and South Lake Union really need light rail already. A greater sense of urgency in this plan is needed.
EAST KING COUNTY	FASTER! We are so far behind. Speed this timeline up.
EAST KING COUNTY	Issaquah to downtown Seattle light rail needs to happen sooner. Like many other residents I commute daily from Issaquah to downtown Seattle.
EAST KING COUNTY	Speed up the Issaquah line to 8 years or less please.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - East King County

EAST KING COUNTY	<p>The timeline is a joke!! Half the people who will be taxed will be dead before this is finished and half the people who will benefit from this plan aren't here yet and will not have any "skin" in the game!!</p> <p>Renters typically don't feel that they have any direct costs for projects like these so they will vote for anything and the property owners then get to pay a dis-proportionate amount for this service.</p> <p>Your use of the "average" home will pay XX is also a joke. Just this year between this proposal and King county wanting to raise the 1% annual increase limit, the governor's proposed carbon tax, and the various school districts that say they need additional bonding authority I estimate my RE tax to go up a minimum \$500 this year in addition to the annual sewer and water increases, etc. My wife and I have retired a couple of years ago and these increased taxes make it more difficult to stay in my home and more difficult to sell my home because the required loan/payment ratios make the new loan payments very hard for new buyers to afford.</p> <p>If you think I believe that this will only cost me \$200 /yr you must think that I have forgotten how virtually every major project that any governmental unit in this state has exceeded the budget and missed the promised timeline which has always translated into additional costs to me.</p>
EAST KING COUNTY	<p>I really think Issaquah needs light rail, we feel so isolated way over here! And getting to Dr. appts would be so much easier and my husband to the Bellevue and Downtown VA offices.</p>
EAST KING COUNTY	<p>As someone who moved from Seattle to the Eastside, I think it's crucial to expand transit services across the water to make it easier for folks to get to and from Seattle. Traffic and parking are such a hassle, especially downtown, that most of the people I know from the Eastside only venture into Seattle when they really have to. If there were more open transit, it would open up opportunities to people to commute more efficiently and not have to contribute to traffic and air pollution. Not to mention the folks that can't afford to have their own cars would benefit greatly from expanded options and routes.</p>
EAST KING COUNTY	<p>The timelines are way too long. I like the idea of extending public transit but I cannot support one that is essentially planning to be far behind the projected demand.</p> <p>(1) How believable are cost estimates that stretch out 30 years</p> <p>(2) We need to get this done much sooner than planned to benefit today's citizens as well as future residents.</p> <p>(3) What's the plan after 2045 ?</p>
EAST KING COUNTY	<p>Need to complete the 1-90 corridor more quickly than 25 years and it should extend at a minimum to Snoqualmie, if not North Bend. That would help with travelers coming in from Eastern Washington as well.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - East King County

EAST KING COUNTY	Issaquah should be quicker than 25 years. Issaquah/Sammamish and Snoqualmie on the I-90 corridor are responsible for most of the increased traffic from the eastside to Seattle central for business AND for pleasure. It needs to be a transit center sooner! We would gladly go to Seattle much more often if there was less traffic, hassle and parking costs to get there. We would eat out more often, go to entertainment more often, and our spending would help with the additional sales tax revenues. Traffic makes us want to stay home and Issaquah will be complete gridlock in less than 5 years from now - - let alone 25 years!!!! We will probably move away from the Seattle area in the next 10 years when we retire since the traffic is too crazy and the things that make living here fun are getting harder to get to at all hours of the day!
EAST KING COUNTY	Light rail to Issaquah should be bumped to earlier in the timeline. Issaquah is like the end of a vacuum hose, pulling in traffic from North, South, and East of the City to ultimately clog I-90. With light rail, the City would still pull the traffic in but I believe a significant number of folks would park and jump on light rail.
EAST KING COUNTY	Timelines are too long. Light rail to the eastside should be given the highest priority. Light rail to Issaquah is needed now. Light rail from Issaquah to Redmond and Kirkland would be a good option for connecting eastside communities. The current East Sammamish (former rail trail) could be a multiple use right of way to include light rail.
EAST KING COUNTY	I have no confidence in any state government initiative ever 'saving' anything, especially when transportation is involved.
EAST KING COUNTY	Way to long, need better service sooner not later.
EAST KING COUNTY	The fact that it would take 8 years to add more bus service through Renton and the Eastside seems ridiculous. The whole timeline seems too long, which is a concern because it seems like over the course of the 25 years, so many things could go wrong, funding could be cut and projects abandoned, etc. It would be a terrible shame to invest millions of dollars in starting these projects only to fail to complete it. We need traffic relief now, not 8, 12, 25 years from now. It seems like it should be much easier to add more bus routes.
EAST KING COUNTY	This project time frame is way too slow.
EAST KING COUNTY	This timeline is not realistic. Those who conceived it most likely will be long retired before this project is completed. I'll be long dead before the light runs to Ballard! Most importantly, with the rate of population growth this timeline should be cut in half. The Seattle Metro area can't survive another 25 years given this impossible plan. I suggest you folks contact the RTA in Dubai, UAE. They can teach you how to to complete this project in a timely fashion. Look at their Metro and the time it took them to construct it. On the other hand, the City of Portland, OR could probably teach you a few things also.
EAST KING COUNTY	We are growing faster than what you can update & meet our transit needs. Find a way to make this happen faster!
EAST KING COUNTY	Need it faster
EAST KING COUNTY	Time lines are excessively long given the need
EAST KING COUNTY	Light rail needs timelines are too far out. Anything longer than 10 years isn't sustainable.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - East King County

EAST KING COUNTY	I think Light Rail should be the highest priority. It would be a good idea to cut buses after light rail is finished (buses that run along the same route)
EAST KING COUNTY	Having moved from NYC a few years back I was so surprised by the lack of a developed transit system in the Seattle Metro area. The current timeline will take too long and I don't think we are planning far enough in advance. The region is growing at such a fast pace that if we don't make a more comprehensive plan, in 25 years we will be right back where we started.
EAST KING COUNTY	Move Bellevue to Issaquah plans to under 15 years.
EAST KING COUNTY	We just moved from Kirkland to Renton 6 months ago. I still work in Kirkland and my son is still attending school there as well. We were very upset to find that there is no convenient bus routes between Kirkland and Renton. We had figured there would be a simple transfer in Bellevue, but there is not. It appears that the new plan will address this problem and I certainly hope so. Housing prices are pushing many of us to move away from the Eastside, either North or South, and having convenient bus options is an absolute must!
EAST KING COUNTY	These projects need to be completed quicker if possible as the citizens funding these projects would like to be able to use the trains for commuting and exploring our diverse and amazing region as early as they can.
EAST KING COUNTY	If we're looking at 8-25 years to get this stuff done, then we really need to get it going ASAP. I'm tired of wasting my life in traffic or paying prohibitively high tolls. I would very much want to know if there's a way I can help get people out to vote for this. I'll try to make it to an open house to ask about that, but I hope you'll send information to people via email as well.
EAST KING COUNTY	Move Issaquah higher in the priority list. Issaquah is rapidly expanding and we could reduce car traffic significantly with Light Rail to Issaquah.
EAST KING COUNTY	Over twenty years to get to Ballard and Issaquah seems too long.
EAST KING COUNTY	Focus first on transit areas with the most traffic; Increase the flow of traffic onto freeways in downtown - like the ridiculous single-lane on-ramp to southbound I-5 at Mercer St.
EAST KING COUNTY	This is long overdue, it needs to happen faster, not over the next 25 years.
EAST KING COUNTY	BRT has such high value and seems to be the least in cost. This should be expedited. Might be good to break it out as its own project in order to expedite it.
EAST KING COUNTY	It is hard to understand why things like BRT that use existing infrastructure will take 8 years to come online. I also though the line extension to Redmond had been decided and committed to already an am disappointed at how far out that is.
EAST KING COUNTY	Light rail to Lynnwood and Everett needs to happen sooner. There is already a lot of public transit within Seattle, we need to connect cities before neighborhoods. The project as a whole needs to happen faster, within 15 years at the most rather than 25 so current taxpayers actually get the opportunity to benefit from our investment. We need to have alternative north-south travel from driving to provide an alternative to the congestion of I-5 ASAP.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - East King County

EAST KING COUNTY	Concerned that bus/train is expensive...and maybe UBER is a better use of money. I will be taxed for minimal use compared to those who will use the system daily. Is this viable as a privately funded and operated operation? If not, then you are asking how much priority I have to have the amenities. I don't see how this system helps those living a mile away from a bus route...same problem with food deserts who live more than a mile from a grocery store. \$200 plus a year is a lot of money for those who are not making much money to begin with. Is it the function of government to provide transportation or is it the need of a highly dense society to provide better movement from place to place? Maybe the solution is not mega-cities, but communities where walking and being with neighbors will solve many of the other issues of an urban society. Over the long term, I just see more expenses to update equipment and take care of system demands due to broken or out of service occurrences. It sounds like the ferry system which is great when it works and horrible if you come to rely upon it and there is a weather problem or a need for servicing. I don't see how in 25 years that this system will really help the Puget Sound area.
EAST KING COUNTY	These timelines are TOO slow. We are WAY behind other cities in this and we have to catch up. It is worth the cost, especially considering that traffic is literally getting worse every day. I do not currently use transit and I would change that in a heartbeat if I had the option to use it.
EAST KING COUNTY	Speed up the Boeing Access station with parking. Currently, there is zero reasonable access for Renton and SE county. Tukwilla parking is full before 7am, and it takes 30+ minutes to get there from the Highlands let alone Maple Valley. The neglect of South King by Sound Transit is horrendous especially considering the amount of growth the area has achieved over the past 10 years.
EAST KING COUNTY	You don't explain why the projects will take so long, or the costs of accelerating the work.
EAST KING COUNTY	Please build and open new stations incrementally. Building stations on Capitol Hill and UW, then opening them while building the rest of the North Link is a lot better than building East Link stations but not opening any of them until all stations are completed. The Mercer Island and two Bellevue stations should have been built and opened first while the rest of the East Link to Redmond is being constructed.
EAST KING COUNTY	We need affordable rapid transit to ease gridlock traffic on our main arterials. Drivers should be convinced to subsidize rapid transit to make transit cheaper for others to ride buses/trains. Making buses/trains cheaper is a great way to lessen gridlock.
EAST KING COUNTY	8 years is too long to implement the Bus Rapid Transit project. This should be accelerated. King County pays far too much already in taxes and we have been paying tax already for the rail line. The county should reallocate resources to pay for the bus line without needing to add an additional \$200 per household. Toll roads are another example of excessive tax for roads, and then coming back to the county asking for additional funds for expansion of critical bus and transit programs. I suspect that the county could find this money to reduce the cost of the bus project to a reasonable amount.
EAST KING COUNTY	Take much too long to complete. When I compare this kind of time schedule to what gets accomplished in Europe...

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - East King County

EAST KING COUNTY	The Seattle area is growing so quickly - I think these projects are much needed, and strongly support them, but do not think the timeline is urgent enough. 25 years from now? Really? It's great to know that we're "thinking ahead" but these projects are needed already - they will be desperately overdue in two decades.
EAST KING COUNTY	Overlake to Redmond Light Rail should consider running at grade upon reaching the intersection of 520 and 202 (Redmond Way). The 520 bridges over Redmond Way were built extra wide and tall over the old BNSF railroad lines which Light Rail could use at grade between stations. It might be less expensive and look better to re-plan the two automobile 520 entrance and exit ramps instead of running Light Rail over the extra tall structure. Just a thought... Thanks.
EAST KING COUNTY	These projects should have happened a long time ago -- we have to get them going ASAP -- traffic is a nightmare already
EAST KING COUNTY	Since BRT are much cheaper and use existing infrastructure, any plans of implementing it faster so the immediate traffic needs could be addressed. Light rail projects are still 8-20 yrs away and in the mean time commute is getting worse. Any plans to increase P&R facilities in Bothell?
EAST KING COUNTY	I think the timeline needs to be moved up like what occurred in Denver. Seattle is in the top five for traffic and congestion and it's only going to get worse. A timeline that goes out 25 years for some of these projects is too long. Let's look at ways to move these transit projects up and shorten the timeline. I wish light rail could come through Kenmore. Also, additional parking needs to be provided at transit stations so people can drive there and park. I oppose the idea of not investing in additional parking. Many of the existing parking lots are full by 9 AM.
EAST KING COUNTY	IMHO, buses are not the way to go. Cancel the bus projects, put the money into light rail and get them done way faster.
EAST KING COUNTY	It may be advantageous to provide voters options on speeding up the timelines. If it is X more to have the projects done in half the time allowed, is that palatable to the population? Or, if there is a different way to order the projects so they could be done earlier... are there any options?
EAST KING COUNTY	we need the light rail in Issaquah now not in 25 years that unreasonable
EAST KING COUNTY	I'd prefer to see projects completed sooner if possible, even if some (say, 15% - 20%) additional cost would be necessary.
EAST KING COUNTY	Do it faster. Traffic is a joke.
EAST KING COUNTY	Timelines are WAY TOO LONG!!! Get the whole thing done in 10-12 years. I don't believe the BRT plan will work as well as you envision and would rather spend the money on more light rail.
EAST KING COUNTY	All of these improvements need to happen way faster than 25 years. So many other countries have highly sophisticated mass transit systems in place right now. How does it make sense for one of the best tech cities in the world to be a quarter of a century behind? It has got to happen sooner. Seattle has to find the resources to cut that deadline down significantly.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - East King County

EAST KING COUNTY	Not everything can be done first. Projects with the best benefit/cost for enhancing ridership should come first, before greasing the squeakiest wheels.
EAST KING COUNTY	<p>I hope it would be possible to roll out I-405 BRT in stages as opposed to waiting the whole 7+ years for it to be completely in its entirety.</p> <p>Also, I've noticed KC Metro has started testing electric buses -- is there any chance ST would adopt those as well in a near future?</p>
EAST KING COUNTY	<p>This plan is good, but it is woefully insufficient.</p> <p>More and more people are moving into the Seattle area every year and that is not going to stop. By 2040 (the target end date for this plan) the population of the Greater Seattle Metropolitan Area is expected to grow from it's current 3.7 million people to more than 5.4 million (a 54% increase!). The services proposed in this plan are inadequate for our current population so, the only logical conclusion to be drawn is that this plan is virtually guaranteed to be "too little too late".</p> <p>Even if each and every one of these projects is completed early, under budget, and results in a higher than expected average daily utilization (in other words, a near perfect execution), the entire endeavor will still be considered an utter failure simply because it fails to properly meet the needs of the people.</p> <p>Instead of 8 to 25 years, this plan should be greatly accelerated to complete in 5 to 10 years... and the next phase (which, given the timelines proposed here, I assume are planned for the next 50 to 100 years) should instead be completed in 15 to 20 years. It is imperative that we work aggressively to get ahead of the expected growth instead of constantly fighting to catch up (because, at this rate, we never will catch up and are destined to fall further and further behind).</p> <p>It's time to stop talking and start doing.</p>
EAST KING COUNTY	I realize that the plan places light rail services where ever practical, but please continue to emphasize bus rapid transit first as this will provide the biggest bang for the buck sooner. We have to get people out of their cars during peak times. I have commuted for 5.5 years on the bus with much less stress and more exercise as a result.
EAST KING COUNTY	8 years is too long to wait for any improvements. Looking at your regional growth projections it will become another too little too late effort.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - East King County

EAST KING COUNTY	I am happy to pay the extra taxes and fees if the timeline can be brought in. I don't know where I'll be in 25 years. Mt Rainier may have exploded by then and Seattle will no longer exist. I'd like be to be able to use these additions to the light rail before this happens.
EAST KING COUNTY	I am nearly 84 yo. I strongly support this program because I have children, grandchildren and great grandchildren who will eventually benefit from the program. I have lived in cities that have good to great transit systems and I know the benefits.
EAST KING COUNTY	Too little too late. Retired people who own homes can not afford more taxes. Figure out a way to finance that doesn't force us out of our homes because of continual tax increases!!!!
EAST KING COUNTY	This all needs to be done sooner rather than later. 25 years is UNACCEPTABLE. By 5 years this all will be too late.
EAST KING COUNTY	25 years is a crazy long time. Do it faster.
EAST KING COUNTY	You lied about the completion of the Mont-lake light rail station. you were 10 years behind schedule and over a 1 Billion dollars over budget. ST1 stated that you would be to UW in 2006 not 2016. You are a bottomless pit, a black-hole in which we pour more and more money down to no good effect. we should be continuing to pour good money after bad money that has already been lost. No more!
EAST KING COUNTY	Because it will take until 2040...and, the Seattle Times says it will cost the average homeowner \$400 per year (not the \$200 you say above), if I live that long, I'd be paying \$10,000 extra in taxes for something that is not even convenient for me too use (I live in Totem Lake). So...I'd have to drive there and park my car...but there is no safe parking area...you need free, safe parking so people can take advantage of the transportation options. And cut the costs...
EAST KING COUNTY	It takes way too long. Get rid of the federal regulations and get the thing built. How did FDR get things built with the New Deal? Oh yeah, that's right, he didn't have all the regulations and federal departments that LBJ created. You should be able to finish all of this within three - five years. Take all the people living on welfare, give them a job and get it done. There is no way I am going to pay \$17 for something that doesn't even going where I want it to go (Woodinville P & R to LWIT). You really expect people to pay \$17 per month for something that is going to take 22 years to complete?
EAST KING COUNTY	We've needed mass transit in the greater Seattle area for over 50 years. It's disappointing to hear that it'll be another 25 years before all of the ST3 plans can be implemented, but it's better than doing nothing -- which seems to be the only other alternative.
EAST KING COUNTY	seattle is so far behind in the light rail process. I have travelled to London numerous times and can move very quickly by tube, bus or rail all on one pass and have never had to wait very long. this is where seattle needs to be with the heavy congestion in this area. on a bad day it can take almost an hour to get from Kenmore to Redmond

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - East King County

EAST KING COUNTY	ST has been lying about costs and schedules ever since it was approved in 1998. I would be more inclined to agree and vote for ST if schedules and budgets we not "re-set" to look favorable to the general public and media. Take the light rail to UW as an example, it was sold to the public in 1998 to be completed in 10 years, it took an additional 6 years to complete yet the clock was reset and so now it is sold as being finished under budget and sooner than planned. That is a complete lie!
EAST KING COUNTY	We need traffic and congestion relief sooner. Puget Sound is behind and needs to play catch up.
EAST KING COUNTY	Everett Lynnwood corridor need to be completed earlier than projected completion. Seattle metro area is poised to grow beyond everett, what is the plan for that. I think potential of extending light rail to monroe, lake stevens and marysville need to be considered. I believe sound transit has not been proactive to address future need its only trying to be reactive, its time to be proactive.
EAST KING COUNTY	Multiple mass transit opportunities must exist in the area and I believe this plan is exciting and needed; however, I am disappointed with how long the projects will take to complete. If there is anyway to speed it up, do it. Regardless, I will always support multiple mass transit opportunities in the area.
EAST KING COUNTY	As an Issaquah resident, I would like to see a direct Issaquah-Seattle light rail line (or at least connect via S. Bellevue), otherwise I would not want to support light rail to Issaquah and would prefer the cheaper expansion of our existing express buses until we're ready to make an appropriate investment. I think in general the timelines and taxes are not aggressive enough - I'm 25 now and in 25 years, I'll be 50. I like to think of myself as a long-term planner and saver, but to me this just seems to be too extreme. I also used to commute through the traffic on 405 and I think similarly, 8 years to expand BRT there will not inspire people to act - the benefits aren't tangible enough, even if the stretched schedule does help spread out the cost. I believe that in general, if most of the project times were cut to a third of their current projections and taxes increased accordingly, support would increase. I think many other voters like me would be happy to pay more if the plan is more aspirational and if our communities can realize the benefits substantially sooner. I am worried that ST3 will not garner enough support without bolder plans and larger planned investments. Thanks for hearing me out, and thanks for all your hard work to build out our transit infrastructure.  [names]

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - East King County

EAST KING COUNTY	<p>After living here and commuting on I-405 over the past 20 years I just can't understand what additional information the DOT and State of Washington need to get a lite rail system running up and down the full length of I-405. My commute time are over an hour each way and some days exceed 9- minutes each way. Note with no traffic I can drive the same route in 30 minutes. I have an idea. Let's get the politicians in Olympia to come drive the full length of I-405 during rush hour for a month. Maybe then they'll understand how bad it is. After a year in the SF bay area I quickly realized how the Puget Sound has completely missed the transit big picture. The back bone needs to be the lite rail and Sounder Train systems. Those train systems must connect with each other at a station. The buses then need to move people to/from these locations. P&amp;R should all be located at the same locations. Multi-story parking garage structures where anyone using lite rail, vanpool, carpool, or bus resources can park all day. And to say this will take 25 years to do is nuts. I don't understand how we can build facilities including all transportation infrastructure for a Worlds fair or the Olympic's in only a few years but we need 25 years to build this for ourselves. Get it done. A very concerned citizen.</p>
EAST KING COUNTY	<p>Focus more on light rail, and get the projects done sooner.</p>
EAST KING COUNTY	<p>I am dismayed that even bus service upgrades may well take as long as eight years to complete, since I think the traffic situation is more dire than that.</p>
EAST KING COUNTY	<p>It shouldn't take 8 years to get buses online and it really shouldn't take 25 years to complete everything proposed! Transit options were needed years ago and by the time this is all done it will be either outdated or not nearly enough. For the price you are asking everything should be done within 10 years. I will not support such a huge tax increase together with such a long timeline. If you want my vote to approve you must decrease the timeline to closer to 10 years.</p>
EAST KING COUNTY	<p>Would like a shorter timetable for full build out, to improve traffic as soon as possible,</p>
EAST KING COUNTY	<p>I would like the redmond line to be completed on a quicker timeline than "If I got pregnant now, my kid would probably be in college before it's done" but I understand it's difficult to make quicker progress than that.</p>
EAST KING COUNTY	<p>A transit plan that has an estimated completion date in 25 years is not a good plan. In 25 years the transportation industry and the ways people commute are going to be drastically different due to techonological innovations in electric and self-driving cars. A plan with an extended timeline like this, that does not take such inevitabilities into account, will ultimately be a failure and a waste of tax payer money.</p> <p>Instead, we should focus on either getting this transportation plan finished quickly (within 10 years, minimum) or ensure that it robust and adapatable enough that it can handle the changes in the transportation industry.</p> <p>Also: stop negelecting South King country. The Renton area could be a booming municipality if given the support other cities are given. Instead it languishes because of lack of investment from the surrounding goverments.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - East King County

EAST KING COUNTY	I would support higher taxes if it meant light rail projects could be done in parallel and thereby significantly shorten the light rail deployment timeline
EAST KING COUNTY	Issaquah to Seattle is rapidly becoming more congested as the east side fills out. The light rail plans here are OK, but the timeline is very long. We will be gridlocked we'll before then. How can we work to ease that area sooner?
EAST KING COUNTY	Eastside residents and employers might be willing to pay more for a much quicker turnaround. Why does this all take so long? And with all the apartments being built on the eastside, why do home owners still have to foot so much of the bill? Please find a fairer way of getting the money for transportation projects. Tax gas more (a lot more), or get businesses to invest in the surrounding infrastructure.
EAST KING COUNTY	Since the BRT can be done faster and the 405 traffic is such a disaster I would personally find it extremely more useful if it would be prioritized before the rails. I both live and work at short distances from I405 exits and it is insane that a trip on the highway with my car is 20-25 mins during rush hour but it becomes 1 hour if I want to take the bus! I feel that the east side public transportation is terribly bad. Current bus routes are completely useless for me at this point and I hate it that I have to be adding to the traffic and pollution.
EAST KING COUNTY	These projects are taking too long to implement. Get businesses to support these projects financially by selling naming rights and offering prime locations in new station buildings. It may take a while to realize it, but these projects are adding great value to this region. ST should benefit from that increased value so it can continue to expand.
EAST KING COUNTY	I generally support rapid transit, and would hope to see the implementation schedule accelerated. Overall completion time of 25 years seems very long. For neighborhoods that do not have high population density it would be interesting to see satellite parking lots with a feeder bus to the transit stations during peak hours.
EAST KING COUNTY	Transit from Bellevue to SeaTac is my priority and it isn't listed (as such) in the choices you provided. Providing rail transit from major population centers to SeaTac will alleviate traffic and help the airport and commerce in the region.
EAST KING COUNTY	Light rail to Issaquah and Everett should come before Ballard/West Seattle because commute traffic from those areas are filling up their respective freeways.
EAST KING COUNTY	Q13 & 14 are unclear. I am strongly in favor of moving forward with mass transit. Do not necessarily agree with the priority of the timelines and project that can move faster should. We don't currently tend to use mass transit because it is so inflexible and inefficient but dream of a day when we don't need a car daily. Even though we live in Bothell, the downtown Seattle access desperately needs cleaning up.
EAST KING COUNTY	I am a huge supporter of rail projects in particular for this region and would like to see these project move along more quickly.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - East King County

EAST KING COUNTY	Sound Transit is extremely slow in all its projects, and ST3 continues that sluggish way of building. Putting rail to far flung communities is silly, and at the same time you ignore large population centers that can be very well served by rapid and express bus plans and designed bus lanes/busways. You choose the most expensive options-rail and tunnels-while shunting aside much cheaper alternatives that can be built much more quickly.
EAST KING COUNTY	Please, please, please continue leave the Cross-Kirkland Corridor as is. The trail is a huge asset to the community. I walk on the trail every weekend and I see more and more people using it. It is so nice to finally have a walking path where you don't have to worry about car traffic. I am so thrilled to see it not included in your plans for expansion, please keep it that way!!
EAST KING COUNTY	Ambitious. I like the ideas. Finally make Seattle a world-class city.  Slow! I don't want to wait 25 years.  I will send in my detailed comments via email.
EAST KING COUNTY	The completion timelines are TOO LONG across the board for this package. You cannot ask someone to vote for something that they will not see for 10 years (25 years in my case). I appreciate the big vision but you need to shrink these timelines down big time. The package should not extend more than 15 years at most.
EAST KING COUNTY	This proposal appears to propose taking money from users today while creating increasing traffic complications in the short run in an effort to pursue long-term transportation planning policy. Many of the residents of the taxing area today will not live here in 8, 12, 17, 20 and 22 years from now. Those that do live here 22 years from now will have dramatically different use patterns. There must a combination of short term benefits and long term investments in any plan put forth. The short term investments should focus on improving the use of the existing infrastructure and should consider how tools like what's been created by Uber can be used to better serve the 'last mile' problem of connecting transit users to their residences and places of work. A lot of this proposal reads as a request to fund large construction projects while operational improvements and user focused tools are scarcely considered.
EAST KING COUNTY	The planned timelines are too long. Considering the large amount of tax money being asked for, the residents paying the taxes should see results sooner. I think there should be more emphasis put on expanding Express Bus & Rapid Ride services in the near term.
EAST KING COUNTY	BRT on I-405 and SR-522 should be implemented sooner than 8 years. These projects are cost-effective and take less infrastructure than rail projects. SR-522 desperately needs congestion relief. Currently, buses on SR-522 experience terrible congestion delays every weekday. We need better, more continuous bus lanes on SR-522, signal prioritization for buses, and connectivity to Link on 145th in Shoreline.
EAST KING COUNTY	I wish it could all be completed sooner!
EAST KING COUNTY	This plan seems to be so far away for results to be implemented that it will probably be need to modified. Growth will outpace the implementation if things continue at the current and projected paces.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - East King County

EAST KING COUNTY	Get going. Make a decision and go. You will never satisfy everyone and there is no question that we need to implement non-car infrastructure.
EAST KING COUNTY	Buses do not fix anything and are unreliable.  Needs to be 100% rail link which is not effected by road traffic.  Will not support anything which increases taxes and takes 25 years to build. I will be retired, will be of no benefit to myself in 25 years time.  This should and CAN be done 10 years!!!!
EAST KING COUNTY	We need lightrail service to all the major cities including eastside to downtown. It's crazy that we can't commute to the city w/o riding in cars. And it needs to happen now, and not in 25 years. Traffic has gotten this bad due to poor planning, constantly changing minds, and people who can't make decisions. Why can't we have a decent rail system like other metro cities?
EAST KING COUNTY	25 years is a long time to wait for these improvements. Difficult to commit so much money that some many never see the benefit of due to the long timelines.
EAST KING COUNTY	I would like to see light rail across the I-90 to connect to Bellevue and Issaquah sooner. These are rapidly growing areas already with local congestion and limited commercial growth. Easier access to Seattle downtown and Bellevue shopping where parking is difficult could relieve that pressure and give a lot more support to downtown Seattle. I'd go there often if there was a light rail running on a regular schedule I could depend on. Buses still get caught in street traffic... and I'm tired of spending so much time in my car... especially on Thursday's when getting across the region is incredibly frustrating.
EAST KING COUNTY	This all needs to happen MUCH QUICKER. I would be willing to pay an additional 25% on all the sources of funding to make it happen faster. I also support adding tolls to the existing roads that service each one of these projects in order to accelerate their timeline. I'm going to be stuck sitting on those roads anyway so at least if I'm paying a toll I know rapid transit will come to them sooner. Seriously, waiting 25 years is far too painful given how bad traffic already is today!!! keep up the good work guys - we really need this!
EAST KING COUNTY	I really want the light rail to go from Bellevue to downtown Seattle... I would ride every week, if not daily, if you could get that done as soon as possible!!!
EAST KING COUNTY	Wish that the light rail wouldn't take so long to reach the Issaquah area - I understand it takes time, but the whole development of the region could be different in that length of time. I worry that those projects with the furthest out deadline might be changed or delayed even further as other areas become more pressing.  I am hesitant to fund so much on my property taxes. They are already quite high.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - East King County

EAST KING COUNTY	8 years for better bus service? What a joke. All these projects are needed, but 25 years? There's got to be a better way. None of this helps the nasty commutes that are happening NOW.
EAST KING COUNTY	<p>Please bring light rail from Seattle to Redmond, across 520 bridge. This corridor is over burdened. Busses often leave riders behind, and then get stuck in normal traffic. Mass transit should 2 of 3 things; faster, cheaper, convenient. The current reliance on busses is only cheaper - it's still faster to drive into downtown from Redmond, than it is to catch a bus.</p> <p>Please connect Redmond to Seattle via light rail - both of these tech hubs continue to grow. Even at 7 years till completion, the last estimate I heard, that equals ~1200hrs in traffic PER PERSON that would be eliminated with light rail (currently takes 45 minutes via bus during peak hours - drive time is ~17minutes no traffic, so I split it at ~25 minutes on light rail).</p>
EAST KING COUNTY	This seems ridiculously too long and too expensive. It would be great to explain why it costs so much and takes so long.
EAST KING COUNTY	Focus first on creating more transit friendly options within the cities (Seattle, Bellevue) including development that encourages transit over cars. Use extra bus routes/frequencies for suburbs until light rail can be expanded out in later years
EAST KING COUNTY	Too expensive for a senior on a fixed income and project will not be completed in a timely manner. I am strongly opposed to more taxes as it seems that too much money is wasted....just look at the Seattle tunnel project! Over cost and behind schedule!!
EAST KING COUNTY	South lake union has exploded with growth and there remain limited public transportation options. Provide more bus routes at LEAST!
EAST KING COUNTY	It is not fast enough. We have problems that need to be addressed now and waiting 8 years is unacceptable. In my mind, I'll pay to solve the problem. But solve the problem quickly and efficiently. I WANT WANT WANT to take mass transit to work. But it's a 15 minute drive but over an hour by bus (in the morning) and that is IF the bus stops or shows up. I have no choice but to drive from Newcastle to Bellevue. My commute in the evening is horrible and is over an hour for 8 miles and is only getting worse. It is causing us to make choices about whether or not we stay in Seattle.
EAST KING COUNTY	Timelines are too long; need faster build schedules for light rail and immediate congestion relief in the greater Seattle are. Paying \$200/year and not getting any results for 10+ years makes me much less willing to pay. I'd pay more for faster timelines.
EAST KING COUNTY	Speed up the time tables, these projects are desperately needed.
EAST KING COUNTY	Too little, too late

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - East King County

EAST KING COUNTY	<p>Too slow, this is too little too late. We need something in 1 to 2 years or less.</p> <p>What about banning semi trucks during commuter hours as an immediate improvement? Could someone run a simulation?</p> <p>I feel like a lot of this is a shotgun approach to the problem when the issue is predominately i5 and i405 and the lack of parking at commuter nodes people could commute to.</p> <p>What about the hyperloop? Tech could be available in 10 years. Why commit thus much money to an insufficient solution</p>
EAST KING COUNTY	A 25+ year time frame is unacceptable, I will gladly pay three times as much to get the full project done in 5 years.
EAST KING COUNTY	Time frame is timid. I am very supportive of transit plan, yet hesitate to support this proposal which will do little to reduce single occupancy auto use for the better part of 25 years . Cut the time line in half: it will save money in the long run, and reduce carbon emissions and traffic sooner. The additional funding can come from traffic tolls on single occupancy vehicles on Freeways and entering downtown and other select areas which are served by rapid transit
EAST KING COUNTY	This is just ridiculous that it takes 25 years to complete the project. Entire populations can change by then, and economies can shift. Issue bonds and speed up the project to finish within 10 years. Otherwise, the traffic problems will get exponentially bad and everyone suffers, and the area becomes unlivable, while ST3 just crawls along.
EAST KING COUNTY	Project completion timelines are too slow to be meaningful.
EAST KING COUNTY	My wife and I are 74 years old. I approve of the plan BUT it will not come on line in our area in our life time. So why pay for it!
EAST KING COUNTY	Please use these survey results and find what projects should be completed first. The timeline is so long that many of us who are paying for it are not going to be able to use it. I understand the importance of providing more for the next generation but all we get is construction and higher taxes. Is there any way to expedite this timeline?
EAST KING COUNTY	Light rail to Redmond sooner
EAST KING COUNTY	If you build ST3 to Issaquah with in 10 years, I would definitely support and would be willing to pay more in taxes to get it sooner, otherwise there is no point for me to vote yes on something that I will not likely be around to use. I need it now, not later. No point supporting bus service if it delays the best solution, light rail.
EAST KING COUNTY	Implement ST3 faster. 25 years is not acceptable. Also add more lines.
EAST KING COUNTY	I am 73 and probably won't be using any of the improvements, given this timeline. But get it started, and plan lots of parking near stations so people will use the system.
EAST KING COUNTY	The time lines for eastside light rail should be substantially moved forward in the time line.
EAST KING COUNTY	Light rail needs to be prioritized above more buses.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - East King County

EAST KING COUNTY	Of the most EXTREME urgency? CUT the timeframes to LESS than HALF! Make all these projects complete in TWELVE years, tops!
EAST KING COUNTY	Even though I reside in Issaquah and would love to see the 25-year timeframe bumped up to relieve I-90 traffic volumes, under current employment and regional destination projections, it makes sense to leave it. Relieving congestion in the I-405 and I-5 corridors must get the highest priority. For this reason, as well as the significance of Boeing to our regional economy and job base, I think the Everett light rail should be moved up. It doesn't make sense to have Everett and Issaquah on the same construction timeframes.
EAST KING COUNTY	I want these improvements but I don't need them 25 years from now, I need them NOW. I'm happy to pay to have nice things, but getting them 25 years from now is too far out to matter for most people.
EAST KING COUNTY	My concern with the time lines for project completion are that we do not actually know what we will need 20 years from now in terms of transit. We need these ideas now and very badly, but who is to say that we will 20 years from now. Are you considering options for modifying, expanding, or deleting certain phases of the plan, if they are no longer needed or need to look differently?
EAST KING COUNTY	The build out is TOO SLOW. 25 years is insane. Build it quicker.
EAST KING COUNTY	Timeliness for completion is way too long. It needs to be shortened to 10 years.
EAST KING COUNTY	Issaquah really needs to be connected to Seattle and Bellevue many tech workers live in Issaquah because they can't afford housing in Seattle and they really need smooth fast commute to be with their families.
EAST KING COUNTY	These timelines seem quite long compared with other major cities, especially internationally. We already have some of the worst traffic in the nation, so it seems unacceptable to wait 15-25 years for some of these light rail improvements (and 8 years for rapid bus service?). If that is the case, we need to invest now in short range solutions to bridge the gap. Thank you.
EAST KING COUNTY	Faster!
EAST KING COUNTY	The project timelines are so long (longer than the Apollo and Space Shuttle projects) that they may not be viable as technology like self-driving cars causes major disruptions to our collective transportation patterns and our cultural affection for driving in single-occupancy vehicles.
EAST KING COUNTY	Need the light rail to Eastgate sooner than 25 years, make getting to work in downtown Seattle SO much easier
EAST KING COUNTY	Issaquah is seeing a massive growth, judging from the morning lines at the transit center people are very interested in taking public transportation to work and there is a strong need to add additional options/expand availability. Wait 25 years for additional service seems completely out of alignment with current needs, so wondering if Issaquah could have a higher priority.  Also, how have you decided on priority for the different projects?

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - East King County

EAST KING COUNTY	THIS IS NOT FAST ENOUGH! Yes, the capital letters are for emphasis. We lose ground every year to the tune of 10% more people. Double the investment and get this done within 5 - 10 years and you'll have a real solution to problems. Then extend the lines out further so that we can eventually connect the entire state and reduce our freeway needs.
EAST KING COUNTY	Hurry up already!!! The need is here now, 25 years is way too long. Five years is a better time frame, and even that is too long.
EAST KING COUNTY	Even though I don't live near Seattle, I think Ballard and West Seattle should be prioritized. After Seattle is up and running, you should expand Eastward to Redmond and Issaquah. While easily accessible transit is a desire for everyone, the fact that Seattle is gridlock shows that it and its nearby areas need more options and quickly. And once some of I-5 traffic is taken care of, we need to address 405.
EAST KING COUNTY	<p>This is a 25 year plan...are you serious? I would support ALL of this but we need it started now and we need it completed in the next 5 years. Our region is growing too fast (and changing too rapidly) to commit to something now that won't be totally online within 25 years. Portland can do this. Vancouver BC, SF, and NYC. Why not us? ve</p> <p>Traffic is having a MAJOR impact on the quality of life here in W. Washington. You have my 100% support on all this if you can do it within the next 5 years but if it's going to take 25 years - forget about it! I personally am not going to stay here for another 25 years if the the traffic gets much worse. I'll move to LA and at least be in the sunshine. Clean, Reliable, efficient mass transit is our only option and we need it now.</p>
EAST KING COUNTY	<p>Light Rail to Redmond and Issaquah needs to be prioritized! 25 years is crazy. The 520 widening through Redmond was prioritized and completed years ahead, but light rail, which moves people at a guaranteed rate isn't? We've got our priorities wrong if we think that waiting a generation to complete these projects is OK.</p> <p>Madrid had this much light rail in the 1950s!!!!!!!!!!!!!! MADRID! Spain!!! after the war!!!!!!!!!! 2035? SEA might not even be relevant in 25 years.</p>
EAST KING COUNTY	The timeline is ridiculous. 25 years to get light rail to Everett and Issaquah? Leaving Renton out of the light rail map at all is also really disappointing.
EAST KING COUNTY	I think the service to Issaquah should be completed faster. The light rail from Eastside to Seattle (U district is extremley needed ASAP)
EAST KING COUNTY	<p>First of all, I would be first in line to use ST today if there was a good route from Issaquah to Renton. Why hasn't there ever been an Express on that route????? Put \$ toward that kind of stuff first.</p> <p>Secondly, it is ridiculous to have older people like me pay for something that most of us will NEVER use in 25 years. We will be gone because of MANY reasons (not the least of which is that we won't be able to afford to live here any longer).</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - East King County

EAST KING COUNTY	How long will it be to connect East Side to Seattle? Right now i see mention of it taking 12 years, that seems way too long, what can be done to advance the timeline. I think the biggest disconnect in this area and a large stresser is the connection from the east side to Seattle, if anything can be done, it should be brought into service faster if possible.
EAST KING COUNTY	The Ballard light rail is more urgent than the 22 year timeline provides. The light rail from Redmond to Seattle via the new 520 bridge is more urgent than the plan provides. It is shown as just a topic for future study. It is needed now.
EAST KING COUNTY	I have few transit options available to me now and don't see any improvement in my area in any of these plans. If there was to be something useful included, it wouldn't happen in my lifetime.
EAST KING COUNTY	the rapid transit bus lines could occur earlier, right? Why wait so long? I understand light rail will take time to build, but improving bus service seems easier and faster to solve problems in the short run.
EAST KING COUNTY	Funding. It is not desirable to use property taxes as a funding source. A very large portion of the people using the services on a regular basis are not property owners. Need to rethink this.
EAST KING COUNTY	I am strongly supporting of rail plans and not of traffic-bound BUS plans. More rail please!!!!
EAST KING COUNTY	I wish all of this could happen faster. Especially connecting the eastside to seattle with a light rail...
EAST KING COUNTY	Light rail to Redmond should be a priority
EAST KING COUNTY	The sooner, the better.
EAST KING COUNTY	Not aggressive enough. These plans need to be accelerated. The planners have long underestimated the growth of the Greater Seattle Metropolitan Area and we can no longer go on like this. Good plans, good ideas but get on with it. Execute, execute. And the tolls on I405 and 520 are making traffic worse. Stop with the real-time speed limit signs just south of the city on I-5N, that's a crock. Traffic is self regulating when it comes to speed; efficiency comes from good planning and implementation, not by Band-Aid solutions like telling drivers how fast to drive below the speed limit.
EAST KING COUNTY	DO THIS SOONER!!!!!!!
EAST KING COUNTY	25 year is too long to complete this project. It has to be done sooner to meet demand.
EAST KING COUNTY	The main light rail spine of Everett to Tacoma should be a priority to relieve congestion along the I-5 corridor prior to installation of side spurs to Ballard and West Seattle. Bus and other improvements along the I-405 corridor should also be a high priority.
EAST KING COUNTY	I strongly feel that the timelines be decreased. Commutes from all areas are already often times outrageous, and I fear that having some of these projects more than 20 years out would be outdated by the time of completion and create even more congestion for commuters in the meantime. In short, we need better, more reliable transportation more immediately.
EAST KING COUNTY	Modify the plan as needed and accelerate the timelines; traffic is horrible
EAST KING COUNTY	Hoping link rail to Redmond is still in 7 years, but I support anything that adds more transit options! Thank you!
EAST KING COUNTY	Should shorten the completion time for all ST3 projects from 25 years to 10 years.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - East King County

EAST KING COUNTY	Although I am happy that a lot of this is being pushed into people's awareness, I would hope that it would somehow be quicker to set up most of these projects. The money isn't so much of an issue but it's a long time to see the fruits of this effort.
EAST KING COUNTY	these timelines are WAY too slow. Look at other cities like Portland, Vancouver, even Guangzhou China who seemed to have built MUCH faster
EAST KING COUNTY	too little too late. We can't even get to enjoy the completion of the project in our lifetime. The main problem is with Metro. There's not enough local bus services in the East Renton Highland area to make any of the ST3 plans viable for me. And yet the East Renton Highland area keeps growing. With traffic pains of only 4 or 5 road to get on or off of the highland, there needs to be more Metro bus services here to even take advantage of any ST3 projects.
EAST KING COUNTY	Roads are extremely crowded now and population is increasing rapidly. These bus and rail services need to be completed sooner than 12 to 25 years. I understand completing research and construction for rail takes time, but why are the BRT areas not coming online for 8 years?
EAST KING COUNTY	I live in Redmond and see that the project bringing light rail to the Redmond area will be after I have reached retirement age. If Amazon started using shuttles as Microsoft does with their "Connector" shuttles, it would go a long way toward relieving traffic issues going between Redmond and Seattle, as well as minimizing overcrowding on the existing transit (particularly Route 545). The most frustrating aspect of commuting between Redmond and Seattle the overcrowding on the bus, most noticeably between the Overlake Transit Center and Stewart Street in Seattle!
EAST KING COUNTY	545 service from downtown Redmond to downtown Seattle is wonderful nine months of the year, then snarled in Olive Way traffic for three months (October through December/January). Getting light rail to downtown Redmond faster would eliminate this weird daylight savings time effect, which doubles my commute time and nearly made me quit my job last year. There's an insane amount of apartment construction in downtown Redmond, too -- don't stop in Overlake, do whatever you can to push right through to Redmond sooner! So appreciative of Sound Transit transforming transportation in King County and beyond over the years.
EAST KING COUNTY	These projects are long overdue and should be initiated at the earliest opportunity.
EAST KING COUNTY	Waiting 25 years for light rail to Issaquah is way, way too long!
EAST KING COUNTY	Need more shorter term mitigations than 8 years -- more one-seat options, or more frequent routes to make transfers feasible.
EAST KING COUNTY	\$200 a year for something that won't be built for 25 years is way too long and way too high.
EAST KING COUNTY	I would pay more to bring transit to the region sooner. We are decades behind already, why are we not moving faster? Need light rail service between the eastside and Seattle much more urgently than between eastside cities (Bellevue to Issaquah, Overlake to Redmond). When is service across I-90 going to happen?
EAST KING COUNTY	Why will it take 8 years to have rapid transit bus service on I-405? 405 is a chokepoint that needs attention, and adding more bus service doesn't sound like something that takes 8 years to do.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - East King County

EAST KING COUNTY	The length of time especially for the light rail is just too long. 17 years for light rail to tacoma will not help me or my family much in foreseeable future. I support mass transit especially the light rail, but with such a glacial pace of change my enthusiasm is dampened.
EAST KING COUNTY	The faster you can get this done the better.
EAST KING COUNTY	Lynnwood Bellevue Renton line construction should be expedited earlier than 8 years. Within 4 years.
EAST KING COUNTY	Issaquah is an up and coming community with a lot of development going on. 25 years from now traffic will be too terrible, Issaquah would greatly benefit from an earlier timeline.
EAST KING COUNTY	Downtown light rail is a very urgent requirement ... 545 Buses operate at full capacity during peak times and commute via transit is very bad. Please bring the timeline down from 12 years
EAST KING COUNTY	Increased parking at light rail stations immediately! Would have used light rail for trips, couldn't find parking, and wound up driving into Seattle from Tukwila instead to make business meeting in time.
EAST KING COUNTY	First of all this project should have started 20 years ago. Clearly a lack of vision and leadership has put in a position of being one of the worst areas in the nation for gridlock. Being where we are now, I think the timeline is too long. The goal should be to all light rail and bus routes completed within 12 years. Light rail expansion, should be a State priority. Buses use the same roads as other vehicles and add to the congestion issue. More outlying bus routes should be out in place within 2-3 years, and light rail completely finished within 12 years.
EAST KING COUNTY	The projects need to be completed in a maximum of 10-15 years. Otherwise this package far to broad and overreaching. Realizing benefits 25 years in the future is far too long for most people, myself included.

EAST KING COUNTY	<p>We need as much light rail as possible, and we need it faster. 25 years is too long to wait. We need to start building multiple new light rail lines at the same time to speed up this whole process and create jobs. Having an expanded light rail and subway network will vastly improve our quality of life in the Seattle area.</p> <p>Additionally, I believe that light rail service should fully circle Lake Washington. Particularly around the southeast part of the lake, we will eventually need a section of light rail that will connect from Southcenter up through Renton and The Landing, to the Newport Hills Park and Ride, and on to Factoria and then to Eastgate and the rest of the light rail network, such as at South Bellevue Park and Ride.</p> <p>Also, we eventually will need a light rail station directly at Bellevue Square/Lincoln Square. Having a light rail station at the Bellevue Transit Center is useful, but it still does not get shoppers close enough to where they really want to go: Bellevue Square. We need a light rail station perhaps at the exact spot where the Bellevue Square parking garage is right now. This will get shoppers and movie-goers to their exact destination, with access to Downtown Bellevue Park and other businesses close to Bellevue Square and Lincoln Square. I believe the most logical routing for a Bellevue Square station line segment would be straight up Bellevue Way, from S Bellevue P&amp;R right up past Bellevue HS and into downtown Bellevue past Old Bellevue that way.</p> <p>I am extremely excited at the prospect of more light rail in the area, and I commend Sound Transit for its hard work thus far. Thank you, and keep up the good work!</p>
------------------	--

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - East King County

EAST KING COUNTY	<p>ST has a terrible track record of completing promised/teased projects on time outside of wealthy areas. Poor areas are doomed to underservice and unfathomable delays into the far future. I am highly skeptical of any ST proposal because I know from experience as a former Federal Way resident that the south areas are [explicit] by the RTA and by ST. ST should focus on improving current service as well as finishing promised/teased projects. ST is not a regional network but actually a combination of five different regional networks that each only get served based on their EXISTING development and wealth, and not at all as a single solitary regional transit area. This is why ST spends money fighting wealthy Bellevue to put in light rail while ignoring poor Federal Way and postponing its date of service by ten years. This flies directly in the face of the benefit of transit to underserved and underdeveloped communities and causing lower class people to continue depending on cars and highways at a higher expense rather than more affordable and theoretically reliable transit service.</p> <p>In addition, BRT in this area is a joke and shameful. RapidRide is not rapid! It is miserably slow and for most purposes, entirely unusable for any practical purpose.</p> <p>Adding MORE stops to existing lines -- whether BRT or light rail -- only further contributes to slower service.</p> <p>Finally, "congestion-proof light rail" is got to be some kind of sick joke. The biggest bottleneck on Central Link is the street-level route through the Rainier Valley. Collisions with cars, subjection to traffic lights, and pedestrians and other issues slows Seattle-SeaTac service MARKEDLY.</p> <p>If we don't do transit right, we will be stuck with the bad decisions for decades and decades. It is important to do transit right, and thoroughly, and across the entire RTA, not just those parts that can afford to pay. And already ST/MT are making big mistakes in mass transit implementation.</p>
EAST KING COUNTY	<p>I think the most important part of the ST3 project is getting a Link Light Rail connection between the Eastside (Bellevue/Redmond) and Seattle. I would strongly support increased taxes to fund this project.</p>
EAST KING COUNTY	<p>Traffic is terrible as of now. I like the infrastructure of the plan but the it is going to take to many years until we start seeing some results. I would support any update on the plan that can short the completion time.</p>
EAST KING COUNTY	<p>The timelines always seem long but getting started as soon as possible is important. Seattle and the Puget Sound region needs much better light rail. It should not be delayed by the usual Seattle politics of inaction, where minority voices stall projects, ie SEA third runway, Alaskan Way improvements, Seattle end of 520 or waste money like the Capitol Hill light rail. I support politicians getting the region moving again.</p>
EAST KING COUNTY	<p>Timeline is way too long. Need to accelerate the plan as much as possible. Federal grants/Loans etc.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - East King County

EAST KING COUNTY	Now is the right time. 8 yrs / 12 yrs /22 years -- the problems will be much worse. What can be done sooner?
EAST KING COUNTY	I am in favor of light rail throughout the area. The Seattle area is about 50 years behind the times of most big cities regarding a light rail system, for example: New York, Chicago, Boston, St. Louis, and San Francisco, to name a few. We moved to Issaquah about 40 years ago, and instead of moving forward, surveys were done, money was spent, but no light rail was accomplished until the airport project was started. Such a waste of time and money. Thank you for now getting an action plan going, both short term and long term. Carol Homanics
EAST KING COUNTY	Faster timeline! I will be in my late 60's by the time I get the service that I am paying for now!!!
EAST KING COUNTY	Please finish the Downtown Redmond link light rail to Sea-Tac Airport as your top priority. Our family has to spend lots of money on airport parking or taxis to get to the airport, and the link light rail will help us greatly in getting to the airport on time and efficiently. Thank you.
EAST KING COUNTY	25 years!?!?! That's tone deaf. I'm extremely supportive of transit investments but will be voting and campaigning for a 'no' result because the timeline is way too long. When San Francisco burned, a new trolley system was installed in less than a year. I don't think the King County Commissioners or ST Board are hustling enough. A proposed 25 year horizon proves this. Break ground on the new transit stations tomorrow! Expedite the plan!! The proposal strikes me as tone deaf.
EAST KING COUNTY	8 years to complete bus rapid transit seems very slow.
EAST KING COUNTY	The quickest time to completion should drive priority. With self-driven cars in 20 years, a 25yr+ project would be working toward obsolescence
EAST KING COUNTY	Wish it could happen much more quickly!
EAST KING COUNTY	This plan is too slow and needs to be broken down and delivering clear results. Issaquah is going to become a disaster zone very soon without a more aggressive approach. Go bold, break it up.
EAST KING COUNTY	As a member of the Issaquah Transportation Task Force (which recently submitted its report and recommendations to the city council) I am extremely concerned about the long delay in seeing light rail extended to Issaquah. We're growing rapidly and, because of our geography, are struggling with both dramatic increases in through traffic and limitations on our ability to expand capacity and improve mobility. Twenty-five years is far too long to wait. I am sure that the timeline can be dramatically sped up, building the light rail to Issaquah at the same pace as to Bellevue.
EAST KING COUNTY	25 years is waaaaaaaaaaaaaaaaaaaaay too long
EAST KING COUNTY	Ballard is a large community that should be considered for completion before its current estimated timeline. Redmond/Overlake is packed with cars - this is an essential completion point.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - East King County

EAST KING COUNTY	25 years?! Are you kidding? Pick up the pace! You're asking people to pay a lot of money for a system most will never see the benefit of in their commuting careers. In short, you're asking voters to be selfless and pay into a system only future generations will enjoy. If we could actually see the benefit of this in 5-10 years, I would pay nearly ANYTHING. I need more time with my family.
EAST KING COUNTY	the time line is too far out. Needs to be speeded up.
EAST KING COUNTY	The plan looks very solid. It's about 10-15 years late, but we will take it!!!
EAST KING COUNTY	The 522 corridor through Bothell and Kenmore has become increasingly congested. Kenmore has lost one P&R due to development, and our main P&R (Kenmore P&R) is consistently over-capacity by 8am. We need more parking NOW, even if they are short-term solutions. A plan for accomodating users of the P&R during construction also needs to be developed.
EAST KING COUNTY	If we kick this can down the road yet again, so adequate public transportation won't be in place for another half century instead of a mere quarter (!) . . . well, nobody is going to be very happy about anything around here. Other major cities did these things decades ago . . . sad that we're so penny-wise, pound-foolish. I'm retired and no longer commute, but am still willing to fork over for these improvements.
EAST KING COUNTY	This is much too slow an implementation of this plan. It should be done in 10 years. Taxes should be higher.
EAST KING COUNTY	The timeline seems much too long! We need these transportation options now! Also, it difficult to use the light rail when you can't find a parking space in the lot. Specifically the Tukwila Station.
EAST KING COUNTY	It seems unrealistic to expect voters to approve, and begin paying for, a plan that won't be completed for 25 or more years. Most of us won't be alive to see it completed or benefit from it. I strongly suggest breaking it up into segments that can be planned, budgeted, paid for and constructed in manageable chunks of time. I strongly believe in transit but I'd vote NO for a 25-year plan.
EAST KING COUNTY	I will support this transit proposal but will not ever use the proposed expansions. Your mass transit plans never go where I need to go to get to work. I will be 81 years old by the time light rail comes to Issaquah. I strongly encourage the transit board to put in a light rail station at Lakemont!!
EAST KING COUNTY	Wish that the light rail to Redmond could be done sooner.
EAST KING COUNTY	12 years is too long to wait for rail to Redmond to be completed.
EAST KING COUNTY	Has there been thoughts about how the expansion can be done sooner? The benefit would not be seen for many many years, far beyond the useful working timeline for most in the workforce now.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - East King County

EAST KING COUNTY	Issaquah is an Urban Growth Center perfectly situated along an existing right-of-way to expand the light rail system. Charging taxpayers in Issaquah and nearby communities for 25 years without providing direct light rail access is absurd. The Eastside shouldn't be continuing to subsidize other regional transit while being forced to wait for its own benefits. Consider dividing up the tax package by subarea and look for other means of revenue. Additionally, keep in mind that cars are still the predominant form of transportation in the Puget Sound and people still usually need to drive from home to a light rail station - parking must be increased to accommodate the system's growth.
EAST KING COUNTY	WE NEED MASS TRANSIT NOW!!!
EAST KING COUNTY	Speed up timelines - would like to see everything done, especially on the eastside completed quicker.
EAST KING COUNTY	Transportation planning is extremely complicated and difficult for the average citizen to really study and understand. I really believe communications is key to developing and maintaining support for whatever plan is adopted. I would just urge planners to take whatever is budgeted for communications and double it and really spend a lot more time in all the communities explaining why these projects are needed and why you are phasing them in the order chosen. And ABOVE ALL, never lie about something that goes wrong. Doing so just ends up doubling the strength of the opposition to these projects.
EAST KING COUNTY	What takes soooo long?
EAST KING COUNTY	With the unprecedented growth we're experiencing, going a simple 6 miles can take 1 1/2 hours--this is beyond frustrating and puts the amenities of the city out of reach for a lot of us. More money should be spent on this issue and a 25 year timeframe for completion is absurd. The timeframe should be accelerated. I want to enjoy the amazing amenities of Seattle now--not in 25 years. Come on. This is imperative.
EAST KING COUNTY	WAY TOO SLOW!!! It will be too little too late for the expected growth in the region. Service areas that have residents that can afford rather than expecting us all to subsidize low income areas first. We should support low income groups but this becomes overall more expensive for everyone by continuous subsidies.
EAST KING COUNTY	Seems like these are all great projects but the need is now and not in 25 years for some of these projects. I understand the schedule/cost challenges but some of these projects need to be done sooner. Especially train/light rail in the north end to Seattle and connecting the Eastside to lightrail access. Traffic up here is terrible and it seems like commuting traffic hardly ever lets up.
EAST KING COUNTY	Voting to approve funding for improvements that are more than 15 or 20 years away is unappealing. The plan essentially only improves bus routes within a decade. Most of the proposed light rail could and should be opened within that time frame. The plan is better than no plan, but not very good.
EAST KING COUNTY	Do it faster!
EAST KING COUNTY	i just want to see whatever we decide to build get done faster! i get really discouraged by the timelines of the construction. all the ideas are great, and will be great value to the areas they support. lets get them all done and DONE AS QUICKLY AS POSSIBLE!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - East King County

EAST KING COUNTY	While I support the expansion of the Light Rail system in the Seattle Metro areas this timeline is nonsense. I live in the north region and I wouldn't see any expansion until 2041 is the project began today. This makes me not care or want to put my tax dollars toward this plan. The amount of people moving to the region has overwhelmed the highway system in place today. This expansion plan is too little too late and unless the timeline is increased I will be and ardent protestor against this plan.
EAST KING COUNTY	WOW! These projects take forever, even the bus ones. We need transit solutions NOW, even if they cost more. Give us some options to fund more immediate transit improvements instead of ones that will come online when I'm old/dead.
EAST KING COUNTY	Get all the light rail lines in place as fast as possible. Skimp on spending for stations and surroundings, then go back to fix them up after. Laying the tracks is the most important part of the plan.
EAST KING COUNTY	After seeing voter initiatives ignored or dropped for the last 25 years, it's so disappointing that the timeline for this goes out so far. Critical areas we hear about every day include 405, both ways, throughout, Everett to Seattle and Bellevue, and 167 north into Tukwila through Bellevue. After hearing about the windfall of the 405 toll lanes, divert some of that money and move up the timeline to sooner rather than later. Global warming is occurring quicker than this plan!
EAST KING COUNTY	The I90 corridor should be considered sooner. Getting in and out of Bellevue is a nightmare!
EAST KING COUNTY	Ridiculous that the projects will take twenty five years to complete. Get it all done asap and I'll vote yes. I voted yes back in the '90s and early 2000s.  I'll vote no if light rail is not planned to Issaquah for 25 years. Everyone knows that there will be further delays and it will likely take 50 years. I'll be dead and have moved away in ten years.
EAST KING COUNTY	Lynnwood to Downtown Link Light Rail should be expedited.
EAST KING COUNTY	The timeline is too long and needs to address issues more quickly. In 8 to 25 years, your current planning will not be enough to handle the regional growth and could actually hamper further investment in the Puget Sound area. You need to be much more aggressive.
EAST KING COUNTY	I'll pay more to accelerate this plan
EAST KING COUNTY	Complete faster
EAST KING COUNTY	Sound transit is a wast of tax payer money it should not be expanded instead you should spend our money wisely on reducing the conjestion on our freeways
EAST KING COUNTY	All I can say is that it's about time the Seattle area did something about the abysmal lack of transit options.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - East King County

EAST KING COUNTY	you all have a better handle on this and know how long it will take... however, why was everyone dicker around for years... we gotta move on this. It is RIDICULOUS out there as you know. Seattle is parking lot city. Also, you mention the \$ 200 fee but you did not mention for how many years we would have to pay this? We would be frequent transit users if there was transit to Renton. I am about to buy an electric bike thats how bad 405 is.
EAST KING COUNTY	Our population is exploding! I feel the timeline to complete these projects seems too long. I'm hoping that Environmental Impacts have been thoroughly studied, so we retain the beauty, natural habitat, and land stability safe! I'm disheartened by the constant closure of the Amtrak trains, due to mudslides. Please Don't disrupt hillsides!
EAST KING COUNTY	I'm supportive of plan to build better transit in Puget Sound area, but I think the priority and timeline don't make sense. The plan should target mass users first, which is the rails connecting Issaquah, Redmond, Bellevue, Bothel, Seattle and Tacoma. This brings the most impact within the cost of capital and time. Only then, improvements to other areas should be focused on next that bring less value to the majority of population commuting between these cities.
EAST KING COUNTY	You should figure out a way to finish the light rail faster!
EAST KING COUNTY	Timelines are way too long. Wa DOT and Seattle DOT make horrible decisions with no consequence. Bertha, worst idea ever! Its an unstable sea wall for crying out loud. Pioneer square is sinking! The light rail lines on the eastside should run along the old railroad tracks or down the center of the freeway. On 116th in Bellevue is a mess of abandoned car dealerships and parking lots that would make great park n ride station! Living in Renton, I would love to take the light rail from Tukwila into the city but when we tried to tske the train to the Sounders game there was no parking at the station!!! Why is there no multi level parking structure in Tukwila????? And this whole 'take a bus to a train' does not work for people with kids! We need to get off the train and get inthe car to go to baseball practice, or ballet class . Newsflash, most of us dont bike to work and cant bike to work. You cant fit 2 kids, backpacks, sports equipment and groceries on a bike or on a bus.
EAST KING COUNTY	The region cannot wait a quarter of Century for the implementation of these programs. At most it should take 5-10 years.
EAST KING COUNTY	Light rail needs to be built faster!
EAST KING COUNTY	I think it needs to happen faster. I think growth in this area is happening faster than the plan for Transit is happening
EAST KING COUNTY	If there is any way to speed up the timeline? Also, is it too late to have some areas of the project be a monorail rather than on surface streets?
EAST KING COUNTY	Do not use the green area or walking trails for any bus or light rail routes. These trails are great outlets for the people in pinger sound.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - East King County

EAST KING COUNTY	You need STComplete, and you need to make it happen in 5 years. Buses are not subways. You are going to have buses on 405 in 8 years? That's not an accomplishment. Stop confusing the public by putting bus routes on a subway map.
EAST KING COUNTY	Timelines need to be shortened. 25 years until we get light rail to Issaquah is too long. Many people will reject this plan because they'll be retired before seeing any benefit. People don't want to pay for something they'll never benefit from. Even if the cost increases dramatically, I would rather see all timelines shortened to no more than 10 years for all projects.
EAST KING COUNTY	Way too slow for that cost. 20 years! There has to be another way to make key improvements that will reduce traffic and congestion in a shorter period of time. The need is immediate.
EAST KING COUNTY	It would seem that if we could as a region make these decisions faster, not only would the services come online faster, but they would be likely to cost much less. 25 years is a crazy long time - 8 years just for BRT is crazy - the traffic problems we have need to get solved sooner, and it's highly likely that the problems themselves will have evolved / changed in that time period, bringing in to question whether the plans now will even be addressing our transit / commute issues 25 years from now. We need to challenge ourselves to move more quickly, efficiently and decisively to solve these problems instead of being mired in process.
EAST KING COUNTY	why the deadlines are so far in the future, because of budget issues? Most people including myself would not feel excited to pay 200 a year for something that we wont see results for a loong time
EAST KING COUNTY	I understand the lead time for new light rail construction, but why 8 years for express bus service additions in I405 corridor? Seems like that could be delivered much sooner...
EAST KING COUNTY	Build it faster! 25 years is too long a wait. I personally would be OK paying a little more to complete the system sooner.
EAST KING COUNTY	The timelines are far too long and will not keep pace with population growth. If there is any way to get the high priority projects completed sooner rather than later, it would be for the best.
EAST KING COUNTY	Just please speed up the process so we can have these services timely fashion, we are way too behind on infrastructure on public transit already and it is shameful. I will vote support for any measures to fund this.
EAST KING COUNTY	Would be more compelling with a more compact delivery time line
EAST KING COUNTY	The timeline for completion is simply too long. We need this in 3-10 years, not a third of a lifetime. Even if the cost is more, the timeline needs to be significantly reduced. I am not opposed to this plan in general, but people need results that are reasonable and visible.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - East King County

EAST KING COUNTY	Having lived in this area my entire 60 plus years, I have yet to witness how continually added busses and more bus right of ways have been a solution to our growing congestion in Puget Sound. Sure it is the easiest and quickest of the proposals but it certainly is not the most effective in long term. There are so many other cities and high density regions across this country and in Europe that have demonstrated the long term benefit of building an extensive electric light rail system and yet decision makers in Puget Sound region in their short sightedness, still thinks the bus is still the first choice. Give it up please! and get on TRACK with the rest of the world!
EAST KING COUNTY	This needs to proceed at a much faster rate; that's the reason why I am somewhat supportive. The timelines are simply not ambitious enough.
EAST KING COUNTY	Far too little, and far too late. I have *no* interest in paying now for something that I can't use for another 20 years, when I'll be retired and living elsewhere. China can build thousands of miles of high speed rail in under 5 years, why can't we? Also does NOTHING to address the Issaquah to Seattle commute. This area does not have the development density to support rail transit.
EAST KING COUNTY	Why can't it be implemented faster. The timeline seems excessively long.
EAST KING COUNTY	We will probably be too old to use most of the services if the timelines are accurate. The fastest and cheapest solution would be to add more bus lines and more park and rides. I ride and catch the bus in Kenmore. I have to drive to Kenmore and there is nowhere to park after 7am. The Lynnwood and MLT transit centers are also full.
EAST KING COUNTY	Please act fast. Start with easy projects and bring them online.
EAST KING COUNTY	We need this NOW and not in 25 years. This project needs to be accelerated and completed ASAP.
EAST KING COUNTY	Based on the timeline, I see no realistic benefit in my lifetime. Since most of the plan does little to solve current problems and limits the areas that it serves, it is hard to justify the potential cost.
EAST KING COUNTY	Issaquah is needed far sooner than 25 years to make this worthwhile. I will have spent \$5,000 myself by then for no personal benefit.
EAST KING COUNTY	To the average person, a completion time of 25 years seems almost unreasonably long. Please include short term measures to improve commutes between now and then, such as BRT on routes where light rail is planned. Also, a more creative approach to traffic issues on 522 would be great to see.
EAST KING COUNTY	It's really sad that Portland has had a light rail system for several years and we are just getting started. Let's hurry it up!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - East King County

EAST KING COUNTY	I love the ST3 plan and this would provide service that would actually be viable for me to use! I hate the ST3 timeline. At the cost of this plan (which KIRO Radio and others show will be far more than \$200/person/year), it should be done far sooner. Portland already commands Seattle when it comes to Light Rail transit, as does nearly every other major city larger than Seattle in the US that had the foresight to do this work years ago. The first light rail projects under this plan need to complete within 6 years and the last within 10 years to be even close to being viable to sustaining growth in the area. As a young professional in this area, I will be nearly at retirement age by the time a line that services we will be complete, which I simply cannot support. The government and ST need to make a radical and forceful plan to drive making ST3 a reality within the next 10 years.
EAST KING COUNTY	There needs to be more of an emphasis on helping the commute from the Eastside to Seattle and vice versa. This should be one of the main priorities.
EAST KING COUNTY	I'm not a transit engineer, but after living here for 20y, it seems to me that the planning timelines are extremely long.
EAST KING COUNTY	17 years to accomplish light rail from Redmond to Bellevue is too long.
EAST KING COUNTY	This work has to happen much faster. Figure out a way to bring lines up in a more efficient way. At a minimum they must be on time and under budget.
EAST KING COUNTY	It is super important that this is completed way faster, if possible. Eight years? No. The sooner this happens, the more support it will get. I realize it would cost more, but 12 years is too long. We need this sort of public transit yesterday.  We also need plans for what to do when the link isn't running at night.
EAST KING COUNTY	to long
EAST KING COUNTY	Taxing now for projects 25 years in the future seems like it is too far away to realize any of the benefits. If the buses and light rail face the same congestion issues or if there isn't a sufficient transit network to get to the ultimate destination quicker than they could in a car, it is unlikely that the project is worthwhile. I think another issue is to change the image of the public transit system being viewed as free transit for homeless & smelly folks, an issue that needs to be addressed.
EAST KING COUNTY	The timeline seems to be very long and our transportation needs might drastically be changed by the time the whole plan is finished
EAST KING COUNTY	It is ridiculous for it to take this long on certain projects (especially bus rapid transit - 8 years?) and 25 for light rail to be completed. It's also very clear that this would provide no benefit whatsoever for me where I live in Renton and I would still have to pay for it the same as everywhere else.
EAST KING COUNTY	Priority on having faster transit along the I-405 regions (Bothell, Woodinville, Kirkland, Bellevue) should be high

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - East King County

EAST KING COUNTY	If possible, I would like to see the timeline for completion shortened. Regular driving lanes on 405 have been impaired enough by the toll system; I would not be in favor of restricting regular traffic more to facilitate BRT. BRT should use the existing HOV lanes. The cost of these improvements should be allocated more appropriately so that it is not an unfair burden on homeowners. Gas tax, a mileage-based tax, or even a state income tax (which is long overdue, in my opinion) seems more fair.
EAST KING COUNTY	Fund projects that you can start now. Do not fund projects that you cannot start now. Broken promises only frustrate people. A hybrid is ok, where you ask for a 25 year plan and start a set of projects now, but be clear when each project will start. Be clear when the taxes will end. ST3 is extending the ST2 taxes. Taxes should go to the construction of new transit. User fees need to cover the cost of running each leg. Do not build a leg if user fees can't cover the cost of running it. The plan makes very little mention of unifying the different types of transit. Users should be able to use the transit system without having to pay for every leg. The plan should protect user's privacy. All user data must be deleted within 30 days. Individuals may ask to keep there history longer. No user information should be provided to anyone but the user without a court order. The detailed transit documents list several forms of risk, but they do not mention risk due to changing car technology. How are ride sharing companies, such as zipcar, affecting transit now? How are they likely to affect transit? How will self driving cars affect transit?
EAST KING COUNTY	The timeline of these project to date of completion should be shortened. All of the proposed additions are critical to the current growth and movement within the region, and thus are critical and time sensitive to the stability of the growth of this region. As a result, the project completion dates should be expedited to ensure the stability of growth and movement throughout the greater Seattle area and Eastside.
EAST KING COUNTY	Is there any way to accelerate the completion? Light rail to Ballard in 22 years is a very long time to wait, particularly with the proposed growth of the Puget Sound population.
EAST KING COUNTY	The plan MUST be completed more quickly. Efforts MUST be made to accelerate scheduled completion. I believe we could garner support to complete in half the time; 13 years.
EAST KING COUNTY	Seattle to Everett should be on a quicker timeline. And plan for commuter parking; the UW Link station is great, but where do I park when using it?
EAST KING COUNTY	bus should be first as it is most flexible and not as expensive as other rail options
EAST KING COUNTY	For this huge price, the timeline is unacceptable and I will vote against any schedule that is this slow at implementation. 35 years is unacceptable.
EAST KING COUNTY	The Eastside is neglected. I live in the Issaquah Highlands and go to school at Lake Washington Technical College in Kirkland. I have an 116 minute commute EACH way. There are days I only have one class, and I commute 4 hours. This is ridiculous. Meanwhile the exists to Issaquah back up for miles and it is impossible to drive on Front Street from 3:30 to 6:30 every night.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - East King County

EAST KING COUNTY	25 years??? Can in not come any sooner?
EAST KING COUNTY	too slow
EAST KING COUNTY	I think it can and should be completed sooner. With a faster timeline and more light rail expansion I would strongly support.
EAST KING COUNTY	I support the vast majority of these projects. Much needed and hoping the voters sees the need. But a quarter century?! That's ridiculous. That's almost a person's entire professional career.
EAST KING COUNTY	ST 3 is extremely expensive! Furthermore, I will be 90 years old, if I live to see the day ST 3 is completed. You have burdened the tax payer way too long for this! Additionally, unless your commute takes you to downtown Seattle, transit and rail in our community is awkward and inefficient. Walking a mile, or waiting to transfer will keep people in their cars. ST 3 does not address these problems.
EAST KING COUNTY	The time lines are extremely large. We need transit now! And more priority than other projects like the 99 tunnel...
EAST KING COUNTY	Who ever thought of running the tunnel machine in reverse from Northgate to Brooklyn station is an idiot! The goal should be now University station is open to get Brooklyn, then Roosevelt, then Northgate open. Bet Brooklyn could be open this time next year if a month of planning went into it now.
EAST KING COUNTY	This project takes entirely too long. Reduce the number of projects and focus on the near Seattle area first, beginning with West Seattle and then Ballard.
EAST KING COUNTY	Too little, too late. I will be moving just as these projects come to fruition. You should have done this instead of HOT
EAST KING COUNTY	I feel most strongly about getting light rail service to the East side communities and would love to see that accelerated. The east/west commute is heavily bottlenecked by the bridges and a light rail service could significantly ease congestion. Personally that's a much higher priority that simply more buses, and in general I think investing in light rail is a better long term plan than simply adding more buses.  The timeline for the rail expansion coming on line is incredibly long. If the schedule prioritized this more aggressively I'd be much more in favor of it. As it is, it feels like a large tax for little benefit
EAST KING COUNTY	We DESPERATELY need transit on the eastside. The buses are all standing room only, and we're still expanding. PLEASE TAKE OUR MONEY TO ADD BUSES FROM RENTON/KIRKLAND/REDMOND to SEATTLE.
EAST KING COUNTY	The primary benefit to Issaquah residents from this project will not come through until much later in the plan - Closer to 25 years. It does not make sense for Issaquah residents to fund this project at all. Most residents will not incur any direct benefit in their life span.
EAST KING COUNTY	I fully support this plan BUT the time frame is ludicrous. Not sure how and why this way too long a time frame was developed but there is no reason to wait this long to complete this plan. If this timeframe is made part of the plan, I will vote against it which is a shame as I am for the actual plan just not the timeframe.
EAST KING COUNTY	Within reason, so what is possible to speed up these timelines
EAST KING COUNTY	Needs to happen much faster. Should have been done 10+ years ago.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - East King County

EAST KING COUNTY	Timeframe is far too long to be to be of real value.
EAST KING COUNTY	Timelines seem very long under this plan. More support it needed but increasing the amount of transit options across the county is very important for growth in this area.
EAST KING COUNTY	light rail projects should be the highest priority; not okay with increasing property taxes.....small sales tax increase okay; sales tax on luxury items should be higher; increase motor vehicle tax okay; increase liquor taxes i.e. for Costco etc.
EAST KING COUNTY	I urge accelerating the schedule. We have spend way too much time dithering about mass transit in the last couple of decades. We are far behind the needs of our rapidly growing area.
EAST KING COUNTY	<p>The approximate timelines in Question 12 are outrageous. Yes, the first ST package took a while to become reality. The Second ST package was a little quicker. However, the Sound Transit board should dream establish an even quicker timeline than past packages. ST3 timelines should attempt to match our economy and job growth. We are very lucky to have a robust economy and diversity in business industries. As of April 11, 2016, AMAZON alone has 7,368 open positions they are seeking to fill in the Seattle area. Nevermind, the REI's, Google's, Facebook's, Zillow's, Redfin's, Boeing's, Costco's of the world who are also seeking employees.</p> <p>IF we are to believe the a small grain of truth from the RIGHT leaning Seattle Times (<a href="http://www.seattletimes.com/seattle-news/data/seattle-sees-biggest-jump-in-bus-riders-of-any-us-city">http://www.seattletimes.com/seattle-news/data/seattle-sees-biggest-jump-in-bus-riders-of-any-us-city</a>). Then, the people of the Puget Sound are craving, wanting and USING all the available transit. There is NO war in CARS because TRANSIT has already won the war. ITS OVER. Now, the ST board should use this public support to be equally bold.</p> <p>We also have influential political might (in Cantwell, Murray, Reichert, Larsen, etc) in Washington, DC that should help expedite funding allocation to the Puget Sound. EVEN if the worst case scenario of a TRUMP White House, our representatives will not be influenced by the GOP because \$\$ money talks. Our local economy cannot be ignored. Best case, a SANDERS White House should easily be able to fast track funds to the area that supported him (73% state-wide support) to a win.</p>
EAST KING COUNTY	The Puget Sound area is many, many years behind nearly every major metropolitan center in the US with implementation of rapid transit systems. With 1,000,000 more residents projected for King County by 2040, without an accelerated transit system implementation the area will become a nightmare resulting in businesses and residents moving elsewhere. Push forward with more bus rapid transit to get more movement capacity on line sooner while light rail is in design and construction. Seattle downtown is losing jobs, there is a great need for better connections to the eastside where jobs exist and are growing.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - East King County

EAST KING COUNTY	Wish it could be faster
EAST KING COUNTY	Every effort should be made to add rail reach and capacity as quickly as possible, even if that's done at the cost of bus service or increased project costs.
EAST KING COUNTY	This needs to happen FASTER!! 25 years to Bellevue/Issaquah. Come on!!  And please CONFIRM you're adding light rail across 90 or 520 (between Seattle and Bellevue). That is not clear.
EAST KING COUNTY	25 years???? Get serious. Buses could be on the streets in a few short years. Running two sets of tracks on both sides of 405? Why can't the trains use the same tracks to Issaquah? Has anyone looked at the ENTIRE picture or just piece by piece, so you can justify your existence in perpetuity?
EAST KING COUNTY	The timelines to bring light rail to Everett are too long. Congestion and long commute times impact business negatively and we simply have to address the problem much faster than this plan permits. I would recommend that the committee go back to the drawing board to find a faster solution to getting light rail in place.
EAST KING COUNTY	The faster the better.
EAST KING COUNTY	Placing any more effort on bus lines at this point is too little, too late. Focus needs to be entirely and exclusively on rail development, to build a strong foundation for a well-networked, dense, modern city. Until it is faster to take transit than to drive (which rail can provide) we won't see significant gains.
EAST KING COUNTY	I would STRONGLY support this (even campaign for it) if it didn't take 25 years.
EAST KING COUNTY	I would like to see completion on the light rail extensions to Redmond and Issaquah to be earlier than what ST3 proposes. I also feel the density of housing in the new Issaquah Highlands area would justify a light rail station there. People who choose to live in communities like that would also be likely to ride light rail to get to downtown Bellevue or Seattle.
EAST KING COUNTY	Go faster.
EAST KING COUNTY	The time frames are too far out to be meaningful. Improvements needed in the next 10 to 15 years, or public will become restless. Not wise to ask a 50 year old to contribute for 25 years before plan all kicks in.
EAST KING COUNTY	25 years is much too long to wait and 405 will be at a stand-still 24 hours a day.
EAST KING COUNTY	25 years is a long time to wait. A lot can change during that time. Either the planned capacity can become insufficient or turn out to be useless due to other changes like work from home gaining wider adoption. A faster timeline would be much more useful.
EAST KING COUNTY	There is already urgent need for this infrastructure, particularly as home prices within commuting distance of major Puget Sound employers continue to skyrocket. Any opportunities to expedite these projects should be explored. This may be ill-informed, but is there any way to have new employers adding commuter volume to the region chip in a bit more?
EAST KING COUNTY	needs to be done as fast as possible!!!!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - East King County

EAST KING COUNTY	<p>While I generally support most of the projects (except BRT on 405), I think the early deliverables in the package are quite weak, and out of scale with the size of the tax ask. I think most people are going to be evaluating this on a 5-15 year time scale, and they need to get something tangible for their tax dollars within that time. I would like to see more emphasis on early deliverables in preparation for the later light rail lines. For example, ST could dramatically invest in parking and access at Eastgate (over capacity now), Lakemont, and Issaquah within 10 years rather than asking those voters to wait 25 years.</p> <p>On the I-405 BRT, I'm not convinced the need is for travel from city-center to city-center. For people commuting to a city center, their trip probably doesn't originate in another city center. Also, having no stops between Downtown Bellevue and Renton is ridiculous (Link is adding stations, right?). I think the riders that use this are people likely to be airport flyers and other infrequent travelers rather than rush hour commuters.</p>
EAST KING COUNTY	Light rail expansion should be sped up.
EAST KING COUNTY	To keep pace with growth and to remain attractive to large employers we need to improve commute routes and times. I support finding money to start and finish these projects more quickly.
EAST KING COUNTY	Faster, faster, faster.
EAST KING COUNTY	Again. A plan without comprehension of the need to connect Eastside communities. You really need to study New York.. Transit goes north-south and east-west. People need to be brought easily in to rail lines.
EAST KING COUNTY	You can't build out the system fast enough. I would be willing to pay even higher tax burden to build out faster.
EAST KING COUNTY	We need rapid transit more rapidly. Find a way to speed up these timelines.
EAST KING COUNTY	<p>The schedule is absurd and the tax amounts add injury to the insulting schedule. The London Crosslink line, nearly any Portland Max line, and most other light rail schedules around the world including in developing nations should all embarrass Sound Transit and make it rethink this idea.</p> <p>All of us over 30 will live most of the rest of our working lives with this traffic under your plan. And if this passes, we will be made poor in the bargain.</p>
EAST KING COUNTY	Needs to be faster.
EAST KING COUNTY	Make this happen in 10 years. We are so behind. :(
EAST KING COUNTY	We need rail now!! Not in 12-20 years. That's crazy. Make me king and I'll put rail in ASAP.
EAST KING COUNTY	I know that it takes time to raise the funds for something this massive, but the timeline is killing me. Surely there's a realistic way to get everything online faster?
EAST KING COUNTY	This plan is too big. It needs to be phased. If it were an initiative I believe it would not pass the single subject test. Start with a 10 year plan. Get that on line and come back to us with another 10 year plan. Some of us are huge supporters of Sound Transit but still remember the train that almost went to the airport.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - East King County

EAST KING COUNTY	These projects need to come online faster. In 25 years I will be in my 50's, traffic is already a deciding factor in me staying in this area, and these plans do not benefit me greatly.
EAST KING COUNTY	I know it will cost more, but accelerating the completion of the new Seattle tunnel and the related lines, keeping lines more grade separated, and prioritizing reliable service designs over less expensive options is what I would like to see. I think the Issaquah extension is off the backbone and not as important. Prioritize Seattle, LR to Redmond (which is developing a real downtown with density and people who will use transit), and the 405 corridor.
EAST KING COUNTY	Overburdened transportation needs relief soon, not in two decades.
EAST KING COUNTY	25 years is way too long for completion! we need all of these changes yesterday!
EAST KING COUNTY	The project timelines are too slow. We need to provide the Seattle metro area quickly with light rail so that we are not languishing in traffic for the next couple of decades. If speeding the process up means higher taxes, so be it. I will pay them because being able to get around and enjoy the amenities that our area offers will improve my quality of life. Another thing: I do not see much here about the need for additional parking at park and rides along route 522. As it is now, the park and ride in Kenmore fills up by 8:00 a.m. If we want more people to get on the bus, we will need to somehow accommodate the cars of people who will need to drive from their suburban neighborhoods to get to a bus stop. There are times when I can ride my bike from my home to the bus, but it is not always a reasonable choice. For years I was a hardcore bike commuter; however, I am older now, and biking up steep hills, or biking at all, is not always a pain-free option. Eventually we will wean ourselves from the automobile, but the humane-- and practical-- approach would include helping people make the transition from an auto-centered to a transit-centered lifestyle. If we want to get people on buses and trains, we'll need to help them get there.
EAST KING COUNTY	As American communities living in a modern society we ought to be ashamed of ourselves for not having already established and exiting mass transit rail networks many many years ago, that reach out into every major neighborhood in the entire metro area. I am an American white professional. I spend over half my year working and living in JAPAN, HONG KONG and BANGKOK.....I am ashamed at how many decades behind we are of our global peers. Ans yes....this includes Bangkok.....even Bangkok is further developed than great old Seattle.
EAST KING COUNTY	Timeline is not acceptable, more transit to Snohomish county
EAST KING COUNTY	Please speed up BRT alternatives, all of them.
EAST KING COUNTY	At the rate of growth the region is experiencing, any project you are projecting for completion of this plan today will be obsolete in 5 years let alone your 25 year plan to connect Issaquah to Bellevue and Seattle. Sound Transit needs to work with the state government and the federal government to accelerate the timeline for completion in 10 years. If not, there will never be any net gain and the regional economy will experience a severe negative impact due to lost productivity and businesses choosing to either not locate in the Seattle area or vacating the Seattle area.
EAST KING COUNTY	25 years to light rail in Issaquah? seriously? stop studying and start funding more execution.
EAST KING COUNTY	This timeline is absurdly long. A commitment to a 25 year timeline is impractical, does not address immediate problems of high traffic, and is likely to be made obsolete by newer technology.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - East King County

EAST KING COUNTY	Timeline is too drawn out. This work needed to be approved and completed already. 25 years is just too long. Get it done in 15 years.
EAST KING COUNTY	I think the Woodinville / Redmond corridor (202) is going to be completely overwhelmed with all the new construction we are seeing. It will be important to relieve that corridor very soon, as I405 is not an adequate alternative.
EAST KING COUNTY	Increased transit from Kirkland to Seattle (and back) would be greatly appreciated. Currently the only option is route 255 which is always packed. On that note, a more direct route from Kirkland to South Lake Union would also be great. With the 255, there is about a 1 mile walk each way to South Lake Union. During rush hour often time the buses are so full they don't have any room left by the time they get to my stop (convention place). I think the Kirkland residents would be greatly appreciative for swift action on this increased transit service to Seattle. Thank you!
EAST KING COUNTY	Timeframes to complete these projects are completely out of scale with the rate this area is developing/growing. We need solutions for traffic today, not a whole generation from now.
EAST KING COUNTY	Public transportation is absolutely critical. 25 years is an unacceptable timeline. Needs to be less than 10 total.
EAST KING COUNTY	Issaquah needs to be moved up in the timeline. The Eastside is growing beyond current capacity. 25 years will be WAY too late.
EAST KING COUNTY	The amount of time you are proposing to complete these projects is absurd. In the length of time you are proposing there is bound to be numerous cost overruns, delays, and more TAX increases. I don't understand why as a car driver I should have to subsidize a project that I more than likely would never use. If you want to put in mass transit, let the people that are going to use it pay for it.
EAST KING COUNTY	Light rail to downtown Redmond should be completed sooner. And light rail across the 520 bridge to UW should be added
EAST KING COUNTY	Project timelines are too long. BRT are not major construction like light rail is... implementations should only take months to implement, not a decade. Please accelerating delivery to improve support. (If you can accelerate light rail construction to create a integrated system, please do so (including parallel projects). North end sounder trains are a nice idea, but due to the frequent landslides, they cannot be counted out to connect an Everett light rail system with a Seattle ligh
EAST KING COUNTY	Obviously finding ways to move up timelines in this rapidly growing area should be a high priority.
EAST KING COUNTY	I think light rail extensions should be the highest priority of this project.
EAST KING COUNTY	25 years for Issaquah to get light rail????? My commute is over an hour today (at best) for Sammamish to Lynnwood one way. It is only getting worse. It would be nice to see rail service for that route begin before I die.....
EAST KING COUNTY	Try to get light rail to Lynnwood sooner.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - East King County

EAST KING COUNTY	Microsoft is the largest company in the region; we must support them in getting access to light rail in Redmond, Downtown Redmond, and Bellevue. I-405, even with recent changes, is not acceptable in transit times. Light rail is overdue and woefully behind the times. Please focus on the support for expediting light rail access to the Eastside Region. Even 8 years is too long and should be reduced.
EAST KING COUNTY	For me, the highest priority is getting some sort of Light Rail connection running between Seattle and Eastside. I hate driving across the I-90, and as a result very rarely go into Seattle, but being able to take the Light Rail into Seattle and back would open up a ton of option for me.
EAST KING COUNTY	Construction should start now
EAST KING COUNTY	The timelines are ridiculously long! 8 years to add BRT and 22 to 25 years to add light rail. I know the "Seattle process" makes things take longer, but Sound Transit does not seem to have any urgency to get things done. My opinion is the staff is comfortable for projects to take forever as it provides job security. These long timelines contribute to the very high costs which compounds the problem.
EAST KING COUNTY	Light rail will be a big bastion, but it requires significant investment. Even still the 12 year timetable is massive.
EAST KING COUNTY	It is absolutely ridiculous that such a plan should take 25 years.
EAST KING COUNTY	I voted for the large transit bill in the 80's ... voted down ... too costly they said ... I say get on with it ... what ... you think the traffic is going to get better ... mass transit in any form buses, light rail, Sounder train ... is the only way to go!!!
EAST KING COUNTY	What is the timeline for Issaquah? What about the items for Future Planning that were left at the bottom of the long list of 'areas for consideration'? Good planning is necessary for such a beautiful part of the United States.
EAST KING COUNTY	Please, for the benefit of our area - just do it. Get it built, build it as fast but as safe as possible. Pass pricing onto riders, we will pay. Homeowners don't need to be the only folks paying. \$0.25 per ticket versus \$0.25 per \$1000 in property taxes would generate more money and get less flack. Get the light rail extended to as many places as you can. Also, when you build parking garages PLEASE build multi-level ones. Learn from the Tukwila park & ride where you can't get a spot after 8am on a weekday. Our area is so behind the times as far as mass transit, it's embarrassing - and traffic is beyond frustrating. If we had mass transit that would actually connect me from home to work, I would use it.  Also, PLEASE extend the weekend hours in the city! Seattle, Tacoma, Bellevue at the least should run until 2-3am on Friday & Saturday nights to ensure everyone has time to get home. I have missed the last light rail in downtown Seattle before and had to wait quite a while for a bus to take us to Des Moines and it's scary on the streets with no where to go. There's no open coffee shops or anything at that hour for us to go take refuge.
EAST KING COUNTY	Too long all needs to happen more quickly-Too much growth!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - East King County

EAST KING COUNTY	Plans need to be accelerated for Rail. Building out rail infrastructure to East side in 25 years is ridiculous and a failure in planning. Accelerate Rail, focus on the long term solution and accept the fact that East side growth will continue.
EAST KING COUNTY	Do not put any High Capacity Transit on the CKC Trail <ul style="list-style-type: none"> <li>•Remove the environmental study between Bellevue and Bothell via the CKC Trail</li> <li>•Remove the proposal of mass transit from Bellevue to South Kirkland Park &amp; Ride</li> <li>•If all of these are not removed, I will actively work to defeat ST3 in November</li> </ul>
EAST KING COUNTY	The I 405 bus lines can be added now, not eight years from now. By that time, traffic will be twice as bad as today. Federal monies must be used for mass transit, not more local taxes.
EAST KING COUNTY	The faster the timelines the better. I would be willing to pay more taxes for faster completion of light rail projects (1/2 the proposed time)
EAST KING COUNTY	I believe that, if possible, the timelines should be sped up, as congestion is already bad, and will only get worse over the next 10-20 years.
EAST KING COUNTY	The sooner the better!
EAST KING COUNTY	Projects are way too far in the future.
EAST KING COUNTY	We need mass transit like YESTERDAY... really 50 years ago to be honest. This plan DOES NOT DO ENOUGH AT ALL, and certainly does not achieve anything fast enough, though it is better than the existing infrastructure. Seattle is doomed.
EAST KING COUNTY	Timelines are too long. This should be done asap.  Also, ride sharing companies such as Uber & Lyft are very much a part of transit. This should be accommodated in the plan especially considering the timelines.
EAST KING COUNTY	Time horizon is way too slow. These improvements were needed 10 years ago.
EAST KING COUNTY	Light rail is the future of Seattle metro area expansion and should take the highest priority. Rapid transit buses are helpful but don't solve the problem.. People will NOT change their commute mode from personal vehicle to mass transit unless the commute times will be comparable or faster. 10+ years before expansions of light link to Everett mean extremely bad traffic to continue or worsen for another decade??? It will drive people away from the area and slow down economical growth. EXPEDITE EXPEDITE EXPEDITE!
EAST KING COUNTY	Sound Transit should consider P3 or other alternative contracting methods to accelerate implementation of these projects.
EAST KING COUNTY	25 years feels like an incredibly long time. There's no way to make that faster?
EAST KING COUNTY	The current timeline is too long for support especially with including so many proposals within the draft plan.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - East King County

EAST KING COUNTY	Issaquah and Sammamish need help LONG before 25 years! It is exploding out there and no help in site. I would be strongly opposed to a plan that would not help this for 25 years so that it keeps open opportunity for revised plans to impact this need in a more timely and reasonable manner.
EAST KING COUNTY	Seems like a long time to wait. I'll be retired by the time this [explicit] gets finished
EAST KING COUNTY	The focus should be on implementing a train commuter system separate from the clogged highways; drop trying to bandaid things with busses and focus on light rail.
EAST KING COUNTY	Hurry!
EAST KING COUNTY	Issaquah light rail dates should be improved
EAST KING COUNTY	I think it is important to assess if some of these changes can be implemented on a more aggressive timeline. Especially when considering the expected growth rate of the Puget Sound area over the next decade.
EAST KING COUNTY	Time line should be moved up considerably.
EAST KING COUNTY	Light rail to Everett in 25 years is unacceptable, it should be advanced on the timelines by 10 years. The growth in the South Snohomish area warrants the need for this service as soon as possible. There are limited transportation options and all cause extreme traffic congestion.
EAST KING COUNTY	How can we implement faster? BRT seems like an option that could come online quickly if focused on.
EAST KING COUNTY	This seems like a very long time to complete these projects! Why can't they be completed faster. Denver is building light rail in half the time.
EAST KING COUNTY	These investments will pay dividends as soon as they are implemented. While it is a complex project we should be prioritizing these much higher than we currently are.
EAST KING COUNTY	Faster, faster, faster - please note that developers are already building apartments and condos in anticipation of light rail options - years before they will be available - thus creating even worse traffic problems.
EAST KING COUNTY	I live in Issaquah and would love to see the light rail come there in a sooner time frame than 25 years. I could take it to work in Bellevue and Redmond.  Meanwhile my husband walks to our Park & Ride every day and takes the bus to DT Seattle to work. It's perfect for him and the reason we moved here.
EAST KING COUNTY	It is important to think of areas like sammamish issaquah n snoqualmie that are seeing a rapod growth to connect with good transit options.
EAST KING COUNTY	This whole plan should have an 8 year completion target. We fought and won WW2 in four years. Why are we so timid about addressing this structural need? I am embarrassed when visitors from other cities and countries are dumbstruck at our dependence on cars as our primary form of transportation. It completely misses any foresight regarding North/South light rail on the Eastside. Add a route from Monroe to Tumwater on existing arterial routes through Woodinville, Redmond, Bellevue (148th) , Renton, Kent, Auburn, Puyallup, West of JBLM, etc.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - East King County

EAST KING COUNTY	Sooner completion is better. Ideally, the light rail would circle lake washington and extend north/south/east. Buses could then focus on getting travelers to/from the nearest light rail station.
EAST KING COUNTY	Takes way too long. We need this yesterday.
EAST KING COUNTY	The Ballard line must be the foremost priority followed by increased BRT. Both provide the greatest return on investment in relation to rider subsidies.  Users of park and ride lots should be charged, new funding for parking should be cut.  Sound Transit should pursue value capture mechanisms via leasing land adjacent to stations and charging for parking. Any additional funds for parking without implementing charging at current facilities is exceedingly wasteful.
EAST KING COUNTY	Projects directly connecting to downtown Seattle should be prioritized.
EAST KING COUNTY	This all should have been done 40 years ago. I'll be dead before this area has decent mass transit. Get it done now.
EAST KING COUNTY	Completion times are too long. The people need these transit services today.
EAST KING COUNTY	Completion times should be sped up as much as possible.
EAST KING COUNTY	The I-90 corridor is the fastest growing area of Seattle. Issaquah and Snoqualmie residents will overburden the public transportation currently available in just a few years. 25 years is too long to wait to add additional public transportation options to Issaquah and Snoqualmie.
EAST KING COUNTY	This needs to be done faster. The traffic here is embarrassing... The 405 is a nightmare. People crowd the 405 because they have no viable commuting options between Kirkland and Bellevue. 3+ HOV lanes is silly. In this day and age who is able to find 2 other people that want to leave for work and leave work at the same time and work/ live relatively close to you... People can't even carpool if they wanted to. Need more buses!!!
EAST KING COUNTY	It is positively ludicrous, given our traffics woes, that many of us will be retired before this is complete. Furthermore, the city of Seattle and the greater Puget Sound traffic managers that have drafted this are a laughing stock. Bus Rapid Transit.... Seriously. 25 years... Seriously? 8 yrs to get a weak service like "BRT" going and even longer to get small pieces of a system in place that San Fran, Portland, Etc have had in place for years. We are LAME. It's embarrassing as a city to have such a weak infrastructure.
EAST KING COUNTY	8-12 year timeframe is an eternity!!! Get on it now!!!
EAST KING COUNTY	Cost doesn't matter, the timeline is unacceptable and an absolute farce for a developed nation. Blank check, all done in under ten years. The economic development will really party for it in time.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - East King County

EAST KING COUNTY	When I moved to the Puget Sound area in 1991, I attended a Sound Transit meeting to hear about the EastLink plan for light rail across the lake. Back then, the proposed service would have been completed by 2013. Since then, Microsoft has grown in size by a factor of 10, Bellevue has gone from a little town to an urban center that rivals Seattle in scope and density, and the plateau has grown in leaps and bounds – all with little/no infrastructure expansion to accommodate the increasing population. It is time for Puget Sound to grow up, to stop wasting money on HOT lanes, to stop cramming more buses onto crowded highways, and to make a REAL commitment to rapidly moving forward with a comprehensive light rail system.
EAST KING COUNTY	12 years to complete even the first phase is far too long to complete this project and highlights the inefficiencies and incompetence of ST. Also, you once again favor the Seattle area while the Eastside is neglected. Considering the lack of transit options on the eastside compared the the revenue generated here, you need to adjust your priorities or you will find that your funding cut off by the voters.
EAST KING COUNTY	Sooner is better! I'd like to see less people driving and more easy public transit in general.
EAST KING COUNTY	25 years is way too long. by then all of these solutions will feel like small fixes.
EAST KING COUNTY	I'd like to see Issaquah be a higher priority. Barring that, improving mass transit between Seattle & the Eastside should be the highest priority.
EAST KING COUNTY	Offering incentives to contractors to complete work early without sacrificing quality of work.
EAST KING COUNTY	Would like to see the timelines reduced for the plan roll out
EAST KING COUNTY	Timeline seems excessive. Growth in the region is projected to increase very fast and 25 years for 15 miles of light rail is not acceptable.
EAST KING COUNTY	Issaquah in 25 years is too far out to gain local engagement.
EAST KING COUNTY	Build the whole project ASAP, do it properly and do it once.
EAST KING COUNTY	Issaquah should receive a higher priority and shorter timeline to obtain the light rail due to the very fast booming population here and the very low frequency of buses we currently have, compared to places like Tacoma, Ballard and West Seattle.
EAST KING COUNTY	I would speed up the planned LRT service to Issaquah from 25 years to 10-15 years.
EAST KING COUNTY	This will take too long. We need this timeline to be moved-up and for these projects to be completed in less than 10 years.
EAST KING COUNTY	This is taking way too long! We need to expedite the project plan!
EAST KING COUNTY	We who live in south Snohomish are at the bottom of the list to receive light rail, if at all. I am tired of being taxed for services we may never receive. The Bothell area has horrible traffic with no improvement in sight. To use the toll lanes, we have to pay. Now ST3 wants to increase our taxes. Enough is enough!!
EAST KING COUNTY	The sooner the better for all of it! These improvements are the answer. Get people out of their cars!!
EAST KING COUNTY	We need light rails on the eastside/northend, not more buses!! LIGHT RAILS!! Think about the future. LIGHT RAILS!!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - East King County

EAST KING COUNTY	The project needs to be completed faster, 25 years is a joke. Everything should be completed within 10 years. 10 years from now we will have additional problems to worry about. More parking is needed asap at the Tukwila Sounder station. It is always 100% full and there is no overflow lot.
EAST KING COUNTY	I'd like to see the light rail to Redmond come in earlier, given that Towns growth rate and the fact its a major tech industry hub
EAST KING COUNTY	This needs to happen faster
EAST KING COUNTY	I am a huge supporter of transit projects. My biggest complaint is the extremely slow build outs of the Sound Transit projects. The University extension took way too long to build for those few short miles. Sound Transit and our community need to push harder to accomplish better transit sooner. The Puget Sound is way behind the curve.  I used to use public transit all the time, but service to Sammamish and the Eastside just sucks.
EAST KING COUNTY	The timelines are ridiculous. 30 years! We need this now. Sell bonds, pay for it, build it, pay off the bonds. If any organizations (unions, politicians, etc.) fights against speeding it up, to hell with them. Break the contracts and get the projects moving. We need this now! Not 30 years from now.
EAST KING COUNTY	Build it faster. Also, this survey is too long and too complicated for the average person. I'll bet you have a lot of "abandoned' suveys.
EAST KING COUNTY	In 25 years, companies could leave puget sound with chaotic being a big reason. The landscape of the area could change drastically in 25 years. We are currently on par with cities like St. Louis (which currently has a single rail line from the airport to downtown. We should be on par with cities like San Fransisco, Chicago, Boston, and New York. Right now, Dallas has more advanced rail systems. Texas!?! How embarrassing is it to be behind Texas in anything? Anyone who would propose 25 years for this project should be embarrassed and consider a career change.
EAST KING COUNTY	The timing is a joke. Why is everything costs twice as much and takes twice as slow to build in this country?
EAST KING COUNTY	The Plan takes too long to complete. How can we speed up the timeline?
EAST KING COUNTY	Project timelines are unacceptably timid. 22 years to get Link to Ballard (via an awful at-grade route) and West Seattle makes the entire package a sick joke. Junk BRT entirely. In just two weeks of operation, the Husky Stadium addition to Link has made an obvious and welcome impact on commutes all over the region. Grade-separated Link should be the solution EVERYWHERE, and it should be done FAR faster, even if it costs a lot more. Link to Ballard, West Seattle AND Golden Gardens-to-Sand Point in eight years, or bust. Go big or go home.
EAST KING COUNTY	The completion timeline is extremely long. Are we planning for the needs of today to be ready in 25 years? If so, perhaps we need to reconsider our targets.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - East King County

EAST KING COUNTY	FASTER!! This all should have been done years ago. ST should investigate ways of completing projects sooner wherever possible. While I strongly support light rail and can't wait for the Mercer Island station to open, the reality is that we can probably move more people sooner with BRT. My personal preference is for more parking at light rail - currently I work right next to the Bellevue transit center but can't take the bus because the MI park & ride fills up too early. But my preference for the region is to build out all transit lines as quickly as possible, and MAKE SURE WE SERVE LOW-INCOME COMMUNITIES when doing so.
EAST KING COUNTY	Need to improve the deadline for these projects
EAST KING COUNTY	I feel that a 25 year completion is absolutely ridiculous. In 25 years the population in Seattle and its surrounding areas will be so large that these plans will be out of date and not be able to handle the influx. I completely understand that resources are limited to whatever the cities are given, but a 25 year completion is insane and should be cut in half if possible. I would fully support higher taxes to help finish the project in half the time or less. That would be my input on the completion.
EAST KING COUNTY	I realize that those of us who live and work in Maple Valley along State Route 169 may seem like we are not a priority and that we choose to live out here but that doesn't mean we should be forgotten. We have 1 major (if you can still call it major) east/west route into and out of Maple Valley. We are told there are improvements but not widening (not that there is space) and I see no plans to increase transit options. Also for those of us who work in the South end/Pierce county area and live in Maple Valley there are little to no transit options. With this plan that will change, hopefully before I retire, but that is a ways out with extending light rail to Federal Way and Tacoma but then again no time soon (10+ years out). My concern is that Maple Valley has a population explosion going on and it seems no one really cares. My wife works in downtown Bellevue. What should be a 30 to 40 minute drive for her is 2+ hours. I work in Milton and I have a commute that is almost 2 times the distance and I get to work before her leaving after her with a 40 minute commute. This is because of the lack of viable transit options coming and going from Maple Valley to downtown, the eastside, and points south. At somepoint we have to realize that the Eastside is not just Bellevue, Redmond, Issaquah and extends further south.
EAST KING COUNTY	More and faster, please. And I'm supportive of more funding via taxes and other methods. The population is growing faster than this plan can be implemented, more and faster please. Let's keep the PNW a fantastic and un-frustrating place to live.
EAST KING COUNTY	Start as soon as possible before traffic gets too bad and people move out of the area.
EAST KING COUNTY	Issaquah is growing like crazy with no road expansions. Having the light rail planned for 25 years is insane for this growing commuter corridor. We are rarely transit users but we would if there was a rail alternative
EAST KING COUNTY	I hope this project will finish in a timely manners with honesty and no corruption. All the people in this project ,as a taxpayer ,I'll just put my trust in them.
EAST KING COUNTY	Traffic and congestion is a large issue now. It would be fantastic to see if there are any other short-term solutions that can be implemented while these projects are completed.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - East King County

EAST KING COUNTY	The 522 part of st3 plan needs to happen! Traffic is terrible to DT!
EAST KING COUNTY	These projects are long overdue.
EAST KING COUNTY	Faster completion of the light rail please. 25 years is a long time to wait for it to be done.
EAST KING COUNTY	Imperative to arrive at an accelerated plan. Timeline is too long. Also imperative to consider high speed rail for most congested areas -- buses are just too slow.
EAST KING COUNTY	This needs to be completed quickly. Traffic is not sustainable at the current level
EAST KING COUNTY	How can you have a regional plan and no rail service between Bellevue Renton Tukwila I 405 corridor? More bus service? I'm not going to get taxed for everybody else's rail service. Renton will not see rail service in my lifetime.
EAST KING COUNTY	I hope that transits for eastside of King county become priority since there are so many industries commuting to downtown Bellevue. The focus of the transit has been in Seattle and I hope eastside gets some attention.
EAST KING COUNTY	Issaquah light rail needs to be complete sooner
EAST KING COUNTY	8-25 years?! That's ridiculous, we need mass improvements to transit asap.
EAST KING COUNTY	The project timeline should be accelerated so that all phases are complete in 10 years. I would support whatever taxes are required to make a 10 year timeline .
EAST KING COUNTY	I think the long timeline of most of these projects seems like too little too late, but we have to start somewhere.
EAST KING COUNTY	Speed up the project deliverables. By the time the actual new rail lines are opened the population will have grown beyond current projections.
EAST KING COUNTY	You are moving way too slow! 8 years to complete the earliest stages is terrible...should be 8 years for the full project!
EAST KING COUNTY	Is there any way to cut the overall timeline in half?
EAST KING COUNTY	Why does it take so long to complete light-rail segments? I think more people would support this measure if the timelines are accelerated.
EAST KING COUNTY	If I am paying \$200 per year for the projects, I would like to know that they will be completed on time. I support the additions to Sound Transit and I think they are extremely important for the Puget Sound area. The sooner everything gets completed the better. It already seems like these projects are coming along too late for the growth of the area so I hope to see them come to fruition and be completed.
EAST KING COUNTY	I'm 69 years old, so I will be dead before any of this benefits me.
EAST KING COUNTY	Why are projects primarily going to "down town" when growth will be East and South of lake Washington ie: Kent valley, Bothell/Woodenville. What about East to North Bend?
EAST KING COUNTY	I am not comfortable with the timelines. We need mass transit now. Not in Issaquah in 25 years. That is too late. we need it now. It's not the money I have an issue with, it is the timeline. Also, the Lakemont stop on light rail should not be "provisional" it should be a commitment.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - East King County

EAST KING COUNTY	Completion is too slow. 25 years? Should be done in no more than 15 years!
EAST KING COUNTY	Taxes collected vs short term benefits. Fo instant why does it take so long for BRT routs to be implemented? Your bonding now for future build out. I understand it takes time for big projects. Reduce big projects, speed up time lines.
EAST KING COUNTY	Timeline should be accelerated for east side station in redmond
EAST KING COUNTY	Your current plan is far too long at 25 years. I feel you've wasted nearly 17 years from the first plan.
EAST KING COUNTY	These seems awfully expensive for something that is going to take so long to complete. This city is growing too quickly to wait 25 years to get a transit system in place that needs to be here now. People's opinions on these issues are nice, but where is the actual math that talks about the cost vs. impact of the proposed project - you should have numbers on how much each of these proposals will reduce traffic and these should be able to account for projected growth. It appears that the state forgot to do the math on the I-405 HOV lanes; but, please tell me that someone is out there doing the math on this one.
EAST KING COUNTY	Whatever can be done to add as many mass transit options as quickly as possible should be top priority for this region. Seattle is such an amazing place to live, but the quality of life for people living here is starting to already decrease, and will continue to do so if the population keeps growing as anticipated and we don't make plans immediately to have more transportation options.
EAST KING COUNTY	Considering traffic between Bellevue and Everett, it seems like those projects should be completed more quickly.
EAST KING COUNTY	Speed it up, finish the timelinea sooner, traffic is horrible and cannot commute easily.
EAST KING COUNTY	I would love to see faster completion of services between Bothell/Lynnwood/Edmonds and downtown Seattle. As more people move to the Seattle area, this northern community is growing at an exponential rate, so this is the place to expand and put down roots now, before all available land is taken up or becomes more expensive. It would also increase revenue in downtown Seattle, especially around sports games.
EAST KING COUNTY	I just wanted to say I think this is really great! I was without a car for about six months and had to take public transit and found it kind of clunky and difficult, but these expansions should definitely make things easier and faster!
EAST KING COUNTY	Funding from tax could be reconsidered to better target groups who drive single occupancy vehicles as opposed to mass transit, as opposed to targeting the community at large with increased property tax. For example, increasing tax on gasoline, introducing automated-tolling on I-90 where at least 90% of funds go to ST3 and transportation projects, and other funding options that seek to reduce SOV. If property tax is to still be considered, a progressive increase in property tax may be better for those less advantaged.
EAST KING COUNTY	Timeline is too slow to get public support.
EAST KING COUNTY	We need this faster than 8 years. I 405 is terrible

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - East King County

EAST KING COUNTY	Completion is extremely too long. projects need a 2 to 5 year completion timeline. We need transit today. not 25 years from now. A 25 minute drive from Renton to Kirkland that becomes an hour and 10 minutes is ridiculous, a transit ride to the same point that takes well over an hour, and costs \$5 each way, is even more ridiculous, Another idiotic move, is the continual scooping up of mud slides on the Sounder train tracks and carrying back to the top of the mud slide to have it slide back down again. Get rid of the mud, build a structural wall and shore up the area, prevent, plant growth that will strengthen the terrain and prevent mudslides.
EAST KING COUNTY	FAR too slow. The region is growing roof ast for this plan...
EAST KING COUNTY	Issaquah has minimal transit connections compared to any city. It should be prioritized. If not, atleast issaquah residents should not be taxed as much as residents in rest of king county.
EAST KING COUNTY	Do everything you can to get the projects done faster. Be innovative with your processes and contracts to incentivize these projects to get completed absolutely as quickly as humanly possible. Don't bend to NIMBY nay-sayers who complain about the noise or the inconvenience of construction. Set timelines that are completely unreasonable and then tell your consultant teams to step up to the challenge. Engineers love a good challenge. Give them a challenge and see what they can do.
EAST KING COUNTY	8 years is too long, we want it now :-)
EAST KING COUNTY	Build it as fast as you can
EAST KING COUNTY	An emphasis should be made on funding this through usage taxes
EAST KING COUNTY	The "Environmental Study" on the Cross Kirkland Corridor should be removed in it's entirety as this is an imprudent option. The cost of the ST3 proposal is already exorbitant and the CKC option drives the cost up and deliverable date out unnecessarily when a more cost and time-friendly option is available along I-405. Additionally, the negative environmental and safety impacts of creating mass transit through residential and wetland areas when an existing mass transit route (I-405) already exists would be asinine.
EAST KING COUNTY	Complete it all faster.
EAST KING COUNTY	ST has proven that they can't complete transit development projects for a reasonable budget and schedule. They should work with existing budget until they can prove that they deserve more of my hard earned money. Waiting 25 years (and they will be late) is ridiculous. Most people won't live or commute here by that time. Start with something small/cheap that can be expanded if it's proven successful
EAST KING COUNTY	Why does this take SOOOOOO long? The transcontinental railroad was built in less time.
EAST KING COUNTY	Why is the timeline so long for light rail service to the fastest growing neighborhoods? 25 years to get rapid transit to Issaquah?! I think the timeline should be greatly reduced 5-10 years.
EAST KING COUNTY	I wish it was quicker for some of these majorly important improvements :(
EAST KING COUNTY	This can be definitely improved. It is taking way too long for few sections of the light rail to be online that the tax payers will not be seeing or using the benefits they paid for in due course.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - East King County

EAST KING COUNTY	<p>The light rail expansion is already way overdue. I don't see a point in supporting something to be completed in 20 years. Either get serious and build it now, area is growing fast and congestion is increasing exponentially.</p> <p>Sounder rail is not efficient and location-wise very inconvenient, it's better to phase it out and focus on light rail to connect urban areas to employment centers.</p> <p>Seattle has once in a lifetime opportunity to do the right investment into transit and turn the city into metropolis ready for the next 30 years.</p> <p>If that doesn't happen quickly, people and companies will start leaving the arcane transport options behind and move to modern cities.</p>
EAST KING COUNTY	<p>ANYthing that relieves the north / south congestion on I-5 and 405 is a high priority !! If the I-405 floating bridge could be completed ahead of schedule and under budget, why can't these other projects ?? I am used to riding the MARTA in Atlanta at least 20 years ago --- shame on Seattle for being so far behind in transportation provisions. Thank goodness I am retired now and don't have to fight the commute, but even getting to the grocery or to doctor appointments is getting traumatizing.</p> <p>Would use bus more but almost impossible to find parking spaces at the transit centers sometimes. Need more multi-level garages !!</p> <p>Why can't some of the mega-companies in the area pay a special assessment to help with all the traffic their construction and employment has created ??</p>
EAST KING COUNTY	<p>It should be faster, if at all possible. Can you do the EIS studies, land acquisition, and project construction for all the projects concurrently, instead of one after the other?</p>
EAST KING COUNTY	<p>Focus resources on Light Rail in densest areas first, then BRT in areas with worst congestion. Parking facilities should be low priority/eliminated in favor of bike, pedestrian, and TOD. Also look into partnerships w/UberX and Lyft line and charge for parking at oversubscribed P&amp;Rs. ST should be moving people, not storing cars at great expense</p>
EAST KING COUNTY	<p>This plan is so far behind the 8-ball in terms of area needs it's almost worthless. Vancouver, Canada makes the Seattle area look pathetic in terms of mass-transit. Basically all these changes need to happen within 8-12 years. A 25 year timeline is insane.</p>
EAST KING COUNTY	<p>The light rail needs to be moved up, and needs to include projects to relieve 405 congestion.</p> <p>The marginal costs need to be reduced.</p>
EAST KING COUNTY	<p>There isn't adequate parking for ST2 coming through Bellevue. To add another layer of this to Issaquah and further out to Redmond seems a poor use of funds when you need to manage capacity for BRT and light rail capacity to feed what you are building first. Do one well and then ask for money to continue.</p>
EAST KING COUNTY	<p>As soon as possible, especially considering our region's annual population growth rate at 30,000!</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - East King County

EAST KING COUNTY	If possible, these timelines should be decreased in regard to number of years allowing for utilization of rails and buses sooner.
EAST KING COUNTY	If Redmond had a ST light rail to Seattle there are many occasions I could leave my car.
EAST KING COUNTY	Only issue is the need to SPEED UP the whole process- 25 years too long a timeline!!
EAST KING COUNTY	Was in favor if most of plan until I saw cist and timeline. Just the fact that they say it will take 8 years to simply add express buses is ridiculous, and creates total lack if faith in STS ability to plan and manage this work
EAST KING COUNTY	Projects should be funded to be built simultaneously. The time period to build all of this is way too long. This region is already years behind due to the failure of the Forward Thrust ballot in the 70s. As a result delaying services coming on-line only means they cost more in the future. The more areas getting serviced the quicker the more likely people are to support it because they can see a tangible personal benefit. As a region very few people have benefited from the first light rail line. Due to its immediate popularity and impact, one can see how important it may have been to include UW and Captiol Hill for instance in the opening of the first line.
EAST KING COUNTY	If there's a way to complete any of this more quickly, especially as it affects the Eastside of Lake Washington, I would support those changes.
EAST KING COUNTY	I propose to have the light rail to Issaquah be established in 8 or 12 years. Issaquah is evolving at a fast rate due to a desired natural environment for families, workforce and close proximity to the I-90, Seattle, Bellevue and Redmond. Further, the neighboring communities of Sammamish, Fall City, Snoqualmie, North Bend, and Duvall will benefit greatly by having a light rail posted in Issaquah, due to the increase of population and the distance of these places to Seattle/Tacoma. A light rail in Issaquah would resolve the traffic congestion that is building up between Issaquah and Seattle, Bellevue and to Tacoma. I forsee, the neighboring communities of Issaquah utilizing the light rail on a frequent basis be it for work or pleasure to Seattle/Tacoma in order to avoid traffic between Issaquah and Seattle/Tacoma.
EAST KING COUNTY	The completion timeline that you're proposing is too long a time horizon. It's difficult to get behind a plan that won't be completed for over two decades. Understanding that this is a large project (understatement), how can we capitalize quicker wins that will have immediate impacts on traffic. E.g., Light rail to bellevue from Seattle to reduce east/west bridge traffic.
EAST KING COUNTY	Ridiculous you want to tax us for a project that for me would be useless for another 25 years.. hell no. You want those persons that live in the suburbs to pay for transit that they don't use?! really? I will pay taxes on the portions that affect me.. Issaquah, Bellevue, Redmond.. but, you cannot expect me to pay for transit in Tacoma or Lynnwood when I am never there and would never use that transit service.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - East King County

EAST KING COUNTY	<p>I and my wife think the time line is WAY too long!! 8 years to just add express bus service! Too long! 12 years to build Light Rail to Redmond &amp; Federal Way!! Too long!! 17 years to add it to West Seattle &amp; Tacoma?? Too long!! And 22-25 years to add the last pieces?? Way too long!! If this plan is followed, you better get the Washington Legislature &amp; Seattle City Council to pass moratoriums against people moving to the Puget Sound area!!! 140,000 people came just recently, the area is strangled with grid lock NOW!! You need to convince people that this needs to be started immediately!! And finished a decade sooner!!</p> <p>In a related situation, my wife &amp; I live in South Renton, straight east from the Tukwila Sounder/Amtrak Station. I just retired from Boeing &amp; we wanted to go see an art exhibit at a museum near the downtown Tacoma Sounder Station. We wanted to go after the weekday morning rush, spend the day, have lunch in T-town &amp; return before the worst of the afternoon rush hit. There was NO way to do this!! There were NO Sounder Trains to take in those time frames! It floored us! We didn't just have to adjust our leave &amp; return times to match the Sounder schedule - there were NO trains at those times at all!! We were dumbfounded! Why is THAT? - [initials], Renton, WA</p>
EAST KING COUNTY	This should have been started 20 years ago. Speed it up.
EAST KING COUNTY	Do projects sooner. Like now.
EAST KING COUNTY	Sooner would be better than later - The greater Seattle area is long overdue for some serious investment in non-car based public transportation, building a solid solution would help cement Seattle's reputation among other enlightened global centers.
EAST KING COUNTY	<p>The lines to Ballard and West Seattle should be of utmost priority - this comes from a suburbanite. It would be an understatement to say that the timeline is extremely discouraging. Everett and Tacoma are currently served by Sounder commuter rail and the existing road traffic to Everett and Tacoma are encouraging workers to live closer to their jobs. While the Ballard and West Seattle underground rail lines are being dug, Sounder service must become hourly and run on weekends - this will be sufficient for workers trying to access downtown Seattle without a car if properly operated. Sound Transit should operate Sounder train at more hours, even if it means laying more track on the cheap, flat land adjacent to BNSF. Focus on underground rail for Seattle as soon as humanly possible (by year 2025), then work outwards.</p>
EAST KING COUNTY	should be completed faster
EAST KING COUNTY	<p>We need BRT on 522 NOW! not in 8 years. Also on I-405. NE King/South Snohomish counties are woefully underserved in previous and current ST planning. The tax should be an income tax or property tax. It should NOT be a sales tax increase because it's too regressive and poorer people who rely most on public transportation would pay a higher percentage of their income if they have to pay a higher sales tax rate on everyday necessities that they buy.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - East King County

EAST KING COUNTY	<p>Would be nice to see West Seattle and/or Redmond timelines brought in by a few years each. If we had light rail or subway systems I would use nearly everyday. I do not like the bus system that has to sit in traffic.</p>
EAST KING COUNTY	<p>I don't think we can wait another 12-25yrs for light rail on the eastside, and my experience is that traffic is typically worse here than it is in some of the southern corridors that you plan to upgrade first. Another solution will be needed to solve the traffic problems that will exist before this system exists. Any long-term plan should include details on what the expected commute times will look like by the time this finishes, and will need to include additional transit needs in these corridors before the completion of the projects.</p>
EAST KING COUNTY	<p>Light rail to Bellevue and Issaquah should have a higher priority and not segmented for the end of the proposed plan timeline. The value and resulting income drivers for completing and east side light rail link would far out way other proposed transit projects.</p>
EAST KING COUNTY	<p>The timelines are quite long. During that time both demographics and technology will change substantially. For instance, the plan needs to anticipate the possibility of autonomous vehicle (AV) technology and how that will impact both demand for usage and capacity requirements. With AV technology, the general capacity of existing infrastructure can be used in a dramatically more efficient way, so simply increasing mass transit capacity based on current utilization patterns would prove wasteful. In other words, build flexibility in the plan - not all contingencies can be foreseen, but some possibilities are already clear; don't create a plan that over-commits and thereby ensures its own obsolescence 3 or 5 years into the future. Some ideas for doing that - have regular monitoring/measurement of commuting patterns and tie funding, scope, prioritization, and timelines to those metrics, build in financing phases for the plan so projects can be completed in components that will be partially operational and give the public the opportunity to authorize or adjust funding for continuing to additional phases, have routine technological reviews (perhaps every 2-3 years) to determine if there are more efficient methods of accommodating whatever requirements are specified in the plan. It's harder to create a plan like this, but it's chances of being successful in meeting the needs of the region more than justify the effort required to create it. On the other hand, it is outright foolishness to make a simple plan that virtually guarantees failure. The region is dynamic, it's needs change, and the various strategies for meeting those needs continue evolving; 25 years is a long time, create something robust with enough flexibility to make adjustments and ensure the ultimate success of the project.</p>
EAST KING COUNTY	<p>Light Rail in Eastside should be the highest priority.</p>
EAST KING COUNTY	<p>Traffic on 405 is so bad. Plans that get more people close to massive employment centers (like near Overlake in Redmond or downtown Bellevue) from northern commuter towns should be bumped up sooner. If the routes don't get people close to where they need to be, they won't get used as much as they could. Please consider where the stops are when making the I405 bus routes and please try to speed up their implementation!</p>
EAST KING COUNTY	<p>Sooner is better than later. If the timeline can be moved up please do so. Tough to choose the two most important as there are many critical projects equally deserving.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - East King County

EAST KING COUNTY	We need the highest-priority light rail extensions much faster. And the 405 corridor RT also ASAP. If 25 years is the best we can get, sure I'll vote for it but IMO we should do it all a lot sooner. So I live on the Eastside and I figure this area will bear a lot of the brunt of increased taxation--I don't care; it justifies our existence. But better give us light rail to downtown Redmond a lot sooner--we were initially supposed to get it in the early 2020s, we pushed to get light rail across the new 520 bridge, and we aren't going to stop pushing. (We are not Kirkland.) We have a lot of young people, a lot of jobs and a lot of traffic and we need a way to move people between Redmond and other centers of density. Many people who work here can't afford to live here, and we all need these improvements.
EAST KING COUNTY	FASTER. :)
EAST KING COUNTY	I would gladly pay higher tax rates to get ALL the projects done sooner! We need this now, not 25 years from now!
EAST KING COUNTY	I would like to see increased taxes to move up completion dates.
EAST KING COUNTY	We have a major traffic congestion issue and not enough road for everyone. The traffic drive times are horrendous. But yet no one wants to pay more taxes to fix this major issue and I don't know why. I say tax us - and get it done ASAP! Not in 8 years, finishing in 25. We will shoot ourselves or each other from road rage way before then.
EAST KING COUNTY	This timeline is completely unacceptable. With just modest increases in the revenue plan via taxation, we could accomplish all of these items in less than half the time, and could provide employment to hundreds of skilled workers. Any modern city requires a full and operational mass transit system to be effective. Seattle has become a hub of trade, technology, business and recreation. These improvements need to ALL be made within 8 years, not 22.
EAST KING COUNTY	Way too long for the projects to be completed. With the exponential growth of Seattle and surrounding areas... timelines need to be accelerated.
EAST KING COUNTY	imho if the proposals for BRT are as far out as you propose, and they are on mature corridors such as 522, then it seems as if a rail alternative would be superior. If you can't produce BRT on 522 in three years, and it might take eight, then it makes a lot more sense to beef up existing ST522 service in preparation for LRT extension.
EAST KING COUNTY	I would like to see all of these projects completed in 10 years. I would be willing to pay quite a bit more in taxes in order to accomplish that goal. I would also like to see a plan to expand rail to the east side of the mountains to Spokane.
EAST KING COUNTY	I feel that the projected years are too long. If it takes 7+ years to implement some new busses or rails then the traffic will be horrible by then, and the commuters will suffer a lot. I was expecting these kind of projects to complete way sooner.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - East King County

EAST KING COUNTY	<p>Beware. Rants follow.</p> <p>We already have a state Department of Transportation. "Sound Transit" is ... what? There's Metro, Pierce Transit, Community Transit, etc.</p> <p>Enough of the piecemeal organizations. Let one entity rule. Like the interstates. And then get it done. 25 years is nuts.</p> <p>Why is the existing rail corridor space between Renton and Bellevue not being utilized for mass transit? It already exists! Well, most of it still does.</p>
EAST KING COUNTY	<p>Projects sound great, but not having the ones I might use (the east side BRT and light rail to Issaquah) done for more than 20 years seems pretty lame. What's the use in funding a project with such a distant horizon? The region will probably look different in 25 years, so committing to a project that will take that long to complete, rather than one that could be done in 5-10 years, and then another project started that has adjusted to needs, does not seem wise.</p>
EAST KING COUNTY	<p>In 25 years I will probably be dead. I would like to see the timeline for Light Rail to Everett be moved up so that it can be completed sooner.</p>
EAST KING COUNTY	<p>Since folks commuting along the I405 corridor between Bellevue and Lynnwood are either already paying tolls or being impacted by the consequences of instituting those tolls, the improvements to this corridor should be given priority, particularly since there are no plans to extend light-rail to this area.</p>
EAST KING COUNTY	<p>When prioritizing light rail projects, it would be a better use of our tax dollars to make sure light rail projects that serve densely populated areas, such as Ballard are done before considering projects that serve less densely populated areas, such as Issaquah. It would also be beneficial to consider additional projects that better serve Lake City, Wallingford, and the Central District</p>
EAST KING COUNTY	<p>Why light rail to Ballard in 22 years? Seattle residents will be footing the bill just as much (if not more, given property values in the city) as everyone and see little to no benefit for 2 decades. Very disappointing.</p>
EAST KING COUNTY	<p>Light rail connections must be completed sooner.</p>
EAST KING COUNTY	<p>We need more bus service on I-405 NOW</p>
EAST KING COUNTY	<p>Regional mass transit option needs to be improved at soon as possible! Anything that would help alleviate I-405 northbound traffic from south King county in Renton to Bellevue would be extremely helpful.</p>
EAST KING COUNTY	<p>Build from the inside out and faster! Lessen city traffic by helping people move from the burbs into Seattle. Start with getting people from communities north and south of Seattle into Seattle faster, and those already in Seattle move around Seattle better, then work on getting those from Everett and Tacoma to the fringes where they can transfer.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - East King County

EAST KING COUNTY	Whew. That does sound expensive, but improving public transportation in this increasingly urban region is critical, and already feels too late.
EAST KING COUNTY	I'd love to see things come online sooner!
EAST KING COUNTY	22 yrs to improve access from downtown to Ballard is remarkably slow.
EAST KING COUNTY	We need more Light Rail faster!
EAST KING COUNTY	Completion of the projects in as much as 25 years is way too much time to take - figure out a way to make it happen in closer to ten years.
EAST KING COUNTY	Your plan takes to long and costs to much. I will not support it with my vote as it is.
EAST KING COUNTY	This seems nowhere near aggressive enough to me.
EAST KING COUNTY	It's too bad it will take so long -- it would be nice to see improvements in the next few years.
EAST KING COUNTY	Way too expensive. Dream on.
EAST KING COUNTY	East side currently has packed buses daily due to commuters. Eastside light rail should be sooner than 25 years. The demand will be so great by than that it may need more than a light rail
EAST KING COUNTY	I am totally against this project because first it is open ended and could go for ever and I am a senior on fixed income and can't afford the taxes that it will generate.
EAST KING COUNTY	considering the growth of the Snoqualmie Ridge area in addition to the ridiculous amount of building going on in Sammamish/Issaquah, it is discouraging to see that it would take freaking 25 years for the light rail to get just to Issaquah. I understand these things cost money and infrastructure, etc but I think you need to reevaluate the amount of time some of these projects will take to be completed. and once again, seattle fails to have the foresight to handle this problem in advance and is now playing catch up.
EAST KING COUNTY	Too little, too late. We need all of this infrastructure immediately - 25 years ago people in Seattle didn't know Issaquah existed, and look how much it has grown and changed in that time. As a region, we can't wait another 25 years to get light rail extended to Issaquah and other suburbs of commuters, and for transit-centered development. There simply are not options right now that are fast enough and reliable enough to get people out of cars and onto mass transit. And, no, tolling does not help if there are not alternatives they can count on that get them where they need to be.
EAST KING COUNTY	By the time Light Rail gets to Issaquah, I will be 100 years old. That is totally unacceptable. When was the last time you tried to get from Issaquah and points east to Seattle from 7 AM to 10 AM or the reverse from 3 PM to 7 PM? An hour or more for 20 miles of driving is ridiculous. This should have been done 30 years ago like they did in Portland, OR. SHAME ON YOU!!!
EAST KING COUNTY	My biggest reservation of the plan is that the build out of the light rail is taking too long and build schedule needs to be accelerated.
EAST KING COUNTY	the faster the better :)
EAST KING COUNTY	Please include high capacity transit on the CKC Trail!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - East King County

EAST KING COUNTY	The improvements are badly needed, but the timeline is way to long and the cost very high for the average person. Recommend laws proposed to legislator to change the way these projects are funded.
EAST KING COUNTY	I think that mass transit projects would also gain more support if we could complete them more quickly. Barring sacrificing quality or safety, speed is the best tool for marketing to those on the fence; Both speed of service and speed of completing new services. The biggest arguments I get back from people when I talk about supporting mass transit improvements are the expense and that the benefits are too far in the future. The expense isn't that much but only you guys can accelerate the timeline to give us these services sooner. Light rail to Issaquah in 25 years is an incredibly difficult sell.
EAST KING COUNTY	I believe that simply adding more buses and bus routes is the first priority - as much as can be done without sacrificing the completion of long-term infrastructure goals. Cuts to buses impact the middle and lower class most dramatically, and while rails are nice, they do not serve the people forced to live far outside city limits. Buses seem to be the most impactful way to ensure everyone can participate in Seattle's thriving economy.
EAST KING COUNTY	The timelines are too long. In 5 years self-driving cars or better technology for telecommuting might make capital improvements superfluous.
EAST KING COUNTY	Does nothing for 98058
EAST KING COUNTY	I think light rail via link to the eastside is extremely vital. Even getting one spur from Seattle to Bellevue would help with bridge traffic immensely. If there were any way to move that forward, I would support that 110%. Also, commuter parking at light rail stations should be a bigger deal. I know the grand scheme is to get people to use buses to funnel into the stations, but that isn't convenient. Convenience trumps so many concerns for busy commuters. When I plan my commute if I know I will be transferring from bus to link (or link to bus) I automatically add 30 minutes to my time estimate. You simply cannot assume traffic on surface streets will be ok, and that buses will be running on time. The train is pretty much spot on, but I have always had trouble with buses due to traffic.
EAST KING COUNTY	25 years for completing light rail all the way to Everett is ridiculous. I used to live in Denver and they have been doing a major light rail expansion since 2001 and it is nearly complete even though thrh added jus as much or more mlles of new rail compared to this plan. We need to move faster on this in order to keep up with the population growth.  Also, light rail should really be included between Ash Way and UW Bothell. This stretch of 405 is always high-traffic during rush hour. To leave this section of the metro area out of light rail expansion seems like a bad idea.
EAST KING COUNTY	timeline is too long
EAST KING COUNTY	Taking far too long across the board. Have to find more money (local or Federal) to speed things up or select the most vital and move them faster
EAST KING COUNTY	Ballard should be prioritized in the plan--it's a growing population center and creates a lot of congestion. Tacoma-Seattle should also be a top priority.
EAST KING COUNTY	I'd simply like the plans to be accelerated.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - East King County

EAST KING COUNTY	I applaud the Rapid Transit community effort to attempt to bring the greater Seattle/Tacoma/Everett region into a environmentally efficient time and further stimulating innovation and employment throughout the region and state. I would further wish to point out that: 1) Considering the significant amount of heavy traffic on I-90, extending the light rail line along the I-90 corridor should be extended with additional stations at Snoqualmie/I-90/Hwy 18 intersection and to a North Bend station. 2) The 25 year completion timelines for the Everett and Issaquah connections should be shortened to 12 to 15 years because the traffic currently is close to becoming gridlocked. Timeline projections do not appear to take into account that current region timelines are not considering increasing traffic due to increased residential and commercial building in those outer destination areas exacerbating the occurrences of accidents, lost time, stress, and air/water pollution. 3) Significant increase to achieve really rapid Rapid Transit is critical to effectively feeding A) light rail, B) Sounder Rail, and C) ST Express Bus routes. I have experienced catching a 4:20AM south bound bus from central Lake City to wait for an hour to take a 5:45 bus from the University District across the SR520 Bridge to the Bellevue Transit Center only to have to walk from the BTC at 6:00AM ( the time I was suppose to be at work) to NE 12th Street and 120th Avenue NE in Bellevue where I worked. Definitely NOT rapid transit. How much time to people have to wait with parcels, work, and children at stops and transit centers?
EAST KING COUNTY	go faster; we need it; find a way to serve Kirkland's residents more, not just move transit through the city of Kirkland
EAST KING COUNTY	With the serious traffic problems in the Puget Sound and the low commuter participation it seems ridiculous that any improvement is at least 8 years away. I live in Bothell and we seem to be the least serviced city in the region, but are still expected to pay the same as those who live along multiple bus routes and close to light rail.
EAST KING COUNTY	Too slow, too late, not on main traffic routes. Busses will not fix the traffic and will cause additional issues if shoulder pass would be considered.
EAST KING COUNTY	I think 25 years to get light rail to Everett is excessive. It should be brought to Everett by 2033.
EAST KING COUNTY	We need to find ways to complete the projects sooner than the proposed schedule. Projects also need to be prioritized based on those that benefit the most riders and would have the best payoff.  Ballard-UW should also be strongly considered as it would serve a critical need in Seattle for a very high traffic corridor.
EAST KING COUNTY	We need to go faster! Isaiah can't wait 25 years for rail service. Get it done in 15.
EAST KING COUNTY	I have noticed since opening light rail in UW district that this service eliviates congestion on many nearby roads. Any significant improvement again will have the same effect. I personally live in Kirkland and know the daily congestion on my neighborhood roads due to the 405 traffic. I strongly support any improvement to expedite bike/bus options between kirkland and the UW district to support my daily commuter.
EAST KING COUNTY	This all needs to happen much faster. All projects should be complete in 5 years

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - East King County

EAST KING COUNTY	The plans takes WAY TOO LONG to even begin on getting the greater Seattle-Tacoma-Everett area under reasonable public transportation. The cost vs. the timeline (HOW MANY YEARS?) is ridiculous. Get twice as much done for the same price and then we have something to talk about. \$200 per person per year for buses that won't even come on line for 8 years or more? Get real.
EAST KING COUNTY	Accelerate time line
EAST KING COUNTY	Do all this, just faster!
EAST KING COUNTY	I would love to see improvement serving Issaquah undertaken and completed earlier than the proposed timeline.
EAST KING COUNTY	I would pay more taxes for more extensive / faster timelines for light rail service to the Eastside, specifically Redmond.
EAST KING COUNTY	The critical need to move people more efficiently throughout Puget Sound cannot wait 25 or more years. It is time to fund these projects radically. I dislike continuously paying more for a poorly run school district, constantly asking for more money. I will gladly pay more to get a public transportation system we should have built decades ago. The opportunities and lifestyle that attracts so many to this area is in serious jeopardy.
EAST KING COUNTY	We need this sooner! This timeline is WAY too drawn out! We need this thirty years ago! Please act faster. And don't let the haters stop you! You transit folks are doing meaningful work to serve and improve your communities. Thank you!
EAST KING COUNTY	Your timeline is ridiculous. The entire system of roads will be a continuous jam if you do not speed it up. Tax or charge riders more for service. Implement more tolls. Do something now.
EAST KING COUNTY	Wish this could all be completed sooner
EAST KING COUNTY	8-25 years!! That's an absolute joke to ask for \$50b and come back with these outlandish timelines.
EAST KING COUNTY	Light rail to Everett by 2041 is too long. Light rail expansion in city of Seattle is important, especially to garner support to pass ST#, however, the initial ballot in 1996 promised light rail to Everett and now it will not be completed until 45 years later. Most of the 18 year olds that voted for the first time in their lives in 1996 will have had careers and commuted from Snohomish county their entire career without the promised light rail and will have retired by the completion. Speed up the timeline!
EAST KING COUNTY	given the population growth. . IF adding more tax would shorten the timing for the completion of the projects. .. It's likely everyone who lives here is aware that we spend too much wasted time in our cars right now. . and taxing something over \$200/year - perhaps to \$300/yr (?). IF it reduces the time needed to complete the projects (and certainly everyone will be in favor of FASTER) - is something to consider - maybe that question should be added to this survey/the meetings - you may be surprised at people's willingness to pay to save time. .

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - East King County

EAST KING COUNTY	The timelines seem excessively long. While I support the need for much better transportation solutions and have experienced first-hand how well it works in other major cities, I also get a bit disappointed to have to be paying for projects, some of which may not be finished in my lifetime. Yes, these are big projects but with the right resources, I feel highly confident they could be completed in much less than the current 25 year timeline which of course will more likely be 30 or more due to unexpected issues including lawsuits to try and stop/change the plan. In truth, I'd probably be willing to pay a little more in taxes if the timeline could be brought down to 15 years or less.
EAST KING COUNTY	Issaquah light rail should be more of a priority on plan
EAST KING COUNTY	Light rail completion North of Seattle needs to happen much faster than 25 years!
EAST KING COUNTY	The sooner the better
EAST KING COUNTY	12, 17 ... 25 years??? This should have been done already. Why no light rail along 405 from Renton to Bellevue to Everett? Parking fills up by 6a.m. If there's no parking then I have to add 2 - 2.5 hours per day to my commute, if I have to start from home instead of transit park n ride. Need parking and light rail along 405 corridor NOW not 25 YEARS down the road.
EAST KING COUNTY	With every day that passes, our planet is suffering and dying. It is up to us to be proactive and progressive to save her! \$200 a year is cheaper than having to move to Kansas since that will be the only place thats not under water.
EAST KING COUNTY	Stretching light rail to the east side should be of paramount importance. The population growth in these areas has been overwhelming. I currently have no good option to get from Sammamish to Renton via transit.
EAST KING COUNTY	Early project should include improvements to 522/145th, including parking. We are Snohomish County residents, but it's easier to get to 522 and then to light rail.
EAST KING COUNTY	Not sure I understand why it takes so long as well as why 522 does not take priority, have you seen 522, its absolutely ridiculous!!!
EAST KING COUNTY	I live in Issaquah and commute to Seattle. It would be great if I could see some benefit before 25 years from now. Can the plan include an express lane for buses from Issaquah toward Seattle? Thanks for working on this.
EAST KING COUNTY	I only somewhat support the proposed timeline because it is slated to take too darn long! Gotta modify the plan and get a move on.
EAST KING COUNTY	If this project is so important, which I think it is , then more effort should be made to complete it more quickly.
EAST KING COUNTY	do the math. you could provide uber for every single commuter for less cost than ST3. unconscionable burden on our families and future generations.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - East King County

EAST KING COUNTY	<p>Frankly I am old enough that I may not see the benefit of any of this. The timelines are disappointingly distant. I particularly don't understand why some rapid bus transit would take so long. I presume there are decent reasons.</p> <p>Also, regarding the urgency questions in the previous sections I selected very urgent for everything, which isn't very realistic I know. The other option was to select very urgent for the 4 segments I have some personal knowledge about and select don't know for the rest. But I wanted to make it clear that I think all of this is extremely important an long past overdue!!!</p>
EAST KING COUNTY	Not fast enough. Would pay more to complete sooner.
EAST KING COUNTY	Light rail from Lynnwood to Everett should happen sooner than 25 years out.
EAST KING COUNTY	It would be great to be able to compress the timelines. There must be ways of doing it faster as the problems it aims to solve are immediate.
EAST KING COUNTY	I would strongly support a more aggressive plan with more funding to complete projects sooner.
EAST KING COUNTY	Need to get projects completed more quickly in order to keep support of transit supporters, especially those outside of Seattle who do not yet have service.
EAST KING COUNTY	As a naïve person, I'm surprised some projects will take so long. I hope ST gives the projects that can be completed on a relative short timeline (such as BRT on I-405 and existing station improvements such as more parking or improved access) the highest priority when it allocates resources.
EAST KING COUNTY	The project should be expedited. 25 years is too slow. the growth that will take place in 25 years will eclipse the capacity of this plan to resolve our current traffic problems.
EAST KING COUNTY	Faster
EAST KING COUNTY	<p>First of all, thank you for asking the public for their opinions of the plans.</p> <p>I am a strong support of using rail transit in our area and am willing to help in anyway I can to make it happen.</p> <p>The one major piece I see missing from the ST3 plan is rail on the Eastside. There is an existing rail line for most of the distance between Woodinville and Tukwila. Why can't we fix that rail and put a train on it? It could be done much faster that the excessive time frame of the proposed ST3 project.</p> <p>Granted there is some places where only one line can exist, but you can schedule trains to use spurs in the wider area for passing. Please add this to the plan as it could be done in 2+ years.</p>
EAST KING COUNTY	The SR522 and I405 corridors urgently need relief from congestion. Please expedite solutions for these areas, such as BRT, improved bus lanes on 522, and more parking capacity in Kenmore, lake forest park, Kirkland and Bothell.
EAST KING COUNTY	I would like to see access for Redmond Light Rail to move faster, 12 years is too long

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - East King County

EAST KING COUNTY	This timeline is simply not fast enough. The level of congestion is going to far exceed reasonable road, highway, rail, and bus capacity well before the 25 yr mark. I believe these projects should be completed within 17 years at the longest. It also seems obvious that rail transit should be extended to Olympia within 25 years.
EAST KING COUNTY	I would like to see the BRT from Woodinville to 145th/I-5 happen sooner in the plan to reduce the gridlock getting around the north end of the lake during commute hours.
EAST KING COUNTY	the basis for these plans will probably change in 10 years, so it will mean a modification of said plans. 10 to 20 years is far too long.
EAST KING COUNTY	SLU was built on the premise that there would be great transport to the area. East side is poorly connected to SLU as a consequence a bulk of the traffic is driven by single occupancy cars. Can we please prioritize Rail service across the lake from overlake to Seattle? Also parking spots in Redmond Transit center are used and abused by local business. Regular riders dont find any parking in the area. I believe addressing this transport route would reduce carbon emissions by a lot!
EAST KING COUNTY	Please accelerate plans to come to Redmond
EAST KING COUNTY	Sound Transit should be ashamed of the money they have wasted and missed timelines. Based on how the projects have been managed thus far, no additional funding should be authorized until a full accounting of existing projects have been fully disclosed to taxpayer and new plans prepared that do not require additional taxes!
EAST KING COUNTY	It is ridiculous that it will take this long to complete all of this and at such a high cost to taxpayers.
EAST KING COUNTY	I would much, much rather have a higher spend now (eg. \$400 per year per adult in Puget Sound) to fast forward ST3. It's pretty miserable getting around the region now, let's see real alternatives ASAP. The long-term vision is important, but I'd rather see the BRT projects happening in 4 rather than 8 years, for example.
EAST KING COUNTY	What can you do to shorten the execution times? 25 years is too much
EAST KING COUNTY	Please review Portland and other projects of similar scale for examples of how to get light rail built faster.
EAST KING COUNTY	This plan take way too long to implement and is way too expensive. The project are all over the place. Cut the plan down to something that is affordable and doable within a 5-10 period. Think about putting better bus service, commuter rail or light rail where it is really needed to alleviate traffic. Don't waste money on a planning studies.
EAST KING COUNTY	Light Rail to Everett needs to be sooner!
EAST KING COUNTY	We can't wait 25 years!
EAST KING COUNTY	All projects should be completed within 10 years. It's ridiculous that it should take 22 years to complete a project.
EAST KING COUNTY	I would strongly support all projects if they had a shorter timeline. Expecting people to support a project that they may not ever see the benefits from is ridiculous. Having lived in other urban areas, the timeline to complete transit projects here is utterly ridiculous. As is the lack of public transportation.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - East King County

EAST KING COUNTY	Sound Transit is incompetent and duplicates Metro. Sound Transit is yet to deliver any projects on time or on budget. This area needs more roads and freeway lanes desperately, not expensive train projects. For Sound Transit to ask for more funding from TAXES ON OUR HOMES AND CARS is truly arrogant and beyond what most people in this area can afford! LIGHT RAIL IS NOT A "SETTLED ISSUE" as the self indulged CEO of Sound Transit has stated...(oh by the way YOU WORK FOR US!!)
EAST KING COUNTY	Why do these projects cost so much and take so long? Laying road and rails has been something we have been doing since we had slaves.. WE ARE WAY Better at it now. Why do skyscrapers go up so quickly? Those things are works of art. This seems so trivial to me...please get to work and do it faster.
EAST KING COUNTY	I'd love to see some sort of opportunity to build some of this sooner if current projects are able to be finished under budget and/or the community sees the need and requests a move-up in timeline.
EAST KING COUNTY	I would pay more in taxes to get the full plan built and implemented sooner.
EAST KING COUNTY	Priority for Issaquah to Bellevue and the Bellevue to Redmond lines. These neighborhoods are parking lots during commute hours. Voters living in or commuting thru traveling these corridors could use relief.
EAST KING COUNTY	find a way to do it sooner! Such explosive growth is not sustainable with our current highways & we dont' want more highways! Esp the I-90 & I-405 corridors... make it happen faster!
EAST KING COUNTY	The timelines were shockingly long...I get it, these are big projects. Also didn't feel like ANY item on the list was a big "ahhhhhh" of traffic relief.
EAST KING COUNTY	ALL of your Projects need to BE COMPLETED WAY AHEAD of your Schedule !! I'll be DEAD by your Timelines !!
EAST KING COUNTY	Let's do this faster!
EAST KING COUNTY	I support being realistic.
EAST KING COUNTY	Focus on light rail. I have been in cities with both and the bus always loses and eventually gets cut back
EAST KING COUNTY	A few years ago, I would have strongly supported doing it in less time. However, I now have a better understanding of how difficult it is to do something like this. So, I say, it is a good plan; let's get to it.
EAST KING COUNTY	We need to complete these projects as quickly as possible. I can afford to pay much more than the proposed annual cost per person. Tax me! Tax lots of other well paid people in this area. We need to provide efficient public transportation and we need to greatly reduce carbon emissions by all of our individual automobiles. Jeanne Large, Kirkland, WA
EAST KING COUNTY	yikes - what a long wait!
EAST KING COUNTY	I strongly support a much faster timeline. 12 years, 17 years and 25 years and 22 years are all far too long for these very needed transportation improvements! Please help us become less car dependent faster then this. Thank you!
EAST KING COUNTY	The current plan puts Ballard & West Seattle over a decade out, I completely support the plan, but the timeline seems too long to effectively help the region. Are there ways to bring in the timeline, or shift projects around to get high impact benefits sooner than later?
EAST KING COUNTY	Priority should be placed on completing light rail first. Buses using existing roads are unlikely to improve traffic.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - East King County

EAST KING COUNTY	Accelerate at higher cost, raise taxes as necessary. Build for the future, not for this moment. In 25 years what you are delivering here will be insufficient.
EAST KING COUNTY	Need light rail in Kirkland
EAST KING COUNTY	<p>Link lite rail should be the major initial focus all around! This would minimize the number of vehicle on roads (which is already heavily used and congested), then buses come next (which will take up more lane space on roads, but it will minimize the total number of vehicles on the road), and the sounder train expansions should have the least urgency/priority.</p> <p>As for Link Lite Rail timelines: expanding east-bound (Connecting Bellevue to both Redmond and Issaquah) should come first... then the main lines that would connect Seattle to both Tacoma and Everett should come next... finally, the smaller expansion-branches should be added last. Link Lite Rail is a marvelous mode of transportation, and although some parts of the city use it, there is so much more of the Seattle metro area that desire to use it to get around, but it just isn't convenient/close to them yet. Please expedite this process as soon as possible.</p>
EAST KING COUNTY	These rinelines are too far in the future to be helpful. We currently face crushing traffic on our highways and overcrowded buses. How can we alleviate this in the near term?
EAST KING COUNTY	Ballard and West Seattle extensions offer the best opportunity for accommodating population growth (via transit-oriented development) without adding to traffic congestion. Those extensions should therefore be built as quickly as feasible, which means that planning and design should begin immediately upon passage of the measure, so that construction can start the very moment that funds become available.
EAST KING COUNTY	Too slow. Issaquah is already in complete gridlock due to overbuilding and reliance on individual automobiles. Seattle traffic is a nightmare. No safe routes for bicycles. Inadequate public transit. This area is suffocating in its own fumes.
EAST KING COUNTY	I don't really know how feasible it is to "plan" for something 25 years out. Given the current state of transit overall seems to be the result of Planning With Blinders and reluctance to admit this entire area is bursting at its asphalt seams. Make sure you've got more people involved in any planning who are actually from areas that strongly believe in mass transit or else we'll just keep ending up with messes like 405 and the I-5 corridor around Seattle.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - East King County

EAST KING COUNTY	<p>This plan is a joke. I am extremely supportive of light rail, but am not going to vote for more buses that have to fight for road space, and a piecemeal light rail system that I will be long dead before it ever comes on line...if it ever does.</p> <p>The Puget Sound Region needs a shovel ready light rail system that is similar to the Bay Area's BART system...which they have had running now for 45 years.</p> <p>Companies like Boeing, Microsoft, Starbucks, Amazon, Costco, and so on need to pay the lions share of the cost, because it is their employees and the little people that support them that are clogging our roads.</p> <p>I am in the Issaquah area, and we need light rail BEFORE they build more stack and pack housing...not after. This is all totally backwards, and plain stupid.</p> <p>Many of us have been waiting and paying RTA taxes and supportive of something since the late 1980's, but all you guys are saying is wait some more....25 or 40 years more. Yes, you have put some fast buses in, but many are in exactly in the spots that light rail stations could have and should have already gone...like Eastgate for example.</p> <p>I will not vote for this, or anything else you come up with again, until you present us with a complete shovel ready system. And a system that is NOT the most expensive per foot known to man....bet you can't do that either.</p>
EAST KING COUNTY	8 years for BRT seems awfully long.
EAST KING COUNTY	<p>Projects should be completed much faster. This 25 year plan is really 20 years late.</p> <p>Also, there needs to be parking at more light rail stations.</p>
EAST KING COUNTY	The timeline is unacceptably long, and I don't agree with increasing taxes on middle and low income families to pay for it. End the tax breaks for big businesses so that we can pay for these expansions without burdening the middle class, and use the additional funding to speed up development so that they are all 100% complete within 8 years. We cannot afford to wait up to 25 years.
EAST KING COUNTY	Every effort should be made to increase public transportation options as quickly as possible--especially connecting to the airport. Lack of investment in our infrastructure today will limit economic growth in the future.
EAST KING COUNTY	Having a light rail from Seattle the the eastside would be invaluable as soon as possible!
EAST KING COUNTY	It might costs more, but is it unrealistic to work on say, light rail in Everett, (for example) immediatly, and implement connecting of smaller systems to the larger grid at a late date? If it requires more help to do that, it would employee a lot of citizens.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - East King County

EAST KING COUNTY	Seems if you want to build a house a takes very little time but roads and infrastructure ...desperately needed take longer! I cannot believe how at Eastgate there is such a long winded way to get onto the I 90. Why can a BC college not have direct access to get students into and out of college faster. Major employers like Microsoft and Boeing are also close by causing traffic jams constantly...especially early and late peak times.
EAST KING COUNTY	Please bump up priority for light rail service to Bellevue/Eastgate/Bellevue College
EAST KING COUNTY	The timelines are too far out. The area needed light rail, etc. Yesterday!
EAST KING COUNTY	Need to shorten timeline. Eliminate bureaucracy and get thing moving. Do not let politicians micromanage the process. Fair & open bidding on the construction including holding contractors NOT taxpayers liable for delays & cost overruns.
EAST KING COUNTY	I would be much more willing to strongly support any initiative that places Issaquah receiving Lightrail within a shorter period of time. 25 years is a long time..
EAST KING COUNTY	I cannot support this timeline. These transit project would help address our CURRENT transit issues - but these aren't scheduled to be complete until 2040! Our transit needs in puget sound will be even bigger then - and this doesn't seem to grow with it. by 2040 we should be looking at light rail along the I-405 corridor, not simply buses that'll be stuck in the same horrendous traffic as the rest of the cars. and 2040, I'll be almost at retirement by then! what good is a train that arrives 25 years after i need it? We need an extremely accelerated plan. I would end up paying for the next 25 years to build a transit systems that I would never get to use. 8 years to get rapid buses? crazy! 25 years to finish out light rail? crazy! this is, in whole, an unambitious plan when you consider the 25 year timeline. I'd be happy to pay handsomely to get all this in 5 years, but i cannot support a plan this slow.
EAST KING COUNTY	Overall too many projects are being attempted and at too high a cost. The route to issaquah and redmond extension dont have high enough ridership numbers to justify their high cost. The projects that could really make a difference including west seattle, ballard, and i405 bus rapid transit take way too long to implement.
EAST KING COUNTY	25 years is too long! Seriously, do we even know what public transportation will look like in 10 or 15 years with driverless cars, etc.? In that time, trains might be obsolete. Give us a plan that works faster.
EAST KING COUNTY	Under no circumstances should BRT be implemented on the former Eastside Rail Corridor.
EAST KING COUNTY	It is obvious that mass transit is in much need, now. I grew up in Mexico City, i've lived in Seattle for 25 years now, and I can see that the only way to alleviate our current traffic is to make this proposal a reality. In Mexico City, like in any other big city, mass transit has been the greatest thing that have helped to move people to a city n crisis. The time line, though, to up to 25 years is surreal but the project must move on.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - East King County

EAST KING COUNTY	It is so ridiculous that these projects have these long timeline. It's a joke really. So much time for feedback and planning, more time for design and getting the land and then more time to build. All time lines should be cut in half at a minimum. When I was 20 and moved to Bellevue I thought I would use great public transportation. That idea was quickly squashed when I found out there wasn't (and still isn't) a universal pass for the transit systems (ORCA is a purse and isn't the same thing). Also I found that it was almost impossible to get anywhere even if there was a pass. Now I'm in my 30's and the projects that were being discussed and planned from my 20's are still not built and these new plans will not be finished until I'm in my 50's when my son is in his 30's. Like I said it's a joke, what do any of our opinions from now matter if we can't benefit for 25 years. Make it a 5 year plan and then you'll have more support. And really you should be able to enact many of these things in 2 years if you knew how to run/build anything.
EAST KING COUNTY	If I could pay more now for completion sooner I would. Lightrail serving all of eastside in 25 years is a long and difficult wait.
EAST KING COUNTY	It would be great if some of these projects could come online sooner.
EAST KING COUNTY	Faster if possible. The region is exploding as are costs of living. Mass Transit allows for employees to move freely and inexpensively throughout the region. Please get this done quickly.
EAST KING COUNTY	I think that the project timeline is way too slow. Traffic and transportation are major issues in the Puget Sound region, taking 25 years to address them is only going to result in ever worsening gridlock. The projects need to be sped up.
EAST KING COUNTY	Wow you guys are really moving slow with light rail construction and your highways are clogged with traffic daily. I moved here from CA and I am shocked at the clogged traffic, lack of highway lanes and lack of reliable public transportation and parking. You need to get moving to improve King county
EAST KING COUNTY	The completion time of the Ballard and West Seattle lines is unacceptable.
EAST KING COUNTY	522 traffic in kenmore needs to be alleviated asap. It is unacceptable that traffic diverted from the 520 bridge due to tolls clogs our streets daily, with no benefit at all to our community.
EAST KING COUNTY	If it could be speeded up, that would be better.
EAST KING COUNTY	If we had done this in the 60s and 70s with federal money, we'd have been done long ago and cost us much less. Waiting more will just make it worse.
EAST KING COUNTY	Please accelerate timeline on expansion to Issaquah. Would this use the Issaquah Transit Center or a new station and parking lot?
EAST KING COUNTY	Move as quickly as possible. Front load the funding.
EAST KING COUNTY	Is there any way to get projects online faster? Puget Sound needs vastly improved transit NOW, not after a decades-long wait.
EAST KING COUNTY	Please do not use our pedestrian/bicycle corridor for transit development.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - East King County

EAST KING COUNTY	I would pay additional taxes to speed up the timeline. I live in unincorporated King County, where the only transit available, a bus twice a day, was discontinued a decade ago. However, I feel strongly that the key to solving the traffic problems in King County effective mass transit. Additionally, if I had access to effective transit to and from Seattle, I would park in Redmond and use it.
EAST KING COUNTY	- I think it is ridiculous that Downtown Redmond Light rail will be completed in 12 years. Please consider expedited timeline - Please add a rapid bus line along 202 (Red-Woodinville Rd): Woodinville/124 corridor to Redmond Transit Center (202 traffic during office hours is unbearable)
EAST KING COUNTY	Sooner is better
EAST KING COUNTY	Please put pressure on the employers in the region to help. It's critical for employees to get to work on time reliably.
EAST KING COUNTY	22 years is crazy for completion of some of these! How about a proposal to get it done in ten years? I'd love to see light rail across the whole map. Personally out to Ballard and out to Issaquah & Redmond are the most interesting for me. 22 years is soooooo long to wait.
EAST KING COUNTY	The I-5 corridor and Seattle neighborhoods have been well served by transit. A higher priority should be focused on the I-90 and 520 corridors which are absorbing tremendous growth. Moving the eastside projects earlier in the program should happen before further extensions along the I-5 corridor or within Seattle.
EAST KING COUNTY	More park and ride facilities with more capacity and facilities like restrooms
EAST KING COUNTY	<p>This transit plan should have been in place 10 years ago. 25 years is a long time to wait. I recently finished my 35 year career at Boeing and always wanted to take the transit system. Nothing was available. This is really too late. Due to the poor transportation, Boeing and other large companies will continue to look to relocate elsewhere. As you know, much of the Engineering workforce is being relocated in part due to transportation. Over my career much of Boeing's manufacturing has also left. Years ago Alan Mullaly pleaded with the legislature to improve transit. Nothing was done. Disappointing. Now that I'm retired, I too am leaving. Just can't stand the traffic. Heading to a commuter friendly city, Portland.</p> <p>Things to ponder:</p> <ul style="list-style-type: none"> <li>- Will the plan be obsolete in 25 years?</li> <li>- How will electric cars affect transit parking?</li> <li>- Will self driving cars reduce the need for such a complex transportation plan?</li> <li>- Regional planning has a large effect on transit and it seems that the growth in our area (98058) has not been thought out well. Our walkability index is extremely low thus putting more cars on the road. We have turned into LA with urban sprawl everywhere. The plan does little to tie the high growth hot spots together. (Renton, Covington, Maple Valley, Kent, Bonnie Lake, etc)</li> </ul>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - East King County

EAST KING COUNTY	None of the goals from the original sound transit project were on time and on budget, and many were never accomplished. I cannot support the system with such a lousy track record.
EAST KING COUNTY	in 25 years, driverless cars would have changed the way we get around. I don't see that accounted in the plan at all.
EAST KING COUNTY	25 Years is too long. The Greater Seattle Area is growing a lot faster than our existing freeways and roads can sustain. Traffic is horrible during rush hours, especially when one of the floating bridges is closed. ST3 needs to move a lot faster than the proposed timeline.
EAST KING COUNTY	This plan takes too long and costs too much. We should improve the bus transit system, the sounder rail system, and build more roads.
EAST KING COUNTY	We can do this faster. Why are we committing to such big delays?
EAST KING COUNTY	It should all have been done yesterday. This is a lot of great stuff, but we really need to expedite the timelines for EVERYTHING in the package.
EAST KING COUNTY	8-25 years is too far out. East side needs useful transit now. 30 minutes between buses plus no decent arrival time/delay info means potential riders have to drive instead. We won't get the rider numbers up until after the service has proven itself capable. People won't risk their jobs until they know it works. Rush hour buses Kirkland<->Bellevue are over full to the point of not feeling safe. Outside rush hour we have to drive instead because the waits are too long.
EAST KING COUNTY	For question 12, I would be considerably more supportive of this plan if the timeline for light rail projects was shorter. It seems absurd that these projects are measured in decades.
EAST KING COUNTY	I would be wholly supportive of all of these transit efforts if the time to completion could be extremely compressed to happen before I'm too old and frail to be making my way to a transit station. I can't remember all the times I've indicated my support for transit either by voting in elections or by voicing my opinion, only to have some group of politicians co-opt the taxes raised for building more roads. We've seen that projects can be completed quickly (well, not the one with Bertha), so please bring light rail to the Eastside in 3-4 years, tops.
EAST KING COUNTY	The project timeline is far too slow. Find a way to accelerate development and complete the entire transit plan in under 5 years.
EAST KING COUNTY	This type of construction isn't going to get cheaper going forward. If it's \$50 billion now, it will probably be \$75-\$100 billion 10-15 years from now. Since there's no way to keep more people from moving to this area, we have to figure out how to get more people in the same area to move from Point A to Point B faster. Traffic gridlock is a waste of time and money. Also, since we're not planning to pave over Lake Washington (as far as I know), more roads (such as building another level on I-405) are not an option. Kemper Freeman should have his head examined.
EAST KING COUNTY	I realize the difficulties of undertaking this number of projects, but the Seattle area is way behind in fixing our traffic mess. I would be in favor of anything that would speed up the completion of any/all of these projects.
EAST KING COUNTY	The 25 year completion of East side transit is going to cause a lot of problem for a rapid growing east side community in the near future. I hope the plan for the eastside expansion, i.e. to Issaquah can be prioritized further.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - East King County

EAST KING COUNTY	<p>We've started and ended a war in 4 years (WWII) and put a man on the moon in less than one decade. Why is this taking so long?</p> <p>Under this plan, bus rapid transit (BRT) service on I-405 between Lynnwood, Bellevue and Renton would come online in eight years; light rail to Redmond and Federal Way would be complete within 12 years, light rail to West Seattle and Tacoma would be complete within 17 years, light rail to Ballard 22 years, and light rail to Everett and Issaquah in 25 years</p>
EAST KING COUNTY	<p>There must be an opportunity for the agency to move more quickly in these major construction phases, especially when the ST3 vote would be out of the way and the focus should be on the most rapid delivery of service rather than preserving political capital.</p>
EAST KING COUNTY	<p>This is taking much too long. This whole thing should be done in 10 years not 25.</p>
EAST KING COUNTY	<p>We need the light rail to the eastside communities much sooner than the plan provides. I would be in favor of accelerating the project schedule for the Redmond light rail connection to Bellevue.</p>
EAST KING COUNTY	<p>Why can't the timeline be compressed? 12 to 17 years seems like a very long time especially when we need rapid transit improvements NOW in order to maintain the economic development support of industry and corporations. The lack of a reliable transit system could hinder our region's competitiveness for business and impact quality of life for residents.</p>
EAST KING COUNTY	<p>The 522 corridor is a mess, this needs to be a priority for the transit system.</p>
EAST KING COUNTY	<p>Inevitably we will experience a recession. Sound transit should put work out aggressively during such times to maximize cost efficiency</p>
EAST KING COUNTY	<p>I would be willing to incur higher tax burden to shorten the timeline of this project, especially the light rail to Issaquah and rapid ride along I-405</p>
EAST KING COUNTY	<p>Redmond Light Rail Link timeline should be accelerated</p>
EAST KING COUNTY	<p>The magnitude and scope of this Proposal is somewhat overwhelming, especially when the answer that is staring everyone in the face is expanded bus service. This could be brought on virtually immediately and at a much, much lower cost. The customers would be happier sooner. \$50B is a lot of money and everyone knows it will be more than that and if history is any indicator, the target completion dates will not be met, so probably best to move those dates by ten years.</p>
EAST KING COUNTY	<p>Timelines should be shorter, and projects completed SOONER. Thank you.</p>
EAST KING COUNTY	<p>The timeline for The projects is too far away, they should be completed much sooner! I would gladly give \$1000.00 NOW, rather than paying slowly over the next 5years, if it would speed things up...even though at my age I might not last the 5years.</p>
EAST KING COUNTY	<p>This timeline is way too slow - find a way to speed it up.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - East King County

EAST KING COUNTY	<p>In 25 years the problem will be twice as bad. Speed up the timeline. Hire more workers.</p> <p>I'm constantly disappointed that a south 405 light rail line from renton to burien via Tukwila station and south center is not considered important. This stretch of road has some of the WORST traffic in the state, and yet simple expansion of bus lines will solve this? To me, some of this program reeks of marginalization of poorer working class areas in favor of the wealthy (Bellevue and Issaquah). Why is the place in the state with some of the worst congestion in the state overlooked for light rail, while suburbs much farther away ( and with less issues of congestion) get a shiny new light rail station. This in and of itself is causing me to reconsider support for the entire bill.</p>
EAST KING COUNTY	<p>First, I apologize to the entire staff of personnel who have to bring this to the public. It's a shame this needs to go to a vote. Get it done, and get it done faster. Surveys, polls, and ballots waste hundreds of millions of dollars and precious years when considering transportation projects. The entire subway system in New York City went to a public vote and they voted it down. The government said screw it, built it anyway, and everyone loves it now. Forget what the public says, build as much as you can as fast as you can. And build twice as big as you think you'll ever need.</p>
EAST KING COUNTY	<p>I really wish there were a way to speed up the process, but at least the local transit agencies are working to get something done. Transit needs to be convenient in order for many people to use it instead of cars. For people who can't drive or don't have access to a car, mass transit is a necessity, but it shouldn't pose an unfair burden. It's important to clearly explain to the public why these projects take so long, including funding limitations, and what, if anything, they can do to speed up the process.</p>
EAST KING COUNTY	<p>The extended timelines (especially for the rail to the eastside projects) make the financial commitment harder to swallow. shortened timelines for these projects would help sell them. I would move from "somewhat supportive" to "strongly supportive"</p>
EAST KING COUNTY	<p>If you're going to provide the greater Seattle area with the public transportation that it so desperately needs, please stay on time and on budget. Every company has it's own deadlines and budgets and are held accountable when those aren't met. If you aren't going to abide by your own deadline and budget proposals then Sound Transit should be held accountable.</p> <p>Don't end up like the Seattle waterfront project and Bertha. It's unacceptable.</p>
EAST KING COUNTY	<p>Why does it take 25 years to build this? Why can't all of this be done within 10 years or less? I'm also disappointed that the eastside is not fully linked via light rail. In particular, I would've loved to have light rail come through Kirkland. I realize the City of Kirkland is against it, but perhaps there are alternatives to the existing proposal without settling on BRT.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - East King County

EAST KING COUNTY	I support the overall plan, but not the overall timeline. The timeline for the project needs to be accelerated so that it does not take 25 years to complete. There needs to be multiple concurrent projects going on at the same time.
EAST KING COUNTY	I will not vote for the measure unless light rail comes to Everett in the next ten years where it is most needed. Snohomish County is the 2nd largest county and growing rapidly. We will have even more serious gridlock on our roads in ten years. Passenger flights are now being planned out of Paine field at the end of 2017, which will bring more cars on our roads to get to this airport. It will be easier, faster and less costly to build light rail from Evert south to Seattle. You can then take as much time as you need to build more light rail in Seattle with tunnels and above soft ground. In twenty-five years when light rail is currently planned in Everett, I will be dead or in assisted living. Meanwhile I will have paid for a system over several decades that I will never use. This is what I keep hearing from others in Snohomish County as well. It's not about Seattle now. We need mass transit, sidewalks and bike trails in Snohomish County - we have far, far less here than Seattle does. Thank you.
EAST KING COUNTY	I have a difficult time picturing that the money being raised will be enough in 25 years. How long will these taxes be assessed?
EAST KING COUNTY	Would like to see Bellevue/Issaquah/Redmond connected faster than 25 years....this seems like an extremely long timeframe
EAST KING COUNTY	The Eastgate light rail connection should be much before 2041. Please take Bellevue College into consideration, as the population here desperately needs more access to alternative transportation with over 34,000 students attending per year.
EAST KING COUNTY	These timelines need to be improved, light rail to Everett in 25 years is far too long, this needs to be expedited, 10-15years max.
EAST KING COUNTY	It is critical that mass transit be completed a quickly as possible. The timeframe seems too long given the congestion we experience.
EAST KING COUNTY	Please move up the completion of link light rail to Redmond. It is too far out to support the plan.
EAST KING COUNTY	DO IT ALL FASTER IF POSSIBLE!!!
EAST KING COUNTY	Build it all in 6 years or less!! No excuses.
EAST KING COUNTY	The timeline is stretched too long. If you are going to do this, go big and speed up the building.
EAST KING COUNTY	I've recently seen in the news media some alternative plans to speed up some of the timelines. Please take these ideas into consideration! I love the Seattle area, but will need to move out of the Puget Sound area if some reasonable solutions can't be reached soon. The quality of life is diminishing quickly with the never ending growth and development that has overwhelmed the transportation infrastructure.
EAST KING COUNTY	First and foremost, light rail NEEDS to be done across the lake. Either via I-90 or 520...why it wasn't included with the new 520 bridge project, I can't imagine. I feel the biggest gridlock that we have in the area is trying to get from the Eastside over to Seattle and back. As such, it should have the highest priority and be completed the soonest.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - East King County

EAST KING COUNTY	Timelines are way too long. Get additional rail moving! Concentrate on trains, tracks and modest stations; stop building massive edifices as stations; simple platforms will suffice in most places.
EAST KING COUNTY	Can't this be done faster than 25 years?
EAST KING COUNTY	25 years is a really long time - most cities of the world would have moved on to more sophisticated modes of transit by then. I would appreciate it if the project was expedited.
EAST KING COUNTY	I'd recommend an additional option for voters to the ST3 Yes/No approval: If Yes, would you support paying an extra \$\$\$ to accelerate construction and reduce the timeline of ST3? Y/N? I love the plan, but would also be willing to pay more for an accelerated timeline for completion.
EAST KING COUNTY	Traffic is such a huge problem. I wish we'd voted in and acted on better public transit options much earlier. Any speeding up the process is a good thing!
EAST KING COUNTY	Much too long getting lite rail to Everett. That is a main transportation corridor and needs to be addressed sooner to help all traffic in the area.
EAST KING COUNTY	I would speed up capital improvements for light rail stations and lines. There seems to be too much focus on prioritizing projects that serve single employers or functions like Boeing and Sounders games...not fair unless those entities are ponying up much of the money for these projects or are the rationale for why they seem to be getting priority treatment.  I think Totem Lake in Kirkland should have been served by light rail not rapid bus.
EAST KING COUNTY	There is absolutely no reason why it should take 25 years to do anything. Not to mention, the additional 10 years of everyone's lives you have already wasted; 10 years spent on building transportation infrastructure that apparently only supports SEATTLE and very few non-SEATTLE buses. Why didn't "the plan" support ALL buses going through the tunnel? And so far, the newly opened Capitol Hill and Univ. of Washington stations seems to have made riding light rail in downtown unpleasant and severely overcrowded. Capacity planning (if any planning occurred) = GALACTIC FAIL!!
EAST KING COUNTY	The timetables for completion should be vastly shortened. it would make more sense to focus on some of the most pressing needs right now and just get them done. When I hear of light rail projects being finished in 20 years, I feel really irritated. Surely some of these projects could take less time! The improved transit will help so many people be able to buy houses and/or live a little farther from the main job centers.. It gives more opportunity to more people in terms of jobs, housing and schools.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - East King County

EAST KING COUNTY	The timeline is too little, too late! The priority should be on Link Light Rail and Commuter Sounder Trains, period! These should be prioritized and completed within 5 years. Seattle has done this whole region a huge disservice by studying and planning for over 20 years with very little to show for instead of taking action. By the time the proposed plan you have is complete, it will be too small (not serve the new population needs), archaic (better and newer technology advances will have come along) and not long or far enough. For example, east of Redmond has been growing so much and yet, by the time you're done with two lousy stops in downtown Redmond, then all the new developments and people up Novelty Hill, Union Hill, Avondale, Red-Wood Road, 202 towards Fall City and even further into Carnation and Duvall are still without any light rail, still driving and worse plopping into Redmond, looking for parking to ride the light rail or just driving/commuting on through. You just caused a giant traffic bottleneck in Redmond with no real solution. GO TO WHERE THE PEOPLE ARE (extend it out 202, Avondale, Union Hill, Novelty Hill)! DELIVER SOONER! I won't support this plan and neither will all the people I communicate with unless the timeline is sooner!
EAST KING COUNTY	A lot of money for something that will take a long time. Ways need to be found to speed up the process without increasing cost perhaps by doing a better job of prioritizing projects. Better service to Kirkland and Bothell in 405 corridor. I have heard of higher estimates than the \$200 in question 14 and am skeptical about how bias these questions are.
EAST KING COUNTY	do it faster. 22 years is unacceptable.
EAST KING COUNTY	We need to pass this program. Move forward as quickly as possible to make this area appropriate in regional planning as other cities in our country are.
EAST KING COUNTY	Get it done sooner than later and under budget. Seattle and the pruguet sound area is desperate for public transportation
EAST KING COUNTY	Bring Issaquah-Bellevue online much sooner than 25 years. Eastside growth is too explosive to wait until 2041. It is hard to commit to tax obligations which will be too little, too late, for the tax payer.
EAST KING COUNTY	I will be retired in 8 years and will not be around the King County
EAST KING COUNTY	Hurry up. 12 years to Redmond and 22 years to Ballard? I'll be retired by then and I'm only 37! \$200/person per year is way too cheap. Employers like Microsoft should contribute.
EAST KING COUNTY	I can only provide informed input on the transit routes that I know well.  I would like to see light rail expansion done more quickly than 25 years. It is very important to have excellent (mass) transportation infrastructure to keep the region vital and to accommodate expected population growth. With all the wealth in the region, it is something we should invest in!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - East King County

EAST KING COUNTY	The priority of the projects should be based on the demand of the services from the different region and the worse traffic area such as I-90, I-405 to ease the current situation and to streamline the projects to be done at the same time to shorten the timeline. Personally speaking, I may not have 25 years to live to see ST3 come to Issaquah. I will support more if the timeline is within 5 years instead of 25 years.
EAST KING COUNTY	I have lived in the Seattle area (Eastside) for more than 25 years, so I know how long these projects can take. And I realize that ST3 is a highly ambitious and expensive plan. However, I have strong concerns that by the time these projected timelines are completed it will be way too late to save our region from grinding to a halt. And that within 25 years, it will be way more expensive in real \$\$\$ than projected in the plan. I don't know if it is even possible, but I think that 25-year timeline needs to be cut in half. And I think them implementation of the Rapid Transit aspects need to be much sooner. That said, I think this plan is better than widening our highways any more (even if that was possible).
EAST KING COUNTY	I would much rather the timeline be shortened for the completion of all the projects.
EAST KING COUNTY	For the health and vitality of our region, these projects should have been put in place 20 years ago. That being said, it is such a relief that the planning and potential implementation are actually happening. Why, though, is it going to take 25 years??
EAST KING COUNTY	The plan is forward looking, but completion dates up to 25 years in the future become somewhat suspect in terms of actual requirements that far out. All transportation options will be evolving...
EAST KING COUNTY	We need solutions now. If I'm going to start paying that much in additional taxes now, promising me a solution in 18 years is not being prudent with my money. You squandered money on phase one by building a line along a corridor that didn't need it half as bad as 10 other types of transit projects. Why? There is currently a Sounder bus that comes every 7 to 10 minutes right now to 40th and hwy 520. In 5 years a train will come at the same frequency and take me into Seattle at a slower speed than the bus. But, the train costs billions more than the buses. I don't get why you are again pushing to spend money so unnecessarily.
EAST KING COUNTY	25 years is too long for expanding the rail service to Issaquah, etc.. I can't imagine why it would take so long, it would be better supported if it could make a difference earlier, as traffic and gridlock gets worse and worse.
EAST KING COUNTY	One of the biggest issues in South King County is parking, which is terribly inadequate to encourage people to take light rail or the Sounder. This is urgently needed given the bus cuts that have happened in the last seven years. I can't see myself strongly supporting this plan unless there is a serious effort to dramatically increase commuter parking in South King County through the construction of several multi-story parking garages and to either bring light rail to those locations or increase the frequency of the Sounder commuter rail to Seattle. There needs to be more immediate payoff in this plan so we're not waiting 25 years to see something that should have been completed 20 years ago.
EAST KING COUNTY	Complete all of the systems proposed (possibly without the BRT stuff) within 7 years.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - East King County

EAST KING COUNTY	25 years for transit improvements to Everett is way too long. Why so long? This should be job #1 at the expense of all others due to ridiculous traffic volumes and travel delays during peak times.
EAST KING COUNTY	I don't understand why it would take eight years to implement BRT along I-405. It seems like you have the demand there. I could see it taking some years if you were to add an additional transit stations, however, those express buses would do a lot to ease conjection and gain support on this proposition - not to mention help with the additional population growth we're seeing in our area. Eight years seems like a long time to wait for BRT buses along 405.
EAST KING COUNTY	Please bring light rail to the Eastside sooner!
EAST KING COUNTY	It would be better to see a faster timeline.
EAST KING COUNTY	The Issaquah line should be completed in parallel with the line to Redmond. The project spanning a quarter century is cause for concern. The citizens of the eastside will thank you. With the current plan, I'll be an old man by the time light rail comes to my town ; - ;. Other then that, you guys are doing gods work out there. We should've voted yes in the '70s for forward thrust.
EAST KING COUNTY	I would be comfortable with higher taxes to accelerate completion of Redmond light rail. Need something to take pressure off SR 520 exits around Microsoft campus.
EAST KING COUNTY	It would be great to get better/additional service to the eastside sooner. I would love to take the light rail to work every day but can't wait 25 years for that to be an option.
EAST KING COUNTY	Faster! Traffic in Seattle itself is becoming impassable
EAST KING COUNTY	I will be in the strongly support category if timelines for light rail are accelerated. The highways are too congested for additional bus service to provide the reliability and safety necessary to meet demand. I drive 50% of the time because I cannot rely on timely commutes using the existing buses. Every effort should go into accelerating extension of the light rail system to alleviate the roadways and meet the growing population of the area.
EAST KING COUNTY	Please. Don't have it take that long. I don't drive; I rely on public transport exclusively. I am very anxious to see light rail in Bellevue and Issaquah!
EAST KING COUNTY	The completion of Issaquah rail in 25 years is unacceptable. The travel from Sammamish/Issaquah to Seattle is too long. In addition, it should lead to Seattle and not to Bellevue. We need a solution for Sammamish.
EAST KING COUNTY	I think that a shorter timeline for final completion would be beneficial as the growth in population in this area will increase the travel congestion on the highways long before the proposed timelines.
EAST KING COUNTY	Do it faster
EAST KING COUNTY	I couldn't quite tell from the ST3 plan in terms of timeline, but I think it would be important to complete the BRT project soon after the light rail station on 145th street in Lynnwood opens. This would greatly reduce my commute time, and I'm tentatively excited about all of these plans, though it sounds like I'll have to be patient for them!
EAST KING COUNTY	This plan takes too long to complete and does not include the communities that are paying a hefty portion of the costs--mainly Renton/Kent/Auburn.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - East King County

EAST KING COUNTY	25 years to Everett? ST3 is DOA!!
EAST KING COUNTY	Anything that can be done to get light rail to Lynnwood sooner would be appreciated.
EAST KING COUNTY	Light rail to Issaquah should be accomplished sooner than 25 years.
EAST KING COUNTY	Much too long to initiate the light rail projects. This needs to be sped up.
EAST KING COUNTY	12 years for light rail along 520 to Redmond is way too slow! 520 is already a parking lot. Please speed up the construction!
EAST KING COUNTY	I'm a strong supporter & feel the timeline is ridiculous. Should be completed in less than 10 years! I urge ST3 to find a way to magically surprise us with a new new time table.
EAST KING COUNTY	Would be great to keep communication going and adopting the changes in next 25 years
EAST KING COUNTY	Projects should be sped up to reduce overall costs.
EAST KING COUNTY	Light-Rail is clearly needed before any BRT, we do not need to replace existing bus routes with BRT. Seattle removed its trolley cars to west Seattle, they rejected Monorail to west Seattle, why would they want light-rail? or is this like the Waterfront-Streetcar. Zone/fare variance between ST and Metro should be eliminated, you have had 20 years (packed 545 to Overlake and empty 268 at the same time). A rail-stem is needed under ST-2 across NE 40th street in Redmond-Overlake to prepare for ST-3, to save money.
EAST KING COUNTY	Project time lines should be moved in. Taxes should be higher to get it done sooner.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - South King County

Subarea	Additional Feedback - Comment(s) about project completion timelines
SOUTH KING COUNTY	need to speed up these projects...I'll be retired by then...
SOUTH KING COUNTY	We need all of this yesterday but there's only so much that can reasonably be done any quicker without legislative support.
SOUTH KING COUNTY	The projects connecting South King county to the rest of the region should be moved forward in the queue. Many of the residents in downtown Seattle and further north have more bus options than the southern half of the county. Residents in the Southern half of the county therefore, are subjected to long, complicated, transit journeys to get between work, home, and recreational activities. They also have smaller park-and-rides, or face long walks to get from the bus stop to their destinations. Moving up the timetable for the southern half of the county would relieve some of that burden.
SOUTH KING COUNTY	Please develop a plan that will be complete in less than 25 years. In 25 years, the technology used in your current plan will likely be outdated.
SOUTH KING COUNTY	It should be completed as fast as possible to serve the needs of the Puget Sound Region.
SOUTH KING COUNTY	I know building things takes time but 25 years is too long. We need this now.
SOUTH KING COUNTY	The timeliness of this project is not responsive to the growth rate of our neighborhoods. The projects in Seattle neighborhoods need to be fast tracked. 17 years until west seattle gets significant improvements is beyond unacceptable.
SOUTH KING COUNTY	Prioritize light rail from Federal Way to Ballard.
SOUTH KING COUNTY	Let's fastrack these projects!
SOUTH KING COUNTY	The timeline is too long. The schedule need to be moved to the right. MUCH FASTER IMPLEMENTATION!
SOUTH KING COUNTY	We need this completed much sooner. We need to figure out the financing so that we can move any shovel-ready projects up to the front of the line and get some wins earlier. 17-25 years for most of the light rail is way too long. I don't want to say ridiculous because I understand there are fiscal constraints. We need this so much sooner than the proposed timeline.
SOUTH KING COUNTY	More taxes, go faster! Finish everything within 5-7 years! Go, go, go.
SOUTH KING COUNTY	<p>The timeline needs to be much shorter for most of these projects especially the corridors where people are sitting in gridlock for their daily commute.</p> <p>25 years is far to long to build light rail to some of these areas. It does not make sense to even build light rail if it takes that long. I strongly support light rail if constructed in a reasonable timeframe.</p> <p>If it takes 22 years to get to Ballard just improve the existing rapid bus lines instead of building light rail. I lived in ballard for 3 years and it was not easy to get around without a car or walking or riding a bike...</p>
SOUTH KING COUNTY	Should be faster to catch up with other cities

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - South King County

SOUTH KING COUNTY	Not soon enough. Should have happened years ago. Can't turn back time so do it right!
SOUTH KING COUNTY	I think the station at Boeing Access in Tukwila that enables residents and tourists to easily visit the Museum of Flight should be much much sooner than 20 years. That has the potential of adding a lot of riders, increasing museum attendance - everybody wins.
SOUTH KING COUNTY	It would take too long and cost too much to complete the project. A lot of people will not be able to use the light rail system, because they don't live along the routes. Helping means you would use your own time and money, not using my money. That is called scamming.
SOUTH KING COUNTY	I think the funding can be found to complete these projects much sooner. People are more likely to support it if they can benefit from it now instead of 20 years from now when they're retired and don't necessarily need it very often.
SOUTH KING COUNTY	I would definitely support increasing the tax rates to speed up the timeline for light rail especially for the west seattle/Ballard lines. We should really try to get things done faster than 25 years.
SOUTH KING COUNTY	As a long time resident of the south end, I continue to see long lead times and lack of completion on projects while continuing to fund north end projects. I would like to see more funding to south end projects enhancing transit centers for additional parking capacity and additional small connector buses allowing folks to use transit while still facing limited parking at stations.
SOUTH KING COUNTY	It's going to be hard to get votes if the people voting are not going to 1) be able to use the system because they'll be retired already or 2) it never reaches their neighborhoods. I wish we could figure out a way to speed up development of these projects. Waiting 25 years for something to be completed seems like a lifetime. I'd rather spend the money on innovating ways to speed up development. I'm still going to vote for whatever package you put out so you got my vote, I'm just concerned about getting enough from other voters. Good luck, and Thank you.
SOUTH KING COUNTY	I support this package! I don't support the 25 years that it will take to make this happen. Is there any way to make this happen any quicker? This seems like too long. Traffic is bad now. It will only get worse. Thanks!
SOUTH KING COUNTY	why is Everett not getting light rail sooner, when they were originally supposed to get light rail around the time Lynnwood is now getting light rail. 25 years to complete what should take more like 15-20 years. come on Sound Transit get us moving faster sooner, then later.
SOUTH KING COUNTY	I know we are outnumbered but please follow through with keeping Federal Way / Tacoma toward the top of the priority list. I know all communities are important but we really felt like the rug was pulled out from under us with ST2. Excited for the future and impressed with transit finishing ahead of schedule and under budget for the Cap Hill / UW expansion.
SOUTH KING COUNTY	Many people think the timeline is too long. We need these improvements now. It would be helpful to see an explanation for the timing and what the costs would be to speed it up.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - South King County

SOUTH KING COUNTY	Centralized, off street transit only works if people can get to the system in order to use it. Please include as much parking as possible at BRT and light rail stops, in order to add ease and convenience to transit use. If riders are expected to park in an outlying area and take a bus to the train or BRT, this will eliminate a huge number of potential commuters.
SOUTH KING COUNTY	I would like to see light rail and sounder service prioritized more. 12 years for light rail to get to Federal Way, 17 years for light rail to get to Tacoma etc. is way too long.
SOUTH KING COUNTY	Ballard Light Rail is frustratingly late in the timeline.
SOUTH KING COUNTY	<p>1) I appreciate the scale of the project, but I think this went too big. The timelines are beyond the lifetimes of many potential users, and it turns into something that is too "pie in the sky" and not enough effect on our day to day lives. Specifically, I don't understand the timing of certain projects, like the bus on the shoulder plan. That is a great idea to encourage and reward bus ridership, but why will it not be completed until 2019-2024? That is too long. My suggestion is to front-load the "simple" projects to show near immediate benefits while continuing to build out the entire network.</p> <p>2) I think you should spend a lot more time and money on the South Sounder train. Its usage can continue to increase, but the limiting factor right now is parking, timing, and the last mile on both ends. Using my wife as an example, she does not want to park in the street and leave her car unprotected. Also, the train needs to have a later time. 6:20 is so early for a lot of people. My wife is a hard-working professional who cannot commit to leaving by 5:50. Lastly, the crush of people coming out at King Street is frustrating, slow, and dangerous when we are on the streets. Ideally, you could build a tunnel that connects King Street with the transit tunnel, but please do something for King Street station.</p>
SOUTH KING COUNTY	South Sounder is our only spinal connection in SE King Co. We need more frequent trains, not just commuter trains, and an equity-based fare. Otherwise you are locking-in a permanent disadvantage for quality of life and economic development in our area.
SOUTH KING COUNTY	Higher cost, faster deployment.
SOUTH KING COUNTY	Mass transit like this should have happened back in the 80's & 90's. This is overdue. I would also be interested in the economic impact if the plan was completed in 15 years.
SOUTH KING COUNTY	I think the Ballard to Downtown light rail should have greater priority. While BRT's a great idea, I don't see as great of a benefit as adding some of those shorter-distance light rail routes that service areas, such as Interbay, that have pretty poor bus service coming from downtown in the morning and going to downtown in the evening. Light rail should have priority over bus service improvements for short-distance travel, and train should be the priority for long-distance travel. I doubt many people are going to take the light rail between Everett and Seattle over the train. As for the current BRT priority, the biggest advantage I see for BRT is getting buses out of the HOV lanes, which are already pretty clogged. It would be great if this plan included bus-only exits, too.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - South King County

SOUTH KING COUNTY	<p>Federal Way Light Rail was to have been completed under ST2. Due to the budget shortfalls of the recession, this was not accomplished. Due to already being approved by voters, I feel Federal Way should be prioritized over other projects and expedited to be completed earlier than planned.</p> <p>In regards to shoulder driving: This is a safety risk that must be considered. The shoulders on the left are in many cases too narrow for disabled vehicles to park and therefore must park on the right. Busses using the right shoulder would have to veer in and out of traffic. I believe this might be dangerous and add undo hazard to the system.</p>
SOUTH KING COUNTY	<p>The proposed taxes are unnecessarily high for projects that should not cost the amounts projected. The communities want to develop mass transit but ST needs to do more with the money they have already asked voters for...</p>
SOUTH KING COUNTY	<p>In regards the light rail, I think it is ridiculously unrealistic the amount of time it will take to expand and complete this project. If you take into consideration the population growth and not enough roads to handle the current traffic, imagine how bad our roads will be in a couple more years.</p> <p>Adding more buses to our roads only adds more congestion, in that case we need more roads than buses on the streets.</p> <p>As an individual, reduce the time-to-completion to get my vote.</p>
SOUTH KING COUNTY	<p>I fully understand about bonding and receipt of tax revenues, but if you are going to plan for projects 20 years out, front load the planning so it is complete and not a 30%. Gain the means in which to do the design now.</p> <p>Structure contracts to encourage quicker work.</p> <p>Structure contracts to encourage or mandate 16 hours or more. Do more now - short-term pain in terms of delays from construction for long-term gain.</p> <p>Nothing is more maddening than to see construction sites where there is no work happening or one or two people walking around. Prioritize the work - and use all the hours in the day.</p>
SOUTH KING COUNTY	<p>Rail from Seatac to Federal Way has to be priority number 1. Do you want this thing to pass in Nov? I will work to energize people to vote no if the Seatac to Federal way project is not moved to a high priority.</p>
SOUTH KING COUNTY	<p>Tacoma has waited too long!! It appears that Seattle &amp; Bellevue get light-rail in a timely manner, where as Tacoma again, is the last to get light-rail to Seattle. Tacoma should at least get light-rail extended from Hill Top to TCC, in a timely manner, not 15 to 20 years. It did not take 10 years to complete seattle's First Hill Streetcar. Again it appears it is all about Seattle. Please complete Tacoma's light-rail sooner then later!</p> <p>Thank You!</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - South King County

SOUTH KING COUNTY	There has to be a way to speed things up, let us know what needs to happen to make the light rail projects on line 10-15 years, not 25.. Shoulder running sounds innovative. But what about simple 3+ passenger HOV on I-5? That will speed things up sooner while waiting to build shoulder space.
SOUTH KING COUNTY	Light rail timelines are too delayed. The plan needs an earlier success story.
SOUTH KING COUNTY	Accelerate the schedule, regional growth will likely out pace the proposed time line.
SOUTH KING COUNTY	25 years seems like a loooooooooooooooooooooooooooooooooong time away. I'll almost be retired by then and I'm only in my 30's. Can't this be done any faster? I'd be happy to pay a lot more in taxes to get it done more quickly. Seattle (and the region) needs true grade-seperated mass transit as soon as yesterday.
SOUTH KING COUNTY	<p>The proposed rate for these projects to be taken to completion is horrifying. Nearly twenty five years for the end of it. We need to find a way to do this faster. Or at least frame the project so that it doesn't seem like we'll have nothing for the next two and a half decades. Small improvements can make a world of difference without needing to change everything. Getting some dedicated transit (no cars in the lane, just transit) in the most congested areas needs to be priority one. And it needs to happen in the next decade. Whether it is rail, bus, or a skytram, we need to be able to move.</p> <p>At every step we need dedicated transit lanes. It'll hurt but it needs to happen, sooner rather than later. Areas like Portland have entire streets dedicated to transit only and it helps to make their system run faster. If we slow cars down by 10%, but speed up transit by 50% that's a win! Being able to go from West Seattle to Downtown in 40 minutes by car or 15 minutes by transit isn't a travesty, it's an incentive to use transit.</p>
SOUTH KING COUNTY	Build to W. Seattle and Ballard in 8 years!!!
SOUTH KING COUNTY	OHGOD PLEASE FINISH FEDERAL WAY. Since buses in downtown get stuck and are late too often (I can handle waiting, but one late bus makes you miss the last bus on the other line way too often) I've about given up on mass transit and am beginning to use my giant crappy old SUV for single-person commutes from Fed Way to Denny again. This is clearly awful behavior which I am ashamed of, please enable me to stop being a horrible jerk by letting me ride a train instead.
SOUTH KING COUNTY	Light rail is needed from Everett to Tacoma desperately looking at the time tables of 20 + years is depressing and is truly letting down the entire area. Traffic has become horrible around the whole region. But I believe the South Sound is being neglected by Sound Transit. Please put an emphasis on bringing light rail through Federal Way to Tacoma.
SOUTH KING COUNTY	Please speed up the timeline. We can't wait 25 years to put these measures in place. So much money is being lost from people sitting in their cars. If commute times were less, people could shop more, spend more, be in their communities more. Traffic is becoming prohibitive. It's awful. Just grueling and depressing. Greater Seattle offers so much. I don't understand why it must take so long to get anywhere. For the love of God, please fix this mess soon.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - South King County

SOUTH KING COUNTY	The projects I marked as most important to ME will be irrelevant in the timeline that you've chosen to build them, as I'll be retired by then! I don't know how many more people live in NE Burien and go to work in SE Lake Union?!
SOUTH KING COUNTY	Projects need to be completed faster and lines should have run times at least till 1:00 am
SOUTH KING COUNTY	I realize there are a lot of big projects outlined here, but the timetable for completion of at least some of the light-rail projects needs to be moved up. It should NOT take 22 more years to get light rail to Ballard or 17 to West Seattle or a better transit tunnel(s) downtown built.
SOUTH KING COUNTY	The plans should be completed in a much shorter time span than proposed, even if there is added cost.
SOUTH KING COUNTY	All of these projects need to be completed sooner rather than later
SOUTH KING COUNTY	We need it sooner!
SOUTH KING COUNTY	Ballard and west Seattle first.
SOUTH KING COUNTY	Currently Tacoma has access to the train, federal way does not have a rapid option
SOUTH KING COUNTY	After watching you fail at every project you put you're hands on, I firmly oppose any addition until you can prove you can finish this project under funded and on time. I also feel that you will blow the past the timelines and budget and will be back asking for more taxes to fund you're failed projects and leadership!
SOUTH KING COUNTY	Time period for the South end is way too long and the total cost for taxpayers is too expensive for most Senior Citizens to handle!
SOUTH KING COUNTY	<p>1) To build a plan spanning 25 years and to expect funding for these items is unrealistic - with that time frame transportation needs and options will have changed so significantly this plan will be obsolete and archaic.</p> <p>2) I strongly believe American's are so tied to their automobiles and the independence this affords them, that public transportation will never make a dent in the number of vehicles on the roads. I would like a better understanding of the volume of use today ..... how much congestion has been alleviated to date? I see the lite rail trails currently in use and see very !! few people on board, even during the rush hours. How can I support expansion of a service so lightly used today?</p> <p>3) As part of the expanding body of retired people in this area, I am now living on a fixed income base which is constantly being impacted by price increases in all areas - groceries, utilities, fuel etc..... I do not, by any means have a lavish life style, but I find I am continually giving up items I previously enjoyed and am always looking for ways to reduce my monthly expenses. I can not ! support yet another impact to my every shrinking income with the proposed \$200.00 taxation increase to support a mass transit expansion.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - South King County

SOUTH KING COUNTY	Will there be one contracted company building the rail system or will there be multiple companies working on different areas at the same time? Could you come up with an alternative payment plan aside from property taxes such as a special tax paid by all people that work in a given county (Snohomish, King, and Pierce) that is not an income tax?
SOUTH KING COUNTY	These are plans that should have been completed decades ago. Thank you for all the hard work that has gone into the projects so far.
SOUTH KING COUNTY	The Puget Sound area needs all these things NOW, not 20 years from now. We must speed things up and take some big leaps or we'll always be behind.
SOUTH KING COUNTY	I wish the light rail would be a priority as far as time. 12-25 years for completion is far too long.
SOUTH KING COUNTY	If we are going to meet our commitments to the rest of the planet we must speed up the plans proposed in Item 13. Furthermore based on our experiences with traffic snarls I would strongly urge providing a major extension to Portland, Oregon and Vancouver, BC using high-speed rail. I would like to know why you have not proposed a plan and costs to provide item 13 within the next 5, 7, and 10 years. You should put the light rail tracks overhead or underground everywhere and state the cost and timing effects if completed in the next 3 years. What are the plans to deal with major incidents such as an earthquake, volcanic activity, flooding, extreme weather events, power outages, etc.? Train do for strange reasons derail and how are you going to prevent this type of tragedy. A derailment could result in a high-speed train collision and a large number of casualties. While outside of your control a bus-truck collision by sideswiping is possible what are you going to do to prevent this kind of high casualty accident. You do not have any plan for dealing with such events based on my limited experiences where trains encounter cars.
SOUTH KING COUNTY	The most cost effective fix is to put more metro busses on the roads with more express routes and ample parking.
SOUTH KING COUNTY	Timeline is WAY too long!! These projects should be on a faster timeline to deal with the HUGE traffic problem in the Puget Sound. Taxpayers have been paying into getting expanded mass transit off the ground for YEARS!
SOUTH KING COUNTY	It seems like too little too late.
SOUTH KING COUNTY	This is urgent, as you know. Thank you.
SOUTH KING COUNTY	Due to my current age, I will not be alive to see most of these projects completed. Nevertheless, it is critical to actually start now. It will only get more expensive the longer mass transit improvements are put off and it's clear we will not all be able to drive our beloved cars everywhere forever.
SOUTH KING COUNTY	If I am going to be taxed to use something I am going to have to pay to use later anyways, how about not use tax money on homeless people and or use tax money on people who are not paying into the system to be able to use the things that those of us who work hard have to double pay for things? And don't use sales tax as an excuse. That is a cop out and not a real answer. I pay property tax income tax sales tax gas tax insurance tax luxury tax carbonation tax vehicle registration \ tax. Most of us would be better off without unreasonable taxing. We would be able to help others more if we weren't taxed so much.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - South King County

SOUTH KING COUNTY	West Seattle and Burien and Des Moines to Seattle are grossly underserved. There is NO ELEVATED RAIL due to the Rainier road level track. This makes light rail extremely inefficient. PLEASE BUMP UP THE TIMELINE FROM WEST SEATTLE. This is an extremely important project and highly desired by many.
SOUTH KING COUNTY	Please extend light rail from Des Moines to Tacoma Dome, Downtown Seattle to Ballard and West Seattle, North Seattle to Wverett, Bellevue over lake to Downtown Redmond Wa, and Bellevue to Issaquah. Also, please extend sounder service from Lakewood to Orting. I would prefer all projects to be completed much sooner than like 12-25 years of all possible to save money (if all possible). In all, we need light rail expansion in Seattle area resembling to places like in Portland, Or m, Vancouver, BC, and subway trains Like in New York City, San Francisco, and Chicago, please. Thank you.
SOUTH KING COUNTY	this area is way behind other cities when it comes to commuter transit options, these projects need to be completed sooner rather than later, its stupid that the current light rail does not service down town Renton. bus services are not the answer , because the highways are already crowded, and unless there are designated bus lanes on highways taking the bus is frustrating
SOUTH KING COUNTY	I really hope you can figure out how to bond for more money in order to get these projects going. I'm 34 years old and will be nearing retirement by the time these things are done. We need more light rail yesterday! Also, please extend the the West Seattle line to Burien. This area will continue to be economically depressed if regional transit continues to be inadequate here. The express buses downtown are okay but like any bus, they get stuck. Light rail is reliable and fast! Burien needs it!
SOUTH KING COUNTY	I think the state reps can help with this and I think it should hook up to Olympia to help get funding from the legislature. I think the main vein should go in first then add the side strings. The main vein should follow pac hwy and possibly military rd. A main vein on each side of I5. For a state wide plan to connect, Portland Vancouver and eastern wa. I spent two years in Germany and the lite rail has been there a long time and works well and is not expensive. This is most important for here. just don't blow it by out pricing our citizen's and plan to connect the rest of the state.
SOUTH KING COUNTY	Completion of the North to South routes for Light Rail should take priority. The traffic congestion through Seattle is not solvable with a road based approach. This route affects both statewide and intrastate transit and commerce.
SOUTH KING COUNTY	By the time these projects are completed we will have the number 1 worst traffic in US. I would pay more a year to speed the time line up. We need to implement these plans ASAP. These plans should have been in the works at least 5 years ago
SOUTH KING COUNTY	I believe it's important to expand transit service much faster than 25 years. I would gladly pay twice the taxes to have these plans completed in 12 years. People in Everett shouldn't have to wait 45 years after Sound Transit was conceived to finally get light rail service when they're retired. Additionally this region is growing extremely fast and a 25 year timeline is not fast enough to accommodate the new people who will be moving here in the next 25 years.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - South King County

SOUTH KING COUNTY	It is extremely important to extend the Link Light Rail, so that the network runs from Tacoma to Everett. This should be a top priority and one that should be completed sooner, rather than later.
SOUTH KING COUNTY	Voted for the last plan and it did not deliver. This one is too much pie in the sky and it will never be completed as planned/proposed. Poor oversight, insufficient planning and just a money grab from Peter to pay Paul.
SOUTH KING COUNTY	I would like to see additional stations to existing lines, be completed concurrently with adding new light rail lines. By doing so, this would increase ridership("buy-in") earlier and at a lower cost, than pushing these to the end of the proposed plan. In my opinion those that are closer to the downtown core (which ever downtown it is, Seattle, Tacoma, Everett, Bellevue, etc) are going to be most likely to use the system, and would therefore benefit the most by adding stations early. However getting infrastructure out to all of the tax base, (that is supporting this measure) early, has its benefits as well...
SOUTH KING COUNTY	The priority for extension should be completing the light rail from the Federal Way Transit Center to Seattle. I am a resident of Federal Way and many people here feel that we were already promised a station and paid for a project that was never even begun, and it has made them less confident in transit in general. It is also desperately needed, as I know more people commuting between Federal Way and Seattle on an everyday basis than anywhere else, the expected travel time is almost an hour and a half, and the buses are so full at peak that there are always people left at the station.
SOUTH KING COUNTY	It is difficult to comprehend timelines 20 to 25 years into the future. Shouldn't the project be broken down into more manageable phases?
SOUTH KING COUNTY	South sound communities need rail access to Tacoma/Seattle 7 days a week. Either put weekend trains on Sounder lines or complete southern light rail lines sooner than 12 years to federal way.
SOUTH KING COUNTY	I strongly support the development and addition to maximize mass transit in this region. However, I really want to know that my tax dollars are going to the project and being used responsibly, ethically and efficiently. I worry about the potential waste of dollars here and there that add up to greater sums, which will frustrate and dissuade voters from continuing to fund mass transit efforts. Please ensure that voters and tax payers are made aware of how our money is spent in an effort to complete projects on time and prudently. Thank you.
SOUTH KING COUNTY	Would like to see the completion times moved up in general, BUT especially for the Kent-Des Moines to Tacoma Light Rail extension (then to Tacoma Community College) and the Sounder extension to Dupont. The residents/families/students of South of King County are more in need of Transit and would use it more then the North or Eastside residents (examples, look at the increased ridership on both the Rapid Transit Bus Line A & increased ridership on the newest extension of Light Rail to the University of Washington - both exceeding projections). I can tell you I would park at the Federal Way Transit Center and use Light Rail & transit exclusively if the South King County & Tacoma/Pierce improvements were completed A.S.A.P.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - South King County

SOUTH KING COUNTY	There is no reason at all it should take up to 25 years for all of this to be completed. I will be dead by then. Also we should not have to pay for something we will not be using ever. It is cheaper and faster to drive my own vehicle than it is to wait on transit and it is less costly to drive given the fares you charge, especially when you go from zone to zone. If other cities can get there mass transit up and running within even 10 years there is absolutely no reason why the state of Washington should be taking up to 25. Let the people who want to use it pay for it, and stop getting everyone to pay.
SOUTH KING COUNTY	This timeline seems too slow... If it was a priority it should take less time to add some rapid bus service. Light rail takes more planning so should take longer but to take 8 years to get any additional bus service and 12 to add any light rail is a little ridiculous! That is a lot of taxes to ask me to pay when I will see no benefit to me(transportation options, not traffic reduction) for a whole 17 years!!!
SOUTH KING COUNTY	The plans look wonderful...should have happened twenty years ago as I will be to old to use any of it in 17/22 years. In the meantime I use the service often...keep moving forward.
SOUTH KING COUNTY	The plan is good, but the timelines are DEPLORABLE!! What horrible planning! I am appalled by the way S/T ripped us off to we in the South end after we have already voted to have L/R to the South End and then say that "the economy made us re-plan" or "e don't have the money". This is very poor unacceptable planning! S/T needs to get with the REAL program and get people in the offices that know what they are doing! I would give the existing board a big F! Failing to uphold the promises that they slapped us in the face with!!
SOUTH KING COUNTY	I understand that the these things take time, but 25 years seems very excessive to complete these improvements. In 25 years all the "improvements" will no longer be effective due to the changing demographics of areas and potential for population increases to areas that aren't currently experiencing population booms. I feel like the south sound frequently gets overlooked and discounted in these improvements. While there are some plans in this project, I don't know if it truly addresses the potential population boom that the south sound area is already starting too see. Additionally, I believe that parking at the sounder stations is a critical issue that need to really be considered. As of right now I simply cannot take public transit AT ALL! This is not through lack of trying and effort, but in order to take a 7:30am train to be at work on time I would have to be at the garage at 6:30 in the morning to get a parking spot. I can't take a bus because the closest bus stop to me (1/2 a mile away) leaves the stop at 6:45 and gets to the station minutes before the train. Any traffic issues and I miss my train (and have). The parking issues really need to be figured out.
SOUTH KING COUNTY	Projects will take too long and cost too much. By the time they are complete they will still not meet the needs of the area. I don't use transit as the schedule and routes don't meet my needs. What about bringing better service linking the East & West Hills of Kent out to Covington? Improve the areas where rail service is impacted by mud slides every year. Nothing was mentioned about the expected commute time it will take between each current & proposed area for light rail.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - South King County

SOUTH KING COUNTY	Focus on South Sound projects-Prioritize light rail to Federal Way since this was supposed to have been under way already.
SOUTH KING COUNTY	It is really stupid this project take so long. Use the government's eminent domain to condemn the property and get that stuff done. I'm going to be retired and moved away before this is ever finished.
SOUTH KING COUNTY	People need to get to work or make money, and unfortunately there are a lot of adolescents to adults that aren't allowed to drive for criminal reasons. That being said, what good is it going to do to restrict transportation, which is the main factor in one's life to moving forward and moving on. We have to work together as a community or don't be surprised when oppression , whatever form it may be, causes more problems within our community.
SOUTH KING COUNTY	What would it take to expedite the completion of this project? What would it take to expand the mass transit system to more outlying, but growing communities? Consider that including some of the outlying areas could increase their growth as well.
SOUTH KING COUNTY	25 years is ridiculously long. This needs to be expedited to support our growing population.
SOUTH KING COUNTY	I believe the 25 year time line for this plan is too long. I believe a 10 year time line is more realistic. Let's start with a more focused 10 year plan and then assess the results of that plan. If ST achieves the goals and is successful, then the voters will be more likely to move ahead in another 10 year time frame. I live in Kent, and I don't see alot of these costly improvements assisting the citizens of S King County. I see way more benefit to the Seattle folks and the East side population and yet we are paying the same. We have experienced a vacant parking lot at the corner of Smith and Railroad Ave that Sound Transit has refused to finish for over 5 years while ST spends millions of dollars on expansion to Bellevue. Ignoring the complaints and concerns of the citizens in the south end does not provide support for a new 25 year plan that does not provide an incentive for our citizens to support this plan. Let the Seattle, East Side and North end citizens who benefit the most from this plan pay for a greater portion of these improvements. In summary, shorten the time frame and allocate the cost to those who benefit most from these improvements. Thank You.
SOUTH KING COUNTY	You have a major timeline issue here. According to your proposed schedule I will be enjoying lightrail to my home in West Seattle when I'm 87. 17 years to build a rail line? are you joking? This city is so quick to let developers pack neighborhoods with too many people but you've had no plan to provide the infrastructure to support this. We've been screaming about this for years and only now are you proposing this major transit plan. My question to you is why should I invest in a project that I won't be using? Two things: 1 - Make the developers pay for this 2 - your timeline is WAY too conservative. We need this now, not in 17 years.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - South King County

SOUTH KING COUNTY	I believe the projects need to start and be completed much quicker than your plan is calling for. At the rate of growth the area is taking on, the situation will only get worse.
SOUTH KING COUNTY	I would strongly support if the timelines were within a reasonable completion time (>10years). If we are looking 25 years out to fix the problem that exists with current population there really isn't a point. The planned system will be too small for the population once it is completed leaving us in the same situation we are in now.
SOUTH KING COUNTY	Timelines are unrealistically LONG. Projects MUST be completed faster, or you will never convince majority of public to support. I ALREADY VOTED to extend light rail to Federal Way, just DO IT.
SOUTH KING COUNTY	Project completion times seem incredibly too long. To have to wait for funding for Federal Way, and quite honestly any other area to have light rail is way too long. Light rail should be a priority and the time of implementation should be accelerated to as soon as possible, like 5 years at the latest. We are not currently using public transportation, but would take the light rail if it was available.
SOUTH KING COUNTY	Voters in Federal Way were promised a link on the light rail system many years ago in Plan 1. Federal Way should be number one on the timeline. It should have been completed yesterday.
SOUTH KING COUNTY	It is difficult to keep support momentum going for something that takes 25 years. The support you get now will not even be working at that time. Beef up the timelines and costs to make it a reality and you will get more support. 25 years before any relief for commuters no one has that much patience.
SOUTH KING COUNTY	The number of King County Metro buses going to eastside (Bellevue, Redmond, etc.) have always been a higher priority than the north or south ends of King County. That is a socioeconomic issue. You have look at the people who are going into Seattle to work. Many of those people are in the north and south ends of King County. I think that the priority of the projects are askew and must be re-prioritized.
SOUTH KING COUNTY	There should be a) BRT service on 515 highway in kent, connecting Grady way (Renton) and 516 highway (Kent) b) BRT service on Martin luther way (same route as bus 101).  There are no direct buses from East hill Kent to Seattle/UW except route 157 (only morning & evenings). Going to Kent station for east hill kent residents takes too much time.  Project completion timelines are too long.
SOUTH KING COUNTY	As you have already heard, timelines are too far out...must be a way to make this happen faster.
SOUTH KING COUNTY	Timelines should be accelerated for Light Rail for Everett, Ballard, West Seattle and Redmond.
SOUTH KING COUNTY	I would be willing to pay more to see this done at a faster rate.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - South King County

SOUTH KING COUNTY	It's unfortunate that we drug our feet for all these years and now that the region is booming with growth, a 25-year proposal is being voted on (Twenty-five Years!). If we think the congestion is bad now, I can only imagine how bad it will be if it takes 25 years to complete this plan, so I strongly believe the timeline should be revisited and reduced (even if it requires legislative action to allow greater funding options). Also, I'm surprised a light rail route is not being considered along the East corridor (i.e. Bellevue to Kent). Traffic maps clearly show this as the #1 worst commute in the entire region!
SOUTH KING COUNTY	Do Federal Way first!!!!
SOUTH KING COUNTY	get commuter rail and light rail to there farthest ends as soon as possible,north and south.
SOUTH KING COUNTY	Your plugging holes in the damn. Think outside the box and find a solution. Then I'll be happy to help pay for it!
SOUTH KING COUNTY	This timeline is too long to wait. By the time everything is online, the area will either be far bigger than projected or be less economically-vibrant than it is today (but still stuck paying the bill for this ambitious system). I want this region to be world-class, but I worry that our inability as a region to get things done in a timely manner will hamstring our economic growth for years to come.
SOUTH KING COUNTY	This will take too long. We must pay more and achieve this plan sooner.
SOUTH KING COUNTY	These projects needs to be completed sooner than 20 years in order to accommodate how quickly Seattle is growing(especially with the addition of Google employees).
SOUTH KING COUNTY	8 years is a VERY long time to wait for the first phase of this plan to be completed and 25 years is a lifetime when you are stuck in traffic. How about offering 2 versions of these plans? One with these long timelines and one with shorter timelines, but higher cost. You might find people are much more willing to pay for something when they can envision actually being able to enjoy the end result.
SOUTH KING COUNTY	Federal Way desperately needs Light Rail.
SOUTH KING COUNTY	25 years is a really long time. Is there anyway to make this happen faster? Didn't China build a rail network with hundreds of miles of elevated train tracks in less time than it took us to build the initial downtown to SeaTac phase. If the money is raised, why can't the Redmond,Federal Way, West Seattle and Ballard projects happen simultaneously. I understand that Federal Way must be reached before Tacoma can be reached, but couldn't rest happen simultaneously. At this rate the traffic traffic problem might be solved by a network of self driving cars before the trains are ready.
SOUTH KING COUNTY	25 years is too long. I understand that there are so many reviews and impact studies that need to take place, but making us wait 25 years will again give us a transit system that is inadequate for our needs at the time of delivery. We're too far behind right now to wait that long. We need solutions in the next 5 years if not sooner. Even 8 years for busses is not acceptable for our needs. But I love the ST mission and fully support new projects and even increased taxes. Please keep plugging for new options!!
SOUTH KING COUNTY	Seattle requires a fully functional system in place asap to help support the growing population the roads will never be able to handle. Public transit is a requirement for a healthy city. The sooner a full system is in place the better.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - South King County

SOUTH KING COUNTY	Stop spending taxpayer money on something that serves SO few people!!!!
SOUTH KING COUNTY	would be willing to pay significantly more tax to move up the timeline by 10 to 15 years over current projections. these will be profoundly transformative changes that will permanently benefit our community... the sooner the better
SOUTH KING COUNTY	25 years to complete these projects is ludacris. Buses suck...you need to increase the number of sounder trains so the 167 corridor can get to the city and back all day not just 3 hours in the morning and afternoon. If you can't take a train to go see an event in the city what good are they? You pay \$20-50 to park and create traffic. Expand existing services so we can use them. And maple Valley need a light rail line. You have totally forgotten about South East king County. The people of South East king County would ride the train more than the folks of Issaquah. They are the blue collar people that make the cities run. Not the white collars of the plateau that won't get out of their cars.
SOUTH KING COUNTY	Must prioritize projects that most affect citizens who are less able to afford personal transit.
SOUTH KING COUNTY	Plan is too expensive in terms of cost per commuter. Buses are much more cost effective. The people of Puget Sound do not want to become "The West Coast New York City".
SOUTH KING COUNTY	Just once - Give the south end PRIORITY. Users in Federal Way have lost more bus routes while paying increasing fares. We continue to pay more for less and less service, especially in South Federal Way. Federal Way residents readily agreed to tax themselves in order to get light rail. Instead, the rail went further north and east. Even now, we are not considered first priority. Are you not aware how many people in the South end work downtown and pay taxes downtown and support downtown. It is increasingly harder to get reliable transit from the South end to anywhere, yet we pay taxes like everyone else.
SOUTH KING COUNTY	Light rail to Ballard and West Seattle should be prioritized, because we need to incentivize getting cars off the road.
SOUTH KING COUNTY	I think it all needs to be completed MUCH sooner. I would support double, and even triple, the cost to residents to shorten the completion time. I would tax the wealthiest residents at 3x the proposed rate because for those people, \$600/year is nothing, and they are the ones with 3 & 4 cars per family.
SOUTH KING COUNTY	Light rail to West Seattle in 17 years? That is unacceptable. Also, care should be taken to improve accessibility and speed of existing light rail and Sounder lines. I have tried to use Light Rail currently but live 5 miles away so i have to drive in and have never been able to find a spot. Limited to non existent parking is a disaster.  Also a 40 minute train ride from the airport to downtown is unacceptable. Stop trying to lengthen and worry about your core flow through for the light rail.
SOUTH KING COUNTY	Why is this taking so long? Build it now, not 20 years down the road.
SOUTH KING COUNTY	We're paying taxes on the light rail in federal way. I do support it and I'm okay with it taking time, but the sooner the light rail gets to federal way the better.
SOUTH KING COUNTY	I support finding more money and doing it all faster. Transit is worth the cost.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - South King County

SOUTH KING COUNTY	I-405 is such a mess, light rail and expedited bus to Bellevue is vital. I am part of REI moving to Bellevue in 2020 and you will have another 1500 people heading into Bellevue on a daily basis. I'm coming from Covington, it will be a nightmare.
SOUTH KING COUNTY	Speed it up.
SOUTH KING COUNTY	By the time this project is completed it will be time to start all over again. You are taking steps to make improvements for future residents but are doing nothing - but raise taxes - for those of us already here. Our property taxes were already raised to support transportation with no good results. West Seattle is a disaster. The city allowed too much new construction without any improvements. How are all these people supposed to get in and out of West Seattle? Why didn't you consider that before allowing all the new residents. You are a little late with this bad new transportation plan.
SOUTH KING COUNTY	There is NO density that would make this plan cost effective. It is not that I am opposed to mass transportation project but this area of the country that doesn't lend itself to cost effective mass transit. We are already subsidizing the train in Everett losing money EVERY DAY. This plan is idiotic and is in NO way sane or economic. Show me actual numbers proving this will Help and I will support. Past efforts in this state PROVE it will fail. Focus on fixing traffic congestion and quit this folly.
SOUTH KING COUNTY	The north end always seems to get preference. Originally Light Rail was supposed to get to 272nd-- now it's on the plans but not clear when. I strongly support public transportation but feel undermined and dismissed, as a South Sound resident. In your plans and, most importantly, in your implementation, please help the South Sound!
SOUTH KING COUNTY	Can't this be done sooner?
SOUTH KING COUNTY	In my mind, priorities should be to a) develop light rail network in the Seattle area, Tacoma area, and Bellevue area (to allow people to get into and out of the cities), including making commuter parking available in the outlying Seattle stops, and b) linking the Seattle/Tacoma light rail into one continuous system. Light rail/subway/metro lines are the future (or really, the present) of mass transit, while bus services are essentially a stopgap until a less traffic-dependent system (like, say, light rail) comes along. Commuter trains importance are directly proportional to how much demand there is for commuter trains, but I can't speak to their relative use.
SOUTH KING COUNTY	These plans should be integrated with comprehensive proposals to encourage active transport and discourage single passenger drivers.
SOUTH KING COUNTY	This should be a priority and use the money generated by tolls and over charging and surplus already in budget for transportation. We pay too much taxes and results take too long.
SOUTH KING COUNTY	25 Years is far too slow for completion. Not to mention if you are looking to alleviate traffic in and around Seattle, the east side projects should be completed long before the south end projects. A lot could be done if you would increase parking at every light rail station in the interim, add an extra car per train, and increase hours of operation. I shouldn't have to leave my house at 6AM every day to get a parking spot then sit in my car for an hour. It's infuriating, do better.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - South King County

SOUTH KING COUNTY	Why do you always have to build it all at once,,,, build from station to station,,,and grow this as money comes in. You kill all projects because you only have big plans and not grow,,,this is what killed the monorail in Seattle,,,, add from SeaTac,,, to Tacoma dome,,,, then to everert
SOUTH KING COUNTY	25 years to get light rail to Everett is to long. The time line should be 5 to 10 years. use the HOV lanes up and down I5 to bring light rail sooner
SOUTH KING COUNTY	It is absolutely absurd that it should take so long to extend the LR. We should not have to wait up to 25 years to see the LR extended into Ballard and West Seattle. The northern suburbs should not have priority over the higher density areas that would benefit from LR greatly.
SOUTH KING COUNTY	I understand that these types of projects take time, but the time line seems long. I will be on Social Security by the time light rail makes it to Everett. That seems like a long time to me.
SOUTH KING COUNTY	It is embarrassing that the Puget Sound area be so far behind in its projects for mass transit. Additionally, it is a shame that the rail line up the East Side is not being used for train, which would have been a lifesaver for those traveling up and down I-405.
SOUTH KING COUNTY	Why would all this take 25 years? Im all for setting the next generation up with better transportation options, but 25 yers seems like a really long time to complete these projects.
SOUTH KING COUNTY	The timeline is unbelievably slow. My household would pay \$400 a year for services we would not benefit from for nearly 17 years. That's a nearly \$7000 investment before my household would see a benefit. This project is too important to wait that long. I support the ideas and goals of ST3, but unless this timeline can be shortened, I'm likely to vote "no."
SOUTH KING COUNTY	The cost for what is being delivered and the timeline is preposterous. This wil NEVER pass.
SOUTH KING COUNTY	I am sad that we were unwilling to see far enough in the future to create a usable transit system that would be complete during my lifetime. that is why, even though I won't be around to use most of it, I still stronly support going a head NOW. We have delayed way too long.
SOUTH KING COUNTY	Too long to complete.
SOUTH KING COUNTY	The South Sound has been paying all along for light rail and being neglected by Sound Transit. I now will probably not live long enough to see the taxes I've already paid in develop into light rail for the South Sound. I will not vote for another or cointinued taxes to support Sound Transit. Enough is enough.
SOUTH KING COUNTY	While I strongly support ST3, everything we can do to fast track completion times for the extention of light rail North to Everett and South to Tacoma should be made. Fast and reliable movement along the heavy traffic laden I-5 corridor, gives voters immediate feedback on the importance of these measures going forward.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - South King County

SOUTH KING COUNTY	Create bus pull outs for safety. Many buses have to stop on road. Make wider and safer sidewalks to encourage walking. Many sidewalks are getting narrower and right next to road with high traffic. Do not plant trees in the middle of sidewalks built for people. Not a good use of tax dollars and makes walking less safe as one has to step into road.
SOUTH KING COUNTY	Timelines need to be much more aggressive. 25 years is a joke.
SOUTH KING COUNTY	You MUST complete the north-south corridor before adding any more intra-Seattle lines or bus routes etc. Focus on enhancing Sounder Service (expanded schedule, more trains - look to cities like NYC and Toronto as examples) and light rail. Lets get the Puget Sound MOVING!
SOUTH KING COUNTY	Get it done faster!!!
SOUTH KING COUNTY	The timelines are too long. The people you are asking to pay for it now will most likely be dead before completion. I'd rather have another lane built for cars than support this plan. The plans always show parking, colleges and downtown locations and malls. What about relationships to hospitals?
SOUTH KING COUNTY	Focus on White Center, Burien and other lower income areas before north Seattle. They use transit because it's an option. We use transit because we have to. Our service is already bad and desperately needs improvement.
SOUTH KING COUNTY	The Boeing Access Road light rail station was part of the original plan. Instead we have a 7 mile gap between the Rainier and Tukwila stations. The BAR station should be build before any further light rail extensions.
SOUTH KING COUNTY	Why is this not being completed in a timelier fashion? 25 years seems excessive as does the proposed cost of \$200 dollars a year per person. The stat currently makes enough money off of its citizens and this is a problem that should have been addressed long long ago. In my opoinon this is 10 years too late.
SOUTH KING COUNTY	We need lightrail in Federal Way to be completed much earlier! Thank you.
SOUTH KING COUNTY	The sooner the better!
SOUTH KING COUNTY	I think the greatest emphasis should be placed on the light rail projects. Considering the population growth the the greater Seattle area is experiencing we need an effective underground or at least off road transportation method that's capable of traveling in highly urbanized areas (a subway) to really help alleviate the issue of traffic and help to reduce the carbon footprint
SOUTH KING COUNTY	Should have all this done by 2025
SOUTH KING COUNTY	I would like to see the projects completed on an accelerated schedule
SOUTH KING COUNTY	Parking at the current sounder stations is a huge issue, and a lot of the reason why many people choose not to take the train. This should definitely be considered extremely high priority, even paid parking would be more helpful than no parking.
SOUTH KING COUNTY	Priority should be given to constructing Ballard light rail access. The relative isolation of the area puts more cars on the road and leads to major congestion in and out. They need it more than Redmond or Federal Way. My "somewhat opposed" comment above is meant to reflect this.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - South King County

SOUTH KING COUNTY	There isn't a transportation project that has been completed on time, due to what I see as poor planning, poor management and execution. These projects are incredibly expensive and are a waste of money. Money that would be better spent fixing the roads and transportation problems we have now. The DOG'S in this state can't manage what they have going on now and don't they want more.
SOUTH KING COUNTY	Rather than planning for the worst when it comes to planning, permitting and system design, why not publish scenarios based on the cooperation of the partner cities. You could use that as leverage to convince cities to cooperate, because it would be clear that the projects are taking longer due to cities not being responsive enough with permitting, etc, rather than a poor project management by ST. I understand the need to publish a plan you can build, but being overly cautious will cost you votes. I fear you don't understand that as of right now this is probably a loser.
SOUTH KING COUNTY	The explosive growth in Ballard and West Seattle have made living and commuting in these areas increasingly difficult. We are continually asked to agree to more property taxes, but I am not sure what the upside is for us. This should be prioritized over the east side. West Seattle and Ballard are part of Seattle. I will be dead by the time light rail comes to my neighborhood.
SOUTH KING COUNTY	I think West Seattle access to downtown needs to be earlier in the timeline.
SOUTH KING COUNTY	Bi-directional rail service to Mukilteo/Everett is needed. AM = inbound to Seattle from Evterett/Tacoma and PM=outbound from Seattle is so extremely anemic that it makes me cry.
SOUTH KING COUNTY	This state has never done a project that comes in on budget or on time and there is ALWAYS cost over runs. Please do not saddle the people of this area with another project that will be out of control!!!
SOUTH KING COUNTY	The timeline is the weakest part of this plan. Seattle is growing so rapidly--waiting 17-20 years to connect Seattle's northern and southern neighborhoods to the city center is not workable IMO. It takes an hour to bus approximately 10 miles from White Center to downtown. That's 10mph. Not good.
SOUTH KING COUNTY	ST is a proven success. I don't want to wait until I'm retired and old before it comes to my neighborhood. The light rail buildout timelines are atrocious. I won't support it. 8 years tops.
SOUTH KING COUNTY	Light rail service to Federal Way was promised years ago in earlier transit plans, and has been neglected ever since. Taxpayers have been paying for something that was promised to be available very soon (2016-2018), but now isn't expected to be available until 2028-2030. Delivering services that were promised years ago for our tax dollars should be the top priority in the new ST3 plan. This is the only equitable solution for taxpayers in Federal Way having the rug pulled out from under them on past promises that were never kept.
SOUTH KING COUNTY	Bring the link light to Federal Way. It's clearly needed with the high ridership on the express buses.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - South King County

SOUTH KING COUNTY	<p>If more funding would help speed the timeline up, then I propose that you increase the light rail fee, while keeping the day pass the same. Turnstiles at certain locations would also help get the additional funding needed since there are several passengers who do not pay for their trip.</p> <p>Also, once the Angle Lake station is open, I propose you renovate the Tukwila parking lot to add tiers to the lot, since it is always packed between the hours of 6:00 - 18:00.</p> <p>Thank you for all that you're doing.</p>
SOUTH KING COUNTY	<p>Why is the time table for these projects so long, the Transcontinental Railroad took only 6 years to complete in the 1800s.</p>
SOUTH KING COUNTY	<p>The urban lines (Ballard to Downtown Seattle and the extension of the Tacoma Link) should be prioritized and completed earlier. The new spines (Link to Tacoma and Everett) also should be accelerated. The Sounder expansions also need to be prioritized. The sooner we have more mass transit the better!</p>
SOUTH KING COUNTY	<p>Wold strongly support if sound transit had a history of on time on budget completions. WaDot already soaking tons of tax dollars on failed transpotation projects.</p>
SOUTH KING COUNTY	<p>25 years to complete? Seems to be something wrong with that. I think you make it take a long time so you can keep taxing the people.</p>
SOUTH KING COUNTY	<p>I think they should move faster.</p>
SOUTH KING COUNTY	<p>Timelines should be amended to show a best case and design build time. Gives us transit users hope that we will see projects done early.</p>
SOUTH KING COUNTY	<p>Like most transportation in Western Washington, it's too little too late. We're in crisis now. By the time most of this is implemented, it probably won't support the then current needs.</p> <p>And for me personally, you'll never get me out of my car to take a bus. I like trains &amp; light rail due to no traffic. I took the bus from Kent Station to Seattle once. Never again! The Sounder's hours don't fit my lifestyle. Unless service is increased, I'll drive. And I'm opposed to paying for transit that I don't use.</p> <p>And don't increase my vehicle expense to pay for others to use transit!!!!!! That PISSES ME OFF and gets a no vote every time! If I gave up my car, the \$400 per month payment, tags, gas &amp; insurance, I could get by without using transit. Taxing cars is short-sighted. Transit needs to be paid for by ALL RESIDENTS in the counties it serves! Not just people who own cars.</p>
SOUTH KING COUNTY	<p>I think connecting south seattle to tacoma with the link light rail should be a priority. I believe that adding shoulder bus services is a great idea and would help out quite a bit. this should be a top priority because thats probably one of the easiest and fastest to complete.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - South King County

SOUTH KING COUNTY	The timeline seems reasonable.
SOUTH KING COUNTY	Please do it all faster than the referenced 25 year period; if at all possible! Thanks.
SOUTH KING COUNTY	Keep going. Be ambitious. Don't become NYC that doesn't have mass transit to major areas or to the major airports. Don't be Los Angeles which is running to catch up.  Be PARIS. Be BOSTON. Be LONDON. Cover as much as you can as quickly as you can.
SOUTH KING COUNTY	I live in Federal Way and I'm paying property taxes for light rail that was promised and now won't be delivered for AT LEAST another 12 years. This scam has changed the way I vote for new taxes. I am much more likely to vote no for things now, since I can't trust the government to actually use the money the way they said they would. Before the FW lightrail shell game, I was a staunch liberal when it came to financially supporting my community projects, especially mass transit. You have single-handedly changed that.
SOUTH KING COUNTY	The timeline is WAY too long. Find a way to speed up construction. We are already behind the curve, and this plan does not help that situation.  Also, more expansion in the city of Seattle. Growing the light rail spine is good, but coverage in the biggest city is very important also.
SOUTH KING COUNTY	I'd be dead by then. Paying for things I can't use is stupid.
SOUTH KING COUNTY	Need to expand into the south end to federal way area much faster as this is an area if lower income families who use bus and rail more than other communities like the east side. Bellevue families don't use buses like the south end people do so need to change the priorities in the plan to get service to the people that need and want it the most, than building it for communities that don't want or will not use it as much
SOUTH KING COUNTY	Why on God's green Earth does it take up to 25 years to build a transportation system? Without cutting into safety, all other processes should be expedited to allow for a more timely construction schedule. The folks in Olympia need to get on-board with cutting red tape, not fleecing the taxpayers for personal agendas.
SOUTH KING COUNTY	Kent to Tacoma Lakewood first to address the growth out side of Seattle. People can not afford the cost of housing in Seattle.
SOUTH KING COUNTY	What will be in olive to prevent cost over runs? And late delivery?
SOUTH KING COUNTY	Should get it done faster if you want real support.
SOUTH KING COUNTY	Have zero faith that you will deliver on anything you say, always overbudget and not on time. All one has to do is look at the UW district station 10 years behind schedule, even though you'll say it's on budget and on time (maybe even early) but that's with the 2nd vote and billions more in cost classic gov't overreach.
SOUTH KING COUNTY	It would be really nice to be able to complete it more quickly.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - South King County

SOUTH KING COUNTY	The first ballot measure for ST passed in 1996! It is now 2016 - two decades later and according to this survey, it will take another decade for ST to reach Federal Way. As a taxpayer, I am frustrated that it takes over three decades to establish this infrastructure for a region extending < 30 miles. This works out to 1 mile per year of development funding.
SOUTH KING COUNTY	As a resident of Federal Way, I am strongly supportive of building the light rail to the FW Transit Center. At the same time, I am very disappointed this project wasn't completed 30 years so that we don't have a system like San Francisco/Oakland has with BART as it is WAY OVERDUE. I am also very disappointed it will take 12 years to complete as that is way too long. It should be started immediately and completed ASAP!!!
SOUTH KING COUNTY	Sooner would be better.
SOUTH KING COUNTY	Link light rail from SeaTac to federal way needs to be advanced as fast as possible
SOUTH KING COUNTY	My problem is that you are taking entirely too long to finish the beginning stages. You are entirely ignoring Federal Way but you are looking to us to help fund transit to some of the wealthier communities. You are developing light rail along the I-5 corridor and ignoring Pacific Highway South/ route 99. Highline College is located close to route 99 as well as many communities who would benefit from light rail being along highway 99. You are kowtowing to various business interests rather than looking out for the people who will use this service. This short shortsightedness has been the Achilles' heel of so many projects in the Puget Sound.
SOUTH KING COUNTY	The Ballard line should be completed sooner. It's just a greatest good for the greatest number issue. It should also be on its own right-of-way, to avoid both surface congestion, and unreliable estimates of trip length.
SOUTH KING COUNTY	I'm very dubious and wary of your timeline for service to the Federal Way area. We were promised service from ST1 if we would support the tax increase then. As you well know, it never happened and of course, we were totally ignored in ST2. I'm afraid that most of us in this area are not at all hopeful that it will actually happen if we support this tax increase. There are a lot of retired and low income in the area along with those who can easily support this kind of increase.
SOUTH KING COUNTY	Would not be thrilled to pay \$34 per month (between my wife and I) for light rail that won't get to me in West Seattle for 17 years. I suggest ST3 should take priority over other improvements to existing transit in terms of a timeline. Perhaps raise money through municipal bonds prior to moving forward and pay it back later rather than paying massively for transit that will take years to get to some of us. That way it might to get everyone sooner. Taxpayers such as myself can often be impatient. Ha!
SOUTH KING COUNTY	Since Sound Transit is awful at both coming in on time and under budget I would warn against giving you lot any more money until you demonstrate the competence to do a job properly.
SOUTH KING COUNTY	How many missed deadlines, blown budgets, and incomplete route services are we supposed to endure and support. Increasing bus services is much cheaper, offers more route & operational flexibility, and is more manageable. Tired of seeing empty light rail going to the airport and more rail when bus service can be improved so much faster and cheaper.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - South King County

SOUTH KING COUNTY	It's always frustrating to me when a plan like this is put in place and property owners and automobile owners bear the brunt of the cost. If this is the way that Sound Transit wants to get money then it seems to me that homeowners should get a credit each month to ride their transit option of choice. Why isnt the cost of building the rails passed on to those who use it?
SOUTH KING COUNTY	8 years for implementing BRT is not aggressive enough to succeed. Traffic is quickly getting worse on I-405, I-5, and all the other major corridors; by the time BRT is finally deployed, it will not be a desirable option anymore.
SOUTH KING COUNTY	Light rail to West Seattle and Issaquah should have higher priority. Parking at existing light rail stations is also EXTREMELY important.
SOUTH KING COUNTY	Seattle is choking on road traffic. Improvements to rapid transit, light rail, etc. and local parking at stations are urgently needed!
SOUTH KING COUNTY	To my knowledge, the more affordable housing is south of Seattle in areas like Kent, Federal Way and Tacoma. 12 to 17 years to get the light rail connected to Tacoma is too long
SOUTH KING COUNTY	I feel the South end should be prioritized over the East side. Express bus service is already better on the East side, and there is more need for light rail to the South end. Federal Way residents are extremely frustrated by the delays to our area. Additionally, about 90% of the times that I've attempted to use light rail to get into Seattle, there has been no parking available at Tukwila and I've had to either pay to park at the airport, or drive to Seattle.
SOUTH KING COUNTY	It needs to be completed sooner. I am 40 years old and have lived in and loved this region all of my life. I cannot find the right words to describe how disappointed I am that we do not have this in place already. You need to tell the story better. You need to explain the impacts of what a truly world class system like this would do for the Puget Sound region. I will not enjoy the fruits of this, but my children will. This will transform the region. People need to understand that it will make all of our lives better, even if you don't use it.
SOUTH KING COUNTY	25 years is too long of a timeline. The earth will have burnt up from global warming by then. You need to work on the the South side more intensively and faster.
SOUTH KING COUNTY	As a driver and downtown Seattle employee, I'm very much for getting other people off the road.
SOUTH KING COUNTY	We need all of these plans right now, not 22 years from now!
SOUTH KING COUNTY	The timelines need to be moved up on the Sounder and light rail projects. I strongly believe that the region should be running light rail along I-5 and 405 and get the buses off the freeway. The rail systems should be the main artery with the bus systems running off the train stops into the cities.
SOUTH KING COUNTY	I feel that the West Seattle extension should be built much more quickly than planned! The recent developments made to roads and for buses in West Seattle has actually made matters worse! You have reduced two-lane roads to one lane ... and built out Rapid Ride loading platforms. This results in a very slow parade of cars behind buses. I have photographs and videos of this on my phone. Please fix these issues!!! Traffic is getting worse - not better - and more and more people are going to be moving into West Seattle as they build more high density buildings. You've made it worse ... now you are going to make us wait a long time for light rail. This is not acceptable!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - South King County

SOUTH KING COUNTY	This region should have had light rail 25 years ago. We need to speed up the process and get more creative in funding this plan. We are heavily taxed in this area and would like to see a hotel car rental restaurant tax go toward funding. Thanks and let's get this done already.
SOUTH KING COUNTY	12 years is too long of a time frame for extending light rail to Federal Way. This section of the light rail was approved by voters on the last bill and never delivered. Not only are we being asked to pay taxes on this again, we're being asked to pay taxes for another 12 years before any services are delivered??
SOUTH KING COUNTY	25 years is a very long time.
SOUTH KING COUNTY	Time line is too far out. I know this all takes time but 25 years out? I would support a quicker timeline and get more creative financing besides taxing individuals. Do big businesses/corporations help pay? They should be paying a lot since their profits are dependent on employees getting to work.  Also, more parking is needed at the Tukwila Light Rail Station, it is impossible to find parking there during work hours. How about a garage? When I used Boston's rail service a few years ago, I paid \$1.00 to park in the garage, reasonable.
SOUTH KING COUNTY	The light rail down to federal way needs to be completed sooner due to the number of lower income individuals that live in this area that rely on public transportation to get to school and work
SOUTH KING COUNTY	Since the residents of southern south King County were asked, and agreed, to voluntarily pay an extra tax specifically for the light rail link to Federal Way. Then were denied the link as promised by this same organization. I think perhaps you, as an organization, should live up to your obligations BEFORE coming to us, again, begging for more money. Be good for your word. Then we'll talk more funding. Till then, I'll NEVER vote your organization more tax authority.
SOUTH KING COUNTY	Completion should not take so many years. Bureacracy is ridiculously slow!!!!
SOUTH KING COUNTY	Are we going to add more light rail station all over Washington State.
SOUTH KING COUNTY	The time frame is too long. By the time the phases are complete, the project will end up being a failure for the plan is meeting the needs of today, not what is to come. Also, the projects rely too much on sources of funding that are overly taxed already. Either start having businesses like Microsoft, Amazon and Boeing invest heavily or create a very specific tax for ST3.
SOUTH KING COUNTY	I can assume the reasons for the proposed plan yet I would like to see the light rail to West Seattle sooner than 22 years. Yet overall I would rather see a plan that will strike the interest of Seattle citizens in order for the light rail system become a robust network as proposed.
SOUTH KING COUNTY	25 years until light rail reaches Eastgate? Unfortunately I'll be retired by then. I will ride light rail more often if parking is added. Also, don't put any sections of light rail on surface streets as was done on MLK. It is at huge risk for colliding with vehicles & pedestrians and it slows existing traffic. Busses are slow, they pollute, break down, & get in the way. Invest in rail.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - South King County

SOUTH KING COUNTY	I would recommend that you do whatever you can to accomplish as much as you can in the quickest way. I know that's a pretty general statement. Just keep moving forward. I would support even more additional taxes or monies to accomplish what you are trying to do. I believe all drivers and vehicles should contribute to the costs of mass transit. Everyone benefits in one way or another.
SOUTH KING COUNTY	West Seattle is very badly in need of better transit options! I'm happy to see the proposed line, however, I'm very disappointed that the line only goes to the Alaska junction and I'm completely appalled at the proposed timeline. West Seattle is a very large area and we would have much higher ridership if the line extended all the way down to White Center. Also, 17 years is an extremely long time to wait, considering that we already have a great current need for better options. I feel very strongly that ST3 will NOT pass if the timelines are not improved drastically for light rail to West Seattle and Ballard. I think these two lines should be of the highest importance above all of the other projects proposed.
SOUTH KING COUNTY	Can any of the plans or sections have overlapped schedules?
SOUTH KING COUNTY	Can it happen faster? 22 years is too long.
SOUTH KING COUNTY	Please make sure you are prioritizing your work based on community need, not income. The South King County area often gets neglected when it comes to transit due to the low tax base as many parts are low-income. However, the low-income people often rely on the affordable, reliable transit options.
SOUTH KING COUNTY	Wish they could be completed much sooner.
SOUTH KING COUNTY	If anything can be done *faster*, I would support any any changes. With more and more growth in this area, we need to get cars off the road today, and definitely within the next 5 years. Transit needs to come more frequently during peak hours, and with more parking at park and rides (garages instead of surface lots could increase parking by multiple factors). Make the transit convenient for people to take it and they'll get off the roads!
SOUTH KING COUNTY	The timeline needs to really speed up, especially the light rail connecting Seattle through Federal Way to Tacoma. Thank you.
SOUTH KING COUNTY	Seems long time to complete
SOUTH KING COUNTY	Timelines for completion should be shortened for light rail going south from Kent Des Moines south to Federal Way and Federal Way thru to TCC, Sumner and Dupont SHOULD BE GREATLY SPEEDED UP! People in South King County and Tacoma/Pierce County need transit and would use it far more than West Seattle, East Side and Snohomish residents (e.g. look at use of the A line compared to initial projections and look at how early the Tukwila Transit Parking Lot fills up each morning).
SOUTH KING COUNTY	Please implement completions sooner. If you put these plans off say 20-30 years, future costs will be MUCH higher and taxpayers will end up paying much more in taxes because home prices are anticipated/expected to rise.
SOUTH KING COUNTY	Timeline should be shorter.
SOUTH KING COUNTY	The sooner it can reach tacoma the better! Love light rail!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - South King County

SOUTH KING COUNTY	Faster please! We need the construction to move along as quickly as possible to Federal Way, Tacoma and Bellevue! Thanks for all your hard work on this project.
SOUTH KING COUNTY	These are all great proposals, however, we simply cannot wait for 25 years to do this. We MUST find a way to get this done far sooner than that. There has to be other ways of pushing the timelines up much sooner. If it's done sooner, I, for one, would love to use mass-transit from here in SE King County (Covington/Maple Valley area) to downtown Seattle much more often. The major reason I'm not able to make it downtown nearly as often as I'd like is due to traffic and parking issues and the very high [personal] stress that goes along with them.
SOUTH KING COUNTY	Sounder train is barely listed as a project in this plan with no defined dates for completion listed in this survey. The parking situation and number of passengers on each train has overflowed and made it extremely hard to commute this way, something I do every day. I really think more emphasis needs to be placed on adding more parking options and more frequent sounder trains.
SOUTH KING COUNTY	Given the current population growth rate in the area. This proposal is going to be consistently underserving the mass transit needs of Puget Sound.
SOUTH KING COUNTY	I would love to be able to use the rail to Federal Way but would probably be too old to use it by the time it goes in.
SOUTH KING COUNTY	By the time this plan is complete, self driving vehicles will have dramatically changed the way transit works. ST3 needs to address these changes. In 25 years, the proposals in this plan will be obsolete.
SOUTH KING COUNTY	Totally unacceptable!! Let private contractors bid on job with a right to work clause and no minimum wage requirements.. We have a large Obama workforce available that can man shovels rather than hold cardboard signs at street corners. Obama and the Democrats have failed. What do you not understand!
SOUTH KING COUNTY	This is an extremely lengthy process. If possible it needs to be completed more quickly to enable people to travel more easily and with a less harmful impact on the environment of the Puget Sound region
SOUTH KING COUNTY	I hope to see mass transit improvements before I die. I am 63 years old. I somewhat oppose the timeline. Not the project.
SOUTH KING COUNTY	Given the current frenetic state of the surrounding and adjoining MSAs; the 25 year to completion timeline seems far too short of the need. Would increasing the tax rate decrease the time taken to complete the overall plan? Has that concept been tested. Frustration and a worsening condition that increases inconvenience often leads to increased support for more immediate solutions.
SOUTH KING COUNTY	Forego bus line work and double efforts on light rail. Increase cost now to build twice as fast in today's dollars, even if it costs us more in the short term. A 25 year timeframe is too long. Other places build bigger systems in less time - why can't we?

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - South King County

SOUTH KING COUNTY	The timeline and schedule is too long and needs to be moved to the left, especially for the I-5 corridor. The I-5 corridor currently is a mess from Tacoma to Everett both North and South. Everything possible like study, funding, engineering design and build should be on a accelerated. I would strongly support a accelerated implementation schedule.
SOUTH KING COUNTY	The project timelines need to be reduced. We don't have time to wait on this.
SOUTH KING COUNTY	Get it done faster a 25 year timeline sounds ridiculous. The progress is sorely needed but hard to support if going to take forever to get done. I'd pay more to get it done way sooner.
SOUTH KING COUNTY	The Tacoma projects need to be completed earlier, at least by 2025. Tacoma has waited long enough, while Seattle and Bellevue gets the regional light-rail built to and in their cities. It is time for Tacoma to get regional light-rail we have waited long enough!!
SOUTH KING COUNTY	The south end has been promised light rail and this has been delayed so that the north end can be served. This appears to be related to the fact that there tends to be lower incomes in the south end and therefore the south end doesn't have as much of a voice. In the south end, more people rely on mass transit because that's their only way to get around. Please consider the needs of the south end quickly!
SOUTH KING COUNTY	Anything you can do to get this done faster is better. We are really behind the times compared to other major cities. The Seattle area is growing fast.
SOUTH KING COUNTY	I wish more focus would be paid to the south lines.
SOUTH KING COUNTY	Cut cost and time by concentrating on bus service improvements.
SOUTH KING COUNTY	<p>Development needs to happen WAY faster than what has been proposed. There is going to be a massive exodus from the bay area up here over the next 5 years and our population is only going to grow. Our transit right now is a joke compared to pretty much any other major metropolitan area in the country, much less the world.</p> <p>I would LOVE to take transit instead of driving, but I simply do not have reliable, if even usable, options. If we don't take transit seriously, our region's going to suffer dramatically. People are already spending hours every day in commutes that could easily be accommodated with transit lines and park-and-rides. The 405 corridor and Microsoft areas are great examples of areas that should have WAY better transit options than they currently do; the traffic is THAT BAD.</p> <p>And WSDOT just developed a perverse incentive with the 405 HOT lane: they have no reason to improve traffic or support improved traffic when they can charge \$10 per person per day. And this disproportionately affects families without the resources to afford that kind of toll.</p>
SOUTH KING COUNTY	Do Federal Way first
SOUTH KING COUNTY	I will be paying for this until I am dead. And I'll be dead before its built.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - South King County

SOUTH KING COUNTY	SOONER! The traffic is getting worse and if there was more availability of transit options that run on their own systems like the light rail, I would be riding every day.
SOUTH KING COUNTY	Need to complete projects faster
SOUTH KING COUNTY	Many people who would use the light rail services do not want to wait 30 years to use the services and new stops. That seems like a ridiculous timeline. And 50 billion dollars?! That seems outrageous!!
SOUTH KING COUNTY	Light rail to the Federal Way area is critical and should be prioritized higher in the plan. In the 12 years we have lived here my commute had more than doubled. The sounder train is an option if it ran more frequently with more robust schedule. Parking at all stations is near to impossible rendering it unusable for our family.
SOUTH KING COUNTY	Do light rail now ASAP. Let's become a real city and allow people to commute and travel via a real subway/rail system like other major cities across the globe. -- And decrease pollution and traffic from cars.
SOUTH KING COUNTY	Portland Metro constructed a for extensive system in much shorter time. I think the timelines in the plan are ridiculously inadequate to the area's needs.
SOUTH KING COUNTY	West Seattle has grown tremendously within the last 2 years with numerous Condos & apartment buildings. The traffic is horrendous, bus services have been cut, and many residents have to drive a mile to get to a bus stop. If the city actually does take down the viaduct, we will be isolated. We need both the tunnel and the viaduct. The city should do what is best for the majority of the people, instead of interest groups.
SOUTH KING COUNTY	Faster! 25 years is ridiculous.
SOUTH KING COUNTY	Needs to be done faster and parking for stations is already a problem and needs to be provided or else people won't be able to utilize these services.
SOUTH KING COUNTY	The idiot SR99 viaduct replacement tunnel has exactly zero role in sound transit planning. Just a bitter observation. I hope that TBM fails and remains buried beneath the viaduct.
SOUTH KING COUNTY	Projects serving the eastside should be given priority.
SOUTH KING COUNTY	Too slow
SOUTH KING COUNTY	Increasing the speed at which routes to the light rail system are added needs to be prioritized in order to gain support for this plan in the city of Seattle. At the very least the possibility that the timelines could be improved upon if the plan is approved by voters needs to be put out there or I'm afraid local support is going to fade.
SOUTH KING COUNTY	Move access to Federal Way higher up on the priority list. I have been commuting for 30 years and it's about time we had a light rail to Federal Way!
SOUTH KING COUNTY	Federal Way commuters have I-5 or Pacific Hwy as a means to get to Seattle. Only!!. This area deserves transit other than bus. Sounder commuter rail is not easily accessible and stations do not have adequate parking. Why is Federal Way ignored other than sometime in the future?

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Pierce County

Subarea	Additional Feedback - Comment(s) about project completion timelines
PIERCE COUNTY	Accelerate delivery of South Sounder projects. This should be a 15-20-yr plan. People in Pierce County will not vote for it if it takes 25 years.
PIERCE COUNTY	The completion dates are so far off... I agree with the need to invest in the future, the ST3 future is a long ways off! ST needs to make bus improvements it can sooner - such as increasing the number of Seattle-Tacoma buses during rush hour, and the number of SeaTac - Tacoma buses during their busy times (such as when airport employees change shifts). Where are those options in your survey?
PIERCE COUNTY	Hurry
PIERCE COUNTY	I'd like to see the Tukwila light rail station get constructed faster! It's long overdue!
PIERCE COUNTY	Bring more light rail sooner to Tacoma
PIERCE COUNTY	I would like it if you can restructure the debt so you can finish these projects sooner. We need lthis now, not in 25 years!
PIERCE COUNTY	Parking at rail stations cannot wait. Parking lots are already full and there are no good transit options to get to park and rides other than by car. Adding light rail and new train service will only make the problem worse so parking is a prerequisite.
PIERCE COUNTY	Didn't see much about adding more train services. There should not be such a large gap between the last train arriving in Seattle in the AM, to the first train leaving a little after 3pm.
PIERCE COUNTY	More parking is absolutely necessary. I would love to use the light rail but there is no parking at all at some of the stations. Even the additional train station in Lakewood isngreat, but the parking garage is almost full on a daily basis. The tacoma dome parking garage is full, every day. Where am I supposed to park to take transit if the garages are full?
PIERCE COUNTY	The Tacoma link has been completed for years and we were told years ago that we'd be given a connection to Seattle. This timeline seems excessive and with the way the government is run, I think people (including myself) are dubious that you'll complete it in that timeline of at all and are concerned that you'll just use the money to fund things unapproved by citizens.
PIERCE COUNTY	I'd like to see the timeline for Central Link to Tacoma moved up by 50%. Would be happy to pay what it takes to achieve that. Also, I'd like to see more investment in Tacoma Link in ST3 -- connect the Tacoma Mall to downtown Tacoma. It's more important to connect the Mall to light rail than it is to make it all the way out to TCC. You could stop at Proctor instead.
PIERCE COUNTY	Way too long on project timelines. All this is saying is that you get it voted on and passed to take the taxes, and then the typical drag-out and failure with timelines; additional studies that drain the funds; and before you know it, you have the tax in place, need more, nothing is done, the prices are higher, more tax needs to be raised. Typical bureaucracy.
PIERCE COUNTY	You first need to coordiante bus, train & light rail so they compliment each other.you also need to get them to run on schedule. As long as mass transit fails to get you to where you need to go on time, you will never get people out of their cars, no matter how much you expand or spend. The easiest fix would cost nothing.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Pierce County

PIERCE COUNTY	Light rail service to Tacoma and Pierce County should be completed before BRT projects or done concurrently. The commute will only worsen in 17 years.
PIERCE COUNTY	It's hard to support projects that will cost me money now and years to come; yet, the projects that help me in Tacoma won't be completed for 2 decades. I'll be near retirement before I can use the mass transit services but will be paying for them the rest of my life anyway.
PIERCE COUNTY	I would be supportive of a higher tax and higher fares if it would increase the speed with which these projects will be finished. I am supportive of every single measure and think that we need to fund them, but a 25 year timeline for a system that should already be in place is unacceptable. The investment may be for the future, but the current generation should enjoy these projects as well. Find a way to speed these projects up!
PIERCE COUNTY	For too long the residents of the South Sound have been largely ignored. Expanding travel options for those commuting from Tacoma to Seattle should be a priority. There is a sever lack of transit options from Tacoma even to the Kent/Auburn area.
PIERCE COUNTY	My biggest complaint is that this should all be completed sooner - it is ridiculous that every other major city I've lived in has better public transport systems than the Seattle/Tacoma area. I live in Tacoma now and love that I live and work in Tacoma and don't need to commute by I5 because I can't imagine that... but regional transit from Everett to Tacoma would allow me to stop using my car for visits to family.
PIERCE COUNTY	The completion of extended Sounder rail platforms and extended trains along with longer and more frequent service in the south end is critical. I ride every day. And eight times out of ten I don't get a seat. Also- Better access to the surface streets in Seattle should be considered. A crossing to the Amtrak side?
PIERCE COUNTY	Pierce County projects need to be moved up in the prioritization process. We basically got left out of phase II for light rail. The Des Moines to Tacoma dome expansion should be completed in the first 8 years.
PIERCE COUNTY	Speed up timeline for Tacoma to Seattle light rail. Increase frequency of sounder commuter train to allow people going to Seattle for shopping/fun the convenience of rail travel so we can lessen traffic and parking constraints.
PIERCE COUNTY	I think it is more important to link Tacoma and Seattle sooner than later. The traffic to go to Seattle in a car makes me less likely to go there for much. I love the light rail from the airport to the Seahawks and Mariner games and to Westgate. The parking at Tukwila and the airport is great. Having light rail to Tacoma is long over due and should be accelerated so we can use it sooner than later. 17 years is way too long to wait for ease of travel to Seattle.
PIERCE COUNTY	Most of my responses refer to south end residents. I've never been happy with the amount of funds Pierce County has paid toward the light rail system in King County. I'll be retired before any light rail ever gets to Tacoma if at all. I feel the funds could've been better served in South King or Pierce Counties of which I would benefit from. Instead, only King County residents, visitors and students for the most part benefit. My only saving grace is I have the Sounder Train. I'm sure you have your own reasons why as do I which is why my interests are directed for those traveling form the south end.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Pierce County

PIERCE COUNTY	<p>The time line is stretched out waaaaay too long. Nearly two decades before I see light rail to Tacoma?! You'll be asking me to vote for ST4 *and* ST5 before that finishes. Give me a plan with a 10 year horizon. As it stands I'd vote 'no' to this plan not because I don't believe in the mission of Sound Transit, but because I don't like how long this plan will take.</p> <p>To be quite honest, I get the impression that you are just throwing a bunch of highly desirable big name projects into ST3 hoping for votes, rather than making hard decisions and giving us a reasonable package.</p>
PIERCE COUNTY	Pay now or pay later.
PIERCE COUNTY	<p>The timelines seem to be unreasonable. Something has to be done quickly. I am curious where my current RTA taxes go that I pay for...but are asked to give more money. Everyone should pay a transit related tax when they buy, oil, antifreeze, auto parts, automobiles, etc. Also, for those who do not have vehicles, they have to participate in the tax pool...not sure how. Maybe renter's tax, tax common products that everyone uses...milk, eggs, bread, soda pop, chips, candy - all of this contributes to the success of overall transit systems and to improve them.</p>
PIERCE COUNTY	I support faster timeline to provide light rail from Seattle through to Tacoma and Tacoma Community College
PIERCE COUNTY	<p>25 year timeline is just too long. The \$50 billion ask over that time will continue to increase as inevitable delays and overspending occur. 5 year plans need to be developed in each transit sub region. North Seattle. East side. Downtown. And South End. The spine from angle lake to UW is complete work on the arms and legs now, not in 25 years.</p>
PIERCE COUNTY	<p>I want more more more transit, and I want it SOON! 17 years to get light rail to tacoma?!? SEVENTEEN? dang. that seems way too long. why is it going to take that long? I'd happily pay twice as much as the proposed increase to get it done sooner. wouldn't working on more projects mean more jobs?</p>
PIERCE COUNTY	<p>This whole process is taking way too long. You are planning on fixing today's problems in 25 years. What you completed this year should have been done in 2000. You are 16 years behind. I am paying the tax and getting no services. (Bonney Lake) You are looking at mass transit into downtown Seattle. People work other places that downtown. What are the plans to get mass transit to Boeing Everett and Renton.</p> <p>I have retired so am able to travel in off peak hours, but that time is getting shorter every month.</p>
PIERCE COUNTY	<p>17 yr &amp; 25 yr timeframes seem doubtful. There is no guarantee that the postponed projects will ever be funded. The extension of the rail needs to be prioritized much higher.</p>
PIERCE COUNTY	<p>Federal way and Tacoma link expansions should be of the highest priority. The amount of people I know that are all for that(myself included obviously) is staggering.</p>
PIERCE COUNTY	<p>Parking is the biggest problem at sounder stations. When stations are built they need to be able to accommodate everyone one that wants to park there. The buses that route to and from the stations are not large enough, nor do they run often enough. In Puyallup, often times the evening bus isn't there when the train arrives, which it is supposed to be. It is often standing room only unless you are one of the patrons that do not swipe their orca cards prior to heading to the bus. Also, there needs to be more orca card scanners at king street station. With the amount of people trying to go up the stairs and catch further transportation, scanning the card becomes an afterthought.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Pierce County

PIERCE COUNTY	South King and Pierce always seem to get put on the back burner when times get tough, yet this is an area where rapid expansion is needed sooner rather than later. I'd encourage ST to give this area priority in the timing of their projects. They have everything to gain as far as increased ridership goes.
PIERCE COUNTY	You need to speed it up by 3 years. The project between Tacoma to Federal Way to SeaTac
PIERCE COUNTY	Frequency of connecting services needs to increase, we need to develop the feeder transit system so people are willing to park by there homes if they can catch a bus or train every 10 minutes or so. Parking needs to be strategic and available. It takes me 90 minutes today to commute 1 way, 35 miles, using my car to train, train to bus, and bus to office and a 7 minute walk. 3 hours a day.
PIERCE COUNTY	I believe we need to make change now! It's unbelievable to me there is no transportation to the rail systems from densely populated and growing areas such as east of Sumner and Puyallup! And there's no parking so increasing bus service is the fastest solution.
PIERCE COUNTY	1. Twenty-thirty years is ridiculous. 2. Once again, Tacoma / Pierce is getting getting the shaft. Even this survey stresses Seattle/King in the questions and number of options.
PIERCE COUNTY	If light rail to Tacoma is going to take so long, please add more frequent + evening/weekend Sounder trains and reconsider adding a link and/or rapid transit to East Tacoma to connect it to the rest of the world & create more opportunities for the poorest of residents
PIERCE COUNTY	Build it now Add service now Fire the guy who thought a 25 years wait was a good idea. We NEEDED IT YEDTURDAY!
PIERCE COUNTY	17 and 22 years for Seattle light rail! Really, those are the key voters who support this. Move these time frames up and move light rail to Paine Field back, seriously! Build the densest corridors first!
PIERCE COUNTY	Tacoma/Pierce county experiences the most trouble from traffic to our commutes, but we are last on the time line for improvement. Why are we continually underrepresented by sound transit, when upper middle class white people in Ballard and surrounding neighborhoods are seeing increased investment. We all pay taxes, and we all deserve an equal share of transit investment.
PIERCE COUNTY	You should prioritize the completion of projects toward Tacoma. We've been paying for everything in King County since the beginning and a lot of people are moving from Seattle to Tacoma because of house prices. You should move the light rail extension to Tacoma and the Sounder extension up on the list of priorities.
PIERCE COUNTY	Parking issue at sounder transit stations should be addressed immediately.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Pierce County

PIERCE COUNTY	I am NOT opposed to the plan, just the fact of the time for completing it. 17 years for the first portion of the projects that are in Pierce County, I NEED for the transit system to be FIXED NOW. I ride ALL forms of the transit systems for Pierce and King Counties, and the fact that I can NOT get home from work at nights because the last buses in my area of Pierce County stop running at 730pm , and I DON'T have a means to get home for another 8 1/2 hours is EXTREMELY frustrating and stressful for me. I solely rely on public transportation and it's been a huge disappointment for me the last few years.
PIERCE COUNTY	Need to find a way to go faster. People will not vote for this package if the timing feels outside the range of improving for them. Spend \$200 a year for 15 years before any return and they will vote no.
PIERCE COUNTY	I'm glad we're building a system my grandkids might someday use. ... how about being less of a joke and speeding up that time line? I realize the baby Boomers failed to pay anything forward, but is this really the best we can do?
PIERCE COUNTY	We should be ashamed in how long it's taken to get this proposal together. Should have been there decades ago.
PIERCE COUNTY	How about we finish ST2 projects first? How much more can we complain in Puyallup about the need for a garage. A garage was approved and yet no construction activity to date. Original dates to complete the garage have crept further and further out, while we Puyallup commuters continue to waste away 80 hours a year on the Mayor Commutesen anti-downtown-puyallup, anti-commuter bus-em-outta town plan. Instead of the 400 stall garage at the Eagle lot, your own data and research should clearly show you the 700 stall garage at the station is not only needed, but will fill to capacity almost immediately. And then ST3 will need to start construction on a second 700 stall garage. But a garage is needed, has been needed, is well beyond being needed. Properties are for sale all around the station, Mayor Commutesen is no more. Now is the time to blaze into action! Finish incomplete projects from ST2 before beginning ANY work on ST3.
PIERCE COUNTY	I just wish there was a way to complete all this faster. And that we hadn't voted things down in the past. People are so short sighted.
PIERCE COUNTY	It takes too long. I would pay a lot of taxes, and be dead before some of this comes on line.
PIERCE COUNTY	I am disappointed that the light rail projects are at the end of the 25 year timeline. In my 52 years of living in the Puget Sound area, transit has always been 10 to 20 years behind the need and demand. While light rail is the most costly of the project, it should be a higher priority to move people up and down the I-5 corridor.
PIERCE COUNTY	I don't understand why it has to take so many years to expand these systems. You should be able to do it faster. Also, I believe you have been short sighted with the Link Light Rail system in only building 2 tracks. You should have included a 3rd track for an express run that stops fewer times. Some people need to get from one point to the airport or from Seattle to Tacoma and don't want to stop at EVERY station.
PIERCE COUNTY	Most likely you are getting feedback wondering why it takes so long to develop and build these transit projects. I am a Sounder rider on the south line. I've been with you since the beginning. It is sad that I will most likely be dead by the time light rail makes it to TCC. The rail systems make so much sense although they are expensive. Is there a way to accelerate or dramatically expand Sounder?

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Pierce County

PIERCE COUNTY	My husband is stationed at JBLM. Because of his position we have to live as close to the base as possible. I work in public affairs and most of the jobs in my field are up in Seattle. However, driving all the way to Downtown every day is a nightmare. I fully support the expansion of the rail to Dupont. This would free up so much time for thousands of military spouses who have to commute to Seattle every day for employment. And when your spouse deploys overseas every 2 years, time is precious.
PIERCE COUNTY	I accept that light rail to Tacoma should take 17 years, but Tacoma Link to TCC is streetcar, and 4.4 miles of that. It should not take 25 years to build. Additionally, Sound Transit should look at providing some small amount of revenue to Pierce Transit for feeder service at regional transit stations like Tacoma Dome Station. I do not want more tax dollars going to parking, when low income and people of color need better access to the regional transit system by local bus.
PIERCE COUNTY	I feel like 17 years is an absurdly long time to wait for light rail expansion to Tacoma and West Seattle. It is so crucial that Seattle and Tacoma are linked by light rail, and it should happen much sooner than 17 years. This needs to be the #1 priority. The mass transit options between Seattle and Tacoma are currently lacking, and the area is going to grow so much in the next 17 years, it seems like a shame that the light rail will be so far behind the economic and population growth.
PIERCE COUNTY	The whole plan needs to speed up. Especially, in the south sound. Home building is going full speed ahead in pierce county. Someone also needs to address the Meridian, state highway 161, congestion problem in Puyallup!
PIERCE COUNTY	Too long. Way too long.
PIERCE COUNTY	17 years is too long, public transportation is in dire need of improvement and projects need to be prioritized and expedited. And what about bus or train/light rail service between Tacoma & Bellevue/Redmond? Also, in the case of Pierce transit - options for East Tacoma are appalling - we need more direct bus service between East Tacoma/McKinley area and the North End without having to change buses at 10th & Commerce. Sick and tired of East Tacoma being brushed under the rug!!
PIERCE COUNTY	The project completion timelines seem too long. This may cause voters to feel the improvements will not benefit them.
PIERCE COUNTY	Too Big a package, with too little accountability. It should be done in a series of packages each contingent on the success of the prior package.
PIERCE COUNTY	Would love to see the timeline improved for light rail services from Tacoma to Udistrict, and TCC to Tacoma Dome. They should be completed in the next 5-10 years, not 25! It makes me sad that my commute will like continue to get longer (right now I spend between 3-4 hours commuting to work every day), struggle to find parking at park n rides, and I will likely retire by the time these projects are finished.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Pierce County

PIERCE COUNTY	Tacoma-Pierce County has significant air quality issues ( <a href="http://www.ecy.wa.gov/programs/air/sips/designations/maintenance_areas.htm">http://www.ecy.wa.gov/programs/air/sips/designations/maintenance_areas.htm</a> ). I will not vote for funding for ST3 if the proposed project timeline will not improve transit access to regions that have greater health and environmental concerns than others. This is a matter of health equity. Prioritizing improving transit access to communities where residents have sustainable transportation choices is inequitable. I will not vote to support this initiative because I don't think it will lead to outcomes that will impact my community. I am in favor of affordable, sustainable transportation choices and travel to work primarily by bike and walking. I want to support the expansion of the regional transit system, but based on this draft plan, I do not see myself voting for it in November. It appears that this plan was developed with property values in mind rather than the livability of our region.
PIERCE COUNTY	TACOMA NEEDS MORE !
PIERCE COUNTY	My sole objection to the plan is the ridiculous cost to the consumer. Adding horrendous vehicle taxes/fees, as well as sales tax and property tax, is just unacceptable. And all that going on year after year, and probably not finishing until I am a very old man!
PIERCE COUNTY	The Sounder Train should have a connection to getting to the airport. Also, to add more trains or a half day train to allow workers access to get home if needed.
PIERCE COUNTY	The timeline on the light rail needs to be a priority over the bus system. I am all for light rail, and a sales tax increase, and maybe a car tax increase. BUT I AM NOT WILLING TO PAY MORE PROPERTY TAX'S. I all ready pay too much for the size home i live in.
PIERCE COUNTY	Perhaps it is because not all the details are present in this survey, but I cannot wrap my head around why it would take 17 years to see a light link rail go from Tacoma to Seattle. To put it plainly, do you think someone wants to wait 17 years, 22 years, or any other far out date in the future, to be able to use these types of transit systems? Rome wasn't built overnight, of course, but this seems like such a slow course of action to an obviously far faster exploding population growth in our neighborhoods.
PIERCE COUNTY	Federal Way to Tacoma light rail expansion is so far behind the time line in reducing traffic congestion. This I-5 corridor is a nightmare! Will Pierce County have to wait 17 years to address this nightmare? I did not see your draft plan offering solutions based on solving priority transit problems, just a general wish list for Pierce County. The plan appears more political than practical. This is why I plan to offer my support only if a critical need component and advanced time line for critical transit corridors is included. I will wait for the details of your proposal for Pierce County.
PIERCE COUNTY	I am not a supporter of buses. So expanding those does nothing to encourage me to support the plan. As for your schedule....the #1 complaint I hear, and that I have, about Sound Transit is the ridiculous amount of time it takes for you to build your projects. Waiting 25 years to get the last of the ST3 projects completed is not acceptable. Before coming to the public for that much money, more projects need to be "shovel ready" and just awaiting funding.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Pierce County

PIERCE COUNTY	Move Ballard and West Seattle light rail earlier in the timeline. If you want to pass this you need a huge victory in urban Seattle. 20+ years out for Ballard is poor incentive for voters who tend to be selfish. Build out in the city first, then the suburbs- not the other way around.
PIERCE COUNTY	These projects should not be spread across 25 years. They need to be completed sooner and they need to be completed on a shoestring budget. We have a lot of rural communities that house numerous commuters. Frequently those commuters do not use mass transit because the system is not convenient enough. Make parking readily available at transit centers (do not charge daily/monthly parking fees) and improve your on-time schedules. If you can make transit more easily accessible and keep it affordable, you will get more commuters to leave their cars behind. Also, take into consideration that transit needs to be available for people who work various hours, not just 9-5, Monday to Friday jobs. Everyone deserves equal access to affordable transit that will get them to and from work ON TIME.
PIERCE COUNTY	Need to do these changes sooner. In particular, commuting into Bellevue from Pierce County is awful. There should be busses every 10 minutes max during busier times, and yes on the shoulders where possible.
PIERCE COUNTY	The outer timelines of 22-27 years just sound ridiculous. I support all that SoundTransit does, but the public cannot truly fathom how much things cost and how long it takes to do things. Suggest a new round with shortened timelines with a large dollar structure.
PIERCE COUNTY	It's too slow, I would much more strongly support a plan even if it were more expensive that provided more services sooner. I'll be most of the way to retirement by the time this is done.
PIERCE COUNTY	Make Light Rail to Tacoma a higher priority. Get it finished faster.
PIERCE COUNTY	The time line is not aggressive enough. Ask for more money and complete key project much sooner. Run major projects in parallel. Be creative in financing this, e.g a toll ring around key city centers to finance this much faster. This worked very well in multiple European cities.
PIERCE COUNTY	The timelines are unrealistic. These projects need to advance much faster. By the time these projects are completed, congestion/growth will have outpaced the expansion. Work to shave 5-10 years off the major projects. Also, be more forward looking. Like when King Co. ripped out the eastside rail line between Renton-Bellevue for a highway project, they cut off a critical rail line that could have been used for commuter rail. Foolish thinking.
PIERCE COUNTY	This timeline is outrageous. In 25 years I will be 67 years old. Most of us who are commuting to work now need these things put in place now. I understand these things take time, but this timeline is ridiculous. We also need a mid day train to and from Tacoma to Seattle. We need better transportation in Pierce County, Bonney Lake and Sumner. We also need more parking at Sumner Station and more trains to run. And not in 17-25 years!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Pierce County

PIERCE COUNTY	I am not willing to pay an additional \$200 in taxes per year for 17+ years before the light rail between Tacoma and Seattle is finally complete. This timeline is WAY too long. I will be long dead from the stress of my 4-hour round-trip commute by then and never be able to enjoy the benefits of a light rail system that should have been built 20+ years ago. Portland did it decades ago, why is Seattle/Tacoma so late in getting this done? It's utterly shameful it's taken this long and we still don't have the transit system we need. Also, for the stops between Tacoma Community College and downtown Tacoma, where are all the people who'll be riding these trains supposed to park? There should be expansion of the TCC park & ride if the light rail is going to go there.
PIERCE COUNTY	Growth in the Seattle /Western Washington is insane. Granted we need to adjust but we should limit the number of people relocating to the region. Growth is not always good. We are loosing the our environment for the sake of the dollar. It's inevitable but I hate to see how growth is destroying Washington state. Proposed changes to the Sounder Station in Puyallup are also insane. Sound Transit already owns a lot big enough for TWO parking garages, why must it try to pull Immanent domain and force the Eagles out. Putting up a parking structure on the Eagles property will again ruin the area allowing more crime to come in.. Cut the current parking lot in half and build one garage at a time. That lot will have to be cannibalized for this purpose anyway, why not do it now.
PIERCE COUNTY	I believe that this expansion is essential to quality of life in our region. But this proposal does not go far enough and takes too long. We need to expand the system much faster than proposed. ST was formed in 1996, when I was 14 years old. It's time to stop studying and start building. Traffic is bad. We no longer have time to fight with NIMBYs over which alignment impacts the fewest residents. We need to just build this thing. If you want to live in a forest, go buy a few acres in the mountains. Those of us who need to get to work, send our kids to school, pick up groceries, participate in local government, pick up a library book, and occasionally enjoy eating out need a transportation network that actually works. We have a transportation system that has started to fail us, and we have a crisis related to affordable housing. Getting ST3 built NOW helps us solve both of these problems. Let's work hard to accelerate this timeline!
PIERCE COUNTY	Project takes too long. Project should be prioritized/focus on the railway from north to south
PIERCE COUNTY	I-405 is the worst congested roadway in my view, something needs to be done there immediately.
PIERCE COUNTY	Overall this plan takes too long and is too expensive to support. Long range projections of this nature regarding cost, economic conditions, projected ridership etc. are not likely to be very accurate. Thus it is likely that this plan will suffer from cost overruns failure to actually complete all projects etc. Remember how federal way paid for public transit expansion it never got? I have little confidence in the ability of Sound Transit to get the job done in a cost effective or efficient manner or to honor there agreements.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Pierce County

PIERCE COUNTY	<p>need Tacoma light rail to TCC to move up in priority. 2041 or is it 2034 is a long time away. It should be the feeder line to be completed first before expansion of the rail line from Fed Way to Tacoma Dome.</p> <p>Expansion of Sounder to DuPont should be lower priority, not a huge transit population down there.</p> <p>Also, I think Sounder should have more frequent trips, preferably all day. Build more heavy rail track, if necessary.</p> <p>So, in summary, here is my suggested priority list,</p> <ol style="list-style-type: none"> <li>1. TCC to Tacoma Dome</li> <li>2. more Sounder trips</li> <li>3. "spine" from Tacoma to SeaTac</li> <li>4. All of your other projects.</li> </ol> <p>Remember, this is regional. So make the cities outside of Seattle a higher priority now that you've got something going already inside of Seattle.</p>
PIERCE COUNTY	<p>For this price tag, you need to push up the timeline.</p>
PIERCE COUNTY	<p>It is WAY overdue for Tacoma area people to be able to get to the airport via Light Rail. It is time to stop always making Seattle the priority. More and more people are relocating to Tacoma/Puyallup for affordable housing. They want to use public transit to get to work and to the airport. Currently it is extremely hard to do so. SUPPORT the Tacoma area and make THEM a priority for once!</p>
PIERCE COUNTY	<p>First, residents of Pierce County have been paying into sound transit for 20 years with nothing to show for those tax dollars except the ridiculous tourist tram in Tacoma. That tram has no effect on the I5 commute. How about something substantial for this County ! King County seems to be getting all of the benefits. Pierce finally gets limited sounder rail service but for only 5 days a week. Next is an absolute NO TO ANY Property Tax increases for sound transit. That would be a extremely inequitable and unfair way to ask for more money. If anything a flat rate tax on license tabs would treat all the people the same. As a homeowner I cannot continue to shoulder property tax increases every year!</p>
PIERCE COUNTY	<p>I believe the planned timelines are WAY too relaxed. I would rather see BRT options eliminated in order to fast track (excuse the pun) the light rail and Sounder options. I also believe it is important to plan for the ability to transition between lines and services, so a commuter/traveler can use the entire system in a holistic manner.</p>
PIERCE COUNTY	<p>The most important lines based on ridership projections should be built out first or as fast as possible! Ask for more money to get a faster build out if necessary. Many of us would like to see this built before we retire or die.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Pierce County

PIERCE COUNTY	Is there any way to speed up the plan? I'm afraid that exhaust fumes from all the cars on SR167 will kill me before long! Also, everyone in my family would use public transportation much more frequently if it were more convenient for us--for instance, we attended the Mariners FanFest a few months ago and would have loved to ride the Sounder, and it would be wonderful if there was a way to get to SeaTac airport from Sumner via public transportation.
PIERCE COUNTY	Can't help but envy other parts of the world and nation that seem to be able to get projects like this done virtually overnight, compared to the quarter-century timelines we're talking about here (I'm thinking specifically of Utah, which--so I've heard--created a light-rail system in the few years between hearing it was hosting the Winter Olympics and the actual opening of the games). Something about this part of the world seems to attract NIMBYs beyond measure--and, of course, our miserably regressive tax system certainly doesn't help. So I sympathize with ST--but, as I enter my late 60's, I look a little wistfully at a system, large parts of which I'll undoubtedly never get to use. One thing I don't understand--why can't more service (especially weekend) be added immediately to existing Sounder commuter rail?
PIERCE COUNTY	There needs to be a plan to complete these expansions exponentially faster. 25 years is too little too late to accomodate the growth and needs of the region.
PIERCE COUNTY	The planned execution of light rail to extended communities Everett and Tacoma is way too far out to be meaningful. What I don't see here is an option to pay more to get more done sooner.
PIERCE COUNTY	I have lived in other cities (Vancouver BC, Toronto, Montreal) in all of which which major, high capacity subway lines have been completed much more quickly than in your timeline. We need these projects, especially light rail, as soon as possible. The 25 year timeline is ridiculous. I will die of old age before this is completed. We will be in total traffic paralysis waiting for it to get done, and by the time it is completed it will be inadequate. This protracted timeline is my greatest objection.
PIERCE COUNTY	The main reason I am not fully supportive of this plan is the time line. 17 years is too long to wait for light rail expansion to South King County and Tacoma. The Southern expansion must be fast tracked for this project to receive my full support.
PIERCE COUNTY	<p>Being a Weyerhaeuser employee who's corporate campus is moving from Federal Way to Pioneer square this year - I want the fastest method available for my commute from Tacoma to Seattle. I wish the Sounder could be faster, but understanding it connects with busy streets its not really an option.</p> <p>I look forward to the extension of the link. I believe it will be a faster option for Tacoma residents traveling to Seattle daily.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Pierce County

PIERCE COUNTY	I moved to Puget Sound region in 1994. Reliable, regular rail links from Tacoma to Seatac Airport and Seattle were promised then but STILL have not been built, and this plan promises another 17 years before we get them. That's an entire generation's worth of wasted time and fuel! This plan far too heavily prioritizes inner Seattle projects over providing a truly REGIONAL, "Sound" transit project. And the deadlines are ridiculous. It would be much cheaper in the long run to accelerate these deadlines - and to build out the farther reaches of the system - than to follow this Seattle-gets-it-all-first program. I am a very strong proponent of mass transit and have used it exclusively nearly everywhere else I've lived or traveled in the world, but even though we have yearly ORCA cards, our household is absolutely using our car most of the time because we simply can't get where we need to go without it. PLEASE rethink the scheduling in light of the multi-county needs (and funding) of Sound Transit!
PIERCE COUNTY	I will be paying for this for another 25 years before it will be completed in Tacoma. Why should I paid for Seattle and other northern cities to benefit on my dime. At my age I will never see or be able to use something that I have contributed \$s too. Maybe add a something to the plan that if southern residents that are 65 and older would be exempt from increased taxes.
PIERCE COUNTY	I don't really trust ST & it's plans. We were told Tacoma would get Light Rail in the original ST1. I think it will cost more & take longer & i am not sure it's worth the cost.
PIERCE COUNTY	It will be huge for Tacoma for light rail service to be extended to TCC; I think this project should be a priority. The neighborhoods it will serve are emerging and a light rail would really shape how this happens. As Hilltop changes, increased public transportation is a development which will actually benefit low income residents and people of color and not just displace residents as has happened in gentrified neighborhoods in Portland and Seattle.  Is expansion of the Sounder into Olympia off the table?
PIERCE COUNTY	Please, Please, Please speed up the timeline for bringing light rail from the SeaTac Airport south to at lease Federal Way ASAP!!! Thanks for the opportunity to provide input.
PIERCE COUNTY	I hate that Pierce County gets added to late in the projects, I am tired of paying higher fees for everything and only seeing King County and other North of Pierce get better transit.
PIERCE COUNTY	All good, but the timeline should be accelerated as much as possible so that residents can see the progress each year.
PIERCE COUNTY	The outlays seem incredibly far out. I think expanding at a more rapid pace would increase effectiveness. Living in Fife, 17 years is a big time investment to wait for my tax increases to positively and directly affect my commute.
PIERCE COUNTY	I realize the timelines for ST3 are long. However, our current commutes are no longer sustainable. I support ST3 and hope other citizens will understand how badly this region needs realistic commute options. ST3 is a tax increase but it is also a bold investment in addressing our serious transportation needs.
PIERCE COUNTY	We in Pierce county are tired of paying for King county to get everything first while wait and pay and pay and pay ad nauseum! Tacoma should have had light rail access to SeaTac long ago and it should be a much higher priority in this proposed action.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Pierce County

PIERCE COUNTY	I've worked in construction for 15 years on projects ranging from \$15M to \$700M. You guys have done great with schedule a projects. Beating both!! But under promising by wide margins borders on [explicit]. Sounder should start running from Everett to Olympia extremely soon. Also make Sounder true mass transit not just commuter rail. Also fix the landslide issue in everett. The biweekly two day closures having become punchlines. People are skeptical, \$50B, and three decades is a lot to swallow. \$50B is realistic! Three decades is under promising. Expanding sounder routes and service times will get people on board NOW and off your back!!
PIERCE COUNTY	I would like to see Tacoma projects prioritized a bit more highly--17 years is an awfully-long wait!
PIERCE COUNTY	Time line is to long. 10 year completion of system is preferable. I strongly believe that expansion of sounder commuter rail up the I-405 corridor along existing rail lines from Tukwila to woodinville/Everett and expansion to Olympia is most efficient. Also building more freeway lanes everywhere should be a priority. Thank you.
PIERCE COUNTY	Why does it take 12 to 25 years to implement these improvements? To help with unemployment (WPA type work/jobs) and encourage public transportation - to get cars off the freeways and reduce commuter congestion - would be a benefit to expedite this plan. We here in WA could become a show place to have a much more effective and efficient public transportation system liken to systems in cities on the East coast.
PIERCE COUNTY	Sound Transit has a proven record of over-spending, missed deadlines, graft, unfilled promises. Their actions and inactions and money grab will force many people to suffer a lower standard of living and actually be forced to leave the home they built over the years. It is criminal.
PIERCE COUNTY	I think the light rail extension to Tacoma should be moved up. We have already been paying for this for several years and are still a long way from seeing any help.
PIERCE COUNTY	The most important part of the plan is to make sure parking is adequate for light rail because the existing parking has made it unable for enough people to start using the light rail as a normal means because of the constant knowledge and comfort that they will have available parking when arriving.
PIERCE COUNTY	The sooner the better
PIERCE COUNTY	I feel the focus should be on taking lightrail south along the I-5 corridor before heading further north to Redmond, etc. The faster we are able to have better access to lightrail for Tacoma to Seattle traffic, the faster we will have reduced traffic issues in the south end. Seattle to Tacoma lightrail expansion should have been the focus long before expanding into Capitol Hill or the University of Washington. Additionally, I'd like to see expansion of the Sounder rail line to weekend trips. Many people I speak with would take the Sounder to go shopping or visiting in Seattle on the weekends, but the trains don't run on the weekend unless it's a game. Additionally, more train runs, or longer trains would be helpful for commuters to Seattle. Many people would use the train, but have jobs that aren't 9-5. Expansion of the rail service would give me more patience for lightrail expansion to the south.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Pierce County

PIERCE COUNTY	While planned ideas are good, we can't wait 20+ years for traffic relief - at that rate, mass transit will only barely meet need. Further, Sounder service needs to be expanded - why not effort to and service throughout the day?
PIERCE COUNTY	The 2041 completion date for light rail to Everett is far, far too long to wait. Other than the long timeline, I do like the plan. Although it is pretty expensive, it is worth it to help relieve the traffic around here.
PIERCE COUNTY	All of the above should have been completed 20 years ago and now that traffic is a mess, you need desperately to do all these projects immediately - not waste another 25 years on this. Please note that where I currently live in south Pierce County, I don't have available any of these services although my area is growing. I also don't have senior services or handicapped bus service - which I may need in the near future. I still work and travel to work in Renton every day and deal every day with horrible traffic but I don't have easy, efficient, other transportation options at this time.
PIERCE COUNTY	projects listed for Tacoma/Pierce County should be done faster, not in 17 years. They should be done at the same time as King County/Snoho County projects. Sounder trains are true mass transit and should be expanded in the south. The north line is not effective due to mud slides. The south Sounder should have longer trains (more cars), more frequent trips during peak hours, all trains should go all the way to Lakewood and beyond (not just starting with the 4:12 pm train), and have mid-day runs (once an hour each way).
PIERCE COUNTY	The only reason why I didn't click "Strongly Support" is because the Pierce County options will take too long. Waiting 17 years for these improvements is insane.
PIERCE COUNTY	We need additional transit options NOW! I would prefer to pay higher taxes and have these projects completed sooner. Given the projected growth for our region over the next 10 years, we can't afford to wait 25 years for a modern transit system that connects Everett to Tacoma. We're already behind most other large cities in the world - let's show them what Pacific Northwest innovation can do and get this accomplished NOW!!!
PIERCE COUNTY	Would like to see increased bus service to & from DuPont so that a person could board a bus in DuPont and go all the way to Seattle or visa versa. Also, the sooner you can get Sounder train service to & from DuPont the better.
PIERCE COUNTY	I would support this if Tacoma/Pierce County/South King County projects were placed ahead projects in places north. We are part of the region too and all we've gotten out of this is a short light rail from Tacoma Dome Station to downtown and a few Sounder trains and buses. Traffic is getting worse and worse because King County folks are moving to Tacoma. What should be a seven minute drive from Hwy 18 to exit 133 at the Tacoma Dome can take at least 30 minutes during the afternoon rush hour and there's no relief in our future. The bottleneck has just moved south. Sure, Federal Way people might be happy, but we sad step-children of Seattle (the area better known as Tacoma!), still get crap. This projects shows no improvement for Tacoma for at least 20 years! 20 years! What have we been paying for??? And now we have to wait another 20 years for any relief? Meanwhile, more and more people are moving here.
PIERCE COUNTY	Speed up timeline and get this done. Seriously. Now.
PIERCE COUNTY	My support practically vanishes upon hearing how long this is supposed to take. Don't ask me to pay for something now that I might get to use a decade later. Get it done in 5 to 7 years or don't bother.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Pierce County

PIERCE COUNTY	Seems like the completion times are very long.
PIERCE COUNTY	proposal takes too many years and dings the individual taxpayer too much
PIERCE COUNTY	These timelines are ridiculous. I'd love to vote for it, but not with these timelines.
PIERCE COUNTY	Project timelines are too far out and should be shortened, if possible.
PIERCE COUNTY	Accelerate projects favoring Tacoma and South Sound.
PIERCE COUNTY	These projects need to be completed with greater speed.
PIERCE COUNTY	build it all faster !!! prioritize rail and build it everywhere. Get people out of their cars by making mass transit so intrinsic that you'd be stupid not to use it. Ditch the buses on the shoulder idea - that's about as smart as the variable tolling on 405!
PIERCE COUNTY	It would be nice if the projects were completed more quickly. I would like to use public transit, especially light rail, but the routes do not really work for me. Light rail is the best because it is congestion-free.
PIERCE COUNTY	Faster light rail expansion!
PIERCE COUNTY	I believe the project should be completed faster.
PIERCE COUNTY	It's disappointing that it will take so long to complete the rail projects. ST should publicize a plan ahead of the election to improve operation of existing services (e.g., more frequent and later express buses from Pierce County) so voters at the outer edge of the district are not discouraged by how long it will take to see a return from higher taxes.
PIERCE COUNTY	it just needs to get DONE!!!!!! Its already taken too long. \$200 per year as an average cost is nothing. You should advertise it in terms of other items people would not choose to live without - like water, electricity - or Cable or cell phone cost or budget for shampoo or hair cuts. Show how its nominal and win people over. Show how home owners with big fancy mercer island homes will actually pay more (which is the actual intention of a tax on assessed real estate value) - so the little guy doesn't get [explicit]. Make it relevant and something no one would say no to. Its ridiculous that we have no actual rail system.
PIERCE COUNTY	Why not start doing what you already promised and taxed others for... like seatac to federal way... which you never did complete... and we all pay taxes on already...  i will not pay anymore taxes for wasted idea's and money that you suggest ...  Also i really want to understand why King County Metro & You.... both fail to Pay Taxes (Federal) on fuel's using Dyed Diesel in your Hi Way bound vehicles... you maybe exempt from state taxes and such but not on the federal level... and no other business or school district in the area does and gets away with the damage you do by not paying your share...
PIERCE COUNTY	We can't wait that long for projects - unacceptable that we can't bring stuff online sooner. This is a top priority!
PIERCE COUNTY	Increased parking at existing stations should be of the highest priority. In order to accommodate the ever increasing popularity of the Sounder system, there needs to be place for these people to park while the other adjustments are being made.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Pierce County

PIERCE COUNTY	All this is too little too late, in my opinion. We had light rail service between Tacoma and Seattle, but rather than expand on that service the people who were in charge of city planning opted to build roads instead. Tacoma had a great trolley system at one time and passenger only ferry service to Seattle. We could have been a major stopping place of the best of the best in mass transit but that was all taken away. Now it's going to cost more than ever to put something that into place. By the time the planned rail system is completed according to what is being proposed, I'll probably be in the next world, just ashes blowing in the wind.
PIERCE COUNTY	This plan and its timeline favor the East Side communities at the expense of the South Sound. Current ridership trends and volume show that the South Sound is your fastest growing group of riders. It's cheaper to live in the South so the new riders tend to travel South to North for work. The more affluent riders of the East side still choose to drive. Light rail (to Tacoma, Fed Way) and new Sounder Parking (Sumner, Puyallup) is a necessity to get workers North. Light Rail to Mercer, Bellevue, Issaquah is more of a "nice to have", icon of good city planning. Please review your priorities and booming residential areas and where they tie in to the quality jobs (up North).
PIERCE COUNTY	The south sound badly needs light rail. It should not have to wait 17 years. Traffic is gridlocked going North on weekdays as early as 5am
PIERCE COUNTY	I know funding availability is the primary "roadblock" here, but I would love to see the ST3 plan expedited (even if that means greater increase in taxes/revenue sources) in order to complete all of these goals more quickly. This is a very exciting project, and it has my full support.
PIERCE COUNTY	It is praiseworthy that this plan tries to solve our traffic gridlock, but it asks too much of taxpayers with too long of a wait time; most of those who will be paying the majority of taxes will be retired or dead by the time they can benefit from this. The plan puts tax dollars in competition with dollars spent on education and burdens the whole state with debt that never ends. With Bertha still grounded under Seattle and the overspending and expanding deadlines on other transit projects of late, the plan is "pie in the sky". If the area is going to continue to grow at the rates projected, set aside tax dollars of new residents as they come in and pay for transit as the funds are available. Several business owners that we know and other residents (including ourselves) are considering moving from the state or least from the Puget Sound Region because of the increasing costs of living and the costs of doing business. Don't throw away money and place tax burdens on future generations for something that has too many unknowns and will likely cost way more than projected. Thanks for considering my view.
PIERCE COUNTY	For this project to be beneficial, it has to be convenient and reasonably priced.
PIERCE COUNTY	I believe there is a much greater urgency than the timeline above indicates. Light rail in Tacoma in 17 years seems a very long time away given the current already existing need. I would urge a shorter timeline for the project. We need a more sophisticated and more efficient public transportation system much sooner!!! The only way to get people off the freeway is by providing a convenient and reliable system -- we need this urgently.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Pierce County

PIERCE COUNTY	Timeline seems excessively prolonged. We need this problem fixed now. I have lived in the Pierce/King County area for over 25 years. Traffic is getting worse. I support tax increases. But please consider that the average person person will look at the timeline and tax increases, and be extremely reluctant to support these projects. Maybe consider what can be done to speed this project up for the sake of getting these plans voted on and passed.
PIERCE COUNTY	Any way to speed up the project timelines will be strongly supported. 25 years is a long time to wait for project completion.
PIERCE COUNTY	Tacomans had the light rail plan dangled in front of them before and voted in support of previous plans. Instead we have been supporting Seattle area projects for a number of years now. The money should prioritize Light Rail to Tacoma as the number one priority. Then the other projects should come
PIERCE COUNTY	Residents are overwhelmingly in favor of getting this done sooner. I'd bet that a higher property tax increase in exchange for shorter timelines and skipping BRT mitigation would go over well. Also, those of us in Tacoma who have been paying into this system for decades would like for the Hilltop extension to actually happen some time in our lives. Finally, LRT to Tacoma is asinine. I'd rather you build heavy rail, get off BNSF lines, and run Sounder all day with a LRT jumper between the Tukwila Sounder station and SeaTac airport. It would like at least 2 hours to take LRT to Seattle from Tacoma. No one will do that when the bus does it in 45 minutes. Heavy rail should connect Olympia all the way to Everett. Get on that please.
PIERCE COUNTY	Build it faster!
PIERCE COUNTY	17 years to travel from Tacoma to Seattle via light rail isn't worth the tax burden requested.
PIERCE COUNTY	I'm supporting this plan, I wish it could go faster because I'd love to have bus service here in orting, however, I know faster is more expensive, and I don't think that's the way to go. It will take time, but I think all the proposed improvements are needed.
PIERCE COUNTY	The majority of projects should be to connect the length of the system and then begin adding/improving the feeder lines.
PIERCE COUNTY	All of the projects listed are important. The biggest single criticism I have is the timeline. All of these projects need to be expedited. 17 years to get rail to Tacoma and 25 to get it to Everett is nuts! BART broke ground in 1964 and opened in 1972, with the entire original system opened by 1976. I am truly mystified why it will take as long as forecast to build this system out. I think Sound Transit risks losing a lot of support if it stands by this timeline. Build it NOW!
PIERCE COUNTY	I believe multiple increases of access to Tacoma dome and south and westward ( DuPont/ TCC ETC) are critical That area voted for the light rail yrs ago and were critical in getting it passed under the assumption that it included from sea tac to Tacoma dome..... And then Seattle got the whole thing. Time to be fair to area code 253!!
PIERCE COUNTY	Every step forward in public transit will improve all our lives. All speed ahead!
PIERCE COUNTY	SOUNDER station commuter parking in PUYALLUP should be 1st priority. VERY much needed. Pedestrian overpass also very high priority at this station.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Pierce County

PIERCE COUNTY	By the time these projects have completed, transit patterns and populations will have changed dramatically and they will likely be out of date and no longer serve useful needs. Additionally, this does not even address the reason why I don't use the transit from Tacoma currently. The trains do not run early enough to get me to Tukwila by 6am and the trains do not leave Tukwila until later than I want to start back home. Also, the schedule between Tukwila and Seattle is also too limited to be useful.
PIERCE COUNTY	projects should be prioritized to favor those that reduce green house gases the most.
PIERCE COUNTY	Knowing that the current Puyallup expansion project is already over budget, I am concerned that these timelines are already in danger.
PIERCE COUNTY	I believe that our state is so far behind in the development of and use of lite rail. I feel that 20 years is to long to complete the needed lite rail systems for this area. Our infrastructure for this area has grown so fast but our roads and lite rail transit systems lack to keep up. I also feel that more trails need to run more hours of the day before I feel comfortable not getting stuck somewhere because I can't get home. I would love to take the lite rail from Tacoma to Seattle on the weekend so I don't have to drive. I could stay all day and return when I want to be the rail is always going. LIKE: WA D.C. , San Francisco, New York.. I thought we were a modern state but we are lacking behind in our transit systems.
PIERCE COUNTY	the timeline needs to be shortened....build faster
PIERCE COUNTY	It would be great to get the Sounder extension to DuPont as soon as possible, since traffic on I-5 through that area is consistently awful which delays buses. Since the Sounder isn't running on the Highway like a bus it is an ideal transit option for an underserved area.
PIERCE COUNTY	25 years is to long!! This process needs to be completed sooner. Quit wasting time and get it done.
PIERCE COUNTY	ST3 timelines are completely ridiculous! TriMet in Portland, OR would have the light rail lines completed in 1/3 the time! If Sound Transit thinks 17 years is too fast to complete light rail along I-5, then it is going to more than double daily commute times! WASDOT expects I-5 traffic to more than double or triple by 2025! This dragging of agency "feet" is not why I uphold, rely on and defend public transit services. WE NEED LIGHT RAIL ALONG I-5 NOW!!!! Not in 2 decades! Get your head in the game and get a move on it already!!!!
PIERCE COUNTY	The projects for Seattle Light rail to Federal Way, Fife and Tacoma should be within 8 years not 12. The Traffic comes to a complete stop from Federal Way into Tacoma. The light rail to Bellevue Transit center and on into Redmond also comes to a complete stop daily. Rush hour is now a 4 hour block of stop and Go traffic. Work with the Puyallup Tribe of Indians to get rail service in Fife and Tacoma sooner than later. The employers in Bellevue and Redmond should be willing to help with the expenses as well.
PIERCE COUNTY	I live in Tacoma and I feel like we're seriously overlooked/undervalued in the south sound. King county seems to be the focus of most projects when many of us live in Pierce county and would love to take advantage of mass transit. My husband works at the airport and would use the light rail daily, assuming the hours of operation were long enough. Same with the Sounder. We go to Seattle a lot for doctor appointments but don't take the train because it doesn't run late enough. That's also why my husband doesn't utilize the bus system for work. Please make the south sound a priority!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Pierce County

PIERCE COUNTY	Do it faster even if that means raising taxes
PIERCE COUNTY	I voted for light rail from Seattle to Tacoma and you keep putting more and more money into an inner city trolley in Tacoma. We don't need more surface road congestion in Tacoma. We need more rail and bus service to Seattle.
PIERCE COUNTY	I was very excited about the projects when I started this survey, but am disappointed in the timeline. Enough so that I am no longer supportive. The population will outgrow the projected timeline; this means we will continue to have congested roads, with the addition of construction delays. In the end, we will have a transit system that immediately needs expansion as soon as it's completed. As a taxpayer, I would be willing to pay double the proposed taxes to trim the timeline. As it stands now, I WANT to use transit more often but it is too limited.
PIERCE COUNTY	Approximately \$200 a resident in Puget Sound is high. Able to pursue additional funding options? Grants, sponsorships from local companies (incentivize workers to use the transit), etc?
PIERCE COUNTY	Focusing on extending service to people who will actually use ST will do two things : 1. Help relieve the horrendous traffic in the area - which will increase public support for ST projects 2. Generate profit for ST The current timeline is ridiculous. It is the only reason I don't wholeheartedly support ST3. This is coming from a person who is looking forward to the day that our transit system works effectively enough that I can sell my car and use it as my sole means of transportation. I suggest pushing back the projects that do little to increase ridership and maybe look to cities with functioning transit systems as a guide for how to proceed. You are not inventing transit. It does not need to take this long. Quite honestly, you're already at least 15 years late with implementing this infrastructure, and in twenty five years you will still need to make improvements and populations change and infrastructure deteriorates. The current plan shows a disappointing inability to prioritize, and while I'm happy that at least ST is trying now, you should really have someone working for you that can do this - a civil engineer perhaps.
PIERCE COUNTY	The project timeline is so out of bed as to what the needs are! Needs are great now so these projects need to be completed sooner than later. IN 25 years the need will quadruple and what is available will be insufficient and ST will be back asking for more money.
PIERCE COUNTY	We commute between Sumner and Seattle (Graham Street) every day. The extension of the light rail down to Tacoma and the addition of a station at Graham would turn us into daily transit users. We are strongly supportive of this plan and the costs involved. We only wish it could be done sooner!  Thanks!!
PIERCE COUNTY	Make this happen faster!!! I would love to see Tacoma Light rail extended down to Ruston Way. There are so many businesses that would benefit substantially from this project. Portland has done a great job with their public transit, let's do better!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Pierce County

PIERCE COUNTY	I support ALL rapid transit, Link and Sounder projects as they will ease current road congestion, but isn't there any way these projects can get done FASTER?
PIERCE COUNTY	As a South Sounder & cyclist commuter it would be imperative for the platforms to be altered for a longer train, parking lot issues to be remedied, etc before putting this plan in action. I take the first train in the morning and my car is close to capacity when I get on in Sumner; adding additional stops would only make this problem worse. Also, not having a bus option off the Bonney Lake hill when the train isn't running makes it impossible to come home early from work unless I drive to the Sumner station, if there's a way to add a route that would be awesome. Third problem for those of us at the Sumner station - if the train breaks down and we have to get off the train there aren't any alternate buses to take south - something has to change, there should be some sort of Sounder option that can be called on when something like this happens!
PIERCE COUNTY	I feel that with today's construction technology once funds are allocated and appropriated these projects should not take so long. What is the economic impact of each additional car on the road. There must be a corresponding negative economic impact for traffic congestion in terms of time value of money and one's overall happiness with family and lifestyle. So why does a project take 17 years?? We put a man on the moon in the 60's in 8 years. How about we take our medicine quickly get all of the projects going at once, OR build the lite rail lines from both ends and accelerate the progress?  Thanks, [name]
PIERCE COUNTY	You are already way behind. The timeline needs to be moved up.
PIERCE COUNTY	Why should I be required to pay for something that I have no way of using?
PIERCE COUNTY	The amount of growth in the Tacoma / Seattle areas over the past couple of years alone should prove the dire need for improvements to the transit system here. Completing these projects 25 years from now won't solve the issues that commuters face today, and furthermore, will turn away potential movers. I fully support expanding the transit system. I think it needs to be completed much quicker than your current timeline if at all possible. Additionally, in the meantime, already existing train service should be extended so that there are trains running between Tacoma and Seattle much later into the evenings. This will encourage more public transportation usage, relieve significant amounts of road traffic, and encourage more tourism between the two cities.
PIERCE COUNTY	Just improve the light rail and sounder as much as possible, reduce traffic and all associated pains and pollutants and make it a lot easier for the City to grow and function for business people, tourists, residents, students, and anyone.
PIERCE COUNTY	It would be nice if these projects could move more quickly. I understand that may be related to the amount of money raised over time, but if not, then it would be great if more could be built concurrently.
PIERCE COUNTY	Please do the most that you can as quickly as you can. To delay would be disastrous. With Google expanding in Seattle and other high-tech firms coming in we need mass transit. I know. I grew up in Brooklyn.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Pierce County

PIERCE COUNTY	the timelines need moved UP! 25 YEARS?? THAT IS RIDICULOUSLY TOO LONG GIVEN THE CURRENT CAR TRAFFIC IN THE PUGET SOUND
PIERCE COUNTY	17 years is too long to wait for it to reach Tacoma. This issue is more urgent. Speed up implementation. Thank you.
PIERCE COUNTY	I understand the benefits and the opportunity that is now available through this kind of plan. As a young adult who does not use the transit system currently, it is difficult for me to want to pay the \$17 a month for this plan. I somewhat wish there to be a greater burden on those who are using the transit but I understand that having free transportation within the city is worth having as well.
PIERCE COUNTY	Would like to see a much more rapid expansion and project completion timelines. These commuter improvements are needed NOW!
PIERCE COUNTY	\$17 a month for a transportation option I won't even be able to use for at best another ten years? Good luck with public buy in on that one. :(
PIERCE COUNTY	I understand that completion of this project would take a long time, however, given the situation of I-5 (and other highways) traffic, this project needs to happen sooner. I will support this plan strongly. It is embarrassing that it took Puget Sound this long to work on this project considering other developed countries have much better mass transit system for years.
PIERCE COUNTY	Actual use of an inclusive efficient rapid transit system must be up and in use SOONER or myself and spouse most likely will not support it with our vote. We are 59 y.o. (Live in Tacoma)... friends and family in Seattle and Lynwood. Fingers crossed.... or else the region will come to a crawl with no alternatives for massive travel congestion to & from home/work.
PIERCE COUNTY	I Belive that the light rail should be worked on more than the bus
PIERCE COUNTY	Extension of Sounder Rail to DuPont/JBLM should be moved up in priority of projects. Of the Sounder & LightLink rail projects, this one appears to have shovel-ready infrastructure already in place. First, the Dupont Station already exists for bus transit. Minor modifications, one building structure & platforms, would need to be made to develop the station for train use. Second, existing rail lines already run through the area: major construction would not be required to use the existing lines or to add rail lines from the Lakewood Station. There is an existing rail spur that runs parallel to the main BNSF line on the sound side of the intersection of Bridgeport/Pacific Hwy SW that can be extended to separate BNSF & Sounder trains, if required. As BNSF is in the process of improving terrain and tracks between Lakewood & Olympia, this project could take full advantage of the new terrain improvements to extend track without delay. With proper coordination and funding streams, extending Sounder Rail to Dupont could be completed in less than 5 years. Additional funding could be obtained through the federal government's funding of shovel-ready critical infrastructure projects. High prioritization of this project will result in a quick Return-on-Investment, increased public usage from South-Sound residents and positive public opinion of other critical aspects of the program. Scoring wins on these three fronts with this portion will enable support and funding for other major aspects of the ST-3 program.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Pierce County

PIERCE COUNTY	I feel the timeline of 25 years is way too long. The region has been in gridlock for as long as I can recall and a solution is needed much sooner than that. I've lived many other places in the U.S. and the construction timelines here in the NW are always so long. Unless there are reasons beyond my comprehension, I don't understand why it takes so long. The SB 167 project is the fastest I've ever seen something come together. On the other hand the I-5 corridor through Tacoma has been in a constant state of construction for at least the past 15 years and traffic is still terrible in that area. All those millions upon millions spent and no change to the congestion. Please don't let this take that route. I have ridden the Link, ST Express buses, and the Sounder and I love the thought of being able to do so everyday. Yet I drive 37 miles from Graham to South Seattle because there are really no viable options besides taking the Sounder and then walking the 3 miles from the Tukwila station to my office.
PIERCE COUNTY	This package is WAY too expensive! You need to find a way to make it much more affordable. My son takes the train into Seattle daily WHEN his schedule is working day shift. But he often works a swing or night shift. I'd like to take the train into Seattle or Kent later in the day to shop or site see , but it doesn't run all day. There are a lot of people who work shift work in the greater Seattle area who would use light rail if it had expanded hours. Years ago I spent summers in the San Francisco Bay Area and BART ran all day and night. It made it so easy to get into the city for the day and people who worked any shift could use it to get to work and home. We need to expand the hours of the train/light rail. Also, we need parking available at the stations. As much as you people would like to get us out of our cars, that's unrealistic in rainy spread out WA. My son lives 12 miles from the nearest train station and no where near a bus line, I can assure you he will NOT be biking to the station at 4:30am. Go back to the drawing board on this. It's not a good use of our taxes as it stands. Most people who are working now and who will pay for it, will be retired in 25 years when it's all done and won't need it. Make changes that the people who are paying for it can use now, not in 25 years. Yes, a future plan is good, but this is just way too expensive even for liberal WA.
PIERCE COUNTY	My opposition comes from the fact that there is nothing in any of the proposals that help out me or my neighbors on South Hill. I just did some research and found the population base in that area is huge and there if very little if anything that Sound Transit does for these residents and taxpayers. Based on 2010 census reports the population of Graham area is 23k. The last jump was a 300% population increase from 2000 census. This figure is already six years old. Population of Graham area estimated now at close to 40k residents, South Hill where traffic is a nightmare is home to 55k residents as of 2010 census info. Then throw in Fredrickson area and we are about 100k residents that are really being left out. Yes the planning is looking at Orting but why? South Hill and into Graham would be much more impactful on mitigation of traffic and providing service to a large population of taxpayers. The population of Redmond and Woodinville is similar and less in ways to the Graham, South Hill, Fredrickson area. I will not support and urge my neighbors to oppose this planning until the residents of these area are included in the fare share of this project expansion.
PIERCE COUNTY	Tacoma north must be completed early in the plan, not last consideration. We in Tacoma, supported light rail when we knew Seattle would come first. Now we need the support of King County to bring modern transit to Pierce County!!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Pierce County

PIERCE COUNTY	It has always annoyed me - really, made me angry - that my transit money and road taxes go FIRST to KING COUNTY, and always WAY down the list is Pierce County. So, I'll not vote for any money if light rail does not go from Tacoma to Federal Way, and the timeline to expand the Sounder in Pierce County is not moved up, AND, if bus and Sounder service in East Pierce County is not vastly improved. We in Pierce County are tired of being kept waiting for service from bus, train and roads.
PIERCE COUNTY	These project timelines are extremely long compared to the high need we have today for more public transit. Cities like San Francisco have had a system in place for years and make great use of it beyond commuter hours. We should take rapid action to catch up with other major cities in the US.
PIERCE COUNTY	Faster!
PIERCE COUNTY	Tacoma projects are too long into the future. The region is linear but the focus on development is across at the center. The east side has always fought anything other than roads. Why are they first for roads, bridges and transit?
PIERCE COUNTY	Get the expansions on current run/routes done 1st. Boeing access rd. Added parking and other things on current heavy rail. Before pushin on with brand new items
PIERCE COUNTY	The timelines are too long to make any real impact on the current traffic problem. A true solution would be one that would not be impacted at all by traffic/accidents on the road (light rail and trains, for example).
PIERCE COUNTY	The biggest impact will be from extending service to Tacoma/Lakewood area and specifically extending service times to facilitate commute to and from Boeing Sites as well as other major employers that start in the early morning. Heavy traffic starts as early as 4:30 am and so having transit that can get people into Seattle and Renton areas by 5 am would greatly impact the traffic in the morning. I and many other people I know would utilize the transit system if it allowed us to arrive at work on time. Either the transit doesn't arrive early enough for first shift or doesn't leave late enough for second shift.
PIERCE COUNTY	The timelines are ridiculous and costs entirely too high and those on fixed incomes will be much more negatively impacted. Tacoma has been treated like the red-headed step-child for far too long, light rail to Sea-Tac was needed yesterday! SoundTransit has to find ways to get costs under control, the Sounder fees are entirely too high now. For someone from Tacoma wanting to make \$15hr. in Seattle, they would have to be paid \$16.18 hr. in order to cover their \$2,268 yearly Sounder transit fees, it's outrageous!
PIERCE COUNTY	I think you need to prioritize linking Tacoma to the Airport and Seattle via light rail, been promised for too long and 17 years out is ridiculous. 405 needs commuter enhancements now, so any efforts to provide faster buss routes to get folks out of cars on 405 are critical.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Pierce County

PIERCE COUNTY	<p>I think many people in the South Sound feel 'left out' of the ST projects to date. Though I know there have been improvements personally, many people I know feel they haven't gotten any benefit for the tax dollars paid to date. It's all gone to Seattle and Bellevue. As I remember, in ST2 services to Tacoma appeared as a dotted line - a 'maybe some day but who knows when'. With ST3, I see light rail maybe to Tacoma in 17 years, but that doesn't seem like that great of an offer to many people. The Sounder stations in the South Sound are filling up quickly with lack of parking becoming a real issue.</p> <p>On a separate note, I wish you could somehow convince more people to take the bus (everyone seems to want trains and light rail). We can get a lot more out of our tax dollars by increasing the frequency and speed of bus service instead of building more rail - I always prefer to take express buses to the airport, meetings in Seattle, Olympia, and Tukwila, etc. over driving from Tacoma, and while the train is often quieter and more pleasant, it is slower and more expensive.</p> <p>I work in a city in East Pierce County that no longer has any Pierce Transit service and only limited Sound Transit connections for the Sounder. I literally cannot commute to work via transit anymore, even if I wanted to. Trying to negotiate limited route offerings and not having to wait 45-60 minutes between express buses could help get some more folks on transit.</p>
PIERCE COUNTY	<p>Due to the fact that I may not be around to use the proposed facilities and that my area is not accessed by any of the proposals, I'm somewhat ambivalent about it. However, I see an overwhelming need to fix the traffic problems on Hwy 167 and I-5 not to mention 405. I will only travel between 10 am and 1 pm when I have to be on roads. I would prefer either bus or rapid transit to get to Seattle, Renton or Bellevue. Most parking fills up early and trains don't travel mid-day when I would be interested in riding them. Thanks.</p>
PIERCE COUNTY	<p>I would like to see time to complete connecting communities along the I-5 corridor with light rail and improved bus service vastly decreased (17 years to get light rail in Tacoma is a ridiculously long time frame). There is an immediate need to improve commuting options between Tacoma -Seattle- Everett- Bellvue. Please decrease the amount of time needed to make these projects happens. I will pay higher taxes to see this happen in a 5 year timeframe.</p>
PIERCE COUNTY	<p>I would favor an accelerated schedule and would support higher taxes to pay for it. Several times I tried to take light rail but there were no parking spaces left at Tukwila Station and I was forced to drive downtown. Also I would like a station on the Boeing Access Road because I work a few blocks away, but in 20 years I will be 77. I really wish you could accelerate that one.</p>
PIERCE COUNTY	<p>Wish it could happen sooner. We need other forms of financing besides the proposed taxes to make this happen in my lifetime.</p>
PIERCE COUNTY	<p>I would like to see the project timeline to Tacoma moved up.</p>
PIERCE COUNTY	<p>Seems like an unreasonably lengthy timetable.</p>
PIERCE COUNTY	<p>Must be done faster... Should have been done 10 years ago.</p>
PIERCE COUNTY	<p>Timeline to extend light rail from Federal Way to Tacoma is too long.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Pierce County

PIERCE COUNTY	I voted for Sound Transit to build light rail. I am not supportive of bus service. The bus service is subject to the same problems of traffic that other cars on the freeway experience. I think that the heavy rail has been a conflict with cargo rail and a costly rental of the main railroad line.
PIERCE COUNTY	Timelines should be shortened if at all possible.
PIERCE COUNTY	Anyway projects can be made a priority to decrease timelines would be great unless you're goal under promising and over delivering when these projects don't take as long as what has been estimated.
PIERCE COUNTY	Git er done! Sooner is better; as the capital costs, and wasted time/money due to auto commuter delays, will only increase with time
PIERCE COUNTY	When I first voted to fund Sound Transit projects years ago, I thought light rail from Tacoma to the airport would have been completed by now. It seems as if Tacoma and Pierce County are an afterthought when it comes to light rail, yet we are asked to support it. Extending light rail to Tacoma from the airport is more important than building a line to Tacoma Community College. A line from South King County to Tacoma might help persuade a business to locate in Tacoma because commuting would be more efficient and take some pressure off the northbound commute on I-5 to Seattle, where the vast majority of jobs are today.
PIERCE COUNTY	It makes sense to get a sounder stop at boeing access to intersect with the light rail. I would be more supportive if this was a higher priority. transferring rail lines makes the system more usable.
PIERCE COUNTY	Light rail to Tacoma (including the Tacoma extension) and to Everett, need to happen faster. I utilize transit on a daily basis to commute, and frequently utilize transit to get to events around the Puget sound. Not only will I miss out on enjoying the dream of a full Puget Sound region light rail corridor in my young adult life, my future children are at risk of being another non-transit oriented generation stuck in increasingly horrific traffic in the region.
PIERCE COUNTY	I would like to see more parking added to the Puyallup and Sumner stations earlier.
PIERCE COUNTY	The South Sound light rail improvements are vital to this plan. Traffic from Tacoma to Seattle can take 2 hours in morning traffic when it normally takes 45 minutes. With housing prices increasing in Seattle, people are moving further away and we do not have the infrastructure to support that many commuters. I am happy to see a connection to Tacoma in the current plan, and I hope it stays there for the final. I just wish I could be able to ride the light rail instead of fight traffic before I retire.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Pierce County

<p>PIERCE COUNTY</p>	<p>The Puget Sound transit system is a joke! Seattle wants to be a big city yet lacks what all major cities have: a highly productive and efficient rail line (Subway, BART, MARTA, etc). There should be a line from Olympia to Tacoma (with stops in DuPont and Lakewood). There should already be a rail system in place from SeaTac to Bellevue and from Tacoma to SeaTac.</p> <p>Money and problems plague this area all the time and it's all self inflicted. Look at Bertha. What a fiasco! I could have told anyone when this was decided on that it would turn into a big mess. Instead of a massive tunnel under old buildings, you should have rebuilt the viaduct. The system worked just fine, it was just old.</p> <p>You spend millions of dollars every year doing nothing. The I-5 mess by the Tacoma dome has been going on for 10 years...and what are you doing??? No one ever sees construction, you've had to build the retaining wall twice now and it's STILL not done and no one has any idea what the improvement is for.</p> <p>You implement a carpool lane on I-405 and it's a complete disaster causing more traffic and more lost money (not to mention more damage to the environment for all the idling cars.</p> <p>You really need to just suck it up and build. Expand the light rail system along the entire Puget Sound I-5 Corridor. From Olympia to Lynnwood and many many stops in between. BART in SF is VERY efficient. I rode on it as a kid and now, I can take BART from SFO into the city or south or east bay. Traffic moves because of it.</p> <p>This government continues to waste money doing NOTHING. What you do is a fiasco and wastes millions of our dollars. I always vote "no" on projects because it's all wasted all the time! You want people to ride the bus? Make the bus system easy. I would take the bus from Renton to Seattle everyday years ago because the line was almost direct. I can't do that from DuPont. From DuPont to Tacoma (at least when I looked), it would take me 1-2hrs to get there because of the several transfers. Seriously? (Maybe it's improved over the last 5-7 years, I don't work outside the home anymore).</p> <p>I would LOVE to take the train from DuPont into Rainier Stadium or into Safeco if it was possible or economic but it's not.</p> <p>JBLM traffic is absurd. You tried a minor fix last year but it was a bandaid. I know that you will be doing to some widening and reconfiguring of the off ramps next year but it's another Band-Aid. JBLM is a city in itself and to not have the infrastructure around it supporting it is absurd.</p> <p>You need to fix the roads: widen, pave, patch, expand. It's embarrassing that this country is so rich yet our roads look like third world country roads. You need to fix the street lights too. The way many of them are set up, it's a big waste of fuel (and costly to the environment due to all the idling).</p> <p>Instead of spending money on "research" all the time, FIX IT. The roads, expand the rails, STOP bandaging the problem! NO MORE TAXES.</p>
<p>PIERCE COUNTY</p>	<p>I am not in favor of the amount of the property tax assessment against residential property. This in light of the looming tax hikes to pay for schools. Extremely burdensome on a retired person.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Pierce County

PIERCE COUNTY	For a cost of \$50 Billion there is no way it should take 25 years to complete the projects. The time line is absolutely absurd. The cost would be much more justified if the total timeline for all projects would at least be cut in half. Another issue is if the population continues to grow at the current rates in western Washington then in 25 years this system would be completely outdated if it is built to withstand today's population. And what's the short term fix to accommodate the congestion issue in the mean time. With a budget of \$50 Billion there is no way the total timeline of all projects should take more than 10 years.
PIERCE COUNTY	more light rail, the sooner the better, Olympia- Tacoma- Seattle- etc...
PIERCE COUNTY	Love that there might be a glimmer of hope for the commuting nightmare...the timeline is crazy though. Taking WAY too long to get the systems in place.
PIERCE COUNTY	Light rail is not the wave of the future. It is incredibly expensive to build a relatively long rail line when it is a mere fraction of the cost to run a few buses along the same route (ie. Downtown Tacoma to TCC). And the proposed cost and time line of the plan is absurd and outrageous.
PIERCE COUNTY	More aggressive time table to get light rail to Tacoma
PIERCE COUNTY	Souder service to DuPont, light rail service to Tacoma Dome parking should be completed earlier in the project timeline to relieve increasing connection at Fife and JBLM.
PIERCE COUNTY	We are very slow as a country to come forward to transportation needs, we need to be more thinking about future plans instead of when it becomes a problem. Then we try to fix it, and we basically just hit a market that needed it 10 years before the traffic problems, we are too slow to move on great ideas to solve solutions.
PIERCE COUNTY	I think creating more parking down at the Sumner Station would be vital as there are many people who park there and the way that the population in the Sumner, Puyallup, Bonney Lake area increasing, parking is becoming very difficult and possibly annoying to those that live in Sumner and have all these cars parked in front of their homes etc.....

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Pierce County

PIERCE COUNTY	<p>This is great for commuter service, which absolutely needs to be improved. But (1) The core needs increased service as soon as possible. We should be encouraging dense development in the urban Seattle core, not encouraging fringe development. Yes, suburbs need rail connections. But the downtown core already have more people willing to use mass transit, and need rapid transit light rail sooner rather than later. Core developments should be a priority above other development of lightrail. The Ballard line will bring in far more people than far flung extensions. Do not neglect the core. The timeline for core development is way too long, and I would be inclined not to support ST3 and wait for a better thought out core system before voting on it again in the future. Look at DC, they built out to the suburbs and largely neglected their core. Now development sprawls (in no small part due to zoning laws, but core neglect helped), and they don't have enough capacity in the core. We should be planning for dense and easy to travel development. Following that should be extensions outside the core, connecting farther flung residents to Seattle. The Ballard and West Seattle lines must be the top priority. (2) When you do build out to the suburbs, don't neglect parking. The Sounder could carry more commuters out of Tacoma I am sure of it, but parking facilities are under equipped. That being said, we should strive for dense development and development around transit centers should be a priority. (And you know where dense development already exists but rapid transit doesn't? Seattle.) (2) Don't neglect maintenance with all of this expansion. Sound Transit has done phenomenally with ST2, but don't let us go down the route of DC and Chicago and let our existing systems rot while we get doe eyed with the glitz of expansion. Especially the core. That is the backbone of our transit system, and it wouldn't exist without it.</p> <p>In short, while we should focus on suburb connectivity, it shouldn't be the primary focus. It should be Downtown core = priority 1, Suburban cores = priority 2. Look at Paris. For 100 years they developed their core. Did they eventually need to connect suburbs? Yes. But most of their ridership is in their core. That's what is necessary.</p> <p>That being said, I commend the ambitious expansion plans. Don't forget your voters in downtown Seattle though.</p>
PIERCE COUNTY	<p>These improvements are needed now, not in two decades. I think it would be in the public interest to complete them as fast as possible, and would personally be willing to pay more to make that happen.</p>
PIERCE COUNTY	<p>In my observation, residents in the South Sound are much more likely to use public transit. The priority should be placed on completing the projects in areas where they are most likely to be used.</p>
PIERCE COUNTY	<p>25 years? Seriously? Denver got their extension done in half that time. this should not take this long. Why didn't you do this 30 years ago? Seattle is so beyond the times.</p>
PIERCE COUNTY	<p>Parking and Service in Puyallup and Sumner, including Sounder and Light Rail connections during Sporting Events like Seahawks, Sounders, Mariners and College. Seasonal Employees for above teams are encouraged to use all combinations to and from events.</p>
PIERCE COUNTY	<p>Timelines should be sped up!</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Pierce County

PIERCE COUNTY	I would prefer to pay even more taxes per year to get these much needed services earlier. 25 years is too long to wait for transportation we need now, isn't there a way to get the funds needed to push these projects forward?
PIERCE COUNTY	I will be retired in 25 years wont help me much if it takes that long. we need something sooner
PIERCE COUNTY	1)The completion time is too long. The projects need to all be completed within 5-10 years from voter approval. If it requires more money just ask for more money, and increase the tax accordingly. We need transit solutions yesterday and shouldn't have to wait 25-30 years for a solution. Please fix it sooner. 2) The projects seem very King County Heavy. Consider giving more projects to Pierce and Snohomish County, since we have to pay the tax for features so far from home, and we may never use them regularly. 3) Please increase express bus service immediately! Why not try and develop more electric bus lines, they could even be built along major highways with dedicated lanes and right of way, dedicated park and ride stations/improve existing park and ride stations. Why not run an electric bus down I-5 in the shoulder or the median with parking at stations? The same for I-405 and sr-167. Much faster to build and develop. 4) Please consider more projects for Pierce County a) connecting LINK from Downtown Tacoma to South Hill via Parkland & Joint Base Lewis Mchord b) LINK from downtown Tacoma to Tacoma Mall, south tacoma, and University Place/Fircrest c) connect LINK from downtown Tacoma to Westgate Center, via North I & North 21st street, with stops in the North Slope neighborhood and near University of Puget Sound.
PIERCE COUNTY	Anyway to speed this up? In 25 he i'll be close to retirement...
PIERCE COUNTY	The area can not wait 25 years to make this plan happen. Clogged roads are impacting the economy, quality of life and the environment. This needs to happen in the next 10 to 15 years. The roads can not support the traffic now. I fear to think what it will be like in 15 let alone 25 years. The process needs to be fast tracked. Thanks.
PIERCE COUNTY	This needs to be done faster. The time line can be a bit long for investors who won't see anyou real outcome for 8 to 10 years, and that's not even the light rail expansion. Needs to be quicker
PIERCE COUNTY	South Sound dates seem too far in the future - we need better transit options sooner.
PIERCE COUNTY	I really like expanding to south east sound. Sumner, Orting, Puyallup area needs more reliability to get to Seattle. I would love to see sounder open on weekends.
PIERCE COUNTY	25 years!!!! and then it will be obsolete. Too much money wasted on these projects. Tighten up your belt and let's get efficient!
PIERCE COUNTY	Because Pierce County Subarea collects money at a higher rate and is more of a positivity revenue stream, you should build Tacoma Dome station, Portland Station, Fife Station and the rail system up to the county line simultaneously as you build from Seatac South to Seatac. This will speed up the opening time, and again should be able to get done because the Subarea is collecting the funds. Yes, Pierce Subarea should help fund across the county line to the FWTC but not all!
PIERCE COUNTY	We are 25 years behind Portland, 25 years is wat too long for me. All public projects are to expensive and take way too long.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Pierce County

PIERCE COUNTY	With the growth rate of the population at this time, I feel strongly that this timeline is completely inadequate. We, the population, need these plans to move forward expeditiously! Just in my community alone, over 400 HOUSEHOLDS will be added by the end of 2016. 80% of those households are already spoken for, meaning those families or individuals will be on the road each morning or using public transportation within a matter of months. This is a serious concern of mine. My time is precious and the more time I sit in traffic or wait for the next train or bus because of capacity is time away from my family and my right as an American to pursue happiness and enjoy my life with family. Please consider expediting these projects as soon as possible.
PIERCE COUNTY	Taking WAY TOO LONG!!!!!!
PIERCE COUNTY	I very very strongly oppose paying anything more in taxes. We are taxed to death in this state. Better financial practices should be able to handle the costs without taxing everyone.
PIERCE COUNTY	Personally, I would be willing to pay more to get it done faster. I don't know that I'm the only citizen that feels this way, either.
PIERCE COUNTY	Bias to development of the Tacoma area; pedestrian/bicycle access to the stations; better transit choices; FIX THE AWFUL BUS TRANSIT ROUTE FROM TACOMA DOME STATION TO I-5 WHICH TAKES IN ITSELF 15 MINUTES, etc. Thanks
PIERCE COUNTY	Would like to see more priority for South Sound. Additionally this "might" make I-5 a little bit less congested. Same for Everett/Marysville I-5. Not much growth room left in Eastern King Cty. Growth is to North & South of Inner Seattle.
PIERCE COUNTY	I would pay more for faster completion schedules.
PIERCE COUNTY	I would be willing to pay/support higher taxes and/or restructured debt service in order to complete the projects faster. I also think that local transit agencies - Pierce Transit, Metro, and the others - should have concomitant increases in funding to support the local transit users both feeding into ST and also encouraging local transit use.
PIERCE COUNTY	Should have been done 20 years ago!!!
PIERCE COUNTY	25 years seems like a long time. Will this take into consideration any major population changes and regional shifts?
PIERCE COUNTY	17 years for Tacoma line expansion seems to far out.
PIERCE COUNTY	Thank you for preparing this plan. Our regions transit infrastructure is woefully underfunded. These projects have value but much more is needed and soon. We need these investments in our economy now!  Also, I hope the focus will continue to be on finding ways to move people and goods, rather than cars.
PIERCE COUNTY	you should work on starting all the main projects at the same time so you can get it done much sooner.
PIERCE COUNTY	17 years to fix the traffic mess from Olympia to Seattle is entirely too long. Why not fix that commute first? The more people that you get off of Interstate 5 and onto a commuter train between Olympia and Seattle the better the traffic in this region will be. Why does Seattle/King County get EVERYTHING done there first???

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Pierce County

PIERCE COUNTY	We frequently commute from Tacoma to Seattle, and we would do it via light rail if the times and routes were a good option for our flexible work schedules. Instead, we get stuck in tremendous traffic, and we hear about how people would rather drive solo than carpool. I wish the construction could happen much sooner--17 years?!?!--because of the strain on our regional infrastructure, the immense pollution and reliance on fossil fuels this represents, and just the everyday wear-and-tear (loss of family time, problems with vehicles), even dangers (stress, road rage, accidents, long backups), of a daily car commute.
PIERCE COUNTY	I feel that light rail to West Seattle and to Tacoma should be completed sooner.
PIERCE COUNTY	If all goes well, could the projected timeline of light rail extensions be finished on time or even as early as one or two years than the indicated? Traffic is terrible in the region and certainly a good network of reliable, safe, and fast method of transportation is much needed here in the Puget Sound Region. More and more people are moving into the area and are commuting farther for work everyday.
PIERCE COUNTY	We need transit options in this area faster. Many other smaller metro areas than here have better transit systems than us. We need to catch up otherwise economic growth in this region will suffocate in the congested lanes of I-5 and I-405. I understand the economic reality of the timeline but I want to be able to see this done before I am in my 50's.
PIERCE COUNTY	It is political malfeasance that a comprehensive transit system as outlined is not in place today. The timeline to achieve this is far too long. Hell, if Los Angeles could finally get it's act together to build a subway system (I have no idea whether it's good, bad or indifferent), we certainly ought to be able to have an effective transit network here.
PIERCE COUNTY	Alternative transportation in our region is already behind other metro areas. For these projects to take 25 years to complete, our region will only continue to be dependent on personal vehicles. The 25 year timeline does not give me faith that the projects will actually be completed - let alone completed on time.
PIERCE COUNTY	I wish I could understand WHY it will take 17 years to extend light rail capability into the south sound area - is it funding? It seems outrageous that it would take so long to serve a community that is in desperate need for reliable consistent transportation into King County. As someone who has commuted to Seattle and/or the eastside for more than 20 years, it saddens me to learn that it will be another 17 before there are better options
PIERCE COUNTY	Projects need to be completed much quicker than they are currently being done. Accessible light rail from the south end would be highly beneficial and 17 years to completion is way too late.
PIERCE COUNTY	As a south sound resident, you should try to communicate the benefit to south sounders despite the fact that we will wait 25 years to see our portion of the work complete. Traffic from the south sound to Seattle is difficult during peak hours, and many of us see the need, but to wait 25 years is quite a long time. Is there any chance the project schedule can be expedited, or phased differently to allow the project to be complete sooner?
PIERCE COUNTY	Light rail Seattle into Tacoma should be soon than 17 years light rail from south sound into Redmond and Bellevue should also be sooner rather than later.
PIERCE COUNTY	As long as it doesn't affect current commuting and commute times while doing these extensive projects!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Pierce County

PIERCE COUNTY	I think that the most dismaying part about this plan that I've heard grumblings about is the timeline and how long it will actually take to build this structure. Many of us that are working now will be closer to retirement by the time everything is completed. I think the priorities need to go to the most congested traffic areas and where the most concentration of cars are commuting to job centers... Ft Lewis/McCord, Boeing, and I-405 commuters. It would be nice to get them out of their individual vehicles and into a mass transit situation, sooner, rather than later. Fyi, Tacoma just announced a new plan for a Town Center in Downtown Tacoma adjacent to the University Washington Tacoma - make sure in your plans that you are thinking about the commuters in Tacoma and Pierce County... don't get me wrong, I really want the light rail to expand in Tacoma, but S 19th street to TCC and back may not be the best spot, unless you are planning to expand it again from there. I don't see City of Tacoma folks taking a bus to TCC, then the light rail to town and there's nowhere to park at TCC.
PIERCE COUNTY	I think 25 years from now, traffic will be so bad we may be arguing about the money we could have spent 20 years ago.....
PIERCE COUNTY	Speed it up! We need this yesterday!
PIERCE COUNTY	The I5 corridor needs to be the focus, Everett to south of JBLM. Use transit to and from transit centers. Dedicated light rail is preferred, need transit hubs that fee communities, not parking facilities that add influx of traffic for parking.
PIERCE COUNTY	project 2 West Seattle servicesushe comes first provildng St bus service and widened the shoulders for buses north-south route after that light link in Tacoma. The time table is to long. We need it now not 15 years from now
PIERCE COUNTY	These projects and more need to be started immediately. We need transit here in Tacoma and the outskirts of Tacoma really badly. We needed to do this a decade ago. I suggest a massive coordinated regional plan that is absolutely bombarded on tv and other outlets to encourage acceptance for mass transit. Too many people die on the roads, the roads cost too much, the roads cost our environment too much. Please please please get started today although I know the government wheels grind slowly. This area needs these projects and to accept as a community that this is needed.
PIERCE COUNTY	These projects are something our city desperately needs! Even if the deadlines are not right away, the benefits of building these future projects will be immense as more and more people look for alternatives to driving on congested roads.
PIERCE COUNTY	The Link Light rail extending from Westlake to Tacoma would be extremely beneficial for commuters from Tacoma. As a commuter, I spend over 1 1/2 hours driving each way from Seattle to Tacoma. Extending this part of the light rail first would help to free up much of the north bound congestion on I-5.
PIERCE COUNTY	30 years is too far out, this should be done in 10 to 20 years.
PIERCE COUNTY	Tacoma doesn't have any light rail access so I think it should be a top priority!
PIERCE COUNTY	17 & 25 years are REALLY far out for an error that is an crisis NOW. I live in Auburn and Commute to Seattle. I'd like to move to Tacoma and commute to Seattle - I use the sounder daily. One of the MAIN issues facing my commute is parking. IT FILLS QUICKLY.
PIERCE COUNTY	Project being completed 25 years from now? I won't even be alive to benefit from that! Best to spread it around a little, and give everyone a taste. It sounds like a king county guess the spoils, Snohomish and pierce county get the scraps 25 years from now. That's a good way to sink the project.
PIERCE COUNTY	I would strongly support the 200.00 per year if it wasnt going to take 25 years for me to be able to access transit.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Pierce County

PIERCE COUNTY	Key components placed on the highest priority should be: 1). extending light rail to the Tacoma Dome transit area that will be a great hub for AmTrak, Sound Transit rail, Link, and Pierce Transit. Additional parking needs to be included. 2). Express bus service on 405.
PIERCE COUNTY	Timeline for this project is projected to far out. A shorter time frame for the conjunction from exit 122 through Dupont should be a priority.
PIERCE COUNTY	I am sure there must be a way to complete these projects sooner. The traffic relief is needed.
PIERCE COUNTY	The sounder extension from Lakewood to Dupont is extremely important because of the constant traffic jams in the JBLM corridor.
PIERCE COUNTY	Please figure out a way to delivery light rail to Tacoma and Everett; 3-5 years sooner with creative strategies. Please also work on a plan to develop more arrival and departure times Via the Sounder Train service between Lakewood and Seattle..i.e weekends, sporting events, evenings on Friday's to accommodate those wishing to have an alternate solution to drinking and driving.
PIERCE COUNTY	As a Boeing employee, I feel that there is a real need for transit to Boeing field. I would love to take public transport if it didn't involve me having to catch one of two buses to get to Boeing field from Tacoma/the Tukwila station. I feel that this would appeal to many employees at Boeing field
PIERCE COUNTY	I would like to see the completion of a line to Tacoma from SEA-TAC pushed to the top of the list. It seems the South Sound always comes last. I noted that o advertising card all the cities were listed--except Puyallup and Sumner, even though there are large populations w/o service in eastern Pierce County. Makes me feel we don't matter.
PIERCE COUNTY	Due to unpredictable traffic and TSA lines flying out of SeaTac is a nightmare for anyone from Tacoma. All i would ask is that light rail between Tacoma and SeaTac be prioritized above Bus Rapid Transit between Lynnwood, Bellevue and Renton.
PIERCE COUNTY	More priority should be placed on projects in Pierce and Snohomish County. We have been paying for projects that have primarily benefited Seattle/King County and I would like to see some of the benefit during my lifetime.
PIERCE COUNTY	Tacoma / Federal Way to Seattle line is urgently in need now! In 2008 perfect transit from Browns Point neighborhood via Hwy 99 with I5 entrance at Kent Des Moines to exit I5 at the I90 exit was 37 minutes (actually to the Rainier St exit off I90) and now with the economy back on track it's lucky to have a 60 minute trip (departure of 615am with planned arrival of 7am as 45 minutes was easily attainable when I started the commute in 2008). If I could catch a rail in Federal Way that would make the trip north to Seattle in about 20minutes it might make me switch from driving or at least clear up the roads for others to use rail and I could have my 45minute or less commute again. This needs to be done within a 5 year plan though. Nobody wants to pay now for a rail system they will not be using in 17 years when they have moved or are retired. That is not a reasonable time line.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Pierce County

PIERCE COUNTY	the project completion is too far out. By the time they are completed they will be not enough for the growth. Expand on bringing people in from the outskirts into the Seattle metro area. Seattle has enough buses & stops. I don't use mass transit living in Puyallup because the Sounder doesn't go to Seattle on a regular basis, only during peak commute times.
PIERCE COUNTY	Would love more express bus traffic from Puyallup to Federal Way
PIERCE COUNTY	We (the commuters in this state) are desperate need of relief and solutions. I support ST's plan fundamentally - however, in my opinion, 25 years for completion is ridiculous. I will be nearly retired by that point (which at 31 years old, is crazy to think about). My father was a first rider of the Sounder train when it began, and commuting options have not really evolved for Sound Sound folks and traffic just gets worse. The plan is something, but the timeline is disappointing.
PIERCE COUNTY	I would support the above question #12 more if the completion times were quicker.
PIERCE COUNTY	why does it take so long to get done and as a senior citizen and a disable veteran you are killing us with your taxes if you keep this up i will be homeless
PIERCE COUNTY	South Sound projects should finally receive a little bit of priority. As it is, I am 51 and I may not live to see regional light rail come to Tacoma. We have been paying the same RTA taxes as everyone else, all these years, and we have NOTHING in terms of light rail. I do not count the toy train you put in downtown Tacoma. I am not appeased by the tiny extension to Hilltop. We pay the money, Seattle gets the projects. My future votes on this issue will be conditioned on Tacoma getting something worthwhile. Right now I am not seeing it. I love regional transit, I have used it daily in the past, and I support it in principle very strongly. But what ST has done to us in Tacoma feels a lot like taxation without representation.
PIERCE COUNTY	Light rail should have come to Tacoma years ago. This inordinate focus on Seattle suburbs needs to come to an end. Yes I'm from Tacoma and Tacoma centric but Tacoma had been put on the back burner for too long. North-South is the Puget Sound orientation and the population corridor, the need to deal with transportation here is critical before someone hollers that we need to add more lanes to I-5.
PIERCE COUNTY	Isn't there any way to connect the Tacoma and Seattle light rail lines sooner than 17 years??
PIERCE COUNTY	I am outraged at the timeline of your Tacoma Project. SeaTac airport is a major employer and 17 years is too long to wait for service to Pierce county. I cannot believe there is a need for more transit in Ballard and Bellevue. The 574 is packed everyday.
PIERCE COUNTY	Please act fast, we need to reduce CO2 omissions, not in 17-years - NOW. Be progressive - be proactive - make sustainable transit a priority.
PIERCE COUNTY	Light rail that connects Tacoma and Seattle should be the TOP priority, completed as soon as possible.
PIERCE COUNTY	Tacoma is growing and we need RELIABLE transportation to seatac airport and seattle. Traffic is terrible and the only public transportation from tacoma to the airport is Sound Transit 574. The 574 is often late or stuck in traffic. This is frustrating, especially at \$3.75 each way. Please help us get from Tacoma to the airport effeciently.
PIERCE COUNTY	We need a more robust Europe or Asia-style train system in the Seattle-Tacoma area, and we need it much sooner than 10-25 years.
PIERCE COUNTY	We need to move forward as quickly as possible. time line should be ten years instead of 25.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Pierce County

PIERCE COUNTY	Expansion of the transit system in the Puget Sound needs to be a top priority. As more and more people move to the area the need for transit will also increase. The timelines outlined above are just too slow. We need to find a way to fast track these projects and get them done before they are needed so they can grow along with the area. Light rail to Tacoma should not take 17 years. The area is growing too fast and the transit is not keeping up.
PIERCE COUNTY	25 years is an absolutely ridiculous time frame for expansion. Traffic is absolutely horrible getting into Seattle, and there needs to be a sense of urgency to expand light rail as well as expanding parking availability at Sounder Stations. A 25 year timeline shows a disconnect to what the community needs and lack of vision to accomplish what is needed, evidenced by the severe lack of parking at all south end Sounder Stations and the extremely slow response to improve the situation.
PIERCE COUNTY	so 30 years before Bonney Lake and Orting get any service?
PIERCE COUNTY	It seems where I live I pay the RTA tax and I receive zero benefits. I live in Orting and work in Auburn. The only projects that have been planned and completed are North of the airport. It's unfair to people who live where I do.
PIERCE COUNTY	My problem with ST is your time lines....I will be dead before most of this is done. There is no sense of urgency at all as traffic get worse and worse. It took forever to complete the UW line and look at the ridership...I read they had to add cars! Your people need to find away to get true mass transit projects done faster. You want public support you better show us something quicker than 8-12-17years! My suggestion try a fast 2 year time line for construction/completion of light rail from Everett to Tacoma for starters. The project should be treated like an emergency just like they rebuild the freeways in San Fran after the earthquake in the 90's. People like me are sick and tired of our tax dollars going to all these studies and nothing getting done!
PIERCE COUNTY	This work needs to be done as fast as it can. Pierce County needs to be a priority not just a place to collect taxes from with little to no improvement in our transportation options. If Pierce County continues to be placed behind Seattle/King County I WILL NOT VOTE FOR THIS PACKAGE. I will also strongly in courage local voters to not vote for this package either.
PIERCE COUNTY	We need this all to happen FASTER!!!! 22 years is too long.
PIERCE COUNTY	I am strongly supportive of increased taxes to pay for a more complete transit system. If we had voted in the early 70s to build a good system (I remember Forward Thrust), we would not have the congestion and the costs associated with building this that is happening now. We can't just wait...
PIERCE COUNTY	I-5 from Seattle to Tacoma is getting worse by the day. We need to fast track the light rail project to the southsouth. In the meantime I don't understand why there couldn't be an express or direct sounder route from Seattle to Tacoma at least once per day. The ridership is increasing exponentially, something needs to be done as the average commute from Tacoma to Seattle round trip is over 3 hours. The riders would pay for the faster routes if they were offered!
PIERCE COUNTY	The south sound needs project completions sooner. Traffic is terrible coming out of east Pierce county. 17 year completion timeline is not soon enough.
PIERCE COUNTY	The Tacoma to Seattle should be completed sooner. Big hassle now to go to Seattle due to traffic. From East coast originally where you can ride a train to all major cities in Northeast corridor and it works out great.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Pierce County

PIERCE COUNTY	If there would be a way to expedite light rail expansion to further out communities such as Redmond, Federal Way, Tacoma, etc that should be explored.
PIERCE COUNTY	If possible, I would like to see projects completed sooner. It doesn't make sense to me that it would take 25 years to expand to Everett or 17 to west seattle.
PIERCE COUNTY	I am not willing to support a plan that does not provide any new services for the south sound for twelve years. King county gets preference and that is unfair use of our tax dollars. You will not get support in Pierce county as long as you continue to underserve us.
PIERCE COUNTY	The time line seems a bit long for the price tag. Also I think the state needs to re work their finance before any more tax money is voted on. These are hard times and an extra 200 a year is hard for most people. I even pay for my orca card once a month, so I think you should be looking at that before you ask for more money
PIERCE COUNTY	Could you use existing buses and current drivers to move commuters from Tacoma to Seatac and Seatac to Bellevue quickly and frequently? Also please consider an express bus to Olympia. If you could run express bus service along the proposed routes you could prove need and increase voter support while serving the community and saving the environment by decreasing freeway congestion.
PIERCE COUNTY	Connect Tacoma ASAP, and make the rail faster.
PIERCE COUNTY	Any way this can be sped up? That's an awfully long time to wait.
PIERCE COUNTY	I would like to see the Tacoma and Pierce County related light rail projects completed more quickly than a 17 year timeline. The SR 16 / I5 interchange project was expedited using additional funds. I would accept a higher cost if the project could be completed in 5-8 years or show major progress towards a 10 year timeline. I believe south-sound commuters have a major impact on traffic all the way from Olympia up to Everett and a Light Rail extension being completed more quickly will bring significant benefits to traffic in Pierce and King County.
PIERCE COUNTY	The time line is too long. It should be completed within 10 years. The stations should be where existing populations are and not contribute to more sprawl.
PIERCE COUNTY	I think that the timeline should be halved. Twenty five years is to long. Fifteen years to full completion.
PIERCE COUNTY	I think that the light rail and rail projects should be fast-tracked, and they are so important that more tax money should be spent immediately to move them forward.
PIERCE COUNTY	Our Metro area's inability to DECIDE, has already put this region WAY behind the ball on developing/completing a decent mass-transit system. Shameful! I would be very willing to allocate my self TWICE the proposed yearly "taxation cost" if it would mean bringing these projects on-line significantly faster. BE BOLD - get this DONE.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Pierce County

PIERCE COUNTY	<p>Let's complete the transportation corridors first, up front, but include other improvements in-stride. By this I mean, let's get the major parts of the system done - Sounder from DuPont to Everett, with more frequency of trips (not just as a commuter vehicle), Link from Tacoma to Everett and to the East side (also with frequent trips). These two paths, with the interconnecting buses are the key... Then begin to tie-in the other areas like, TCC, West Seattle, Ballard, Redmond, Issaquah, etc. In-stride with the primary corridor expansion, throw in the facility improvements and interconnecting buses. Last would be all the other bus improvements, but I understand that they can be "low-hanging fruit" that might be used to help get us out of our cars, but I'm telling you "no body" really wants to ride the bus - generally, they are too crowded, too uncomfortable, too dirty/smelly and too infrequent. Beef-up the longer, more express routes as well as the interconnecting routes by adding more frequency. This will discourage crowding, thus relieving some of the discomfort and dirty/smelly aspects.</p> <p>Once again your must increase ridership across the system, and this can only be done thru more frequency on all means, extending primary routes (Sounder, Link) to the hubs, and making neighborhood extensions a local (not Sound Transit) initiative.</p>
PIERCE COUNTY	<p>Tacoma and Pierce County have few transportation options. I think we need some of these projects accelerated. The traffic around JBLM is one big parking lot beginning at 3pm til 6:30pm. Everyone drives!</p>
PIERCE COUNTY	<p>By the time you finish this "grand" transportation plan I most likely will be dead. However I am still strongly in favor of this plan for many children and their children. And to bring our community into a modern era of current transportation. If possible add incentives for completing projects early.</p>
PIERCE COUNTY	<p>Stay committed! Hard to believe it's so many years to complete! But, it must be done, failure is not an option!</p>
PIERCE COUNTY	<p>Whether we like to admit it or not, bus service carries a stigma with certain groups of people that rail service does not, especially light rail. Light rail is readily embraced by all segments of the population, while bus service is often avoided by those above a certain income level. As such, light rail improvements should be made the priority for project initiation. With Seattle already having a strong light rail infrastructure in place, focus should be given to the next largest metro area in the region, Tacoma. This is especially true with Tacoma's projected population growth as the Seattle cost of living continues to rise and residents embrace the more affordable prices in Tacoma. Tacoma's current light rail system is very nice, but its limited footprint severely limits its use and functionality. The vast majority of the city's population cannot access Link light rail in Tacoma from their homes without taking another mode of transportation first. Its potential could truly be maximized by providing greater reach into the city. Additionally, connecting Tacoma (and the in-between cities) to SeaTac should be made the other top priority. There is not a simple way to go from SeaTac to Tacoma, especially for tourists or residents not wanting to incur the additional cost of parking while away on a trip (or a pricey cab fare). Even though BRT is the easiest to get up and running, it will be the least utilized by the broader population. It also seems extraordinarily long to have to wait 17 years to get a light rail connection from the region's second largest city to the airport that shares its name. The project should be able to be accelerated if priority is given right from the outset instead of the BRT.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Pierce County

PIERCE COUNTY	The timeline for necessary light rail is too long!
PIERCE COUNTY	I'm for voting no just to get a better deal. This is overpriced and will take too long to happen. It can be done faster and cheaper. However, how ever is planing it is trying to fleece the tax payer of puget sound.  The transcontinental railroad was built faster. I'm not going to vote for a project my newborn wouldn't be able to use until he had graduated high school. When history has proven it can be completed faster.
PIERCE COUNTY	This plan will take MUCH too long. We need better transit solutions before my (unborn) children are ready to graduate from college! Effective high speed consistent mass transit is the only hope we have to ease our regions gridlock, I don't think we can afford to wait 25 years, traffic is already a nightmare...image what it will be in 25 years.
PIERCE COUNTY	I wish the connection of light rail to Tacoma could happen more quickly.
PIERCE COUNTY	I do not claim to know about schedules for building something like this; but feel that it is being dragged out too long. The system needs to be able to be in place ASAP. The area is growing so fast that it may be too late to help establish use by people rather than cars. It also needs to go to Olympia... our state's seat of government should be a priority. I'm sure you have a lot of unwanted comments, like mine, but you did ask.
PIERCE COUNTY	25 years is too long. People would use transit and rail more often if it extended from Olympia to Everett. Students, workers, tourists, and out state would benefit from this plan being completed max within the next ten years. With all do respect, many of our senior citizens will be deaceded by the original 25 year expectation.
PIERCE COUNTY	This plan will be outdated by the time it's built. The timeline is way too long
PIERCE COUNTY	If you want to eliminate congestion, you really need to bump up the timeline of the work on the Sounder between Olympia and Tacoma. The traffic on I-5 every morning heading north to Seattle is the worst I've ever seen. THAT is where the main priority should have been. NOT UW to Seattle!!
PIERCE COUNTY	First let me say I STRONGLY support mass transit and would use it far more often if getting to my destination on mass transit didn't triple or quadruple the time required to arrive. I grew up in the Boston area and enjoyed moving about quite easily on "The T". Portland OR seems to come closest to having figured out what good transit should look like. When I need to go to Seattle I try to be on the train or bus because the state of I-5 is horrid. I would love to take mass transit from Tacoma to Bellevue on my days working there, but the 42 mile trip would take 3.5 to 4 hours each way on the bus. I can do it in 1.5 to 3 hours each way on the motorcycle in the car pool lane. When we first started talking about the Sounder program I had REALLY hoped that in my lifetime I would be able to take some form of light rail from the Tacoma Dome to SeaTac Airport...alas, according to your current proposed time lines I am beginning to wonder if I shall live to see it.
PIERCE COUNTY	The timelines are way too slow, we need big changes much much faster. Traffic is abysmal and only going to get worse. Even if the cost is higher, the projects must be completed much faster than the glacial timelines proposed.
PIERCE COUNTY	Support the direct Sound Transit is going. Waiting 12-25 years for light rail service seems way too late as these services are needed now.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Pierce County

PIERCE COUNTY	The car congestion that exists along many of these routes is extreme during rush hour, and the timelines suggested for completion of any light rail (12-25 years) seems overly long and conservative. I would support a higher level of taxes to bring services online sooner and/or to tackle multiple phases of the project concurrently.
PIERCE COUNTY	Ballard to lake Union...OH PLEASE...take the bus. These little local piddly jobs are KILLING your area wide support. I would rather support getting Marysville to Tacoma/Olympia complete AS FAST AS POSSIBLE (not like our usual road projects in this state..more like the rebuilding of the Santa Monica Freeway in Los Angles following the Northridge EArthquake). Easing overall congestion and giving us a reasonable alternative to clogging the freeway with our cars will get the most bang for the buck. LOOK AT BART...it's basically a big X, not complicated. Marysville to Olympia first, then loop Lake Washington with a leg down the kent valley, Intersect them at Tukwila and Lynwood. Down the road perhaps link them across the lake and at Federal Way. My money stays home in Tacoma because I will do anything to avoid a leisure trip to Seattle, it just isn't worth it anymore. AND WHILE WE ARE AT IT...our traffic has gotten considerably worse since cell phones became plentiful. As a passenger I have seen at least 1/4 of drivers using a phone during trips to my doctor at UW Seattle. Cell phones have GPS and can detect motion.. If this is greater than 5 MPH cell phones should be irreversibly set to disable my the manufacturer except for emergency calls. No exceptions for passengers because it would then be abused by the drivers who don't seem to get the message. I predict this will have a major impact on fewer accidents, a leading cause of our congestion problems other than volume. Look at the traffic volumes and commute times during the spring break weeks April 2016. Do schools and a few people on vacation make that big of an impact on our traffic? Pretty Amazing! People on cell phones compensate for their lack of attention to driving by driving slower and leaving longer distances between cars...adds to congestion.
PIERCE COUNTY	Complete this as quick as possible. If there is any way to accelerate this work, do it.
PIERCE COUNTY	Complete projects as soon as possible! Thank you!
PIERCE COUNTY	There is an immediate need for more parking at rail stations. How can you even begin to expand rail without first taking into consideration where these people will park and/or catch ST bus service from? If I don't leave my house by 6:00 am, I am not going to be able to take the Sounder train in to work due to these obstacles. The one bus that services my option, is OVERPACKED each and every trip, sometimes even not being able to ride due to overcrowding. Parking at the rail stations should be #1 priority. We will even PAY TO PARK! Make money to put into expanding the service. Please hear our pleas.
PIERCE COUNTY	Timeline to south sound region should be completed sooner than purposed.
PIERCE COUNTY	Projects need to come online quicker, don't cut ST Express busses, more than station improvement for the Sounder - increased trips!!! Please a northbound train later than 8:10 - like 8:45am and 9:15am as well as later southbound 7:15pm or 8:15pm
PIERCE COUNTY	Parking at the Auburn transit station should be a huge priority because it was promised but never built.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Pierce County

PIERCE COUNTY	Is it possible to make the link project in Tacoma Pierce County of greater importance and completion since Pierce Transit cut many routes it limits one capability to maintain ones professional schedule with routes cuts as far as service of operations etc. I appreciate what Sound Transit is doing and hope the community whether they utilize the transit system or not will support it for the betterment of our community.
PIERCE COUNTY	The timeline for the South sound needs to be prioritized in order to serve the increasing number of citizens displaced by Seattle's exorbitant rent
PIERCE COUNTY	I "Somewhat support" the milestone plan as I do not think it is aggressive enough. I would "Strongly support" a shorter timeline for completion.
PIERCE COUNTY	Please work on getting lightrail to Tacoma as quickly as possible to connect us to the rest of the region. Tacoma is often the forgotten stepchild in transit decisions, and it's growth is being stifled by bad traffic and lack of transit options that go where we need it to. If you work in downtown Seattle there are good transit options from Tacoma, but there are pitifully few options if you work outside of downtown Seattle, which many of us do!
PIERCE COUNTY	For taking 17 years to get light rail from Tacoma to SEATAC and/or Seattle is neglect pure and simple. I will be retired by the time I could truly benefit for my work commute. I am extremely disappointed at the timeline for this project. It's needed now versus 17-25 years to complete. By then an even greater need for public transportation will be necessary.
PIERCE COUNTY	We need to connect Seattle and Tacoma with light rail. It should have been done years ago. Most of the traffic on the freeway is between these two cities. Tacoma is growing like crazy. They need to move the timeline up for this and make it the first priority rather than wait for 17 years when many of us will be dead. The traffic on I5 is not going to get any better. There are no more lanes to be added. It is the law of diminishing returns.
PIERCE COUNTY	The 17-year timeline to connect Tacoma is WAY TOO LONG!!!!!!
PIERCE COUNTY	Needs to be completed much sooner.....
PIERCE COUNTY	These dates are too far out to be relevant to today's commuting issues. Seriously, why does it take so long??? DC's Metro system did not take nearly this long. Granted, it's extension me have tAken years but not the starter system and that one awesomely connected many area together and has only improved thru years and expansion.
PIERCE COUNTY	Please stop making your primary focus on routes above Seattle (Focusing on North of Seattle, Ballard, Bellevue). You may not believe this, but many riders (who work in Seattle) live in Pierce and South King County.
PIERCE COUNTY	Because of the unreliable nature of our bus and rail system i rarely use our current plan. Not because i dont want to, but because i simple cant be delayed by our current systems lethargy. Every large city and well developed region in the world i have been too has an amazing public transit system. The public can rely on their system and because of it are able to rely less on personal vehicles that cause more pollution andtraffic issues. The puget sound region has massive traffic issues and very poor public transport. Our public transport is unreliable at best and is a thorn in our regions development. We need a dedicated rail just for quick moving commutor trains and considerably more bus in the region. Wait time for buses is horendous and the train hours are a complete joke. Investing in our regions transit system is vital to the growth of our region and should be made a priority, and expansion needs to move considerably faster as well.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Pierce County

PIERCE COUNTY	The timeframe is so long that the plan will be obsolete long before it is finished. You should focus on projects that can be completed in 5 years or less to deal with the congestion and travel problems of today. That would mean more buses in the near term.
PIERCE COUNTY	WHY IS IT out of every MOUTH its RAISE PROTERY TAXES!!!!!! WE are taxed to DEATH! Its making me want to move out of WA
PIERCE COUNTY	It needs to happen sooner than any 25 years. The sooner the better, build it people will come to use it and some of us that have no car would appreciate it.
PIERCE COUNTY	I trust that thinking is being done about opportunities to accelerate the schedule anywhere possible. Also, I'm hoping the commuter rail to Orting concept can be nailed down and added somehow to this project. That would be very forward-looking
PIERCE COUNTY	These are urgent needs, they may help 15 yrs down the road but we need solutions today.
PIERCE COUNTY	25 years is way too long-most of the people paying into this will not get to use it or see it and that seems unreasonable
PIERCE COUNTY	I struggle with the time estimate. Other cities have built similar projects in far less time.
PIERCE COUNTY	The ST3 draft plan needs to be done in half the time. E.g. light rail to Redmond and Federal Way should be complete within 6 years, light rail to West Seattle and Tacoma should be complete within 8 years. light rail from Federal Way to Tacoma should be built in parallel with the project to Federal Way.
PIERCE COUNTY	Tacoma needs service--and sooner.
PIERCE COUNTY	I believe that expanding the Light rails should be first priority. Getting the light rail to connect more major metropolitan areas (Tacoma to Seattle, and in between) will reduce an enormous amount of highway traffic.
PIERCE COUNTY	Hopefully a smoother, quicker way from Tacoma (where I live) to Everett (where my family lives).
PIERCE COUNTY	Charge a minimal fee for parking at the Tacoma Dome Station!
PIERCE COUNTY	Tacoma and the south sound population is primarily comprised of underrepresented adults working and commuting north. Please consider giving these projects more consideration in your timeline regarding the sounder and light rail projects.
PIERCE COUNTY	These light rail lines need to be completed quicker than 25 years even if it will cost a bit more to get it done.
PIERCE COUNTY	Please research all possibilities to complete Pierce County additions earlier than 17 years!!! Seattle is out pricing middle income folks and Pierce County can provide the housing and live-ability people need ...We need to be bumped up on the priority meter! We are no longer the smelly little sister, Seattle! We are an increasingly more diverse and liberal community that will support Pierce Transit if you would seriously consider us as important players in this fantastic and overdue transit expansion !! Thank you for the opportunity to comment.
PIERCE COUNTY	Tacoma needs light rail connection to SeaTac Airport asap, not 17 years from now.
PIERCE COUNTY	My biggest concern is placing the South Sound projects on the outer end of the timeline. If anything can be done to accelerate those projects, it would be helpful for prudent growth here in the South Sound.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Pierce County

PIERCE COUNTY	The Southbound Sounder Train is huge and parking at these stations is a premium anymore after 6:30 am. If additional parking needs could be met while the rest is brought online than it would make a huge world of difference.
PIERCE COUNTY	Commuter rail expansion should be moved forward and bus expansion moved back. Buses use fossil fuels and have less impact on decreasing air pollution.
PIERCE COUNTY	You need to move up the target dates for completion of projects go with light rail get folks out of there cars buses must fight with cars for are limited access. Are freeways are all crowded and with the growing population no room for freeway expansion. And at a high cost. Light rail and sound trains less gas and cleaner air. People love the trains just look at your current expansion numbers now is the time get going. Less freeways more beautiful Washington!!!
PIERCE COUNTY	Build them now while you still can. The cost will only go up. This all should've been done 25 years ago, so let's get it done now.
PIERCE COUNTY	These plans are way too expensive, much too long and far too Seattle-centric.
PIERCE COUNTY	This project is ridiculous. The number of people who use Mass transit is miniscule. The People of Washington state have rejected tax increases to pay for these types of projects over and over, when will you listen??! Eastern Washingtonians shouldn't have to pay for Seattles messes & western Washingtonians should be able to opt out. We will continue to fight expensive projects that only seek to satisfy government ambitions
PIERCE COUNTY	It feels like the Pierce county contributions have funded a lot more density of projects up north while we still wait in Pierce county for things to connect. 17 years seems way to long to finally get Tacoma link finished!
PIERCE COUNTY	I strongly oppose a system that uses 19th century technology to solve 21st century problems. Trains/light rail once installed are there for good or if you want to support the construction trade unions, you tear them up and move them. Oh, since sound transit has not met their completion time goals for most if not all of their projects, I doubt that the proposed budget and timelines will ever be met. Please quit wasting my tax dollars.
PIERCE COUNTY	Federal way to Tacoma Dome light rail expansion should be highest priority.
PIERCE COUNTY	Need good transit solutions extending to Olympia  Solutions need to help alleviate or go around the terrible bottlenecks on i5 between Olympia ans Tacoma and north and south of downtown Seattle  Though I love the idea of light rail extending into Tacoma to the TCC, I wonder about south Tacoma. Is it underserved by this plan!
PIERCE COUNTY	tax the home builders and companies that are adding to the need for additional transit - they are the ones that are causing the increased need
PIERCE COUNTY	Need to move light rail to Tacoma up in the priority

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Pierce County

PIERCE COUNTY	In my opinion bus lines should be a sub heading and concentrated all efforts on light rail. This state failed when light rail and commuting was not taken seriously in the 60's. Starting with the monorail. This state should have been the model of rapid transit for the country. It should have been expanded in the 60's along with the BART system. Pouring state and federal money and other corporate investors that would prosper from from it into light rail projects. This state should be throwing all it has into electric train transportation and forcing the hand of the ever so greedy PSE to invest in the future of this State.
PIERCE COUNTY	With housing prices increasing so drastically in Seattle, people are being driven outside of the city. A dedicated track between Lynnwood to Seattle and Everett to Seattle should be an urgent priority.
PIERCE COUNTY	Your plan is already behind in supporting the current volumes in the major Puget Sound area, and the forecasted plans will most likely not meet the needs by the time they reach completion. I Suggest that your staff use the various methods of the current transit system for a week or more to better grasp what you're up against and to revise the planning to meet most impacting needs of our current daily commuters in the region.
PIERCE COUNTY	Light rail from Tacoma to the airport needs to be completed as soon as possible.
PIERCE COUNTY	ST3 continues the efforts of Sound Transit to ignore the changing communities that require public transportation. Rather than extending light rail (in Tacoma) to areas economically disadvantaged groups are residing or trending to reside, Sound Transit continues to place services in areas of the community that are gentrifying and can afford to pay for their commute. The Light Rail expansion to Tacoma is a perfect example of this.
PIERCE COUNTY	I only wish this could be done faster - even if it was more expensive!!
PIERCE COUNTY	Any way to make this happen faster? The transit system needs to stay ahead of the rapid population growth in the region.
PIERCE COUNTY	I wish the ST3 plan projects could be completed on a shorter timeline, especially the Tacoma light rail phase. I realize the Seattle-Everett phase is important too. Support for funding is important and \$200 per year is okay. But I think the sales tax should not be used for ST3 plan. Washington sales tax is already one of the highest in the country. 10% (Pierce County) would be too high and would be unreasonable. Increase the use taxes, excise and fuel tax, as well as other transportation funding sources.
PIERCE COUNTY	The News Tribune published the passenger loads for the various projects. The two projects that get light rail to Tacoma would, by far, have the highest ridership, in some cases 40 times the lower estimated expansions that are scheduled for earlier completion. That being the case, the light rail expansion to Tacoma should take precedence. I also believe that the less expensive route option should chosen, unless there is some good reason that has not been publicized. My cool support or opposition is based on the timing of the projects and some of the options for bus use.
PIERCE COUNTY	this should be a schedule of needs in the future, not current popularity and numbers of votes...

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Pierce County

PIERCE COUNTY	Improvements on light rail to Tacoma & West Seattle should take priority over the Bellevue project. Bellevue may be economically/capitalistically important, but commuters from Tacoma are the ones who cannot afford to lose the time & money that a lacking commuter transit system will cost them in the 17 years they are waiting. Do you want to make the rich richer and punish the lower classes? Make commuters from farther and less well-off areas a priority, it's the ethical thing to do if they are going to be paying \$17 a month anyway. Thank you.
PIERCE COUNTY	Suggest higher prioritize toon along the North South corridor to alleviate strangling traffic congestion. Lateral connections could feed later if n-s is accessible, fast and parking is there.
PIERCE COUNTY	I am a Seasonal Employee for the Washington State Fair and Our Seattle Mariners, I use ST594 during the Mariners Home Stands. If possible, expand ST578 from Puyallup to allow fans of all the Sports Venues as not all fans are close to Tacoma.
PIERCE COUNTY	Why should we pay for a career timeframe for Sound Transit employees to complete these projects. Why not use the money to hire contractors to complete the work, all the work, all the planning, etc.?
PIERCE COUNTY	Projects completed in 8-25 years? ARE YOU KIDDING ME? I would be more supportive if shorten the timeline considerably. This is typical of ST projects. You always undercommitt and your prjoect timelines are so far out whack that by the time you finish, the solution will no longer be valid. IMplement and IMPLEMENT NOW. Not 25 years from now.
PIERCE COUNTY	I don't think this timeline is acceptable. It only took seven years to get to the moon, yet somehow it takes 17 years to build a light rail line from Seatac to Tacoma? For that kind of money, it should be happening much faster. In Portland, their west side Max project from downtown to Hillsboro only took five years and that involved tunneling under the west hills.
PIERCE COUNTY	Strongly oppose question 12 because I think that the proposed timeline is too long, that mass transit needs a much faster timeline.
PIERCE COUNTY	Light rail should be a priority.
PIERCE COUNTY	This is the most expensive project for transit in the world. Cities/regions with more treacherous terrain have better transit and rail systems than us. The transit system in its current state serves fewer people than it could. Offer more rail options at greater frequency and extended hours and more people would use it. You are limiting possibilities by only having rail available for the current riders. Poor planning and poor design, exorbitant taxes and nothing to show for it.
PIERCE COUNTY	Tacoma light rail should be first project on the lisst.
PIERCE COUNTY	I only indicated 'somewhat support ' in the question above, because of the extended timeline - I would support it more if it was moving faster. I wish we could put more priority on expanding reliable mass transit, and less priority on horrible highway messes like the current tangle of I-5 near Tacoma.
PIERCE COUNTY	Get it going faster! Tacoma needs help- i need options to i5 at rush hour coming home from seattle
PIERCE COUNTY	South Sound Transit projects should be moved to the front of the list traffic is a nightmare getting from Tacoma to Seattle everyday
PIERCE COUNTY	get it done sooner and encourage businesses to adopt more work at home projects.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Pierce County

PIERCE COUNTY	Too long!! I will be retired and probably out of area by then.
PIERCE COUNTY	Connecting Tacoma to Seattle should be a priority. Having an inter- county connection would be very beneficial and connect more areas than improving within Seattle or king county in general. Tacoma first!
PIERCE COUNTY	<p>Over the past 20 years, Washington State and local political leadership have not led and have lost the confidence of the public with poor management of voter approved projects and funds and poor communication of project status. Much valuable time has been lost for our region in producing critical public transportation infrastructure while the population has grown and continues and our rankings for worst traffic congestion continue.</p> <p>The ST3 plan is a modest move in the right direction. However, it is extremely important to have a comprehensive public transportation system that links services together throughout the region. The plans for the South Puget Sound commuters seems too low on the priority list proportional to the growth and congestion along the I-167 corridor to/from the airport and Seattle and I-5 Tacoma linking to light rail through the airport and Seattle.</p> <p>Listen to our comments, plan accordingly, act expeditiously and lead with integrity and you will have our support.</p> <p>[initials]</p>
PIERCE COUNTY	ST should find numerous opportunities to deliver the program 5 - 8 years sooner through faster permitting, design and finding partners to bond more revenue sooner. ST needs to more clearly define the Sounder Commuter Rail improvements and enhancements. The South Sound needs much more frequent Commuter rail during rush hours and to expand the span of service in both directions throughout the day and late in to the day. ST Express bus service is a very important and popular service and serves a distinctly different customer than light rail and should be continued even after light rail is built out. Tacoma has been waiting a long time fore light rail service. Before other communities get multiple lines connected to central link, Tacoma should get one line connected to Central Link. Thank you. Please figure out how to deliver the program much sooner.
PIERCE COUNTY	We are so far behind the ball when it comes to the population growth and need for Transit in the region. Any and all efforts to approve and move faster must be put forward.
PIERCE COUNTY	25 years is a prison sentence. Way too long and the voters are smart enough to kill this.
PIERCE COUNTY	Too little too late for Tacoma. With no light rail extension from Tacoma to Sea-Tac airport, I would urge the South Sound to get out of regional transit.
PIERCE COUNTY	I think you can complete all of this much sooner. If you need to raise the cost a bit to do so, you should. This is long overdue and we shouldn't be voting on something that is going to take 25 more years. Completed in 10 years is more like it. I should be able to take the light rail from Tacoma to the airport next year, not 17! Do it NOW.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Pierce County

PIERCE COUNTY	<p>The time lines are way too slow. Do it in a quarter or less time.</p> <p>The A bomb was done in less than this.</p> <p>The interstate highway took far less.</p> <p>WW2 was only 4-5 years!</p> <p>WAY TOO long time frames!</p> <p>,</p> <p>,</p>
PIERCE COUNTY	<p>We need this NOW. 25 years is far too long. We need a state income tax or we will never fund two of our most hurting, and most necessary systems: education and transportation. We cannot wait 25 years. It is too expensive to live close to jobs in Seattle but am I really supposed to wait until retirement age to be able to get there using a reliably public transit method? The issue is not construction time, but if we are allowed to borrow this much money at one time. WE HAVE TO.</p>
PIERCE COUNTY	<p>I would be willing to pay more to make these projects happen faster.</p>
PIERCE COUNTY	<p>I understand the reasoning behind the timeline, but Sound Transit and light rail in general were being talked about when I was in high school. 16 Years later and we've just finally opened Cap Hill to U-District.</p> <p>It'll have been 30 years since I graduated high school by the time light rail to Tacoma is finished - and that's assuming it's completed on time.</p> <p>I won't vote NO against this. Or, I'd like to not have to, but the time frame is awful. I want to be able to ride light rail as part of my commute before I retire. As it stands now, a majority of the people who commute to and from Seattle in and out of the South Sound have almost no options besides driving or taking the bus. The Sounder's hours are too limited. I get off work at 5 and it's struggle to make it from Fremont to the King Street station before the last train departs.</p>
PIERCE COUNTY	<p>Focus on communities that carry workers into Seattle. We all know the cost of living in Seattle is pushing people out of the city and into areas like Tacoma and Lynnwood- focus on getting those workers into the city!</p>
PIERCE COUNTY	<p>The timelines seem a little long, we clearly need better transit options now.</p>
PIERCE COUNTY	<p>Fed up with continued delays in light rail to Tacoma! Cannot support this delay again!!! No!!!!</p>
PIERCE COUNTY	<p>I work for the government and can certainly understand why this will take 25 years. But really, 25 years is hard to grasp. You want me to pay taxes on something I'll never benefit from even if I did have a job where my commute was more than 8 miles. You need more public outreach. Especially to those of us who won't benefit. It would also be nice if Tacoma would start attracting employers down this way instead of pushing them north.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Pierce County

PIERCE COUNTY	This project is not cost effective. All suggestions would be acceptable if the cost were much much less. As much as the projected costs are they usually cost much more and nobody is held accountable... how about the people making these proposals loosing their pensions to pay cost over runs? I will loose my pension if this goes through as a landlord in Tacoma I will be spending \$10,000 more per year every year to pay for this. Why can't you build a system that pays for itself. Until these costs can be controlled and the planners will forfeit their pensions and other assets as I will be asked to do just table this idea. The operators are incompetent...Ever hear of Big Bertha?
PIERCE COUNTY	25 years is too long for this to be completed. Most of the people paying on it now will never get to use it as they will be retired by then. While we desperately need better transportation with parking (Sumner station is TERRIBLE!), taking this long doesn't seem like the answer as well. I think a shorter timeline is needed for this type of project.
PIERCE COUNTY	Takes too long, you should have planned this in the seventies. There is a market crash coming so the region won't be able to support the cost.
PIERCE COUNTY	Making us wait for 25 years? What have we BEEN paying into?
PIERCE COUNTY	17 years to complete light rail to Tacoma seems way too long. Development is happening very quickly and the transit options are needed sooner to ease congestion and promote efficient, equitable and sustainable business growth.
PIERCE COUNTY	This proposal is about 40 years too late as it is - is there any way to move up the timeline so we're not waiting another 25 years for the project to be completed?
PIERCE COUNTY	Timelines need to be shorter. These improvements are needed, but how relevant will they be in 25 years? We will need even more by then. We need to move quicker and work with existing tax dollars. We spend too much money in other areas and I don't appreciate that taxing us more is always the solution when our representatives do not do a good job with the money they already have.
PIERCE COUNTY	25 year time estimates for light rail to Tacoma/Everett is a disappointment... However it is better than the alternative of never building these transit capabilities. Please work towards shortening the time frames for rail delivery throughout the Puget sound since it will ultimately have the greatest impact upon regional traffic.
PIERCE COUNTY	The timetable is too far into the future--these projects should have been started years ago, not years from now! ST should use its fund-raising authority to leverage up-front financing: for example, issue Transit Bonds (or "War On Traffic" Bonds) to finance more projects faster.
PIERCE COUNTY	We need this enhancement sooner than within 25 years. I'd like to see the timeline shortened to no more than 15 years.
PIERCE COUNTY	The sooner we have a regional metro-type light rail the better. Commutes are already long enough to seriously impact productivity and the environment and getting worse every year.
PIERCE COUNTY	Timeline should be accelerated!
PIERCE COUNTY	if you are spending so much money why is it going to take so long? why can't you use the taxes already designated for sound transit to build these projects? how can those of us who use the service daily but are not taxed on it due to us living too far out help to pay for it?

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Pierce County

PIERCE COUNTY	A 25 year plan makes the plan seem so far fetched as to not be viable. Voters would be more inclined to support if your timeline was halved. A 12-15 year timeline would be more readily supported.
PIERCE COUNTY	Speed up the timelines. We need this now.
PIERCE COUNTY	The timeline is too long! I realize money is probably the main issue, but there must be some way to prioritize building more faster while interest rates are low.
PIERCE COUNTY	Would actually support paying significantly more to install light rail more pervasively and faster than what is currently proposed. Driving in Tacoma / Seattle (including bus options) will only get worse as population continues to grow.
PIERCE COUNTY	Why will it take so long??
PIERCE COUNTY	Don't use property taxes. Underfunded schools already need those dollars. Focus on high traffic areas with express service.  Tacoma to Seattle and Eastside to Seattle should be the priority.
PIERCE COUNTY	This plan is amazing, but should have been done years ago. The idea of waiting 25 years to have our traffic concerns in our state improved upon is ridiculous. We need a plan that addresses these plans in a more timely manner. So many of our road projects that have been or are currently being worked on do not finish with meeting traffic needs, they seem to be a band aid to our huge traffic problems. Lets focus on getting these improvements done in a more timely fashion so real effect can be seen.
PIERCE COUNTY	The timeline is ridiculous! These projects need to nearing completion right now! How are we only thinking about these things now and solving them decades later? The gridlock this area sees is not new so why are fixing yesterday's problems way down the road? We as a region are embarrassingly behind on this!!! For such a "Green" area, we sure are archaic when it comes to mass transit!! If the systems were in place and they were clean, safe, and efficient, I think we could almost eliminate I-5 and the disaster of a gridlock it experiences multiple times a day. It's wasting a ton of taxpayer money to run (wsdot, WSP, etc), maintain, and try to fix.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Pierce County

PIERCE COUNTY	<p>As I see it, it all comes down to how the project is presented. I suggest a program on public TV stations first, detailing what this "TS3" is, so people start to think about it. Then identify the spots that are most congested, in short commercials explain how TS3 can solve the problems. Explain how much the traffic jams are casting the average person in time and money and how TS3 will make it all easier and more convenient for all. (Perhaps a fun trip from Issaquah to the waterfront in Seattle.) For the Bus riders- Buses that will be there, every day and will get you to your work or appointments-ON TIME, without taking up the whole day. ( Here in Tacoma, this is a big thing- busses take forever to get places one needs to go.) Keep fares low, people of low income tend to ride public transportation, Students, low income, people without cars. It needs to be able to replace car for the daily commuter, seniors, and disabled people. But bring it out in a way people will love TS3, want it and desire it, like a new car or video game. Show its ease, comfort, and reliability, as a daily thing, a fun thing, a needed thing, and safe thing.</p> <p>P.S. What about earth-quake safe?</p>
PIERCE COUNTY	<p>Issaquah should be a higher priority in the timeline as it and the more outlying areas it serves are growing</p>
PIERCE COUNTY	<p>this is a joke. you are seriously talking about taking the time to skip a generations worth of commuters to finish? you are talking 25 years from today. The solutions need to be implemented more rapidly. You need to push the imminent domain pieces and force this. We spent 10 years and 5 votes on the viaduct replacement-- and wasted 10 years with another 5 years of construction.</p> <p>I dont understand how you haven't pushed for another light rail across the 520 (or how that was not an integral part of the construction). I am ok with the costs- I am in the area and need to pay for use- but the timeline for this is crazy. We are looking at, in 25 years, another modality of transport- which we will have the modalities of yester year only then coming on line.</p> <p>im a simple man- run the trains north south from lakewood to everett- run one on the east side thru renton, bellevue and up north. Run the other thru Seattle. Run 2 lines east west - one across 520 and one across 90. Run the one our to issaquah (you can pull in the folks out there that want to commute). If you run the combo of high speed and light rail, and treat this like Portland- where you have integrated rail/bus systems that go out to their neighborhoods, then its a better plan. Look at Denver and what they did. Look at Toronto and how they have run their trains out to their outermost suburbs.</p> <p>Please- if we are going to invest 50B and 25 years- get what we want- and what is scalable - not a cobbling together of what we have, what we have failed to do, and what a complicated mess of this and that will do.</p>
PIERCE COUNTY	<p>I'd pay double or triple the tax to get light rail expansions to Tacoma, Everett, and Bellevue in half the proposed time. 17 years to Tacoma is unacceptable and i will vote no solely based on your proposed time lines.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Pierce County

PIERCE COUNTY	In the last 18 months I have travelled the i5 corridor from Tacoma up through Marysville and am astonished in just that period of time how much worse traffic has gotten. I feel that this plan is too long and drawn out to make the immediate improvements that need to happen to keep our communities growing and thriving.
PIERCE COUNTY	I simply do not trust Sound Transit. The agency has lied about cost projections, completion timelines, randomly reset project schedules and budgets, etc. I have -zero- confidence that Sound Transit would deliver a fraction of what is listed in ST3 within the egregious proposed budget, nor the given timeline. The high cost and limitations of light rail is foolish. The \$17 a month cost projection is a joke! Our family would pay an additional \$800 a year in car tabs alone. For the money wasted on Sound Transit projects to date, this region could have the nations most robust and ambitious public bus system that could have been free to all users (by far the best incentive for people to give up using their cars) for a fraction for what has been wasted on light rail. The ST3 taxes are structured to carry on in perpetuity. My vote is a resounding "No", and as the family patriarch, Sound Transit can count on five (5) "No" votes from our immediate family, and another 35+ "No" votes from our extended family living within the ST3 catchment area..
PIERCE COUNTY	Takes to long, we need to get rid of people in the state.
PIERCE COUNTY	I strongly support Sound Transit and most of the ideas proposed in this survey. However, these changes need to happen a lot sooner than 12-20 years from now????!!!! Traffic is absolutely horrible here and has been for so long. I support change now. Not 20 years from now, please stop delaying what is absolutely necessary.
PIERCE COUNTY	I support an accelerated timeline with higher taxes.
PIERCE COUNTY	i would happily pay more to have the projects completed significantly sooner.
PIERCE COUNTY	The timelines are far out in the future for completion. In the meantime additional buses may help.
PIERCE COUNTY	Light rail to Tacoma needs to be done yesterday!
PIERCE COUNTY	1. South Sounder needs more help now, not in the future. More trains and parking, especially in Puyallup. 2. Need to allow shoulder HOV lanes now between Tacoma and Olympia during rush hours.
PIERCE COUNTY	I think you will find more regional support if the timelines for light rail are accelerated. However, in order to keep adding commuter trains to service the South Puget Sound, more parking is critical as parking at Auburn station is non-existent after the third train (sometimes prior to the third train). The city of Auburn is rapidly growing and there are no other parking options for train users. Many riders would like to take later trains but do not have parking options. The construction of another parking facility will alleviate this issue in the long term but will most likely create additional parking issues short term due to the placement of the garage in the existing parking lot as well as construction workers parking at the station. There are no shuttle services offered other than to/from Lakeland Hills.
PIERCE COUNTY	As a 56 year old and retiring in 4.5 yrs, I feel strange taking this survey that discusses completion of projects in 25 years. I will be 81, if it is in God's plan for me to live that long, and even if I lived, I would simply be too old to travel that way. Are you telling me that I will have to pay for a benefit that I will not be here to get any benefit out of? HMMMM??? Maybe, if I get some Great Grandchildren. HMMMM??

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Pierce County

PIERCE COUNTY	I feel your timeliness are way to spread out. I say this not just because I will be retired when you finally complete this project, but because I fear you're either underestimate the growth in the region. It took 8 years after President Kennedys speech to put a man on the moon. Completing these projects will take more time? Really? We?
PIERCE COUNTY	Any possible way of finishing the work faster should be explored, could include changes to laws, preplanning, alternate funding mechanisms (employer tax), etc.
PIERCE COUNTY	You have been collecting tax dollars from citizens for years. You haven't been able to add extended rail service in the region for almost 20 years. Perhaps you should re-consider how you spend the taxes that you are collecting from the citizens of Washington State. Stop spending money to acquire property at premium prices. Put light rail along the highway right of way system.
PIERCE COUNTY	I wish all this were happening faster, and my interests are more focused south than east. But I strongly support Sound Transit.  I have become a big fan of buses!
PIERCE COUNTY	We need improvements to the train commute between Seattle and Lakewood right now. The south train stations need to accommodate longer trains. We need more parking at Sumner or better bus connections between the Bonney Lake park and ride and the Sumner train station right now. We need better bus connections between the Bonney Lake park and ride and the Sumner train station all day (non-rush hour could be a shuttle bus) to support people who need to get back home outside of what is considered typical commute hours.
PIERCE COUNTY	Focus first on what moves the most amount of people in the shortest amount of time
PIERCE COUNTY	I believe Tacoma represents more of a priority than the Seattle centric plan proposed. Not only does Tacoma represent a large transit population that should be served more quickly and significantly by ST, I believe ST expansion into Tacoma and the South Sound has been in the past (and will be) a significant catalyst for regional economic development.
PIERCE COUNTY	I'm 72 and live in Orting, I'll probably be dead before any improvements happen in my area but I would highly support increased parking at the Sumner Station so I can enjoy the Sounder.
PIERCE COUNTY	Wasn't all this supposed to have been finished by 2005? I distinctly remember voting on it in 1995.  While I am exceedingly supportive of improved mass transit, I am less than thrilled with the poor showing RTA has had in the last twenty years.
PIERCE COUNTY	I strongly do not support bus systems. I support a rail system. I can not see a projected \$200 per person per year increase. I don't even use the system.
PIERCE COUNTY	The time line is way to long. Eight years to get buses from Lynnwood to Renton is way too long. Two years is what is needed. The bus stops are already on I-405. Just buy the buses and start the service. The Great Grand Children of the planners of ST1 will never see the completion of ST3.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Pierce County

PIERCE COUNTY	This is a boondoggle. Government corruption at its finest. I have already paid thousands into SoundTransit and have never used it. Taxation without representation. Interesting too how most of the projects are in the King and Snohomish areas, and they pay as much as we do in Pierce County.
PIERCE COUNTY	I am not as familiar with King County transit, but my experience has been that it's a lot easier to get around Seattle by mass transit than it is Tacoma or Pierce County. I would like to see improvements in Pierce County take priority over King County, as I believe the need is greater. I would prefer to ride the bus/walk/cycle in Tacoma but it is nearly impossible to get where I need to go. And the experience of using transit in Pierce County has been consistently negative, I avoid it as much as possible (rude drivers, no instructions for placing bike on bus, driving taking off before you can get your bike, etc.)
PIERCE COUNTY	I hope these projects can be completed as speedily as possible to enhance our region and make travel more fluid in all areas of the region. I use transit daily, mostly local and express bus service, but I would use light rail, BRT, and Sounder if I could easily navigate the system from one mode to the others. I'll be retired within the next 10 years, so the prospect of an improved system at a time when I need to give up driving is very favorable to me. I consider most of the projects very urgent because we, as a society in America, have rejected reasonable investments in infrastructure and public transportation beyond our ability to easily catch up and still be fairly cost effective. Some projects I'm unfamiliar with and won't voice an opinion about their urgency. I hope attention is given to south of King County, though.
PIERCE COUNTY	While I strongly support the expansion of regional transit infrastructure, and I feel that the proposed projects are wise and have been carefully considered, I also feel that the proposed project delivery dates are excessively long. I feel that adequate regional transit is a need, not a luxury, much like other municipal services (water, sewer, solid waste, etc.). In light of the current problems associated with excessive vehicle traffic on the region's roadways, coupled with the projected population growth over the next 25 years, there is an urgent need for project delivery sooner rather than later.
PIERCE COUNTY	I wish this could be completed quicker. I personally, would be willing to pay for for a quicker turnaround.
PIERCE COUNTY	Ballard and Tacoma light rail projects need to be moved up. More Sounder service is also crucial.
PIERCE COUNTY	The original commitment upon which Sound Transit was created, and which was again confirmed through the passage of ST2, was to construct a mass transit "spine" extending north-south from Everett to Seattle to Tacoma and east-west from Seattle to Bellevue and Redmond. When it comes to the timing of projects for ST3, meeting that original vision of interconnecting the major metropolitan centers of the Puget Sound area should be paramount. Sound Transit is a regional service provider and its regional service should be the primary focus. For example, light rail connections to Tacoma and Everett and Redmond should absolutely be prioritized over intra-city light rail connections such as those proposed to Ballard and West Seattle.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Pierce County

PIERCE COUNTY	Things need to happen faster. Improvements to buses won't matter at all if we can't get cars off the road. Economic growth is hampered by single-occupancy vehicles clogging I-5 every day. Finally, the private businesses that are exploding development in the Seattle-King County area need to pay a lot more toward these improvements, so the public money can go toward areas of the Puget Sound region that are paying the price for that exploding development. The Boeing workers are getting hosed getting to work because the tech giants are hiring tons of people who can't afford to live in Seattle.
PIERCE COUNTY	Sooner!
PIERCE COUNTY	Why is Tacoma/Pierce County always an afterthought? Moreover, waiting 17 years for a light rail to Tacoma from King County seems like too long of a wait.
PIERCE COUNTY	Ballard light rail needs to move up the priority list!
PIERCE COUNTY	The light rail connecting Tacoma to Federal Way and beyond is vital. Tacoma always seems to be passed over in regional transit plans and the time is now to link Tacoma with areas north and stop the crazy traffic nightmare.
PIERCE COUNTY	Tacoma has taken a back seat long enough. Push the Tacoma link to the airport up the priority list.
PIERCE COUNTY	The time line is ridiculous. With the current administration running the project it will never get done. example SR167. There is so much politics involved. The majority of the people aren't dumb. Washington state is the laughing stock of the nation when it comes to the politics. There is no time line on completion of the cost to the tax payer. Your already 10 years to late with the project. The tax burden will drive out what ever industry we have.
PIERCE COUNTY	I am in favor of as much public transportation as possible in all areas and access for all people. I wish it were possible to reduce the timelines as this is such a vital and important infrastructure project especially with the present and future increasing population. At my age I may not personally benefit from the public transit extensions in my area, but I want this in place for everyone. I have appreciated the mass transit in Chicago, San Francisco and Boston, and wish for this sort of system to be available for the people in our area. Thank you for any and all improvements that can be made.
PIERCE COUNTY	Please focus your efforts more in Tacoma light rail and linking Tacoma to seattle by light rail. PLEASE.
PIERCE COUNTY	2 points, It sure seems like a long time to get it done, and in the past seattle north has had the lions share of money/projects. Just drive 1-5 or 405 north and see how many lanes, the condition of the roads etc. Now look at 1-5 south, you can barely drive on it as it is falling apart, 167 is a mess etc. I know that is not related to light rail, but consider the distribution of projects and the need, I believe the south end has a greater need. Just my 0.02
PIERCE COUNTY	I understand these things take time to build and funding isn't available all at once but it seems that these timelines are extremely long. I'll be retired before most of the projects come into being and possibly dead in the next 25 years. Short term improvements, LIKE PARKING, would be appreciated.
PIERCE COUNTY	Should be reordered to prioritize extension of light rail to Tacoma/West Seattle.
PIERCE COUNTY	I wish that the light rail to Tacoma could be accomplished more quickly than 17 years.
PIERCE COUNTY	They have not stuck to timeline that they already had with the other 2 ballots in the past.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Pierce County

PIERCE COUNTY	I really wish the proposed light rail south from the airport was going down HWy-99 instead of parallel to I-5. So one could get of the train to shop, dine etc. then get back on to continue home. It seems we are still creating a system that required you car to get to the transit centers insteado f the transit being central to where people live, shop, work. That brings more congestion to the access roads to I-5.
PIERCE COUNTY	25+ years to complete the projects, give me a break! All time given would allow for cost over runs(look at your history!) and delays. Think of the inflation that you have to deal with. Now if you are going to complete ALL the projects in a 5 year window, you would get my vote, but sofar you do not have my vote. Just think I am 61 years old, I may never get a chance to pick up the Light Rail in Federal Way, I might be dead by then. Just build it and get it done SOON.
PIERCE COUNTY	Let's get it done quicker, especially light rail from Ballard downtown and all transit improvements in Pierce County.
PIERCE COUNTY	Thank you for the good work; please move ahead! If only we'd taken action when the topic first came up--built a spine from north to south and then worked on side projects from there--we'd have spent far less and be nearly complete, with more efficient travel across the region. (But you know this.) Thanks again.
PIERCE COUNTY	Projects should be moved faster, particularly connections south of Seattle to Tacoma. I would support a more aggressive tax structure to make this happen.
PIERCE COUNTY	All of this is needed but the timeline is entirely too long
PIERCE COUNTY	It takes too long to get to regions outside of Seattle. Extension to Tacoma takes too long.
PIERCE COUNTY	Sound transit has wasted tax dollars since its inception. The timeline is to long and the costs will surely skyrocket.
PIERCE COUNTY	Any way you can speed up the light rail projects?
PIERCE COUNTY	This plan takes to long to get light rail to tacoma. This should have been done in ST1.
PIERCE COUNTY	I strongly support this development and would only advocate for the new light rail connecting Tacoma/Lakewood/JBLM to happen sooner and for greater financial incentives to be developed through employers to encourage more residents to use public transit. This may include the addition of buses shuttles from train stations to nearby employers (for example, I would need transport from the Lakewood Sounder station to American Lake VA).
PIERCE COUNTY	Should be completed sooner.
PIERCE COUNTY	Sooner rather than later
PIERCE COUNTY	Please do it faster!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Pierce County

PIERCE COUNTY	I'm frustrated with the costs and timeline of this proposal. I live in North Tacoma and rarely use public transit, but I recognize the economic and practical benefits of a well built, regional transit network. I have no information on traffic flows, volumes, etc, but I question why I should pay even more for King County residents to have an easier commute? The proposed south sound projects are years away and I'm not sure, given their high costs, that they would ultimately be of value to our community. I'm also perpetually unhappy with the high costs of these projects. We all pay a lot in taxes already...will it ever be enough? In summary, I'm not supportive because these projects don't seem very beneficial to my community, are expensive and will take a very long time to offer improved service to the south sound. Maybe a smaller proposal which identifies the specific need for individual projects and delivers projects on a tangible timeline. Tacoma residents would like our transportation taxes to benefit our neighborhoods, but ST is usually perceived as taxing us in order to subsidize King County traffic problems.
PIERCE COUNTY	since the Puget sound region is already behind the ball, a 25 year timeline is completely wrong. 24/7 is the need, these projects need to be completed in 10 years or less.
PIERCE COUNTY	Wish it could be done sooner
PIERCE COUNTY	It seems to me that there really has been no planning to this "plan". By the time you get to 8 years down the road, your plan will already be so obsolete as to be ridiculous! It seems as though the "plan" is a shot in the dark and hope something works out! The needs are now! Why would we give you more money for a plan that will not solve the problems! We are already 20 years behind in mass transit options! Whoever is doing the "planning" needs to rethink where they are getting their information. There is no trust in your plan because it is easy to see that it is not even close to sufficient.
PIERCE COUNTY	I think people really want results sooner and are willing to pay more so that we see these improvements in our lifetimes. Find ways to Speed up Timelines.
PIERCE COUNTY	Light rail transportation between Tacoma and parts of seattle should be given priority (less than 17 years) considering a greater amount of people travel between those areas for business and leisure than some of the smaller communities further away from the i5 corridor. Another reason to prioritize light rail development near i5 is to reduce the congestion that hasn't seen any measurable improvement over my entire lifetime.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Out of District

Subarea	Additional Feedback - Comment(s) about project completion timelines
Out of District	Way to long of a build out, needs to be done more quickly, without planning and red tape taking 10+ years before seeing any product! Agree we need to do something, but I will be dead before I see any results of our money....
Out of District	I believe this type of system should have been completed years ago. But with the ways the voters acted in the 90's it did not. As a resident of Seattle in his mid 20's I believe that we should be aiming for a faster than 25 years end completion date. of course there are certain factors that would delay this but it should be the top of this county's priorities. Regardless of the timeline I will vote yes on the ST3 package for future generations. For the Ballard line please use a different system than "At-grade".
Out of District	Everett should not be 25 years out. Finish Everett sooner!
Out of District	Paying \$10,000 and waiting 25 years to see any major improvements in Snohomish county is too long. I will be in the later portion of my career by the time it is completed. I am a major supporter of Light Rail, but will have to vote no and encourage others to do the same unless the timeline is significantly reduced. There is no need for 10 years of design and environmental impact studies and municipal bonds exists for this very purpose.
Out of District	This is a complete mess. Ballard in 2038 and at-grade? Are you joking? Paine Field? Does anyone really believe that Boeing will still be a major employer in WA in 20 years?
Out of District	The goals are great, the timelines are not. I had planned to use the ST from Mukilteo to Seattle daily. It took 6 years after I was no longer traveling that route for it to be available. The plans should be implemented much more rapidly than ST3 calls for. 25 years? A young person voting now is looking at a benefit after they retire. How is that going to motivate anyone toward a system that is desperately needed?
Out of District	Ballard light rail should be a priority and should be completed faster than 22 years from now. Also, I believe that the Seattle Subway proposal of light rail to replace the current Metro Route 8 on Denny Way should be considered. I'm also strongly supportive of having the light rail be grade-separated, and believe that wherever possible, this should be the default setting for how light rail will be implemented.
Out of District	I would like to see the Lynnwood-Everett phase of light rail sped up, especially because of Paine Field's upgrade as a commercial airport.
Out of District	Ballard is fast becoming a commuter hub for the young, who have just begun in the workforce. These are the people who will most rapidly accept and use public transportation when an acceptable system becomes available to them. You should fasttrack the Ballard-Downtown project and capture these young professionals. Once they start buying cars it will be harder to get them into public transit.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Out of District

Out of District	<p>I think that an integrated transportation solution will need to include inter-regional traffic measures to enable products and freight and travelers to get through and beyond the Puget Sound area from other areas. The transit measures adopted by Sound Transit should not eliminate the need for some folks to rely on non-transit forms of transportation for some errands and other needs. I strongly support alternatives to car transportation but do not see the practicality of eliminating it entirely and it is unrealistic. The goal should be to provide options.</p> <p>This said, all of these projects proposed for ST3 have an absurdly long timeframe to completion which will only put pressure on other agencies to strengthen roads in the meantime. I also oppose making life expensively easier for bicyclists as single-occupancy biking is an unrealistic mode of mass transportation. Try and eliminate all the endless comment period. People will be more amenable to support all these promises if they think they might be alive to see them. Don't cater just to the millennial constituency for they are not looking to anyone's needs but their own and have every reason to believe they will be alive to see the fruits of their advocacy. Planning for future generations is great but current generations will always need to see some fruits of their voting and advocacy.</p>
Out of District	<p>Timeline is ridiculous, we pay out the nose for transit and the proposed solution is 20+ years out - totally unacceptable.</p>
Out of District	<p>Given the number of employees at the Boeing Everett plant, and the daily traffic jam from the 405 split south, it does not make sense to make the north end expansion wait 25 years for completion while neighborhoods in Seattle, already well served by rapid ride, get attention first. Failure to include Snohomish county in immediate mass transit upgrades, will detract from businesses desire to relocate to an area with relatively less expensive options than the downtown core, further inhibiting Snohomish county.</p>
Out of District	<p>It is unbelievable that the transit will not reach North Everett for another 25 years. Coming from Portland, Oregon, I'm shocked at the lack of public transportation, and the heavily congested highways. I will not support a project that has been repeatedly designed to leave out the population up North. In 25 years, I'll have moved to a place more bicycle, and walker friendly, and I'll be 71 years old.</p>
Out of District	<p>Please bring sounder service and ultimately light rail to Olympia!</p>
Out of District	<p>Ballard UW line is needed now.</p> <p>Dense Light rail in downtown should be the priority. I'm confused that we're using light rail over distances where other countries use normal rail. Isn't light rail too slow with too many stops?</p> <p>ST3 needs to be delivered faster, and everything needs to be grade separated so i can rely on it.</p>
Out of District	<p>25 years is absolutely unacceptable. Traffic is much worse on the north end heading into and out of Seattle. Boeing is our largest employer and we need to get rail service to Paine Field sooner not later. There is more to this region than just downtown Seattle and Bellevue.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Out of District

Out of District	I would like to see multiple larger contracts let out at the same time to allow access North, South and East to grow simultaneously. I think waiting 25 years to have light rail service to Everett is unexceptable. The Puget Sound region will have 1,250,000 more people in it by then using the growth rate shown above. We need to get people out of there cars. Go Sound Transit!
Out of District	Will not vote for because the earliest improvements north are 8 years away and light rail won't arrive for a ridiculous 25 years...but until then we'd be paying for something for which our payments get no useable return.
Out of District	25 years is a joke. Run the lines in the middle of I5 like Chicago. Transit stations are central located, you have less cost. Busses meet there then expand out. This will kill traffic first but after the shock at first for the couple of years it will be worth it. 25 years is too many. 10 years is too many. We will have flying cars by 2044.
Out of District	Everett to Seattle needs to be a bigger priority, 25 years is too long
Out of District	We really need to see light rail done faster then 25 years, out... your going to lose votes if it's going to take that long :( Please speed up the North/South extensions to get more voters on board.
Out of District	Light rail to Everett needs to be the top priority, not the last area to get light rail. Please adjust the timeline so that this will be accomplished sooner. The south sound already has multi Sounder trains, less than up north. Snohomish County will be taking on a large amount of the population growth. We need light rail all the way to Everett first and foremost.
Out of District	Completion duration is way too long.....need to prioritize some of the projects for 'immediate' implementation..othewr transit agencies have done this but it does not appear to be part of the ST ethic which is slow and steady
Out of District	This will kill all support north of Seattle. I live in Lake Stevens, I will never get to take transit to work. I support it but you might as well focus on Seattle and do it faster. 2041 to Everett makes me sick. I will be over 70 by then and long retired. Speed it up or focus on Seattle and Bellevue. Everett is really getting the shaft. I don't want to pay for something that will never benefit anyone near me
Out of District	The traffic is terrible in our communities, roads and freeways. We NEED public transit solution NOW or many of us will move to another state with a good transit system.
Out of District	Completing the projects from Downtown to West Seattle and Ballard need to be the priority of the new system and need to open before any other light rail project, overall a reordering of dates would be wise in which you put extensions with the most ridership opening before the least amount of ridership in order to increase the amount of support for a ballot measure that is being levied on the people. I believe in the plan and the cost associated with it bit the schedule and rearrangement of the dates and the plans should be addressed and fixed in order to ensure a successful ballot measure passing in this region. I believe you should also make the claim that waiting for a better ballot measure will only increase the amount of times for these projects that this region already badly needs and will only get worse during the period of waiting for another ballot measure to take place.
Out of District	The Ballard to downtown Seattle light rail addition MUST be implemented much much sooner. Should be completed in 3 to 5 years.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Out of District

Out of District	The time to completion of many of the projects is too far off for people to "get their heads around." Even at the risk of fewer projects, the timelines need to be moved up considerably.
Out of District	Too little, too late. I support all of it (except buses driving on shoulders), but it'll take too long. Cut out the bureaucratic crap and get it done.
Out of District	Just wish it won't take so long to get these projects completed
Out of District	These plans need to be acted on sooner rather than later. We are already 25 years behind when it comes to transit. Please increase the speed at which these projects are funded, begin and completed.
Out of District	Everett to tacoma shud be prioritized
Out of District	Nothing gets completed in a timely manner. It's highly likely it's going to cost taxpayers a lot more money than what this S3 project is projecting. Money's going to go to the higher-ups not on Transportation.
Out of District	Given the very long timelines, and zero visible progress on Seattle to Redmond light rail (I know work is starting, but most people don't), asking people to vote and tax themselves now will most likely fail.
Out of District	I live in Lake Stevens and commute to Bellevue each day. These projects won't be built in the timeframe that will improve my commute (I'm 59 and hope to retire in the next 5 years). I work in the engineering field and know how long these projects take to be designed, funded, then constructed. Unfortunately, Puget Sound is way behind on mass transit and that's why we're in this mess. Seeing this plan and realizing it's 25 years before LRT comes to Everett makes me want to relocate to a different - better transit oriented - city. God Speed Sound Transit.
Out of District	My preference is to make the Lynnwood Light Rail priority 1! It should have been ready in 2020 instead of 2036.
Out of District	Everett NEEDS to be done on a schedule way sooner than 25 years!!! Try sitting on a bus (not even a car) stuck in stop and go traffic in the HOV lane on I-5 that's going no faster than the general traffic lanes because the HOV lanes are just as jammed up as the general lanes. What's the purpose of taking the bus?? I commute from Everett to downtown Seattle and taking the bus is supposed to get me there quicker. It does not. Because of the way-overused HOV lanes, the bus moves no quicker than a car. On a good day, it can be 1 hour. On a typical day, it can be 1-1/2 hours. On a bad day, it can be 2+ hours. The only thing it saves is finding and paying for parking. And this is now! Can you imagine what the traffic situation is going to be like 5 or 10 years from now, let alone 25?!? That is ridiculous. Look at traffic studies and how many more commuters there are on I-5 from Everett to Seattle now than there were 5 years ago. And it's only going to increase with all the residential development going on from Mill Creek up to Marysville!
Out of District	25 years to get light rail to Everett is too long. The North Sounder line is too slow and has too many days without service to be the only connection from Everett to Seattle. I live in Mount Vernon and work in Everett. If there was reliable, fast options from Everett to Seattle I might go there more often. My friends would be happy to car pool to Everett and then get on a train to go the rest of the way to Seattle for events, shopping, etc .... but the last train they can catch right now leaves at 7:15 am ... not acceptable.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Out of District

Out of District	<p>First, about the timelines. Twenty five years? Is that for real? The issue of transportation in the Puget Sound region is one of our most impactful issues, touching every person who has to travel to get to work. When we look at other large metropolitan areas, the Puget Sound region appears to be woefully behind them in our mass transit infrastructure. For as far as we are behind, I find it difficult to characterize 25 years as acceptable.</p> <p>Second, I live in Thurston County. It is at once perplexing and frustrating that Thurston County is not included in this plan. There are so many people who commute from Thurston to destinations in Pierce and King, that I am baffled by its exclusion from these plans. The last time I broached this subject with SoundTransit, I was told it was a tax districting issue. My response? Fix the tax districting, then submit a plan that works for the whole region. You have the numbers. You know the impact of commuters on the I-5 drive times as well as their environmental impact. Now you need to use that data to justify redefining your service area and include Thurston County in this draft plan.</p>
Out of District	I am supportive of light rail. I am even more supportive of rapid transit bus system. To the extent that there are trade offs, I would vote for buses over rail, because I think the buses will provide our best and quickest return on investment.
Out of District	Would be better if the project finished faster
Out of District	2041 is too long for light rail to Everett. This needs to be completed sooner. You will not get Snohomish County support with this time table. It will fail.
Out of District	The timeline is way too conservative.
Out of District	<p>I recently moved from Kent to Camano Island. I understand the traffic issues with West Seattle, but I have also seen first hand the traffic issues from Marysville down into Seattle. This effort needs to move way up on the priority list, as indicated by my responses on the survey. Not only should this move up on the list (to like Number 1), but the timeline for completing these projects needs to be expedited. I may not understand the complexities of going to the Boeing area, but I believe this system will be an elevated system running along I5, and the experience gained already should help in developing a more aggressive schedule to build this particular leg. ST has built 2 elevated systems already, the nonrecurring engineering for doing that should be well down the improvement curve, which would allow a more aggressive schedule. Comment times for the public need to be shortened - a lot, so that can be integrated into the schedule. Bottom line, I want to believe that this particular leg should be completed by 2028, not 2041.</p>
Out of District	It is not acceptable to spend so much money for these projects and achieve so little.
Out of District	With the strong push for density in Seattle neighborhoods such as West Seattle and Ballard, the idea that we won't have light rail to those 2 communities for 17-22 years from now is tremendously frustrating. I realize the Sound Transit isn't been responsible for the urban planning decisions that have put us in this situation, but anything ST can do to speed up those projects would be helpful.
Out of District	My only concern is that living in Lynnwood, we're basically at the very tail end. I understand it might be easier to start as an expansion from pre-existing stations/transit, but commuting in this area is horrible by both traffic and overcrowded buses. Maybe instead of working from the inside on out, geographically, start on the outskirts and start bringing it all in?

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Out of District

Out of District	Is there anyway to speed it up? 25 years is a long time for rapidly growing neighborhoods like Ballard to have to wait for LR.
Out of District	completion times seem so long for just the very very beginnings of a public transportation system for seattle. The current plans are not enough when they will be outgrown by completion time
Out of District	This is ABSURD. The amount of time it will take to get transit accomplished. We need to guarantee affordable housing near new transit hubs, and capitalize and tax the new buildings in the high rise and luxury housing being put near these hubs. I live in Ballard and work in west Seattle. I would like to see more people use transit and have it be more accessible to those with disabilities. I would like to see light rail speed up the process of accomplishing it. Also, this survey was poorly written and very confusing. I did not answer the last section because it is too confusing. I would recommend less paragraphs.
Out of District	I think the project timeline needs to be accelerated, even if it costs more. People will find it harder to support something if they won't be around to see the benefits. In 25 years when this is complete, I'll be retired and not relying on public transportation to get to/from work. Some might say, why pay thousands of dollars over the next 25 years if I'm not going to see the benefits?
Out of District	Would like Lynnwood and Everett light rail to be done sooner! Like in less than five years from now!
Out of District	It is disheartening that you are looking at completing this in the next 25 years. This should have been done 25 years ago and the money should have come from wherever the state found the funds to spend on the boondoggle that is Bertha.
Out of District	Parking is super important at suburban stations. I get rather frustrated trying to go into Seattle and finding the parking lot at the Tukwila station full. Anything to speed up the building process would be huge. I'm only 34 years old and it feels like many of these projects won't be complete until I'm of retirement age.
Out of District	The timelines are unacceptable, especially for the Ballard line. I understand the need to prioritize the spine, but the new lines in Seattle are fare more important than anything in East King County. I would support a timeline that would build out the spine and Ballard around the same time, and pushes off West Seattle and East King.  Ideally though, everything would be built faster, if possible. Waiting until 2041 for anything in this plan is not fast enough.
Out of District	Traffic on the north end is horrendous, I would like to see improvements to alleviating congestion from Lynwood south until the light rail extension can be built
Out of District	It's time for Snohomish County to get its fair share. Light Rail to Everett in 2041 is an absolute joke. The Snohomish County is not the purse of the King and Pierce Counties. If ST insists that Everett be last on the list, then the light rail extension to Everett should be shelved and Snohomish County residents should not be expected to foot the \$200/year property tax increase
Out of District	Let's get it done faster. I voted for this when I was in college and it isn't scheduled to be done until I am retirement age. That's crazy.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Out of District

Out of District	I favor paying more in taxes if it will help us to complete these projects sooner. This is extremely important work from a civic and environmental standpoint.
Out of District	The timeline MUST be shortened considerably. Thanks!
Out of District	I would happily pay 10x more in sales and property taxes to get transit faster. Understand not everyone would and you need to get this passed, but consider the option to get additional funding on a later ballot? Private fundraising? Corporate sponsorship? In 25 years I won't be working anymore, and we might have self-driving cars. I'll pay the taxes and deal with the construction for the interest of the community, but I'd love to see a faster impact and am willing to pay for it.
Out of District	I'm very disappointed that the proposal puts Issaquah at 25 years out. I strongly support improved public transit and am happy to pay the higher taxes it would require, but neither I nor my children would ever see the bulk of the benefits in our lifetime. Would like to see that at least a decade sooner.
Out of District	I support completing the lung hit rail between Tacoma and Everett. However the timeline is outrageous, I'll be 55 by the time it's finished. There need to be a way to build it quickly.
Out of District	25 to 30 years is just way too long. Stop the "jobs program" of taking forever to build it and get moving with it. We need it now, not 30 years from now. And, the price only goes up the longer it takes. It'll cost far less to move on building it faster. Stop studying and planning and build it...now.
Out of District	Ballard and West Seattle are growing at extremely high rates. Emphasis should be placed on getting light rail connections from these neighborhoods first rather than last, perhaps with connections to the existing light rail line rather than a new tunnel.
Out of District	Timeline is WAY too long. Get it all done faster.
Out of District	This project needed to be done yesterday. ANYTHING that can be done to expedite the process should be done.
Out of District	The plan to bring light rail to Everett in 25 years is simply unacceptable. Furthermore, the light rail should run up the I5 corridor to achieve a quicker completion time, not divert to Paine Field to accommodate Boeing employees. It's cheaper and quicker to use the I5 corridor, period. This is the only option that should be considered. With ample parking at the stations, this can easily be accommodated. Snohomish County is one of the fastest growing areas and 25 years is too long to wait. I will not support a draft plan that does not prioritize the Seattle- Everett corridor. Why would I pay money for 25 years for a service I won't get to utilize? You put 25 years on the ballot and it's a no-go, period.
Out of District	25 years to include Everett is much too long. Period.
Out of District	I would like to see the completion of the lightrail to Tacoma moved up to be finished sooner.
Out of District	I feel that the priority for light rail completion should focus & complete the I-5 corridor from Tacoma to Everett.
Out of District	Light rail to Ballard should be moved up in the schedule, and should be fully grade separated. I don't live there, but it is the densest area that is on the proposed projects list; it is imperative to the success of this project to target the densest areas first, and work out from there.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Out of District

Out of District	<p>The timeline is a joke!! Half the people who will be taxed will be dead before this is finished and half the people who will benefit from this plan arne't here yet and will not have any "skin" in the game!!</p> <p>Your use of the "average"home will pay XX is also a joke. Just this year between this proposal and King county wanting to raise the 1% annual increase limit, the governor's proposed carbon tax, and the various school districts that say they need additional bonding authority I estimate my RE tax to go up a minimum \$500 this year in addition to the annual sewer and water increases, etc. My wife and I have retired a couple of years ago and these increased taxes make it more difficult to stay in my home and more difficult to sell my home because the required loan/payment ratios make the new loan payments very hard for new buyers to afford.</p> <p>If you think I believe that this will only cost me \$200 /yr you must think that I have forgotten how virtually every major project that any governmental unit in this state has exceeded the budget and missed the promised timeline which has always translated into additional costs to me.</p>
Out of District	I think the order of events doesn't stress enough the delivery of mass transit to places with mass demand, and underserves Seattle within the first 15 year period.
Out of District	The plan is strong. The timeline is not. You need to be able to move faster.
Out of District	These projects are taking TOO long to implement.
Out of District	I understand ST has to have a big picture goal, but taking 25 years to complete rail service to Issaquah and Everett is laughable. Generally speaking all of these timelines are so far away it's hard to fathom how much good they'll do to the transit system. If anything, this isn't enough of a solution and the timelines are too far into the future for most people to appreciate. As someone who lives in Issaquah and takes the buses everyday to work I was excited to learn about the rail service to Issaquah...until I heard it was gonna be in 25 years at which point I'll just be starting retirement. We might have flying cars by that time ;) Fixing the transit simple is very complex, I get it, but more solutions need to be done in a faster fashion. The amount required, \$200, if rather insignificant. Can't the number be raised to make these timelines shorter? A lot of people look at these timelines and think, "great, too bad I won't be living here in 10 years when "x" is complete". Please find a way to put these solutions in fast forward mode to shorten the timeline, otherwise, the region will continue to be behind the curve.
Out of District	You need to find a way to do these quicker. There are too many cars on the road and it makes it a pain to live far from work.
Out of District	I have been paying taxes for this for decades and live in South Snohomish County, am now 70 years old and will never see light rail in my area in my lifetime.
Out of District	BUILD IT FASTER. WE NEED LIGHTRAIL EVERYWHERE.
Out of District	Traffic is horrible now and waiting 20 years for relief is too long. Use 405 toll money to expedite the building process. There are more people moving to the Seattle area so we need a quicker solution.
Out of District	Let's pool together and build our transportation infrastructure

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Out of District

Out of District	Really wish that the Seattle to Tacoma light rail could be faster- traffic is horrible and air pollution is unsustainable.
Out of District	With our booming population, mass transit is going to be critical. I know we lack the density of cities like Seoul, New York and Tokyo, but the corridor-like nature of our metropolitan area lends itself nicely to a strong emphasis on mass transit, especially light rail.
Out of District	Expanded transportation options focusing on severely congested downtown sectors first would be advantageous to ease commute times and city flow. Please focus efforts centrally while expanding out to further cities in the future.
Out of District	Does nothing for the fastest growing Puget Sound regions including the east side communities of Issaquah, Snoqualmie Ridge and North Bend for 25 years. Hmmmm. Let me see. Pay \$200 (will be more let's not lie) per year and not see any return on investment for 25 years which will then only be marginal. Looks like a 50 billion dollar loser to me..... Thanks for allowing to provide comments.
Out of District	The project doesn't do enough to address regional transit and congestion, will take too long to complete, and like all other projects, will be inadequate by the time its implemented.
Out of District	I would like to see the light rail to Lynnwood be completely more quickly as it impacts me most significantly and would allow me to use it back and forth to work, whereas in 20 years I will be at retirement age so I am then really paying for future generations. While I don't mind investing in the future, I would like to be able to directly benefit from it by moving up the Lynnwood time frame.
Out of District	Having lived in Seattle since 1993 (in Magnolia and Ballard until moving to Lynnwood in 2006), I have watched transportation become increasingly challenging. My feeling is that we need the most aggressive most-coverage plan at the soonest possible date in order to even hope to get out ahead of our transportation needs. If there is a way to greatly increase the timelines for sooner use by our citizens, I would be willing to consider additional costs. When living and/or going to school in other major metropolitan areas, and certainly when traveling, I have and do use mass transit as my first option. Currently, Seattle leaves us little options to do so. Creating aggressive remedies to these problems sooner rather than later will only help us live better lives in this wonderful place we call home.
Out of District	The light rail completion dates must be accelerated for this to be a worthwhile project. Not completing projects for 20+ years is simply unacceptable and ridiculous. I have never seen such long completion dates proposed for any other light rail lines in the US, certainly not in Denver, Houston, Dallas etc.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Out of District

Out of District	<p>This is a Light Rail plan that SHOULD HAVE BEEN DONE OVER 30 YEARS AGO! Atlanta received Federal Funding for a plan that was to built here.....instead that officials at the time refused this funding, BIG MISTAKE!</p> <p>I have been a home owner in Mountlake Terrace for over 22 years and have always voted fro mass transit! After the 1st billion or 2 billion dollars, YES BILLIONS, where only spent on how to get a plan for mass transit, you came to the people of Washington state and said you where all out of money and needed more now to start to build it.....REALLY?? This is a great example on Government waste!!!</p> <p>This a needed plan that needs to be done now.....why should it take until the year 2035 to complete? You people that are running this plan should be ashamed of yourselves to let this go on for so long!!! GET IT DONE SOONER, Please!</p> <p>AS A HOME OWNER, I EXPECT THE GOVERMENT TO BE MORE RESPONSILBLE W/ ALL OF OUR TAX DOLLARS WE GIVE AND YOU EXPECT FROM ALL OF US! NOW GET BUSY W/ THE JOB AT TASK AND JUST GET IT DONW ASAP!!!</p>
Out of District	<p>These changes have the oppportunity to give people back time with their families, reduce carbon emissions, and increase increase tax receipts through travel and tourism trade.</p> <p>Let's get it done.</p>
Out of District	<p>it will take too long! Make a faster project</p>
Out of District	<p>Cost is too great. Result is really a subsidy for big business to locate on cheap land outside Seattle, then have us supply the transportation for them and their workers.</p>
Out of District	<p>We need a transit system now! Hurry up and build it even if it means higher taxes.</p>
Out of District	<p>Tlmeine is too slow</p>
Out of District	<p>Stop prioritizing bus and focus on rail and parking for rail</p>
Out of District	<p>I like the plan, but the timeline is too long. please shorten it.</p>
Out of District	<p>Cost 500 million per mile, takes way to long to complete and does nothing to improve my life. Under this plan I would have to take a bus to get on a train, instead I will just drive there. This is \$50,000,000 wasted.</p>
Out of District	<p>Everett should be completed at the same time as Tacoma, finish the spine first!</p>
Out of District	<p>Time line to long. Will not pay for something 25 yrs in the future. With current track record, your \$17 per month will increase into the hundreds per month and nothing to show for it. Cost over runs and delays, studies, will push project to 2050 minimum, perhaps 2060, if there is agreement. Only thing that can be counted on is ever increasing price and extended time line with all sorts of excuses.</p>
Out of District	<p>DO IT FASTER! TAX ME MORE MONEY! Sorry to scream, but I'm excited. Did I mention to DO IT FASTER!?!? :)</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Out of District

Out of District	This timelines is too lomg. This city is already 25 years behind with transit. Speed up this timelines as commute times have almost doubled. Additionally increase the speed for buses and the commuter train. The train travels so slow sitting in traffic is faster. Increase speed and reliability of the train service. If people can get downtown faster it would increase ridership. Also offer additional trains or faster routes with more direct service.
Out of District	I think that the timeline for completing the Ballard to Downtown Seattle project is far too long. I favor moving its completion up at the expense of other projects.
Out of District	Light rail up and down i-5 corridor from Everett to Tacoma should be a top priority. Traffic on i-5 is ridiculous. Many residents would be more likely to spend time in Seattle for dining and entertainment. Traffic for sporting and other events would be far more managable. Commuting to and from work in either direction would be easier. I personally dread heading into Seattle or Tacoma, or trying to get to the airport, and I would definitely attend more events in Seattle and Tacoma, as well as dine out. Many residents of the area I have spoken with agree.
Out of District	We need full regional transit much sooner than 25 yrs. In 25 yrs, we will still be behind the traffic problems if we do not get solutions into place faster.
Out of District	Other than wishing the Lynnwood light rail to Seattle was sooner and wishing for a parking garage at ashway, I am good.
Out of District	25 years for light rail to Everett is totally unsatisfactory. This timeline must be accelerated with buildout within 8 to 10 years. With the Everett growth projected at 73% (Bellevue at 33% and Seattle at just 28%) by 2040, completing the spine of the regional system is a priority over spurs to Bellevue/West Seattle/Ballard/Issaquah. Further, at your projection, I will pay \$200 for 25 years, or \$5000, before I see any benefit. That's \$20,000 for a family of four Everett residents. Ridiculous. A criminal fleecing of the taxpayer.
Out of District	Projects must be speeded up. This is too slow. The economy will be dramatically impacted if this project is not accelerated.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Out of District

<p>Out of District</p>	<p>I love that you guys are working to go big with this plan as it's long overdue. My only gripe (and it's a major one) is that the timelines for extremely critical light rail projects such as the West Seattle and Ballard light rail lines are ridiculously far out there. We are effectively building this for the next generation of Seattle as opposed to realizing any kind of near-medium term gains. Worse, the ST3 plan as it is just the tip of the iceberg for what areas like West Seattle needs as the line will only get you to the Junction and we're going to need a lot more than that to be completed by 2033.</p> <p>While I realize that light rail takes longer to build, there has to be more we could do here. The timelines that you are proposing are so far out that the light rail may get completed only to be competing with flying cars soon after. FWIW, 'm not trying to be funny or dramatic there as I really believe that this kind of technology won't be that far off of by the time we hit 2033 (West Seattle) to 2038 (Ballard).</p> <p>That said, the ST3 plan is still better than nothing and so I do want to say thank you for all of the work and countless hours that you and all of the planning teams have done to get the city this far. Even if we cannot reap many of the benefits ourselves, it is critical that we as a city do the right thing for the next generation of Seattle-ites. To me, that would be approving this plan while in tandem hoping that some of the key light rail timelines can be pulled up. We need to do a lot more there.</p> <p>Thanks for listening.</p>
<p>Out of District</p>	<p>needs to be completed sooner</p>
<p>Out of District</p>	<p>We are doing this 30 years too late, so anything that could speed it up is essential. There's a huge human capital cost of not being able to get places due to congestion. I also think it's unrealistic to expect people to walk to mass transportation. You have to create parking at hubs - that's one of the problems with the rail stations now - no parking. More people would use those routes if they could drive to a station and park.</p>
<p>Out of District</p>	<p>the timelines outlines are to late to help our traffic issues. The entire system needs to happen faster and within 10 years max. Buses are a temporary solution, but with gridlock they will not be moving either within the next 10 years. traffic gridlock is current, and will be even greater without expediting mass transit options.</p>
<p>Out of District</p>	<p>The timelines are so long that few people working now will ever use the transit for commuting nor will they see property value benefit associated with being close to transit. In fact, Boeing, Microsoft, Amazon and other major employers may not even be in their current location or size in 25 years. So I think we should challenge ourselves to act with more urgency. In 25 years we should be aiming for Bellingham and Vancouver, WA. 1 million people is a lot in the next 25 years. I think much of the funding should come from fuel tax since transit is offering a substitute to car drivers and lessening traffic. The old way of getting around should fund the new way of getting around.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Out of District

Out of District	The downtown improvements really seem like a day late and a dollar short while continuing to allow suburban development that will just keep more cars on the road, a 22 year timeline! Ongoing planning needs to be more forward looking and less reactive so that we don't have to wait 22 years to finally get decent east-west connectivity.
Out of District	Timeline is WAY TOO LONG. Need the busiest and most congested projects DONE in less than 5 years. How does China build whole mega cities in 10 years and we take 25 to build a few light rail links?
Out of District	Need to be faster and prioritize higher concentrated areas of Ballard and West Seattle first!
Out of District	The opinions in last few questions are very heavily influenced by the prioritization and completion timelines. If these were changed, then so would my answers on support or opposition.
Out of District	Eastside Issaquah/ Bellevue need rail now!
Out of District	Projects should be completed sooner rather than over 25 years. Traffic is horrible now, and we need solutions. Light rail takes a while to build, so we should have simultaneous lines being built out.
Out of District	I only oppose because Sound Transit leadership has shown they are incompetent of finishing a project on time or within budget. If the leaders of Sound Transit are so confident in their abilities they should publicly state all executives of Sound Transit will voluntary step down if over 50% of these project are not finished on time or are over budget.
Out of District	We are rapidly increasing in density and we are currently behind. Let's do something proactive and expand light rail!
Out of District	I oppose the plan ONLY because of its excessively long time-lines. Transit needs to be in place sooner. Sounder service is not viable because it is not currently reliable - every time it rains there is a slide and trains cant run, so nobody can depend on that! Please - I would use transit if it were dependable and here now. On your current timelines my grandkids may be able to see some benefit, but I certainly wont.
Out of District	If it's possible to get the light rail to Lynnwood faster, even at extra cost, I would still support the plan.
Out of District	This is algae too slow. There needs to be more investment to speed up this timeline
Out of District	I think it is important to focus much more on service within the city of Seattle.
Out of District	I am well aware that Light Rail Link to Tacoma would not be possible in the immediate future however it would be really great to see some speed in getting the Tacoma Link to TCC very soon.
Out of District	Commuter rail is in my opinion far more effective intracity than intercity. Rail that connects dense population centers like Ballard and West Seattle with downtown are far more likely to be used than lines that go to outlying, sprawling suburbs. Those intracity projects should be completed first to prove tha value of rail, and the outlying areas can follow.
Out of District	I would be more supportive of the plan if the timelines for the south projects were shortened.
Out of District	The light rail expansion north should be made as swift as possible.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Out of District

Out of District	I think you should accelerate the planning and eventual construction of the Lynnwood to Everett LRT Line, for three reasons:  1. It's part of the regional LRT spine, meaning that it should be essential to prioritize this line to be built earlier than the others. 2. The line goes near the Boeing Everett factory, a major job center for the residents of King and Snohomish Counties. It's important to reduce traffic in order for employees to arrive to their jobs on time. 3. I live near Cascadian Way in Lynnwood, and although it would be convenient to go to Seattle from Ash Way via light rail to beat the traffic, sadly, that is a LONG time from now.
Out of District	I would like to see light rail service between Seattle and Everett completed within the next 8 yrs.
Out of District	With a deadline of 25 years, you're not going to get people excited about light rail here. You need people to support it and so you need to try and shave off years from those estimates
Out of District	I would like to see the timeline for the Lynnwood to Everett light rail option reduced (<20 yrs).
Out of District	Rapid transit service to Everett must be the number one project ahead of all others!
Out of District	Southern projects reaching into Pierce County should be moved up on the timeline. We've been waiting a long time already!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Out of District

<p>Out of District</p>	<p>There are two big concerns for me:</p> <ol style="list-style-type: none"> <li>1. The length of this project             <ul style="list-style-type: none"> <li>- This plan suggests Everett not getting light rail until 2041, 45 years after Sound Transit was created. In other words, many of the original voters for Sound Move will either be retired or deceased by the time the light rail comes to them</li> <li>- Suggestion: Look into funding from the biggest employers in the region like Microsoft, Amazon.com, The Boeing Co., etc. I'm sure between those three companies alone you could raise a few billion dollars in 15 years' time. Also look into taxing the rich, there's 68 thousand millionaires in King County, and if they were taxed \$5000 a year you could raise over 5 billion dollars in 15 years.</li> <li>- Summary: I don't think people are opposed to light rail expansion. We just want it sooner. The taxes proposed would be perfect for everyone if the timeline was 15 years instead of 25. So please, come up with a better way to get the projects funded and done faster, even if that means slightly higher taxes than proposed. Cut it down to 15, if not, 20 years.</li> </ul> </li>   <li>2. The order in which projects are being delivered             <ul style="list-style-type: none"> <li>- This plan does not prioritize enough the Ballard line. I hadn't realized this until today, but that's the project that would provide the largest ridership and I think it's important for Sound Transit to prioritize busy corridors as it will not only drastically improve ridership (and hence funds coming from the light rail), but also raise a better perception of Sound Transit and light rail.</li> <li>- Suggestion: Switch Ballard + West Seattle in your current timeline or take a look at the timeline below.</li> <li>- Proposed LRT Timeline (in 20 years instead):                 <ul style="list-style-type: none"> <li>2027 - Extension to Federal Way + Downtown Redmond</li> <li>2029 - Extension to Ballard</li> <li>2031 - Extension to Tacoma Dome</li> <li>2033 - Extension to West Seattle</li> <li>2034 - Extension to Everett</li> <li>2036 - Extension to Issaquah + to College Streetcar</li> </ul> </li> </ul> </li> </ol> <p>Side note: Having a new extension open every 1-2 years is much more exciting than new ones every 5 years because it keeps the people involved. The U Link Extension was exciting and the Angle Lake one should be somewhat but you can expect even huger celebrations for these upcoming ones and more often.</p>
<p>Out of District</p>	<p>The timeline is not aggressive enough, and the sales and property tax funding model is unstable. How are WA state businesses investing, when they stand to gain so much from this infrastructure? Why put this burden on the backs of voters and low income members of our community?</p>
<p>Out of District</p>	<p>Thank you for adding transportation options for the north leg (Shoreline to Paine Field). There is enormous opportunity to continue north into Marysville at a minimum. The use by the employees of Boeing and nearby businesses would seem to justify that. Thank you for adding much needed parking garages around the Lake Forest Park area for those using public transportation.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Out of District

Out of District	All of the light rail projects should be completed within the next twelve years rather than a span of 25.
Out of District	West Seattle /Seattle center light rail second should be completed sooner ie higher priority that currently planned.
Out of District	We need it much sooner!
Out of District	Speed up the timing to get light rail to everett
Out of District	Rail lines are the answer for the puget sound area. 25 years is not acceptable. We are already behind in rail systems and need to get caught up. North and South are already a mess. Going East is slightly feasible but will change in no time. Rail lines with efficiency we can count on is what the area needs.
Out of District	I am sorry it is too late. All this should have been done 10 years ago. Now THERE IS NO MONEY. No money from the Feds (20+ Trillion in debt), no money from the State (broke), and definitely no money from your average taxpayer (broke with stagnate income). EVERYONE IS TAPPED OUT!!!!.
Out of District	This plan needs to be accelerated. 25 years for the last phase is way too far. Put it up to the voters to vote on accelerated plans at higher property tax levels to reduce congestion and reduce traffic by having mass transit available to everett at earlier timeline of 10 years.
Out of District	I realize you are already asking for a lot of money, but I'd like to see ST get more creative and find more funds and move up the timetable on this. We are already decades behind what we'll need. Find another \$25 billion and accelerate all the light rail schedules in ST3. Light rail, even with the high cost, is the only long term solution for the anticipated growth in Puget Sound, given the unique geographic challenges of the region. People love light rail and hate the bus. Leverage that sentiment.
Out of District	For the cost, this is a very slow timeline. I would use bus service as infrequently as possible. Focus on light rail and sounder improvement and integration of light rail and sounder.
Out of District	The Puget Sound area is at least 30 years behind where it should be, vis-à-vis public transit. The timelines proposed are too long. Thurston County residents would greatly benefit from Sounder expansion to DuPont (provided that an adequate parking structure is included). If the proposed timelines are to be implemented, then more adequate parking needs to be developed at existing sites. Demand at Tukwila greatly exceeds capacity. (I drive up from Olympia, park at Tukwila, and then take Link into the city, but often there is no parking available.) Also, operational hours need to be expanded for Sounder service.  Finally, Thurston Co should be incorporated into Sound Transit. We down here should be contributing financially to the development of this system.
Out of District	Too little too late. Snohomish County is always at the bottom of the list for transit improvements - especially East Snohomish County.
Out of District	Accelerate completion. Waiting more than 10 years is outrageous.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Out of District

Out of District	Your time line is ridiculous. A new system between Everett & Seattle is beyond desperately needed. The 510 Bus - Well It Is CONSISTENTLY inconsistent. All other busses come & go but the 510. You need to fix the problem - 25 years is insane - do this in 5 or less - you can if you want to.
Out of District	This seems like it would take a really long time, is there any way to speed it up?
Out of District	Eight to 25 more years is too long a time to address the transportation issues in the region. The situation is already dire and with the addition of housing going at the current rate, it is only going to get worse.
Out of District	None of these projects will come on line in a timely fashion to significantly aid my commute, with the possible exception of expanded rapid bus projects on I-405 between Lynnwood and Bellevue. Unfortunately, a mindset needs to be changed about buses that will entice people out of their cars. Until that happens, the traffic on I-405 will remain horrible. I, for one, would gladly take mass transit to work, if it didn't require a minimum of three transfers and two hours one way.
Out of District	Open stations/project phases earlier than waiting for all phases of the project to complete. For example. East link project. Phase one is said to be completed 3 years before phase 3. Open the line to s Bellevue when that phase is complete.
Out of District	The south sound I-5 corridor (Lacey to Tacoma) is one of the most congested traffic spots in our state. Higher priority should be made to move up the S Sound projects in your timeline.
Out of District	25 years is far too long to wait to improve transit access to Snohomish county. The roads are already choked with traffic, and the occupancy of cities like Everett are expected to grow exponentially within the next 10-15 years. There's no reason why people should be doing 2-4 hours of commuting in their cars daily for drives that are under a hundred miles. It's embarrassing that a metropolitan region as large and prosperous as ours hasn't been able to suitably get its act together to form a working regional transit system. I've been forced to check that nobody in my household is a transit user because there are no options that are even remotely usable for our needs. This galls me after living the majority of my life in a city that has good regional transit (Chicago) - I never used my car, and now I'm in mine almost constantly. This was an issue even when I was living in Everett city limits, and had access to what little transit options there were. What exists is woefully inadequate and underutilized as a result.
Out of District	Extending the line to the far North and South should be priority #1, Everett/Marysville via Paine Field should be first and then adding service South to Lakewood and Dupont second. Lateral lines such as Redmond, Ballard, West Seattle should be only done after the line is extended North and South. Those lateral lines can be serviced by RBT's as busses are more flexible with demographic changes and development. Sounder service should be dropped when light rail is built as it is not reliable due to the on-going mud-slides and track issues with BNSF. BNSF is holding Sounder hostage with the fees they charge Sounder for use of the tracks. It is only a matter of time before a mud-slide and a Sounder train or Balken crude train are pushed into the Sound causing an environmental and human disaster. Completing the North extension to Everett by 2041 is unacceptable and goes back on the original promise of ST to complete the North section. Building lateral lines before going North and south is unacceptable and I would vote no on every measure until this is changed.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Out of District

Out of District	The first rapid transit priority should be main lines from Everett to Olympia. Branches in Seattle (Ballard/West Seattle) should be funded by the city of Seattle. Express buses should move people to/from the main line to Boeing plants in Mukilteo. I will probably be dead before Everett is properly served.
Out of District	The timelines are extended out too far. The entire proposed ST3 project should be completed in 5 years or less. Please refer to the country of Singapore to see what an effective transportation system. They are roughly the same population as our Seattle metro area and are able to move almost 4 million people per day in their system. They build entire subway lines 10+ miles long with stops every 1/2 mile each year. After living in Singapore, coming home to Seattle made me feel that we live in a third world country :(
Out of District	As per the usual in this area I view the plan as too little too late. The extremely long time-line would end with many commuters still being left out in 25 years. I would only be in favor of the project if the timeline was drastically speeded up and plans were made to reach even further.
Out of District	I think the sooner the rail projects are completed the better, and would be willing to pay higher taxes to accelerate every phase of the plan. I would be even more enthused by the plan if it eliminated some of the bus improvements in order to speed rail improvements. I see rail as the future and buses as just more pollution and traffic.
Out of District	How can taking over a decade to bring most projects online be viewed as helpful to a region that is growing as quickly as the puget sound area? By having such stretched out time tables for completing projects, all that will be accomplished in the near future is traffic disruption and increased delays for commuters and tax payers who are desperate for solutions now, now 10, 12, or 25 years from now.
Out of District	25 years to Issaquah?! Get real! We'll all be in flying cars by then.
Out of District	I think the Links to Ballard and West Seattle should be top priority after rapid transit buses. Then I think Link connection to Tacoma should be next priority. Other than that, I like the plan a lot.
Out of District	Everett Light Rail needs to be moved up, 25 years is unacceptable.
Out of District	Since the folks in Kirkland took out the rails through Kirkland, you should not replace them at about ten or more times the cost of taking them out.
Out of District	I have been paying taxes for bus or train service to Snohomish County that I will never see and lucky if my kids will see. Should have run trains up the median of I-5 from the very beginning from Everett to Seattle. Why are my car tabs and taxes paying for something in the South end that I will never use?
Out of District	North-end and south-end projects our "simply" to far out I totally support transit but not at ALL in this current plan, build from the furthest point in and get people moving, anything else is just frustrating
Out of District	I'd like to see an acceleration of development to the light rail extension to Everett

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Out of District

Out of District	<p>This plan takes too long to meet the needs that Seattle and the surrounding communities have now. In 25 years, we will find ourselves still trying to catch up to our regions needs and may even find ourselves working with an outdated system. I know that we are reaping the consequences of how people voted in support of transit 30 years ago, but it seems that this plan will not work to help our current problems congestion that we face every day. Especially when projects, such as adding Graham Street station TO AN EXISTING LINE will take an estimated 17 years. This seems ridiculous, especially when such a project seems inexpensive and could be done as a sign that things are moving along in some way. I'm in great support that things need to happen, and am willing to help foot the bill...it just seems crazy that the timeline is so extended.</p> <p>I also want to ensure that any new development takes into account that low-income/affordable housing should be a part of ALL transit-oriented development, and should be made a priority when selling off any surplus Sound Transit land that results from these developments.</p>
Out of District	Ridiculous amount of time, money, ridership to complete this when you haven't even completed ST1 or ST2 yet...
Out of District	Expand North and South first, the cost of living is skyrocketing in Seattle proper, access to downtown and through the city needs to be accessible to more people before you enhance currently available services.
Out of District	The priority for expanding light rail to Everett is grossly inadequate. Please look at the traffic statistics between Seattle and Everett - a 25 year wait is ludicrous.
Out of District	Being close to retirement age I would like to see the timelines come sooner, but I know this is important to proceed ASAP!
Out of District	Honestly, how many years are we behind developing light rail? How many times has it been voted on? We have a world-class city, we should not have some of the most notorious traffic in the country.
Out of District	You MUST get light rail to the Paine Field industrial area in the FIRST WAVE of expansion. If you stick to the 2041 target, we will be losing tremendous payback.
Out of District	I strongly support legal and regulatory reforms to streamline the permitting process and bond funding availability. In addition we should press Olympia to allow private public partnerships for critical transit infrastructure. I also support a flexible waiver process to the "Buy American" legal requirements for trains and other signaling equipment that are simply not made in this country and are affordably available in other countries
Out of District	Complete ST2 projects before moving on to ST3 and wasting more money.
Out of District	I would LOVE to see more light rail on the Eastside and/or heading north to Everett. The timeline scheduled for the Eastside and heading North takes too many years. Shorten the construction time for light rail and reduce the buses that are in downtown Seattle and I will vote for the plan. You guys are also getting record numbers of riding light rail...that should tell you something.
Out of District	Projects should be complied in 10 to 15 years not in 25 years.
Out of District	Light Rail to Redmond and Federal Way should be completed within 8 years.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Out of District

Out of District	The mass transit is completely underdeveloped compared to city areas the same size in other countries. Facing crumbling car traffic infrastructure and massive population growth timelines should be sped up to save money long term in road maintenance and avoid total traffic collapse due to demand outgrowing road infrastructure. Making mass transport hubs accessible for both pedestrians and car driver (in form of park and ride cheap parking) will be critical for the success. E.g. I'd love to use a train from Redmond to Ballard/Seattle since it will be a predictable ride. But coming from Duvall it means I will need to be able to park my car somewhere for a reasonable amount, predictable and without hassle to make the train ride possible and worthwhile.
Out of District	Everett FIRST
Out of District	The cost and return does not add up, 25 years to build? Most people just entering the job market could be nearing or at retirement. This is a poorly designed program. I used to be on board with light rail, however I have seen the amount of time and costs to produce very little impact. ST should not be focused on W. Sea and Ballard routes, this is a highly focused area that does little to relieve commuters traffic throughout the region. Additionally, those areas are nearing their capacity, while areas like Marysville will continue to grow. The North Sound should be a priority since our Sounder rail does little good. The South line has an enormous impact as it draws people from both sides of the track. 25 years of rail construction, no. no.
Out of District	I strongly believe that the Everett to Seattle route should be prioritized. The number of people already making that commute will most likely grow at a much faster rate than the current timeline would support. More immediate plans need to be made as 8 years is too long to wait.
Out of District	i would prefer you focus on the train lines rather than the bus transit. priorities align with reducing the major highway traffic (405 and 167)
Out of District	This is great but needs to be done sooner. F**k Bertha!
Out of District	The timeline for connecting Everett is simply unacceptable. Snohomish County, which has been paying into the system for years, has seen very little of the benefits. Prioritizing other King County projects above Everett seriously jeopardizes the willingness of Snohomish County voters to continue to participate in Sound Transit. If the timeline proposed stands, I suspect that a move will be made by Snohomish County voters and leaders to pull out. And I would agree with that position, even though I am a very strong supporter of transit. That said, I would support an even higher tax, if Everett is connected in a reasonable timeframe (10 years or less). If Everett doesn't get a higher priority, I will oppose the plan, as it is simply a bad deal for Snohomish County residents.
Out of District	Eastside projects - Issaquah and Redmond should be moved up. With light rail removing express lanes on I-90 congestion is going to get worse and having to transfer from bus to rail service just to get downtown not ideal.
Out of District	Build the downtown stuff out first.
Out of District	Everett will continue to experience extraordinary growth but the project timeline does not support Everett. The completion dates for Everett light rail MUST change to receive my support.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Out of District

Out of District	we need lightrail up and running WITH PARKING ASAP, no more of this on ground stuff either, it has to be ELEVATED or the point is moot as we already see a trip from tukwila still take 30 mins on lightrail to get to downtown, being elevated the ENTIRE way would have saved so much time, also adding parking as no one i know takes a bus to a light rail or train station, thats unthinkable to the masses. Get the lightrail from lynnwood, to seattle to burien asap. and get the UW station to bellevue and redmond ASAP. again KEEP THEM ELEVATED! Seattle has a history of making terrible choices (see berth) its time to make some smart decisions. I would be willing to pay MORE than 300.00 a year if you would make the rest of the lightrail line elevated AND add parking garages. Hell id pay to PARK in a parking garage by it! not saying it should all be pay to park but if its elevated and SAVES me time in my commute, i dont have a problem with paying and i dont make alot of money.
Out of District	Ballard and West Seattle would seem to be by far the most important in adding new riders and creating transit friendly neighborhoods. They should be moved to the front of the project and sped up if possible. The idea of adding free parking at lightrail stations seems be out of sync with creating livable transit focused communities. Who want to live next to giant parking lots?
Out of District	I don't reuse Siubd transit or wasdot with \$1 let alone this kind of money. Finish 167 or the cross base highway at JZbLM and then at be the public will trust that transportation money isn't bring flushed done the toiket
Out of District	Ballard and West Seattle light rail projects are infinitely more important than the other light rail lines (Federal Way and Redmond? Why?), and BRT buses are a band aid over an open heart surgery incision. We'll have flying / self driving cars before the light rail gets to Ballard under the current plan!
Out of District	Learning from delays and cost overruns in prior phases, including the WSDOT SR99 tunnel project, we need to fast track these improvements. We can't wait 25-years.
Out of District	I think the light rail to Everett should be moved up in the project plan. The North end is growing rapidly including potential to have passenger flights out of Paine field. Linking Everett to the light rail system will facilitate growth and reduce traffic congestion. I would be more willing to support tax increases if the plan showed a sooner timeline for the Everett part of the plan.
Out of District	Most of us paying for this will be retired and out of the workforce by the time is fully implemented. Anything to speed up delivery should be considered.
Out of District	Add more parking at all stations. Stations are pointless if people with cars can't access them. Run trains every 4 minutes during peak rush hour times.
Out of District	The scope of transit is too narrow and the timeline is too slow. In addition to the priority of serving current dense and congested areas, a plan needs to be in place to put transit in growth markets including those north of Everett and potentially south to Olympia. Aggressive bus service can and should be put in place immediately to serve the planned markets and also to mimic the eventual rail service corridor.
Out of District	seems to slow to implement and you re ignoring Mukilteo/Whidbels. and anything north of seattle along I5

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Out of District

Out of District	How is it that you expect me as a taxpayer to fund a project that will have no benefit to me for at least 25 years? And what assurances do I have that you will not come back in 10 years asking for more money? You have already shown to not be competent handling the monies you receive now. I live in the Lake Stevens area and travel the trestle everyday. The westbound portion is in dire need of repavement and replacement. I have only seen band aid fixes. You just crammed down an 11.9 gas tax increase against the voters will. I will take that as the government knowing what's best for its citizens. So, before you ask me for more taxpayer money, get your house in order and come back with a different plan. No New Taxes!!!!  [name and phone]
Out of District	Issaquah Light Rail needs to be completed in Phase 1 (less than 7 years)
Out of District	I am not interested in paying \$600/year for my household for transit that won't get to me for \$25 years. We will all be retired by then and hopefully not even living in this area.
Out of District	The timelines are too long. I'm a republican who drives a car to work, but I'd be willing to pay more taxes if ST finishes these initiatives much quicker than the plan. This region's future depends on reliable and convenient transportation options. Light Rail has the best chance of getting people out of their cars and onto public transportation.
Out of District	Priority should be given to areas where there is a set commuting pattern, ie affecting large number of people, and where there is limited bus services, forcing people to drive.
Out of District	We need these things now!! I don't get why we can't do bus in under eight years?
Out of District	All the timelines are too long. I can't imagine how terrible traffic will be in 7 years, when light rail opens in the north end of Seattle. Buses can't compete with cars when they're stuck in the same traffic. We need right of ways for buses or move to 3+ carpool lanes in Seattle to get people out of their cars.
Out of District	The timelines are much too long, these projects need a much faster time table.
Out of District	Everything possible should be done to shorten the schedule to increase the service and extend the Sounder and light rail lines in and to Tacoma.
Out of District	25 years is far too long to wait. We need light rail service to Snohomish County, NOW!
Out of District	Ballard access should be moved up Very pleased with current improvements on 99 from Lynnwood to Seattle - keep up the good work
Out of District	Ballard and West Seattle will attract the largest number of riders by far. If Ballard and West Seattle are not completed much sooner, I probably will vote NO on ST3!
Out of District	We need service to/from Downtown to/from West Seattle NOW. PLEASE give us back the bus service into downtown for MOST of West Seattle (which is NORTH of the Alaska Junction) that you took away when you added the C-Line, which serves mostly SOUTH Seattle, not West Seattle. Riders N of the AK Junction & West of CA Ave were ALREADY underserved BEFORE you cut our direct service to/from downtown.
Out of District	Long overdue. Infrastructure improvement is necessary TODAY

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Out of District

Out of District	The north segment timeline needs to be advanced. With Boeing in everett we really need the commuter help
Out of District	Get it done quicker. We are already at crisis point! Please make sure people can take public transportation from the Capitol, Olympia, to Seattle and to the airport. That would help greatly! Thank you. I am so glad to see these plans!
Out of District	The light rail to Everett is going to take WAY too long. Snohomish County is filling in rapidly as people can't afford to live in King County and the traffic on major roads is utterly hellish (and the WSDOT attitude of "tough, take transit" would work a hell of a lot better if there were enough parking available near transit centers and/or more neighborhood buses filling in). Rail is always going to be the most popular option and one that will actually get the more car-addicted affluent users on-board -- I used it all the time in other cities I have lived in.
Out of District	I think Everett is not least important.
Out of District	The projects need to be done MUCH sooner than originally planned!
Out of District	25 years to get the light rail to Everett is absurd. We're already behind when it comes to public transit and making this improvement in 25 years will keep us behind the level of transit we need to be at.
Out of District	Everett should be completed sooner than 25 years
Out of District	You have basically ignored Snohomish county for too long and taken us for granted. I have waited for your improvements expecting wit them to arrive while I was still working. Now almost 30 years later, I am retired and you're still not here. By the time your construction arrives IF delivered even on time I will be almost 80 years old if still alive. NO MORE. You have had your chance and money and blown it. If you want more money, you need to DELIVER NOTICABLE improvements and at LESS COST, FAR QUICKER. It is almost as fast to drive to Seattle as it is to attempt to use transit., with the car being faster. Parking is almost at par for a few hours with bus fares. Worse may of the "improvements" you are considering again ignore Snohomish Co. We are not your ATM and can support you no longer.
Out of District	I think the timeline for this is crazy. I think this is a huge priority and should be expedited. If I could now, I would take rail from the eastside down to Tacoma, rather than drive every day.
Out of District	Since Everett is not a priority I am strongly opposed to this plan.
Out of District	I think with the increased number of people moving to Snohomish County and commuting to Seattle, the need for light rail is urgent and needs to be completed sooner than within the next 25 years.
Out of District	The timelines need to be advanced.
Out of District	Light rail needs to be completed MUCH sooner.
Out of District	I strongly support transit development. The project timelines for bus rapid transit should be shortened, since they mostly use existing infrastructure (except for the stations), and try to keep the buses out of traffic to make it more useful. The 25 year timeline is very long to complete the remainder of the ST3 projects, and I think that discourages a lot of people from wanting to fund transit.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Out of District

Out of District	<p>The biggest corridor under consideration is Ballard to Downtown. Given the current growth of Ballard this will only become more true as time goes on. This needs to be built as quickly as possible. While I appreciate that the focus on suburban projects may help get votes, the current proposal is focusing on that so much that it is hurting the effectiveness of the system.</p> <p>And in general the timelines are very slow. It feels more like you are trying to guarantee hitting dates easily rather than estimating when we might actually be able to finish projects. You need to do whatever you can to accelerate the timelines in general.</p>
Out of District	<p>I'm not sure that projects projecting a 15 year or greater timeline will garner support you are looking for. We live a world where 5 years is considered long term planning. Considering global warming, crumbling social and economic systems and the decay of basic infrastructure, maybe this isn't the best way to tie up so much money.</p>
Out of District	<p>The timeframe for the completion is much to far off. The Seattle to Everett section is already impossible so another 25 years makes this plan VERY unattractive!!!</p>
Out of District	<p>Light rail to Ballard *must* be sooner! The City of Seattle is letting developers create dense housing yet there is no corresponding support for better transit to support it. 22 years away is ridiculous! Start with areas closer in like Ballard, West Seattle and Kenmore-Bothell. For now you should run the 15X express bus all day long. The runs are packed with people just riding from Ballard to downtown because they prefer it over the D Line.</p>
Out of District	<p>I'm strongly opposed to the timeline because it puts a huge burden on the people who have been priced out of living near Seattle. Lower income residents will be paying for years, not only for the light rail, but for their vehicles and maintenance, for more hours of child care, and for their time spent on long commutes in already crowded buses.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Out of District

Out of District	<p>ST3 draft plan needs to be modified with some of its service plan being deleted segment to add proposed service to Marysville, which is just north of Everett. Consider having all of the Core Urban and some of the Suburban cities to have their own Link Light Rail line just like the City of Everett currently has its own transit agency which is Everett Transit. I believe the ST3 draft project plan was planned the horrible way that will include BRT and should should never need to be BRT, period. Instead of that, consider having alot of Link Light Rail lines (including municipal Link Light Rails) like Marysville link, Lake Stevens link, Arlington link, Everett link (a line or 2), Lynnwood link, and so much more. Express bus routes 510 and/or 512 should have a proposed expansion up to Marysville by deleting all the selected trips to Downtown Everett. Sounder North Line should have proposed stations to Seattle Waterfront, University, Northgate, Shoreline, Mountlake Terrace, Lynnwood, Mill Creek, and Marysville as well as Everett, Mukilteo, Edmonds, and King Street Stations. 4 round trips should be expanded up to 10, 4 out of 10 serving King Street, Edmonds, Mukilteo, and Everett Stations which is currently the existing Sounder North Line just need to add Seattle Waterfront, University &amp; Northgate Stations, should also expand Lake Stevens Station but thip to Lake Stevens should be limited by only 2 out of 4 trips, first &amp; third trips start at Everett Station in Everett and second &amp; fourth trips start at Lake Stevens Station (Transit Center) in Lake Stevens when going southbound. When going northbound, first &amp; third trips should end at Lake Stevens Station (Transit Center) in Lake Stevens and second &amp; fourth trips end at Everett Station in Everett. 6 out of 10 North Line trips should serve King Street, Seattle Waterfront, University, Northgate, Mountlake Terrace, Lynnwood, Ash Way, Mill Creek, Mariner, Everett, and Marysville Stations. Sounder South Line should never have a proposed expansion to DuPont because it is a pretty small city and that station project can be absolutely 100% preventable, so instead of South Line expansion to DuPont it needs to add SeaTac, Federal Way, and maybe Des Moines Stations. The reason why I need this plan to happen is that it can be a much better offer and the plan I made and wished for would make ridership a whole lot more intense. 8 round trips + 2 reverse trips should be expanded up to 12 round trips + 2 reverse trips. 6 out of 12 trips should serve in Pierce County should serve Pacific, Edgewood, Tacoma Dome, South Tacoma and Lakewood Stations and the other half should serve Sumner, Puyallup, Waller, and Tacome Dome Stations. The 2 reverse trips should delete the segment stops to Puyallup and Sumner Stations and should only serve Tacoma Dome Station in Pierce county. All South Line trips should serve all stations/stops in King County.</p>
Out of District	<p>Light rail to Everett should be given a higher priority. Also, should add to the rail schedule of the North Sounder train; there are too few options in terms of time of day and days of the week (e.g., need more daytime and evening service and on weekends)</p>
Out of District	<p>It would be good to see information about how these priorities were established. It seems like you are asking people in the south sound to pay in without the expectation of service enhancements for 20 years. There are significant traffic issues in the south sound today and the cost will only go up.</p>
Out of District	<p>We can not wait any longer to improve mass transit in the Puget Sound area. We have traveled to other countries and larger cities here in the US and were amazed how easy and fast it was to get around. It is time to bite the bullet and get this done as we cannot just keep building more roads. Our traffic problems are only going to get worse.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Out of District

Out of District	improving freeway bus use is the fastest and cheapest method of improving service. Burden the front end with much more service-- service destined to end as light rail is available to take its place. You have identified the important connections needed. But we can't wait 30 years to see service needs filled
Out of District	In the my opinion, the main goals should be to help the environment and help reduce congestion on our highways which in essence, the goals are directly linked. When I heard how far over budget and late (years late) the ST projects have been, and how there is less 1% of the cars being taken off the road, I was devastated. Why wasn't all this money put into something effective, like adding and improving bus routes, (especially when I was hearing on the radio last year that bus routes were being eliminated because of budget problems, and many of those riders have no other way to work). The whole thing is terribly disgusting, and sounds like a group of people looking through a keyhole and not seeing the big picture.
Out of District	The north end work to Everett needs to be a higher priority. Failure to move that work to the front-end of the ST3 plan will spell certain doom at the polls.
Out of District	Although the cost is big dollars, like a lot of folks, biggest concern is timeline. Many of these projects are not going to be completed in a vast majority of the voting users business/career lifetimes. Which of course means they aren't going to get to use the invested tax dollars they are paying for. Altruism is a great thing, but a very important piece to this build out puzzle is exactly why, as technology for building buses and rail gets better and cheaper, would projects take longer? I would think going into this package you should be able to say that in ST2 our building time frames were x, and now we are a bigger, better and more efficient agency and ST3 build outs are going to be x-20%. Really need to change this 10 year build out paradigm to more like 6-8 years. How about a study to grasp onto those ideas? That would be an invaluable addition to future projects.
Out of District	Ballard and West Seattle connections should be completed within 10 years. Improvements serving low density communities should occur later
Out of District	Everett and Issaquah in less than 25 years would be best. Thanks!
Out of District	This is far too long to have these projects completed. No excuses. These should be realistically completed in half the time.
Out of District	I would love to vote for ST3 but as it stands right now the timelines are just completely unacceptable. 17 years for West Seattle to Downtown and 22 years for Downtown to Ballard is ludicrous. A Redditor on the Seattle Reddit page said it best "someone sprinkle my ashes on the Ballard line". Seattle is growing at an exponential rate and the time to finally connect our neighborhoods is NOW. I understand how this cities political process has worked up until this point but we absolutely cannot committee and study this thing to death. This is a once in a generation opportunity to improve the lives of everyone that lives and works in this city. Let's get it done in a timeframe that makes sense.
Out of District	Sounder southline has been a vital link for many. Expansion to Tillicum and DuPont should be done as quickly as possible, especially given the I5 corridor work that DOT will undertake in 2017.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Out of District

Out of District	You spend all the money in Seattle/King County area. I see limited expansion in the pierce county area and you offer us buses where you spent a lot of money on the University link in Seattle. The Tacoma Lite rail was already here before sound transit took over so it did not cost much to do. I feel that we are paying for Seattle. We could use more lite rail in Pierce county. I would not vote to pass any spending due to the way we are being supported.
Out of District	We've been waiting seemingly forever for light rail and efficient transit, and now it's going to take another 25 years?! We give more money in new taxes every couple years that promised to bring light rail to everett in return. Where did that money go??? Portland, OR managed to figure this out in the 1990s...why has it taken us so long to make a fraction of the progress?
Out of District	We need to be doing these projects FASTER instead of slowly bringing them online over 20 years - we should be building everything at the same time and we should be funding it with additional tab fees and an excise tax on vehicles equal to their vehicles value, mileage and age.
Out of District	Light rail to Everett would be fantastic
Out of District	Construction of new homes north of Seattle is creating population increase and backups on the freeway going south. Bus service sucks because there isn't enough parking at park and rides, you sit in the same traffic so no incentive to use transit. Light rail to Everett with improved parking for commuters will help alleviate traffic.
Out of District	Study after study has already been done. All of these systems should have been built already. Also why was light rail not built alongside the new 520 bridge.....
Out of District	Connecting commuters to the Paine Field manufacturing center is critical
Out of District	please add third car to the link!!
Out of District	As Everett/Snohomish County is the #1 manufacturing center in the State, generating billions of dollars to our regional economy and employing tens of thousands, it is shocking to me that ST has elected to delay the installation of light rail to Everett/Paine Field in this plan. The priority needs to be to serve employment centers, like Everett/Paine Field. Let's get folks to work first!
Out of District	Those of us in Snohomish County STRONGLY advocate for pushing ahead the schedule to bring light rail to Everett. Figure out a better route; get it done sooner.
Out of District	I am retired and don't use public transportation. Nothing in this plan is feasible for people living in Maple Valley. If the exorbitant amount of money proposed in this proposal were instead used by the State of Washington to improve roads and highways to improve auto transportation, it would be a windfall! Why should I have to pay for your idiotic project when I receive no benefits. This is another Sound Transit fiasco! I will do all that I can to cause this plan to fail in the upcoming election!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Out of District

Out of District	<p>The commitment to Snohomish County made for the initial Sound transit proposal is being abandoned by the timeline proposed for ST3. The north link from Northgate needs to be THE priority for any additional construction to the system, Period! We have been paying into the system since it's inception with no benefit to show for it in reduced traffic and travel times for those of us that commute from SW Snohomish County to Seattle. The initial investments in bus rapid transit have made travel along the north-south corridors worse, not better by removing available roadway from car commuters, roadway we have already paid for by the way. The combined with the STUPIDITY of removing car lanes and dedicating them for bikes is compounding the problems, not improving the situation. Build the North Link to Everett before anything else is done!</p>
Out of District	<p>The costs are to high, plain and simple.</p>
Out of District	<p>In over 30 years of living in Snohomish County and working at various locations in Bellevue, Everett and Seattle, I've NEVER been able to use a bus or any from of transit to get from here to there. I would have to drive over 8 miles to a park and ride, then take 2x's as long taking the bus to somewhere in Seattle, then transfer two or three more times to get where I needed to be. Total time would be 2 to 3x's even driving in the worst of traffic. I lived at the end of 128th on SR9, worked in the Paine Field area... a straight shot, 10 miles... yet a bus ride was NOT possible... it would involve 2 or 3 transfers and 4x's as long to make the drive... when I asked someone from Transit about it they had the response, well, part of that is in Everett and part in Snohomish County.... SO WHAT? I want to get from here to there, but NO ONE IN TRANSIT thinks about that... Do you people have MAPS? LOOK at them... I now live a block from a Transit station in Lake Stevens... can I get to Paine Field from here? No, well, yes, but it'll take nearly 3 hours... I can drive it in 15 to 20 minutes. Why is this so hard to figure out? Frontier Village to the largest employer in the county... you could have direct runs on the half hour from here easily... so, in over 30 years living in this area, not once on public transit... Portland has it figured out... Europe has it figured out... Chicago has it figured out...</p> <p>Look at where people live and work.... how hard can this be??? They don't expand our roads to try and force people to take public transportation, but public transportation doesn't work... I'm not going to take a bus for 2 hours when I can drive even suffering through congested traffic for 20 to 30 minutes... even if I have to deal with parking... come one... figure out where people want to go and make it work. At least get close...</p>
Out of District	<p>The new light rail to Everett should be completed ASAP in years and not in decades. People are wasting a lot of precious time on I-5 gridlock and this option would give the time back to people. It may also encourage more people to not to take cars, but commute instead. Thank you for making it happen sooner.</p>
Out of District	<p>Bump up the Issaquah light rail timeline!</p>
Out of District	<p>I would love Everett to Seattle light rail to be a priority. Not many options for North enders to travel south without driving</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Out of District

Out of District	While I do not live in the area, I do watch a lot of KING 5 News. Also, I'm well aware of the traffic issues within Puget Sound. The region is way behind the times in terms transportation choices including rail. I do not agree with the timeline and it needs to be build faster. For example, within 10 years.
Out of District	The Redmond and Issaquah light rails would greatly help commuters who work in Seattle but live on the East side.
Out of District	Traffic in the Everett/Seattle/Tacoma/Olympia corridor is horrendous on a daily basis. Any attempt to alleviate the road congestion, and allow for more options of mass transit are, in my opinion, a necessity (and well overdue). I live in Lacey, and work in Seattle, and the commute is horrible. With more options for me to use mass transit, and bypass I-5, I feel that this would be alleviated.
Out of District	Rail to Everett is critical now, not in 25 years. Completely ridiculous timeframe. I have employees that commute less than 10 miles, but choose to leave employment due to the terrible traffic on our roads.
Out of District	Please consider revising the timeline for the Everett light rail connection to be completed earlier. I have lived in Snohomish County for over twenty years and I have notice that the traffic between Everett and Seattle is increasing. If a light rail connection was available from Everett, I would take the light rail. I tried to take the Sounder from Everett to Seattle but the operation times did not work with my schedule. When I travel to places such as Chicago and Washington DC, I rely on their transit system. I hope that you will consider expanding the operation times of existing routes to make it available so that more people would consider using mass transit. Thank you.
Out of District	Keep ignoring the Everett/Snohomish County area at your peril. It is the fastest-growing area in the region and ALREADY home to some of the region's largest employers, with plenty of space available for both commercial and residential development. Bring light rail, more express transit, more parking at park and rides, and EVERYTHING ELSE IN THE KITCHEN SINK - ASAP - to the area or you are inviting disaster. And thanks, but no thanks, ST and WSDOT are already engorged with taxes on everything but toilet paper. Find the money from bloated salaries or disastrous projects like Bertha.
Out of District	we need projects in everett and on i405 to be moved up on the timeline. snohomish county is losing businesses because of the transportation nightmare here.
Out of District	I believe these plans should have more aggressive timelines for quicker completion. Would really love to see a light rail going along hwy 18 from Maple Valley down to Auburn train station.
Out of District	Project timeliness are too long for our existing, and quickly increases traffic crisis
Out of District	personnally, would be more pro if getting to tacoma happened in my life time!
Out of District	Time line is lacking in a timely application of already lacking services.
Out of District	25 years is too long. We need ST 3 sooner. Roads have not keep up with development. More roads will lead to more gridlock. Only better transit will improve our quality of life. Stop all development until we solve our traffic problems. Companies will leave area's that have gridlock.
Out of District	Completion of Sounder Trains to DuPont is of highest priority for me and frequent Sounder Service south of Seattle all day long, not just during commuter times. Please make the Sounder more usable by all, with convient bus service to connect with the Sounder.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Out of District

Out of District	The current proposed plan takes far too long to complete!!! A system using light rail is expensive, unflexible, outdated, and slow to bring on line. Expanded express bus service is a far better choice in all ways the currently proposed plans are not. What is it with this area that all of transportation projects need to be so grandiose ?
Out of District	I think we need to find ways whether it is through additional Federal government funding or allowing the cities to contribute money to help pull as many projects forward as possible. I do understand that revenue is an issue with getting things started but having identified incentives for cities that help contribute or identifying the road blocks that the cities could help with would help get this passed. I have read a lot about Ballard being mad there section will take so long, so provide more detail the project plan and estimated dollars to spend and what they could do to get the project sped up. OR make sure that if projects are ahead of schedule and under budget that you work to move the rest of the schedule to the right as well (Even with ST2 Projects.
Out of District	The reason why I oppose the ST3 plan in general is because it is not acceptable to put the Everett delivery date as 2041. I understand the logistical and planning and development issues, but I would like to see a greater priority put on extending light rail to Everett. LRT service into Everett should be delivered by 2033. Thank you
Out of District	Stop spending tax payers money on stupid mass transit ideas. This is not Japan, England, or some other small place. People need better roads that don't damage their cars.
Out of District	If there is any way to speed up this timeline, do it! The traffic congestion along the I5 and 405 corridors is getting steadily worse! All in favor of this plan and most associated aspects!
Out of District	I know that Sound Transit wants to present a cost effective and realistic plan. I worry that the completion dates are so far out that regional population and traffic growth will far out pace the ability of ST3 to save us from gridlock.
Out of District	We've been waiting--and PAYING--for light rail to come to Everett for 20 years. We should not have to wait 25 more!! The I-5 trunk lines, including Lynnwood to Everett, should be constructed FIRST. If this means waiting to construct the line to Paine Field, so be it. Boeing may not even stay here, for Pete's sake! Expanded parking is needed because we have such poor bus service up here that driving is often the only practical way to get to rail stations.
Out of District	The farthest distances should be completed first to get the most people with the longest travel times out of their cars.
Out of District	It is too bad the timeline is so stretched out - we need this so badly right now. This will be so overdue by the time 8 years rolls around.
Out of District	I'm not voting yes for something that won't be done for 50 years.
Out of District	There should be a major shift in focusing on building the infrastructure by extending out to Tacoma and Everett FIRST then building on this. The traffic between Seattle and Everett continues to worsen then there is the mudslides interrupting the Sounder service

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Out of District

Out of District	The traffic coming from the south into Seattle is nightmarish. People have begun to drive to Portland avoiding Seatac completely to catch flights at Portland airport instead. We seldom go to Seattle for fun or events due to the traffic. The lack of a train system in the Seattle area is shocking. All support should be given to bicyclists and pedestrians to improve our situation. Our ferries are wonderful. Adequate parking at train stations is a necessity if you want this to work. Especially at the outlying stations.
Out of District	The Ballard line is by far the most important and cost-effective project (because of ridership density), and I don't even live on that side of Seattle. I understand the complications with a new downtown tunnel, but serving Ballard, new Expedia headquarters, LQA, and SLU (Google, Amazon, etc.) should be the number one priority. I'd support higher taxes for Seattle residents to complete this project sooner.
Out of District	Not necessary
Out of District	Long term parking near transit stations.
Out of District	Get the route to Everett done ASAP! I live and work in Arlingron so I wouldn't use it that often but I'd be willing to pay for it for my fellow citizens to access from Everett sooner than other projects
Out of District	Ballard and west Seattle light rail should be given top priority. To speed up construction, bounds should be sold to raise the money needed to build the entire system now and use the tax increase to pay off the bonds over the next 50 years or so.
Out of District	Ballard and West Seattle light rail should be given top priority. Bounds should be sold now to raise the money to build the entire light rail system now and use the tax money to pay off the bonds over the next 50 years.
Out of District	Sooner!!
Out of District	Considering the aging population of babyboomers, and the increased longevity of people, in general, it is incumbent on us to plan for the profound need for rapid transit, not only at present, but in the not too distant future. The year 2041 will put me into, likely, my last decade, if I don't pass away before. I seem to be in good health and continue to work full time. However, I purchased my home because it is on a bus line and I need to consider the possibility, if not likelihood, that I will want to be active long after I no longer drive.
Out of District	Light rail to Snohomish county NOW needs to be the highest priority. I will ONLY support a plan that finally addresses the transit needs of Snohomish county. It is ridiculous to shower resources on the richer East side or improve the services in Seattle when Snohomish county has nothing. I will not vote to pay taxes with some vague hope of transit 25 years in the future. Do it now.
Out of District	Light rail to Everett needs to be a Priority. The needs are great, and 25 years is just too long to wait. Snohomish County residents should not be taxed for light rail projects that will not benefit them for 25 years.
Out of District	Tacoma/DuPont should have a higher priority. I commuted for six years between Lacey and Seattle. Commute time was often 2-3 hours. I finally quit my job because of it.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Out of District

Out of District	Proposed completion timelines in Question #12 are simply way too long - people have been waiting their entire lifetime for rapid transit in the Puget Sound area and will be dead before it ever happens. This needs to be addressed immediately, not 25 years from now.
Out of District	Tacoma cannot wait 17 years for this. The lack of affordable housing on the Eastside could be easily remedied with better access to the wonderful communities of the south Sound. Easier movement of commerce between the two cities would benefit both and help the area in the middle see the economic improvement of its neighbors.
Out of District	Please finish rail transport first
Out of District	Way too slow, projects need to be completed ASAP
Out of District	From the Everett Herald: "The 2008 Sound Transit 2 measure promised to extend light rail north from the University District to Northgate by 2021 and to Lynnwood by 2023. It paid for more commuter buses and for improvements to Sounder rail stations in Edmonds and Mukilteo."  What happened to this? I do not trust government with my tax dollars, ESPECIALLY over 25 years. Technology will change, circumstances will change, there will be cost overruns. So, although this region urgently needs a rapid transit system, I don't support this long term proposal.
Out of District	the plan sounds like the tunnel, expensive and benefits main corridor only. Very Seattle-centric
Out of District	I chose to somewhat strongly oppose this plan based on the timeline for the project. If the Everett/ Snohomish County spine is not completed early it is of no benefit to those of us up north to vote our tax dollars in. Also, my spouse has been commuting to Kirkland for years and there is still no reasonable solution. By the time the suggested plan happens, he will be retired, and we will be spending our retirement dollars to pay for a system we will never use.
Out of District	Lynnwood to Everett need to be more of a priority than completion in 25 years
Out of District	You are taking too long to help the people of Snohomish county get to the northern areas of the city. The UW, UWMC, Seattle Children's and South Lake Union are big employers and this timeline will not be helping any of us get to work faster from the north or north east sides. Additionally all of these employers promote comminuting to work and you don't seem to be partnering with them very well. Snohomish county is one of the few locations where people can actually afford to live and raise a family. The north end Amtrak rail sounder trains do not work because there are NO STOPS that service the UW or that area. I would use the train if you can make it reliable (landslides constant issue in north end) additionally having to travel back through downtown to access the commuter train isn't very reasonable or reliable. When I did try and take the train I would fight to get down to station only to be told no train take bus! You are not going to get any support from Snohomish county because you're asking for big \$\$\$ and providing NO rapid increase in service within a reasonable time frame! The Routes on 522 are over burdened and make too many stops to be considered express. If you created a faster way for me in the next 5 years to get from Bothell or Woodinville to the UW I would be able to support this proposal.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Out of District

Out of District	Enumclaw is a great community but very difficult for location. Would be good to have an option close to Enumclaw
Out of District	I believe with the rapid growth and increasing density of the West Seattle area, the timeline for completing the Light Rail system connecting West Seattle to the rest of the Seattle and surrounding area needs to become a city priority.
Out of District	Complete it faster, even at increased cost to taxpayers
Out of District	Earlier completion of projects
Out of District	The ST3 draft plan is too long...almost TWO generations of tax payers waiting for complete regional coverage! Way too long!
Out of District	These rail projects should have been started a decade ago. Each year of delay simply increases costs to taxpayers. Get this done NOW!
Out of District	I don't use transit today because there's no parking at transit hubs (Sounder, light rail, park and ride). Parking needs to be considered for all projects.
Out of District	We needed accessible mass transportation 30 years ago. For everyone's sake as well as for our environment, we need to see this completed in our life time and waiting 25 years is too long for all of us. This needs to be a priority and I will support this with my tax dollars. People can not afford to live in many urban areas and they cannot afford to spend 4 hours every day commuting. We all can not afford to continue to drive our own cars with its impact on the environment. We can do this if we have the will. We need to do this now, not later. We can do this and we could do this if we considered it important enough. It is vitally important.
Out of District	The Lynnwood to Everett light rail should be prioritized, the 2033 timeline is unacceptable. Bring the rail up the I-5 corridor and use express buses to serve the industrial Paine Field/Boeing area.
Out of District	I would prefer to pay \$35 per month and complete the work sooner.
Out of District	I would like to see more of these projects fast tracked. I'll be otherwise dead before I see any of these accomplished
Out of District	I wonder why Everett is such a low priority area. Perhaps other areas have even worse traffic problems, but Everett's are bad enough.
Out of District	Connect Kirkland to Seattle faster!
Out of District	Under these current timelines I will never use these systems. Tax Amazon and Boeing and make them fund this!!!
Out of District	The timeline is unbelievably long, so that by the time it's completed, population growth will ensure that traffic will still be just as bad then as now. I'd be in favor of considerably more taxes to get it done sooner -- let's bite the bullet and get it done, as we should have nearly my entire life ago.
Out of District	Please place a higher emphasis on serving the East side commuters. 25 years is way too long to wait.
Out of District	Build the spine of the system first and the extensions later. Better to increase motor vehicle excise and sales taxes so that the costs are borne by all who benefit, not just real estate owners. Many nonresidents use the highways and benefit from the transportation services.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Out of District

Out of District	Snohomish county is growing rapidly, with opportunities to aquire and build out rights-of-way in a sweet spot while King county and the Tacoma area are pretty well built out. The "bang for the buck" is in Snohomish county and linking Snohomish county to Seattle, and thus should occur sooner rather than later, especially given the present fiasco on I-405.
Out of District	The Everett extension needs to be prioritized to support the Boeing employees. This will help alleviate the daily commute commuters on I-5
Out of District	Ridiculously long time! It took how long to build the transcontinental railroad BY HAND? I live in Issaquah and will never, ever see any benefit from your plans--make no mistake, I'll pay for it, live through growing congestion and construction hassles, but never ever enjoy what should be built in the next 5 years. How about you push to impose a moratorium on all new real estate development on the Eastside until we have the capacity to handle the increasing transportation needs that go with such development? I used to live in Myrtle Beach, SC--they needed a bypass and instead of putting it on the 23rd Century time-frame, they eliminated all the government inspections and labor restrictions, entrusted it to the contractors, and built the bypass (HWY 22 & 31) in a very short time. That was over a decade ago and the hwy is still in great shape. Surely you can build light-rail in 5 years or less IF YOU WANT TO. The current time-frame makes it more likely I'll have a flying car before I ever get to ride light-rail from Issaquah.
Out of District	25 years? why should it take so long.... if so, development of new housing should be delayed by the same amount of time, as the flurry of new housing isn't being supported by infrastructure.
Out of District	I don't currently use public transit because I live in Snoqualmie and work in Bellevue. The public transit between those cities is so minimal that it hasn't been worth using. :( I would love to bike to work, but there aren't any safe bike routes from Snoqualmie that don't require going at least 10 miles out of my way. My only concerns with the projects are the timelines. *25 years* to add light rail between Bellevue and Issaquah?!? I don't mind paying more to get a faster timeline. In 25 years, I might be dead and I'll certainly be retired and have less use for the light rail. :(
Out of District	Hopefully these timelines can be reduced! Light rail should come first,before BRT. THANK YOU.
Out of District	I do want to mention that although I live at 98225 I work in 98204. I also believe we need a better high speed train network and bike and pedestrian centered transportation. A lot more people would walk and bike to work/ school if there were nice and safe trails separate from autotraffic. Lastly, I am concerned that the \$200 per year will frighten people. Perhaps this should be broken down by demographics. What does an average person look like?
Out of District	Seattle, our Port and NW regional center is choking on congestion. Waiting 22 years is too long. Equity in transit requires serving higher density, lower income, employment centers and building light rail there sooner. Light rail must be built outward from the CBD and regional centers first, otherwise the plan enables suburban sprawl, and isn't equitable.
Out of District	Having the sounder expanded farther south and more quickly.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Out of District

Out of District	ST3's light rail delivery schedule must be shortened to the most densely populated areas and employment centers first in order for me to support such an expensive proposal. This includes expedited light rail delivery to Ballard, Everett, Redmond, and Issaquah. I would support a more expensive package if the schedule for delivery to these locations was shortened.
Out of District	Please find a way to complete these projects in a shorter time span. Our region is already suffering from congestion and our population growth will make it worse. 25 years is too long to wait for these projects to be completed.
Out of District	Longer take, more money to spend.
Out of District	I WILL BE DEAD BEFORE ANYTHING IS ACCOMPLISHED
Out of District	Get light rail to Everett sooner!
Out of District	Why is it taking so long? What are you doing with the money gained from fares on the new routes? Why isn't this money going towards extending/improving light rail?
Out of District	You need to figure out a way to do this faster....
Out of District	The commute from Issaquah and points east has grown exponentially bad in the last couple of years. On average, it will take 1-2 hours to get to Seattle in the morning, which is just as bad as driving into Seattle from Everett. Additionally, there are fewer transit options into Seattle from North Bend and Snoqualmie currently, unlike Everett, which has lots of transit options. I would argue that expansion east into Issaquah is more necessary and more urgent than in the outlined plan.
Out of District	I just wish the timelines weren't so long.
Out of District	Sound Transit has traditionally had very long implementation periods for its LRT projects compared to other communities in the US. This extended timing increases the costs of the projects and decreases support from the community. Sound Transit must find ways to significantly shorten the development period for LRT if it expects to maintain the support of the community.
Out of District	The expansion of the Light Rail between Lynnwood and Everett should be a higher priority, as rising rent and home prices are pushing more families to Snohomish County, increasing the number of commuters dramatically.
Out of District	We need service to Everett at a much accelerated timeline.
Out of District	I do not mind paying for it, however your timeline is way off for what we need in the next five years. By the time you build out the final phase in 25 years, this plan will be WAY out of date. Why is it they can build this in other cities in half the time or less? I have studied urban regional planning for years and our geographic challenges are not an excuse. My wife and I both commute to Seattle each day and WOULD support this plan and become 100% riders if done in a timely manner.
Out of District	thanks for making all this transparent, not much feedback really.
Out of District	I strongly support rapid implementation of this draft plan, especially to include the entire region, from Everett to Olympia, in an integrated system. It is urgently needed!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Out of District

Out of District	Lynnwood to Everett and 25 years is just ridiculous it can be done a lot sooner considering it's the fastest growing area in the state
Out of District	<p>Light rail needs to come sooner to the Eastside. People will ride for getting to Seattle, Bellevue and Redmond. Love the plan, just want it faster.</p> <p>Just a comment that at some point we need a usable bus for commuting to/from Snoqualmie Ridge again (current community transit not flexible enough). Think about a park and ride at 90/18 where the new interchange will be built. Huge amounts of people in Snoqualmie Ridge and Maple Valley / Renton go through that intersection on their way to Seattle, Bellevue, and Redmond.</p>
Out of District	<p>I am strongly supportive of increased public transit projects in general and light rail in particular. Sadly, I'll be retired by the time you actually produce a light rail train that would be useful to me; in fact, my elementary-school aged kids will probably be mid-career professionals. Which sucks, really.</p> <p>Also, I strongly support building more parking at stations. There isn't enough as it is--by the time my kids get on the school bus, it's too late for me to find a parking spot at most park &amp; rides. I'm a single parent, and I live in Snohomish because that's where I can afford to raise my kids--but I work in Seattle, and the transit system's lack of busses and parking after 8:30 is the biggest blocker to my being able to do my job well while also parenting my kids.</p> <p>Also I'm not a huge fan of LINK as it's currently implemented. It takes a ridiculously long time to get from downtown to the airport. I'm afraid when you finally build that Everett LINK it's going to be so darned slow I wouldn't want to take it anyway.</p>
Out of District	Much too long and drawn out. We need rapid transit now - the commutes are so much longer and congested and ST is too far behind the ball now. Plan timelines must be increased or it will never catch up with the rapid growth of the areas impacted.
Out of District	<p>The 25 year wait to get light rail to Everett is unacceptable, when I originally voted for the original Sound Move, I had envisioned (and was sold) a Japan-like network of light rail that reached from Everett/Marysville to Tacoma or Olympia within my working lifetime. At this rate i will be taxed for a system that will come to fruition about the time I am 80 years of age... My sons will see it only near the end of their working careers. This after paying for it since they started working and having to deal with the ABOMINABLE traffic in the North End that DOT and the rest of the supposedly coordinated transportation authorities just cannot seem to get their heads wrapped around and build what is NEEDED even approximately when it is needed...instead its 20-25 YEARS afterwards.</p> <p>See the DOT Dupont interchange...that was done under budget, under schedule and works WELL. I fail to see why ST cannot get it together and get it built out in a timely fashion.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Out of District

Out of District	Our region is filled with opportunities (employment, lifestyle, influence, culture, landscape beauty, weather) but it restrained the geography and several of the factors that make it attractive. We must enable people movement and support freight mobility to realize any of the shared goals. "The spine," the north-south primary route, is the top priority. If necessary to afford the completion of that extended route, then side routes must be a reduced priority and we will "figure out" how to reach those stations along that central route. And people will change their minds once they can see the positive effects of having a functional system, so let's show ourselves (demonstrate) positive results from the existing experiences. People ARE going between the airport and downtown, both directions; it IS reliable and fast. Substitute BRT in some of the side alignments if required to get the central spine completed.
Out of District	Speed up the timeline to maximum 15 years. We don't need another 1-90, which took 30 years and triple-quadrupled the projected price.
Out of District	I am most biased to supporting any plan that takes vehicles, including buses, off of our already overcrowded streets and highways. I am supportive of any plan to considerably increase our Sounder train and Link Light Rail options. I'm disheartened to see plans going out to 22 years, but glad that we are now thinking about these things that should have been thought about 22 years ago.
Out of District	SoundTransit needs to change its agency name from the word Sound to the word Puget, which it can be named PugetTransit, because there's already approximately 100 sounds world wide. There are 2 different sounds, which are 1 you hear the volume mass & other is consider ocean inlet in geography. ST which stands for SoundTransit needs to go from the word Transit to the word Transportation, which can make it stand for SoundTransportation. ST3 draft plan needs to be modified with some of its service plan being deleted segment to add proposed service to Marysville, which is just north of Everett. Express bus routes 510 and/or 512 should have a proposed expansion up to Marysville by deleting all the selected trips to Downtown Everett. Avoid expanding service to DuPont & Orting because they are the small municipal locations
Out of District	This takes TOO LONG. No. Get more money, do it faster. Traffic is too congested to wait an entire generation for these projects to get completed. That's NUTS. Get it done in 10 years or less.
Out of District	I support any and all efforts made by Sound Transit to get people out of their cars. That being said, I think given the rate in which the population is growing in the Puget Sound, The process needs to be excellerated.
Out of District	You continue to use 'one project fits all'; the reality is quite different. You need to have at least one LRT project that is fast tracked, way faster than you as an agency are comfortable. I also believe that some of your LRT routes are best suited in the near term, the next 15-20 years, to streetcar-like service. This is not new, it has been a transit strategy for at least 100 years (see Boston).
Out of District	Lightrail taking 25 years to come up north (Lynnwood\Everett) puts me at retirement age so my comments would be useless as I wouldn't need mass transit for work anymore.
Out of District	Do it all much faster, even if it costs more

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Out of District

Out of District	Do not tax people more to get it done quicker. Take from other projects that are not currently being completed to get the #1 priority taken care of first. One project at a time. No extra money needed if you spend it wisely. Seattle Transportation is famous for spending money poorly and needing to take more from tax payers due to pathetic mistakes. Get a project done, and move to the next. Don't get ahead of yourself with all these new projects
Out of District	I have always supported any form of rapid transit and ST1 and ST2 with the assumption that it would benefit the region where I live as promised by those proposals. With the plans you have listed, I will pay for 25 years for the service to benefit our region. I will be 96. I can not see why I should pay \$200 a year for services in other parts of the northwest.
Out of District	ST should complete the light rail spine up to Snohomish County prior to building spurs in King County (i.e. Ballard) as originally discussed in the late 90's/early 2000's. The spurs can always be added at a later date. Snohomish County has been very supportive of ST's light rail program from the beginning with the understanding/agreement that light rail would reach Everett timely (and prior to new King County interests).
Out of District	First, make existing systems work to best ability. Increase speed , frequency and reliability of existing buses and trains. Then expand. Make sure all new stations are connected. Dupont is miles from JBLM main gate. How will people get on base? How long will it take to screen and clear them?
Out of District	Focus on the Eastside. It will help to expand our citizens east and will promote social plurality, while providing job and residential opportunities.
Out of District	Thank you for the major efforts to orchestrate such a massive project. I want to be supportive of the big picture of transportation for Seattle's future and the long-range timeline--even though it's unlikely the project will directly benefit my family. I encourage municipalities and politicians to work together to make ST3 happen more quickly.
Out of District	No rail to Seatac from Tacoma, no yes vote
Out of District	Plan, design and build light rail as quickly as possible. Doing everything earlier costs less when considering inflation. There are many people who need it and many capable constructors and consultants that can do it. Be sure Sound Transit can support the work by hiring enough staff to adequately manage the projects or solicit on-call services to manage it properly. Be sure Sound Transit has the proper MOUs in place long ahead of schedule, so it does not impede planning, design or construction. Be sure AHJs adhere to agreed-upon schedules to conduct their portion of the work, so it does not impede planning, design or construction.
Out of District	I believe that all the projects can be completed sooner than the timelines listed. I am a strong supporter of all rail projects. Light Rail lines should be running down the center of all of our major roadways (I5,I405,I90) with strong bus links connecting these lines to the communities all along these corridors. Chicago is a great example of this.
Out of District	Please move up the Graham Street station! There's money for this in Move Seattle that will go away if ST waits too long. This low-income community of color has waited far too long already. Pushing it off another 20 years adds insult to injury.
Out of District	It's shocking to me that implementing the bus portion of this is so far out. People will happily ride mass transit if it is efficient. Increasing service on existing routes should be a high priority. There needs to be a way to fund transit so that it is not susceptible to revenue-cutting initiatives.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Out of District

Out of District	I grew up with public transport in Munich, Germany. Having to wait this long for 'some service' feels too slow. I strongly advocate for accelerating the plan.
Out of District	As housing costs continue to spiral out of control in Seattle metro and more of us are moving away to find quiet, affordable living conditions, it's no longer a question of "do we need this transit system?" It's now a matter of "How fast can we get it done?" I'd pay \$35/mo to get fast transit from Marysville/Stamwood to King County.
Out of District	25 years of taxing me before I get "transit" to Everett is [explicit]! I won't be alive in 2041.
Out of District	It would be great if it is completed before 25 years, but other than that I strongly support these projects for the better of living here in Washington/Seattle eastside area
Out of District	Need to get light rail to Everett sooner!
Out of District	25 years is far too slow, and you have received a lot of similar feedback. No excuse for delays like this, and no excuse for turning down federal funding in the past, when other cities were expanding transit options. Also, if Microsoft and Amazon are major contributors to growth (and traffic), why not get them to pony up? The rest of us are not benefitting from their presence (negative effect on housing costs, among other things). Off-subject: Where are the East-West options?
Out of District	25 years is too long of a timeline to reach the outlying areas like Everett and Issaquah. I live in Lake Stevens and I work in downtown Seattle. I used to take transit every day from the South Everett Park and Ride. I don't anymore because I want to be home with my family sooner. I also used to take the bus from Everett to the airport via transfer in Seattle. I think light rail would be great, but it needs to be high speed or more express. I certainly don't want to spend an hour to get from the airport to downtown Seattle because the light rail stops every 5 min, but I would use it if I could get to Everett in 1 hr.
Out of District	Light rail to Everett needs to be completed before anything else. We have already been paying taxes towards light rail service for years, without even being able to use it. I use the bus system every day but I will not support another dime towards transit services until you promise to start building light rail on the north end, first. To expect us to wait another 25 years (while continuing to pay even more!) is absolutely ridiculous.
Out of District	Is there any way to speed up the projects by working from both ends? It seems like a long time to get to Lynnwood and Everett.
Out of District	The time frame is too long for north lines. Many buses are already at capacity for commutes to Seattle from Everett. More choices are needed as soon as possible and not in 25 years.
Out of District	25 yrs for light rail to Issaquah is insane, needs to happen MUCH sooner, delay the extensions on Dupont, Tacoma Link Light Rail. Redmond/Issaquah expansion should happen before West Seattle/Ballard. I oppose the costs because I won't be able to benefit from this until 25yrs from now, yet will have to be contributing to the funding.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Comment(s) about project completion timelines - Out of District

Out of District	I strongly believe we need more light rail in Seattle now. I would recommend reversing the timeline so the densest areas are served first including building the light rail Ballard and West Seattle in the next 8 years. There is already the transit oriented development in these areas and many riders that take buses that would love a high quality light rail. I strongly support connecting Tacoma to Seattle via light rail. Tacoma is an up and coming city and its connection to Seattle will be an asset to both cities. In addition, I believe that grade separation in the more urban areas is required. The Ballard to Downtown line is going to be through very busy areas and will have very high ridership. Grade separation through Interbay is essential for reliability and safety. Delays on this line will affect Tacoma, Federal Way, SeaTac and the downtown core will be seriously affected. That would be a negative impact for the entire region.
-----------------	---

# Sound Transit 3

## Responses to draft plan open-ended survey question

*Comments about projects to be added in the  
ST3 Final Plan*

---

### Table of Contents

<u>Snohomish County</u> .....	(p. 1)
<u>North King County</u> .....	(p. 19)
<u>East King County</u> .....	(p. 152)
<u>South King County</u> .....	(p. 227)
<u>Pierce County</u> .....	(p. 246)
<u>Out of District</u> .....	(p. 266)

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - Snohomish County

Subarea	Additional Feedback - Project(s) should be added in the ST3 final plan
SNOHOMISH COUNTY	<p>Mass transit is the only way to save our communities - electric rail systems separate from current highways are critical. The next wave of change will be a move away from individually owned vehicles to smart cars, self driving to pick up and drop passengers off on the last mile. The opportunity to recover in the future the cost of current parking facilities should be considered - while current parking must be included in the ST3.</p>
SNOHOMISH COUNTY	<p>Additional Parking facilities at the Ash Way and Ride are needed in order to serve the growing community that surrounds Ash way park and Ride. Better bus service from Ash Way Park and Ride to UW Bothell is needed. Currently you have to transfer at Canyon Park, Park and Ride and often the timing of the buses are not aligned and what should be a short bus ride can often take 15 - 25 minutes longer than it needs to be.</p>
SNOHOMISH COUNTY	<p>I spend about 30 minutes some mornings waiting for the bus to get off the I5 express lanes south bound at Stewart. There should be a bus priority lane there.</p>
SNOHOMISH COUNTY	<p>There is not enough in plan to improve traffic and transportation options between Everett and Seattle. This is very frustrating. Every bus or Sounder train I am on to/from Everett is filled past capacity. Why no more bus routes from Everett to N Seattle (that don't go downtown), or other options??</p>
SNOHOMISH COUNTY	<p>1) Add way more North Line Sounder trains, to the a.m. and p.m. commutes, and some service on nights and weekends. Why on earth is the last train north at 5:30 p.m. on weekdays? That's crazy. 2) Add another downtown station for the North Line before King St. Station. 3) Increased parking at Mountlake Terrace Transit Center. If you get there after 7:30 a.m., you have to park in nearby neighborhoods or drive in to the city.</p>
SNOHOMISH COUNTY	<p>Light rail line from Snohomish County to Seattle downtown should be a priority. ALL busses are full morning and evening and often standing room only. This seems like a critical line to move people to and from downtown-not in 25 years.</p>
SNOHOMISH COUNTY	<p>Light rail to everett and everett community college should be the number 1 priority. Traffic in the north end has gotten much much worse. I would like to see the Sounder expanded to Stanwood now that an amtrack station has been completed. If we were to expand the Sound Transit boundary to include Stanwood, then the sounder could go further, the cost of land to have bays in Stanwood would cost Sound Transit less money and would increase ridership. My number one issue is light rail needs to get to everett as a higher priority, and the northline sounder needs to be more reliable and needs to be expanded. If the sounder were to go from Stanwood, then a station should be built in Marysville which would MASSIVELY increase ridership.</p>
SNOHOMISH COUNTY	<p>Add more parking to existing light rail stations, and build in more parking for future stations. What good is a train to the airport, or wherever, if I can't park my car at the station to get on the train? I live in Edmonds and have been so disappointed not to be able to use the light rail from Seattle to SeaTac because there is no parking.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - Snohomish County

SNOHOMISH COUNTY	The landslides that hinder the northern sounder line are ridiculous. Stabilize the ground so this doesn't happen. This is the fault of building next to unstable land next to the sound. Why not fix it? How much lost time and wages have come from clearing the landslides and making people commute in their cars or buses?
SNOHOMISH COUNTY	Northline Sounder adding an earlier train from like Edmonds making buses and sounder align better
SNOHOMISH COUNTY	Light rail should go all the way up 405. And this should all be accomplished MUCH faster!
SNOHOMISH COUNTY	Lynnwood Transit Center is already out of parking. It will get much worse with light rail. Where is a plan for light rail riders to park near the Lynnwood Transit Center. There just isn't enough "feeder" transit for folks in the north end to leave their cars at home. New park and rides with constant shuttle service to light rail might work.
SNOHOMISH COUNTY	Increased service into rapidly-developing areas, such as Mill Creek, Snohomish, and Bothell. Route 116 is already very busy, and the other routes through the sprawling residential areas (105, 106, 115) can't be far behind.
SNOHOMISH COUNTY	Light rail from Mountlake Terrace to Downtown Seattle is paramount!
SNOHOMISH COUNTY	Getting from communities like Edmonds to light rail would be wonderful. Right now we need to drive or hire an Uber for the planned station locations.
SNOHOMISH COUNTY	The Ballard to UW line is critical to mobility within Seattle and should be included.
SNOHOMISH COUNTY	Rail on the Eastside Rail Corridor.
SNOHOMISH COUNTY	Park and ride parking is already at capacity at all stations serving downtown by 7am or earlier. I end up driving whenever I have to drop my kids off at school because there is no parking. I AM HAPPY TO PAY FOR PARKING. Don't wait to build the parking garages until light rail comes. Build them now and you will see a huge increase in bus ridership. It takes 45 -60 minutes to take a local bus to a transit center from which I can catch a bus to work. I live 7 miles from Lynnwood TC and even closer to Ash Way. This is ridiculous. Do I really have to wait for 7 more years for a solution to this? I love public transportation. I would take it every day if it was possible. It's just not practical for me to ride my bike to transit in the rain in a business suit after dropping my kids off at school. Help me. I'm so sick of having a 3 hour daily commute. It's ruining my life. I live 22 miles from my office. HELP ME, PLEASE!!!!
SNOHOMISH COUNTY	Heavy rail needs to be extended north, Marysville, Smokey Point, My. Vernon. The current rail runs to Lakewood, grabbing huge ridership off the highways. The farther you go the more likely you are to ride. There is only one route north and it is highly congested. Why extend farther south but not north. There is little to nothing helping Snohomish County till 2041. I won't see it. If you want our support find a way to create real help. We are spending money on Ballard, West Seattle, West Tacoma, but where is the traffic coming from....farther out. I support the idea of extending to DuPont, but why not Marysville, Monroe, Snohomish. Look at those.
SNOHOMISH COUNTY	We need Bus Service from North Creek (near Northcreek High School) in Bothell to Seattle Downtown as many people go to work in Seattle everyday.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - Snohomish County

SNOHOMISH COUNTY	<p>Every should be a priority</p> <p>Park and rides need dramatics updating too - more parking and better lighting being paramount.</p>
SNOHOMISH COUNTY	<p>Please bring back the 128th st park and ride transit access ramp. It's a congestion nightmare right now and the buses/carpools changing 4 lanes to turn left don't help!</p>
SNOHOMISH COUNTY	<p>I moved form Seattle to Edmonds about 4 years ago and I've been riding the North Sounder Train into Seattle for work every day. I feel the North Sounder train NEEDS AN ADDITIONAL STOP North of King Street Station. To my knowledge Sound Transit has complained about lower ridership on the North train and I believe MORE people would ride it there were more stops. I used to work in Queen Anne and it was almost impossible to backtrack 2 miles King Street station at 5pm to catch the LAST train going north at 5:30. This is because the core downtown traffic at 5pm is at a stand still so the only people the North Sounder train benefits is people who work in a 6 block radius from the station. People don't and can't back track even a mile in downtown traffic and make those trains. We can't compete with the South train because they have so many more stops. There are huge communities of people and businesses between Edmonds and King Street Station that could be served by the Sounder Rail. I feel we need a stop in lower Queen Anne that would feed the entire north side of downtown. South Lake Union, Queen Anne and Belltown are all huge neighborhoods with a ton of businesses that could benefit from the Sounder Rail. As a Seattlite who has moved north, I can tell you that people who live in Seattle have no clue what the Sounder Train is though. So along with an additional stop north of King Street Station, the North Sounder Train would need some advertising to get people connected with the Sounder and how it could benefit their commute.</p>
SNOHOMISH COUNTY	<p>Pull the trigger! Let's get it going. Bussing it from Everett to Seattle everyday is painful. Lightrail would be fantastic!!!</p>
SNOHOMISH COUNTY	<p>Increase the Sounder Train Service from Everett to Downtown Seattle. The tracks are already there but the number of commuter trains are very limited. Weekends are non-existent. Trying to get downtown, even for a Mariners game, is painful. During football season, the trains are packed. Why can't we add more trains to weekend schedules?</p>
SNOHOMISH COUNTY	<p>Add light rail to the east side going north of Bellevue/Redmond as well - north into and beyond Bothell. Put a light rail station at UW Bothell, another in Mill Creek before they build housing on all the vacant land, continue north into Everett and make it a big rail loop.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - Snohomish County

SNOHOMISH COUNTY	Most transit center parking is full by 6:30am to 7:30am continueing for all day. People can not use good public transit if they can not reach it and leave their car. Urgent to DOUBLE onsite parking at all transit centers. Open parking ALL DAY should be the goal and the fact at every transit center. Every patron at any time of day should be able to ALWAYS find parking at the transit center. Otherwise, public transit habits will never be trusted for transport. It is never good for commuters to arrive at a transit center and be forced to continue driving to their destination ONLY because there was no where to park at the transit center. This re-inforces an instinct to never trust public transit as a routine. Plentiful parking is the most immediate remedy to that suspicion.
SNOHOMISH COUNTY	Add a sounder drop off/pick up station at the north end of the waterfront. We have to go all the way to king street than catch a bus up north which adds 30 minutes at minimum to our commute. Especially with Expedia coming to town.
SNOHOMISH COUNTY	It is super important to extend the corridor from Lynnwood to Everett as it will decrease the number of cars on I-5
SNOHOMISH COUNTY	Connection from Ballard north and cross town are imperative. There is no reason why people in North Seattle can't get to Ballard directly.
SNOHOMISH COUNTY	I would like to see ferry service increased from areas north of Seattle to downtown Seattle.
SNOHOMISH COUNTY	I feel that service going northbound on I5 towards Bothell/Mill Creek area is extremely important. As a commuter to downtown Seattle 4x a week and working on the off hours, I don't have the advantage of taking the bus with times that fit my schedule. Having better access to downtown would save me \$200/month parking downtown as well as gas. It's too bad that the proposed efforts for up north will be another 20-25 years away.
SNOHOMISH COUNTY	It is critical to spend money now to avoid total gridlock. It is worth MORE than \$ 200 per year. Need also more service during non-commuter hours.
SNOHOMISH COUNTY	Expanded service on the existing Sounder line from Everett to Seattle...not limited to just rush hours for commuters.
SNOHOMISH COUNTY	Parking needs to be added at the South Everett Freeway Station. More people would ride the bus if there was parking at the Park and rides.
SNOHOMISH COUNTY	look at other european and asian countries transit system ... I'm shamed of being living in seattle with such a bad public transportation system. should do ASAP. its good for everyone... earth and people. thanks
SNOHOMISH COUNTY	Rail service should be added on SR 522
SNOHOMISH COUNTY	I feel like we need to add Link Light Rail on the Eastside following the I-405 corridor. It is great that we have Rapid Bus Transit planned, but that isn't even being considered for the I-5 corridor, where Link Light Rail lines are already planned. With I-405 traffic getting worse and the growth on the Eastside outpacing what can be done to control traffic flow and congestion on 405, Light Rail would be such a wonderful addition to move people on the Eastside down the I-405 corridor.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - Snohomish County

SNOHOMISH COUNTY	More parking at Lynnwood and Mountlake Terrace Transit Center. I work swing shifts 15:00 to 23:30. I take a bus at 13:30. Monday - Friday I have to be there at 13:00 to find parking. I do realize that most customers don't work that shift but my time is valuable. I also leave early because traffic is horrible. I cannot get to work on time if I catch the 13:47 512.
SNOHOMISH COUNTY	Find a way to accelerate the plan. 25 years is WAY too long!! I currently pay \$360 a month in Tolls on the i405 because there is no transit system in place - basically a tax of \$4000 a year net. I'd rather pay triple the taxes that you are suggesting to accelerate the light rail link on the i-5 so I can use it again :- ) and reduce my \$4000 a year toll bill - but it has to be built fast!
SNOHOMISH COUNTY	Please also strongly consider extending the SR-522 Rapid Ride service east to Monroe with at least one stop in the Maltby/Clearview/unincorporated Snohomish County area. If not possible, please consider creating a ped/bike system that safely connects people living in the Maltby/Clearview area to Woodinville such as via 522 or along the existing rail line.
SNOHOMISH COUNTY	Bothell is growing crazily with so many commuters driving to Redmond and Seattle. There should be direct point to point commuting options from Bothell to Redmond and Bothell to Seattle without commuters needing to taking multiple buses/rails to enable mass usage of mass transportation system. I am disappointed to notice that is not addressed in this plan. This is extremely important. Add more parking spaces in canyon park bothell location for transporters to use the mass transport system. Add more internal bus routes within bothell and connect to canyon park that will enable people to take bus and commute to canyon park and then to office in Redmond, Bellevue and Seattle location. Finally, 25 years to the proposed plan is really slow. Are we in stone age? Within 25 years, the city would have exploded 10 times more than what it is now. New projects should go in effect within 2 to 3 years and maximum by less than 5 years.
SNOHOMISH COUNTY	While I appreciate the grand vision that you have, more urgent for me, would be additional parking at the Bothell Park & Ride. This lot fills up by 7:30am and makes it unusable for me on many days for that reason.
SNOHOMISH COUNTY	Mukilteo to the area near I-90 and East of I-405 should be added to the ST3 final plan.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - Snohomish County

SNOHOMISH COUNTY	<p>Please consider adding a sounder train stop in the north end of the city to serve the south lake Union area and the interbay areas. The north end of the city already has gridlock traffic with Amazon located in south lake Union. The addition of Expedia with an additional 5000 commuters to that area in 2019 will result in unprecedented traffic congestion that will grid lock the entire north end of the city. This kind of business growth, while extremely beneficial from an economic perspective to the county and city of Seattle, also brings with it a responsibility on the part of our municipal and county governments and special transportation districts to develop multifaceted transportation solutions to accommodate this growth. Multiple options must be prioritized in my mind and a potential option that should be considered is a new station in the north of the city for the sounder. This would dramatically increase north end commuters using sounder. Currently it is too inconvenient and time-consuming for commuters who work in the north end of the city to travel to the south of the city on the train and take multiple buses back across the city to work. Please consider this a priority. Already traffic through the north end to I-5 can take 50 minutes or more--just to reach the freeway. Then an additional 40-50 minutes on the freeway to reach shoreline or Edmonds. This kind of momentous change to the commuting base caused by expansion in the north end necessitates as many options as possible available to commuters. One critical option that must be prioritized is the addition of a north end sounder station. Thank you for your consideration.</p>
SNOHOMISH COUNTY	<p>Please please please add a station around sculpture park to the north end sounder. It adds about an hour to my commute to get from King street station to Belltown.</p>
SNOHOMISH COUNTY	<p>Please make an effort to improve the parking availability in the Bothell/Woodinville area</p>
SNOHOMISH COUNTY	<p>Since the N405 corridor to marysville contibies to grow faster than almost any other area... Can please for the love of Mike get light rail or commuter rail down 405?!?</p> <p>Also, I'd bet cash that if there were more commuter rail times between Everett and Seattle more people would use it. Right now, i use it to get home from the airport IF I travel during the week and IF I can get the right times. It just seems like you're not planning for regular use in the future. You're planning to cover what should have been done 20 years ago. Not that you shouldn't do that too, but as someone who has to pay totally ridiculous tolls to go to work... Throw me a bone and let me sit on a nice train instead of standing on 532 for the rest of my natural life. Maybe someday it will run in time, too.</p>
SNOHOMISH COUNTY	<p>If rail is extended to Tacoma community college, it should also be extended to Everett community college.</p>
SNOHOMISH COUNTY	<p>Please build light rail on the 405 corridor as soon as possible!</p>
SNOHOMISH COUNTY	<p>Light rail to Bothell. Bothell is the choking point of all traffics.....having lightrail there will solve a lot of problems</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - Snohomish County

SNOHOMISH COUNTY	Before embarking on a vast expansion of the system, make the current system work. There is vastly inadequate parking at the bus terminals. There are adequate buses, and adequate capacity. There is a large lack of parking making the current system barely adequate. Feeder buses are too infrequent to meet the needs of anyone making more than \$10 per hour. Once there are available parking spaces at the bus terminals all day long, then there could be expansion of the system. But, as more and more companies move to telecommuting, there will be less and less demand for an expanded system. In the end the only people who will benefit will be the construction companies who build the new systems that then will be under utilized.
SNOHOMISH COUNTY	I think we need to focus on getting the light rail built and up and running. The light rail will get cars off the streets if it can get people to where they are going with no traffic and reliable train times. I also think they need to increase the parking at commuter stations such as mountlake terrace and lynnwood where they lots are already full at 8AM and will only increase with train service.
SNOHOMISH COUNTY	as long it will alleviate the madness on the highway.
SNOHOMISH COUNTY	Believe I heard we have the 3rd worst traffic in the U.S. We have to do something to help with that and we need to do it ASAP. I live in South Everett and work in North Gate. My commute is 2.15 hours each way. Hoping you expand services so the 4.50 hours I spend on the bus each day can be a more reasonable time frame.
SNOHOMISH COUNTY	I-5 Ash Way Park & Ride direct connector ramps to and from the north to avoid surface Street congestion on Ash Way and 164th St SW.
SNOHOMISH COUNTY	Still needed are improvements to the I-405 corridor (north). We need rail options there! Too much focus on south projects. Also, there should be some sort of exemption for seniors who have a limited income to support the cost of these major projects. I've lived here all my life and finally when I'm near retirement age, there will be resources to get moving quickly in our region....too little too late !!
SNOHOMISH COUNTY	The puget sound area desperately needs better mass transit solutions.
SNOHOMISH COUNTY	Currently there are insufficient parking spaces in the Ash Way and Mariner P&Rs. When is the plan to increase parking spaces in these P&Rs with the new plan?
SNOHOMISH COUNTY	There needs to be more parking available to people who want to use public transport--it is very frustrating to chase down a parking spot, only to have to drive where I was hoping to take a bus.
SNOHOMISH COUNTY	fix the Mukilteo mess as the mudslides/unstable hillsides continue to keep Sounder service inconsistent and unreliable for its customers/commuters
SNOHOMISH COUNTY	More Sounder rides than what is already in place. Need weekend service as well for Sounder trains.
SNOHOMISH COUNTY	Add more train and rail service from Mukilteo now as well as later trains, parking, and later weekend service to ease congestion SB 5 on weekends and extend to Arlington or even Mt Vernon. Thanks

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - Snohomish County

SNOHOMISH COUNTY	This plan falls short of what needs to be done over 25 years. Lack of services to Marysville and Arlington to Everett connect, EVERETT TO Redmond/Bellevue Monroe to Evverett/Paine field and to Redmond, Issaquah to North Bend, Maple Valley to Renton, Renton to Bellevue, Renton to Seattle, Puyallup to Kent, Enumclaw to puyallup, Enumclaw to Maple valley. You need to look at the population projected growth. The areas mentioned all have major Population growth projected.
SNOHOMISH COUNTY	Light rail link from mill creek to uw or ash way hubs
SNOHOMISH COUNTY	1. I think implementing these plans in 15-17 years is too long. They need to be fast tracked. In 15-17 years traffic will be even worse than it is now. 2. Why does the Eastside always get ignored? Microsoft, Nintendo and other Eastside employers are here in the Redmond area. We need transit to go from Woodinville to Redmond - not Woodinville to Bellevue. It would take me more than 8 hours to catch a bus. I want to use transit but there are no options. Washington State and KC should be ashamed that Microsoft has offered commuter buses to their employees because of our lame transit system;
SNOHOMISH COUNTY	Improved commuter train or light rail from Sumner station to Seattle
SNOHOMISH COUNTY	PARKING. Always limited parking especially on weekdays at P&Rs, this NEEDS to be considered. Also, I would prioritize anything that can get off streets (buses are always unreliable because they deal with traffic).
SNOHOMISH COUNTY	All public transit improvements that help reduce the car traffic on our over-strained highways are necessary in my view. Having moved from the east coast where public transportation, via subway and bus service moves 8 million people to their jobs and home again is so much easier, more environmentally friendly than driving.
SNOHOMISH COUNTY	1/ Include special express service to SEATAC airport from points North of Seattle (Everett, Lynnwood, Bothell, Kirkland, & Bellevue). 2/ Include special express service to downtown Seattle, and Seattle Center from points North of Seattle (Everett, Lynnwood, Bothell, Kirkland, & Bellevue).
SNOHOMISH COUNTY	The Eastside Rail Line has been completely ignored by ST3. This could connect Snohomish to Bellevue as an alternative to I-405 use. Reverse Sounder Commuter Trains Seattle to Everett and back are needed, ST should revise contract with BNSF to allow for this service which could be implemented in a short period of time. The current proposals are going to take too long to implement. There should be ST Sounder train service on Sat and Sun.
SNOHOMISH COUNTY	Absolutely need UW-Ballard East/West Connection. That should be one of the highest priorities.
SNOHOMISH COUNTY	I wish existing express bus routes would increase hours. I get off of work at 7:30 pm on first hill as many other hospital workers do and the last express bus comes at 6:25. Last bus should be at least 8 pm.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - Snohomish County

SNOHOMISH COUNTY	Rail service NORTH to Marysville and earlier bus service to Arlington from the South. Earlier bus service along Mukilteo Speedway going to the train station and ferry in Mukilteo. Currently there is NO way for me to catch a bus to catch the earliest train leaving Mukilteo.
SNOHOMISH COUNTY	Direct options for Snohomish County to Redmond. Microsoft employs a lot of folks indirectly, and they can't use their commuter buses.
SNOHOMISH COUNTY	We need more parking available to folks who get on the 532. Ash Way is too full. Mariner has room, but requires additional buses. Can the 532 stop at Mariner? Everett Freeway station is too full. Folks living near Paine Field do not have great options to leave their car at home or park at a park n ride nearby and get to the Eastside (Bellevue).
SNOHOMISH COUNTY	The mailer received lists many cities, but IGNORES Mill Creek area, which is NOT Bothell. The Mill Creek city area and Silver Lake area are ignored and nothing is mentioned or includes for this area. Can't see how this plan benefits us in any way. If it does then it should be spelled out. We would strongly oppose any fees, taxes, etc. for the plan as proposed. Seems to just benefit Seattle and Tacoma. Light rail to all cities is the way of the future, to all areas. Expanded bus service is old-thinking, not eco-friendly.
SNOHOMISH COUNTY	I consider extremely important to add more routes between cities. For example, Mukilteo and Everett have a gap in Airport Rd; cities should make alliances to cooperate in the massive transportation systems. Also, I consider imperative to add more safety pedestrian lights, this will reduce accidents and will educate citizens about an efficient and safe mobility culture.
SNOHOMISH COUNTY	There absolutely needs to be consideration to include light rail from Everett/Lynnwood down to Kent/Renton via Bothell, Kirkland and Bellevue. 405 is one of THE busiest freeways in our region and I'm extremely disappointed that there is no light rail planned to connect Lynnwood to Renton on the eastside. The sheer amount of new home construction in Bothell/Mill Creek is unbelievable and traffic will only continue to get worse in that area.  I would also LOVE to see an expansion of the parking lot at the Canyon Park Park-N-Ride. The current lot is extremely small and fills up by 6:30am with no other nearby parking available. I live in Mill Creek and would happily take a bus to my job in Bellevue but there are so few parking options at the Park and Ride that it's unrealistic to rely on the bus. There are no nearby street parking options so if you arrive too late and there aren't parking spots, you're out of luck and have to drive into work. Please consider these options when thinking about reducing congestion on 405. Thank you.
SNOHOMISH COUNTY	In addition to the lightrail being built in Everett, it should be extended to Everett Community College as many students have a hard time with parking. This would lighten the load, as many students could ride the lightrail.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - Snohomish County

SNOHOMISH COUNTY	You fail to address the population growth in the following areas: Marysville-Arlington, Monroe, Maple Valley, Enumclaw, Puyallup. Light rail is needed from Bellevue, Redmond to N along 405 to Everett then to Smokey point. Same needs to occur from Redmond to Monroe. ENUMCLAW to MAPLE Valley to Renton,Puyallup to Kent. The areas I mentioned has the fastest population growth. You need to include these in the plan. Commuter BUS SYSTEMS do not work when they are as slow as the traffic.
SNOHOMISH COUNTY	You can't start soon enough!!!!!!
SNOHOMISH COUNTY	Please propose light rail station in Marysville, WA.
SNOHOMISH COUNTY	Community Transit needs to add service along Hwy 9 between Woodinville and Lake Stevens.
SNOHOMISH COUNTY	I am quite disappointed that you are still saying it will take 25 years to complete the ST3 to Everett, it's needs to be at the least 5 to 10 years only and no longer than that.
SNOHOMISH COUNTY	The East side should be added to the light rail plan. Specifically from Everett to Bellevue. And, why will this all take so long to build? Is it money or does construction actually take this long? By the time it's built, we may have completely different transportation needs.
SNOHOMISH COUNTY	Parking parking parking at the light rail stations. Of no use unless you can drive and park. Ex I will need to park in Lynnwood to light rail to UW. Will not bus
SNOHOMISH COUNTY	Later in the morning and evening trains to and from Everett.  More cars on the Everett trains.  Higher velocity on the Everett train.
SNOHOMISH COUNTY	I live in Edmonds. I would love to use the Sounder train to go to work in Queen Anne, but there is only one stop in the ID in Seattle. I feel that an additional stop in Ballard, near Golden Gardens, with connection to the bus (and light rail in the future) would allow more people to make use of the train.
SNOHOMISH COUNTY	Increase frequency of sounder trains, not just during rush hour
SNOHOMISH COUNTY	We need to expedite an Eastside rail from Snohomish to Renton as well. And connect the lines Ease-West.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - Snohomish County

SNOHOMISH COUNTY	<p>Sound Transit is known as 'Oh, we changed our mind'. The original intent was to create a spine of the I-5 Corridor from Everett to Tacoma, and now projects are being re-prioritized pushing off the spine development and prioritizing Ballard and West Seattle. I understand the need for better service within these dense areas, but these areas are currently served by Metro where as service in Everett to Seattle is extremely lacking without the heavy use of park &amp; rides. We all know that PRs break the cardinal rule in transit planning, don't start a trip in a car.</p> <p>ST needs to loose the ego and actually work with other jurisdictions to get projects done the benefit the public, not just ST. If ST builds parking, it needs to be completed as a public project available to the public. Stating that ST had projects come in \$100million under budget just demonstrates that lack of ability to perform project cost estimation.</p>
SNOHOMISH COUNTY	<p>The best way to ease roadway congestion is for more parking to exist at key transit sites. In the north, Canyon Park, Ash Way, Lynnwood transit and even the garage at Mountlake all run out of parking well before the express routes finish. Double (or more) the parking (more parking garages!) and there will be fewer cars slowing down the busses.</p> <p>(and personally, I'd love one more 435 route in the late morning. the last route runs at 7 am. I don't need to be downtown that early)</p>
SNOHOMISH COUNTY	Tram line that links Lynnwood to shoreline, then down to Seattle. Tram line that links Bothell to Bellevue to Renton. Expansion of 405 at the same curves or mass transportation from Boeing plant to Tukwila station.
SNOHOMISH COUNTY	More parking at the various park and rides should be added. People cannot take the bus from Lynnwood to downtown because of a lack of parking
SNOHOMISH COUNTY	Build light rail to outlying areas before they are so car-centric that impact is severely diminished!
SNOHOMISH COUNTY	East Snohomish county south via SR-9 to Woodinville, Redmond and Bellevue. So under served Microsoft has to run its own bus fleet. Don't care that my fellow SE Sno county voters are too stupid to include themselves in the taxing districts. Build it and they will come.
SNOHOMISH COUNTY	Light rail to Everett via Boeing should happen much sooner!
SNOHOMISH COUNTY	<p>Add light rail Seattle-Bothell</p> <p>Add light rail across SR520 bridge Seattle-Redmond</p>
SNOHOMISH COUNTY	I strongly support expanded transit options. The reason I listed "somewhat oppose" is largely due to the timescale of the plan. It must progress faster. Also, light rail needs to be provided along the I-405 North/South corridor on the east side. Bus Rapid Transit is a suitable gap fill, but should be able to be implemented much faster than 8 years. I have a concern that there is no solid plan on the books to put light rail in along this overburdened corridor.
SNOHOMISH COUNTY	From what I have seen, all park-and-ride lots are already full, so adding more service and any of these points will not help. <b>YOU NEED MORE PARKING AT ALL TRANSIT PARK-AND-RIDES!!!</b>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - Snohomish County

SNOHOMISH COUNTY	<p>There should be improvements to (or sufficient) parking for the stations and park and ride lots. I don't use transit, although I'd like to, because it isn't convenient for me. Specifically the park and ride lots near me fill up by 7 or 8am and due to scheduling I can't catch a bus until after 9am. Therefore I commute to Seattle from Mill Creek when taking the bus from the South Everett Park and Ride should be a viable alternative.</p> <p>Additionally I'm concerned that when the light link rail stations are finally constructed that there may not be enough parking so this should be carefully considered as well.</p>
SNOHOMISH COUNTY	<p>Plans to have a more comprehensive lite rail system for the whole puget sound area should be outlined. For the length of time that the proposal is outlining, it doesn't seem that there is a comprehensive plan for lite rail. The plan seems to be limited.</p>
SNOHOMISH COUNTY	<p>What is really needed is direct light rail from Everett to Seattle with Stops at Everett , 112th freeway station 164th st, Lynnwood P/R , Mountlake terrace, 175th, 130th, Northgate, then connect up with the light rail in U W</p>
SNOHOMISH COUNTY	<p>Light rail to Mountlake Terrace transit center en route to Lynnwood</p>
SNOHOMISH COUNTY	<p>Rail/subway between Bothell and Kirkland, Bellevue, and Redmond.</p>
SNOHOMISH COUNTY	<p>None of the specific proposed projects are likely to benefit me at all. Please consider improving transit along I-5 corridor north, Everett to Seattle/University of Washington.</p>
SNOHOMISH COUNTY	<p>Marysville to Seattle (I-5) needs a direct rapid transit corridor. Everett is always jammed up on I-5 both directions. Marysville and Arlington have the space for a transit station and parking for those who must travel to Seattle. This will alleviate the I-5 traffic from Everett (Hwy2) to Seattle. We are 30 years late in getting this system of non-car networks established. I believe in paying for useful non-car transportation now because it will only cost more later and ultimately it will be required.</p>
SNOHOMISH COUNTY	<p>Please add a few more buses to the 532/535 routes. I've been riding it for years, and almost daily it is standing room only during the morning and evening. I think everybody deserves a seat during their commute to work.</p>
SNOHOMISH COUNTY	<p>North end traffic needs much deeper study. Growth in the region north and east of Everett is bottlenecked and unrepresented in any of the plans for the next 25 years. Ridership via Sounder from Everett to Seattle would be much greater if there were a north (e.g. Broad St.) station in Seattle.</p>
SNOHOMISH COUNTY	<p>Unless the plan is to go to north Everett within 15 years--I will vote no, this is your problem not mind</p>
SNOHOMISH COUNTY	<p>I just want to be able to travel from Everett easier. I can get to downtown Seattle at almost any time of day with no problem. Bellevue is another story. It's hard to find a bus that will get me from Everett to Bellevue unless I'm on a very specific schedule. Often it unfortunately makes more sense to bus to Seattle, and then from Seattle to Bellevue, because that is my only option.</p>
SNOHOMISH COUNTY	<p>As a senior, that does not drive, I rely on mass tran to get around. I lived in the Bay area of San Francisco, when they were building BART... one of the smartest things a community could have done... I will not be around to see this project finished, but, I wish you well, and good luck. If a area need this, it's this one..</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - Snohomish County

SNOHOMISH COUNTY	I believe that ash way freeway ramp should be extended to south Everett station or be rebuilt like Mountlake terrace station and sounder should be extremely extend from Arlington to Seattle with stops in Marysville,Lynnwood now to ease the commute from Seattle to Everett and beyond
SNOHOMISH COUNTY	Rail service between Everett and Seattle could be boosted much faster by expanding the Sounder to more than just commuters. Add a train going into and out of Seattle on Friday and Saturday evenings.
SNOHOMISH COUNTY	Everett should be the priority for light and commuter rail.
SNOHOMISH COUNTY	I would like to see if studies have been done to make sure the capacity of this system will be sufficient for the population in 25 years. I don't it to end up like the BART system and be massively overcapacity by the time it is finished. I also think that light rail should have the right of way at all times and be built whichever route is most efficient and cheap. The Lynwood to Everett line should go straight down i5 it costs too much to build it to Boeing.
SNOHOMISH COUNTY	I understand that you can't please everybody at all times. I propose that rather than trying to please all those factions, that we think strategically by focusing on building the backbone of the light rail infrastructure, rather than making it a specialized route (as mapped above). I propose that we create a capitalistic focus to this light-rail which would speed up the construction of the light-rail considerably and at a vastly lower cost. My proposal is this, create the "Triangle" from Seattle - Everett - Renton, utilizing the i5 and 405 route. Use the Park and Ride every 5 miles as the stopping point, the infrastructure already exists for that. Now, rather than making specialized off-turns into the cities, why not allow the cities to create their own "bus" system or even "light rail" system that links into the backbone of the Puget-Sound Light Rail system. Each city can invest up to as much as they want within their own location with whatever service they feel serves them the best. It's a win-win, since the cities can start building their own infrastructure and link into the main triangle, cutting down the time for the system to go fully onboard. The revenue for the main road would belong to the state, whereas the revenue for the linkages would go to the supporting service for however how much they wish. Sometimes it's the simplest approach that works the best and is the most logic. You can extend the Triangle to include cities downward of Seattle (i.e. Tacoma) and cities northward of Everett (Bellingham) or cities eastward of Renton (Kent, etc. ) as phase 2.
SNOHOMISH COUNTY	Please just get it done
SNOHOMISH COUNTY	Expand the capacity of existing park 'n ride lots. You want people to use mass transit but when lots are full before 7:00am weekdays, they are being forced NOT to use mass transit.
SNOHOMISH COUNTY	Light rail from Everett to Seattle and Everett to Bellevue.
SNOHOMISH COUNTY	North Sounder train service was reduced a year or two ago, so that some trips are made with only 2 passenger cars. As ridership has increased, the cars have become so crowded that some riders stand for the entire trip. Please restore the 3rd car.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - Snohomish County

SNOHOMISH COUNTY	I'd like to see more progress in my lifetime. This timeline is too short to address traffic issues now. This plan focuses only on increasing supply. Beginning economics students know that reducing demand is not only more cost effective, but much quicker to make a difference. This plan should include Transportation Demand Management (TDM) similar to programs in cities like London. It makes an immediate difference and generates revenues immediately. What about demand?!
SNOHOMISH COUNTY	Totally support the plans as necessary. Am not entirely in agreement with the funding. Am ok with some increase in property taxes , but would actually prefer shifting more to sales taxes to spread the financial burden more fairly among ALL users.
SNOHOMISH COUNTY	Light rail all around the I-5 and I-405 corridor should be top priority. Expand shoulders and allow buses to ride on the shoulder and be done with that. No more resources on buses which are stuck in the same traffic mess as everyone else. Put all other spending on fast and dedicated light rail lines which basically follow both I-5 AND I-405. With the continued growth of Bellevue, Kirkland, Bothell, Bothell UW, Issaquah, Renton, the eastside side needs a dedicated light rail line. Of course it should also be able to connect to the I-5 line and go north to Everett and Marysville and south to the airport and beyond. And there MUST be light rail crossing over the 520 bridge into the Denny Way/Seattle Center area. Can't even believe we are paying for a new bridge and a rail line across it is not shown!
SNOHOMISH COUNTY	Where was the Lynnwood to Seattle light rail in the plan? That was on the books ages ago. Why is the Northeast side shafted again with no rail, let alone no extra lanes to accommodate something like BRT? And are P&Rs going to be expanded? Everything is at capacity past 7AM!
SNOHOMISH COUNTY	Traffic through Everett and Marysville is as bad if not worse than Seattle. It is time to extend rail service into Marysville and at least north to Smokey Point. Rail Service should also be extended south to the state capital in Olympia. Route timings also need to be coordinated so people in Everett can take trains to Tacoma or Olympia and back the same day!!!!
SNOHOMISH COUNTY	Light rail should go from Tacoma to Everett.
SNOHOMISH COUNTY	Everett, should not be 25 years it should be no more than 12.
SNOHOMISH COUNTY	There has to be parking available at stations if you want people to use the service, particularly in the suburban areas.
SNOHOMISH COUNTY	Increased access to rapid transit via buses thru neighborhoods. Pay for buses thru taxes, not individual fares.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - Snohomish County

<p>SNOHOMISH COUNTY</p>	<p>Can we have a 532 bus from Everett that is truly an express? The way you have it now, we have to take the slowest lanes all the way down from south Everett until after Canyon Park and have to weave through traffic and spend long wait times at backed up stop lights and have five stops, to say nothing about standing room only and even that is packed. With the 510, once it leaves Everett it doesn't stop again until Seattle and is quite efficient. Can we have something like that to Bellevue where it doesn't stop between Everett and Bellevue? The way you have it my commute takes an hour and twenty minutes each way on the bus. If I drive it takes me 37 minutes. Your consideration of making a more efficient commute that would attract more people as it is more efficient would be much appreciated.</p> <p>If you need something that makes the milk run like the 532 does, then keep that and give us an additional route that is a true express.</p> <p>Give Everett higher priority. Make things efficient enough that we want to take the bus or train. When it takes 2-3 times longer than driving, there is no motivation to take public transit.</p> <p>Increase parking. Several parking lots (e.g., S. Everett P&amp;R, Ash Way, and Lynnwood Transit Center, and Mukilteo Train Station) all totally fill up by 6 AM - nowhere for people to park so either you have to leave super early in order to get a spot or drive or go over 20 minutes further north just to get a spot to park to bus south.</p> <p>Have busses from Everett to South Seattle like the ones do from Lynnwood.</p> <p>Have busses that run throughout the day between Bellevue and Everett.</p> <p>Have trains that are more efficient and more reliable - they are forever on a moratorium from a mudslide. I'm guaranteed over an hour ride on them whereas the 510 bus in good traffic might take me 40 minutes or so. No reason to ride the train if I have to keep taking the bus or if it takes longer.</p> <p>Give covered standing areas at places like S. Everett P &amp; R, Eastmont, Ash Way. We get drenched waiting on busses.</p> <p>Sound Transit should have real time bus tracking so we can know when our bus is on time or delayed or when another bus is right behind the first one and how long until the next one.</p> <p>Ash Way needs northbound access to/from the HOV lanes. Close to 10 minutes are lost each way every day just by having to exit on the right.</p> <p>Give HOV access to south bound 405 up in Lynnwood for busses.</p>
<p>SNOHOMISH COUNTY</p>	<p>Everett needs to be a higher priority. By the time you get to the Boeing portion it might not exist anymore. Putting a line in the next couple years might be a determining factor for their committee.</p>
<p>SNOHOMISH COUNTY</p>	<p>There is an urgent need to increase the parking capacity at Canyon Park and ride bus station at Exit 26 in Bothell. That is where the traffic congestion starts building up. if there is space to park at Park and ride, I would take the bus and avoid all the dealys or pay toll in fast lane which is sometimes moving at 10 miles / hr speed. Seattle has to improve dramatically in order for this place to be liveable.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - Snohomish County

SNOHOMISH COUNTY	You leave out west side transport to south snohomish county which is the fastest growing population in the region for the past five years. 25 years for light rail projects to Everett is unrealistic.
SNOHOMISH COUNTY	<p>I have been riding on the Sounder North many times. The trains have been pretty full most of the times between Edmonds and Seattle. I can tell how many more riders have used the Sounder North in the past year, to the point that some of us had to stand the entire time. I also noticed that later trains in the AM and earlier trains in the PM tend to be way more full than the earlier trains in the AM and later trains in the PM. For this reason, additional run of train or two should be added in the later portion of the AM rush hour (7:45-9am) and earlier portion of the PM rush hour (3-4pm). Sounder North (and Sounder South) would have been much more useful if you can add two stations (around Belltown and somewhere near Ballard). Since more people get more destinations they want to go, ridership will go up significantly.</p> <p>Ballard to UW (or Seattle Children's Hospital) line must be built ASAP. It is obvious the 45th street corridor always exceed the demand (both on the road and on the # 44 buses). This is more important than the Seattle to Ballard line. Ballard residents would hardly notice any additional time if they ride the train downtown via U of W. At the same time, this line would serve many people along the way between Ballard and Seattle Children's Hospital. This is win-win situation for everyone. I know this would leave residents from Lower Queen Anne, Belltown, and South Lake Union without light rail, but this can be easily fixed if you build a line from Belltown through Capitol Hill area.</p> <p>All rail lines must be graded separated! No exception.</p>
SNOHOMISH COUNTY	Everett to Renton light rail
SNOHOMISH COUNTY	Sounder focus is on the south end. Trains from the north are packed with people standing on the trip. Why can't additional cars and trips be added to the route? Bus loading in the tunnel slows up light rail. Something needs to be done to put a time limit on loading buses. No additional money should be spent to give bicycles access until they start paying for the roads.
SNOHOMISH COUNTY	<p>Need many more Sounder trains from Everett to Seattle. 4 trains south in morning and 4 north in evenings, weekdays is too few. Increased ridership is based on a regular 7 day per week schedule that runs throughout the day. Improve Sounder right of way so mudslides do not bring system to standstill.</p> <p>Expand Mukilteo train station commuter parking.</p>
SNOHOMISH COUNTY	Lets move the region forward and add the rapid transportation of light rail and buses. The Puget Sound needs this to go well.
SNOHOMISH COUNTY	Support to South Snohomish County and Everett should not focus exclusively on Boeing, nor should it be scheduled as late as you have it in the plan.
SNOHOMISH COUNTY	It's crazy to go down the I-5 corridor. Why aren't you going down 99?

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - Snohomish County

SNOHOMISH COUNTY	Extra large parking facilities at the new light rail stations
SNOHOMISH COUNTY	Ballard has residents who will use increased transit options and many northend communities are accustomed to travelling to Seattle via Ballard, so additional transit means are necessary.  I am in full support of a transit station to be located at 130th and again for the same reasons as above. Transit users, drivers, bicyclists, and pedestrians are in full demand of this location and it was expected to be fully funded.
SNOHOMISH COUNTY	Rail on the Eastside Rail Corridor. Votes will be lost if the eastside sub-area doesn't have enough rail options.
SNOHOMISH COUNTY	Improvements for bicycling and pedestrians should be given immediate priority.
SNOHOMISH COUNTY	There needs to be a Light Rail connected from Mukilteo (near Harbour Pointe Speedway and Harbour Pointe Boulevard) to Downtown Seattle VIA I-5.
SNOHOMISH COUNTY	You need to work on feeder systems. Small, shuttle-like service to get people from the outlying areas to the transit hubs. Right now it would take me longer to drive to a Sounder train station than it would to just drive myself downtown, for example. That means these projects only help the people who happen to live close to the hubs.
SNOHOMISH COUNTY	Link rail should be extended to serve Bothell, Woodenville via Redmond
SNOHOMISH COUNTY	The study for extending light rail from Everett Station to EvCC should be converted to plan included in ST3. Specifically, consideration for an 'Tacoma Link-like streetcar' at grade should be installed on an earlier schedule than the extension of light rail to Everett Station. The Broadway thoroughfare is currently an important link between (2) major growth subareas of Everett with current zoning for mixed use high density retail and residential facilities and both a 2 year and 4 year university campus at the north end. Please include provisions for extension to Marysville Smokey Point.
SNOHOMISH COUNTY	I would like to see the proposed 220th street light rail station in Mountlake Terrace added to the plan
SNOHOMISH COUNTY	Need a big plan to divert the gridlock on Bothell Everett HWY and all the side streets in Bothell. We need more roads & lanes connecting Lynnwoos, Bothell, Kirkland, Woodinville & Redmond! That's the economic lifeline for Seattle Eastside!!
SNOHOMISH COUNTY	No light rail between Everett and Bellevue? You've got to be kidding me. There's a huge development going in at Totem Lake and the northeast section of the metro area will experience the most growth. The shoulder idea sounds good at first but it will still be a hassle getting OVER major intersections. Don't even think about taking us around them. Ditch the sales tax option .... make up for it by increasing the tag fees even more. Driving should be seen as a luxury.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - Snohomish County

SNOHOMISH COUNTY	<p>The Snohomish County part of the ST3 plan shows that you are listening to politicians instead of doing the homework needed to understand our transportation network and the ultimate best buildout. Build the 220th Station!!!!!!!!!!!!!! NOW!!!!!!</p> <p>First, You should not spend public money on another free parking space anywhere in your system. Until you provide free housing, free medical care and free transit fares, there is absolutely no justification to spend public funds to park private vehicles for free. You can let the private market supply parking if there is demand for it. If the ST3 plan includes free parking, you will be sued for violating the executive order on environmental justice by neglecting the needs of your base riders that don't own vehicles. Snohomish County doesn't need more parking lots. We need protected bike lanes and sidewalks and better transit frequencies to connect.</p> <p>Sounder North has a captive market coming across the ferries, but only one real destination. We need a station on the North end of Downtown to eliminate out of direction travel and reduce overall travel time. You could reopen the Bond St. Station on the West side of Downtown Everett with a very small budget. BNSF is using the depot building but you don't need that. The platform is good, and the trains are going slow coming out of the tunnel, the neighborhood is redeveloping with more TOD potential. All a station would need is TVM's and an ADA ramp. This is low hanging fruit. Pick it. Next, SoundMove which passed in the 90's promised to look at Sounder stations in Ballard and Interbay. These places are scheduled to get billions of dollars in LRT investments, but you don't even stop the 4 trips passing through Ballard today to let people get on/off. If you can't do the easy things, I won't believe you're serious about doing hard things. Those stations would be cheap, could provide better attractiveness for Sounder and generate better performance, and might temporarily provide some relief to commuters in Ballard going downtown. You should also enter talks with Amtrak and BNSF and WSDOT about merging Sounder / Cascade service N of Seattle to be a regional rail system with future extensions of trips to Bellingham and/or Wenatchee.</p> <p>Other Priorities for SnoCo - You need better frequencies on regional express buses and service to Bellevue on weekends. Put the 513's through S. Everett Freeway Station. Run express buses to Boeing - Seriously, I can't believe you're talking about diverting the main rail line on I-5 to go to Boeing, but it's not even worth sending your buses there today? Come on. That's ridiculous, either there's a market or not. If there is, then start serving it today. Speaking of which, how are you building LRT from Northgate to Lynnwood but you don't even operate bus service between them. No one does. You can immediately extend the 535 to serve Mountlake Terrace, 145th and Northgate. Build the northside ramps at Ash Way. Restore the freeway station that was dismantled at Swamp Creek. Serve Mariner Park and Ride with a center station like MLT. and extend some 522's to Monroe, maybe hourly as a partnership with CT.</p>
SNOHOMISH COUNTY	I would like to see additional transportation, preferably light rail, on the cross Kirkland corridor in Kirkland!!!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

Subarea	Additional Feedback - Project(s) should be added in the ST3 final plan
NORTH KING COUNTY	The area around Lakeridge, Skyway, and Bryn Mawr is poorly served by transit to downtown Seattle. A rapidride line through this area should be added in addition to a transitional light rail stop between Rainier Beach and Tukwila. Parking is also needed around the Rainier Beach light rail station. This could be a stopgap measure until the neighborhoods just south of City of Seattle limits are better served. At a minimum, there should be express lines that travel through these neighborhoods to downtown Seattle and elsewhere during rush hour periods. Increasing transit services to this more racially diverse area will also serve to increase social justice in these neighborhoods rather than treating them as drive through neighborhoods.
NORTH KING COUNTY	It is inconceivable that places people actually live NOW are not be connected in ST3. Ballard to UW is a REQUIRED project for ST3, not for study. West Seattle light rail should be extended to Burien/SeaTac Airport. The idea that Issaquah would get a light rail connection prior to connecting neighborhoods in Seattle, where people who are living environmentally responsible urban lives and who depend on transit as their only way to get around, is inappropriate for regional transit spending.
NORTH KING COUNTY	Ballard to uw!
NORTH KING COUNTY	<p>(1) A light rail line between Seattle's densest neighborhoods of South Lake Union, Capitol Hill, and the Central District should be a top priority. Traffic and transit move terribly through those areas and Seattle's transit system needs more cross town access. It would also provide light rail access to parts of First Hill and the Central District, which are not currently planned to receive light rail.</p> <p>(2) A light rail line from Ballard to University of Washington. ST3 includes a study of this project, but it should be a project. This E-W corridor is one of the most highly traveled corridors and would greatly benefit from light rail. Also, it would connect Fremont, Wallingford, Phinney, and Green Lake to the light rail system.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

NORTH KING COUNTY	<p>As a Seattlite, I see no reason to vote for a plan like this despite our desperately urgent need for rapid mass transit. This plan is absurdly suburb-biased, connecting nearly every suburb to downtown Seattle while leaving many very dense Seattle neighborhoods stranded. The only thing this plan offers Seattle are two poor, ineffectual solutions to extremely urgent problems delivered nearly a quarter century down the line.</p> <p>At-grade through Interbay, crossing a drawbridge, for the downtown-to-Ballard line is completely unacceptable. I will not support any plan that is not completely grade-separated within the city. Ideally all lines should be tunnels in the city and elevated elsewhere.</p> <p>An east-west line connecting Ballard to the U-District (and ideally onto the U-Village/Children's Hospital area) must be included, not just as a study. It would seem best to have this line be a continuation of the downtown-Ballard line. A cross-town line is sorely lacking from ST3, and this line is the most urgent of those.</p> <p>Belltown, one of the densest residential neighborhoods in Seattle, is also mysteriously left out of ST3. I understand a choice had to be made between SLU and Belltown along the Ballard line, but leaving out Belltown of all plans is a huge oversight. This is where another east-west subway line following the metro 8 route would be extremely useful. An alternative that provides perhaps a temporary solution would be a Belltown streetcar, similar to the First Hill streetcar built as consolation when the First Hill subway station was canceled.</p> <p>Finally, the timeline for ST3 is backwards. The most urgently needed line (downtown-to-Ballard) is one of the last deliverables, 22 years down the line. This doesn't make any sense. I understand that this line poses a very complex build with a new tunnel under downtown, but that in no way accounts for 22 years! This line must be priority number 1.</p>
NORTH KING COUNTY	<p>Ballard-UW line should be added.</p> <p>Metro 8 Line (SLU-Capitol Hill) should be added.</p> <p>Speed up light rail implementation with Seattle City limits. It is the densest area in the light rail network with highest ridership opportunities (and fare collection). It should be given priority over far flung suburbs.</p>
NORTH KING COUNTY	<p>We need light rail from West Seattle Junction down 35th and connecting to White Center.</p>
NORTH KING COUNTY	<p>- timeline is terrible; one "early" win for Seattle that might improve chances are to make ship canal bridge not "rail only" but also bike and pedestrian (and maybe even BRT?) and finish it early - within 5 years (even though light rail is still decades away). At least it would give seattlites something early out of this mess....</p> <p>-I know completing the "spine" seems to be a foregone conclusion - but it really is cost ineffective. Most benefits will be seen by extension to Lynnwood and federal way...</p>
NORTH KING COUNTY	<p>Ballard to UW light rail.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

NORTH KING COUNTY	"It's time for us to build light rail ... to dense neighborhoods like Ballard and West Seattle." The survey hits it right on the head here: dense neighborhoods should be served by light rail or some form of high-capacity transit. Sound Transit needs to add the Metro 8 Subway proposal to, at a bare minimum, the same to-be-evaluated status as Ballard/UW light rail. There is a huge hole on the map of areas to be studied, the Central Area core of Seattle, and it needs to be filled.
NORTH KING COUNTY	<p>Seattle consistently has issues with mass transit getting slowed down in east-west corridors. Since there are few east-west highways, I would prefer to see as much street parking on east-west transit corridors converted to bus only lanes as possible. Ideally I would prefer light rail from Ballard to Husky Stadium, but in the absence of that, bus routes could serve a similar need if only there didn't get stuck in traffic all the time. In general, more bus only lanes will only increase the reliability of the system. More reliable routes means that service can be scheduled more frequently without buses bunching up. Ideally I would like to see most intra-city bus frequency be 7-15 minutes.</p> <p>Parking should only be built if it pays for itself. Public funds need to go to public use, and driving is already too highly subsidized. Any parking structures that are built in ST3 should be pay stalls that are priced to pay off the costs of building the structure and maintaining it. Building parking should be a priority lower than building affordable housing near transit options.</p> <p>The time lines are very disappointing. Most people voting on this will be retired or dead before some of the much needed improvements come online. I applaud Sound Transit for thinking big with regard to the lines, but having the time lines so negatively impacted by funding is disappointing. I would support more taxes, higher car tabs, and more spending authority for Sound Transit so that these improvements can be made faster.</p>
NORTH KING COUNTY	This plan punts on the city of Seattle, where transit is needed most. It's ridiculous how long it will take to get to Ballard from downtown (22 years!) and there's no plan for a "Metro 8 subway", Ballard-UW line, or inclusion of the extremely dense Belltown and First Hill neighborhoods. All of this so light rail can run through very low density suburban areas. Build a Seattle subway system, not a regional commuter light rail. Build housing densely in Seattle to use the Seattle subway system. I won't vote for subsidies to low-density suburbs.
NORTH KING COUNTY	Metro 8 Subway line
NORTH KING COUNTY	East west travel between Ballard and the UW!
NORTH KING COUNTY	Ballard-UW moved up in priority, above DT-West Seattle. Metro 8 subway studied.  NO AT GRADE OPTIONS IN SEATTLE AT ALL!
NORTH KING COUNTY	Love where ST3 is headed. Please do more of this and less concern about adding on/off ramps to interstate.
NORTH KING COUNTY	UW -> Ballard

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

NORTH KING COUNTY	I would like to see progress on light rail across the 520 bridge to decrease East-West traffic.
NORTH KING COUNTY	<p>Ballard to UW is a great option</p> <p>Metro 8 is a great option.</p> <p>Graham St station needs to be completed.</p> <p>Grade separating Ballard through Interbay is essential. A bascule bridge prone to boat disruption is unacceptable, especially if that bridge doesn't even accommodate cyclists and pedestrians.</p> <p>Ballard should come before West Seattle.</p> <p>New downtown tunnel should hit First Hill.</p> <p>Seattle proper needs more grade separated transit within itself than outlying areas need it to get into Seattle proper. Commuters use transit twice a day and then go home to their car-based suburban lifestyle. Residents of Seattle proper are stuck with the current inadequate system to handle all their needs for <u>20</u> more years?!_ for choosing to not even own a car today? That is insulting. We need the state to step up and support mass transit instead of fighting us every step of the way. We need to not be reliant on people who don't even live here telling us what we can do to improve our city. We need to figure out how to better fund and expedite the process so we're not old and dead by the time this stuff gets built.</p> <p>I can't read the options from the drop down menu for this text field.</p>
NORTH KING COUNTY	<p>Sound Transit is doing a great job, but this plan isn't nearly aggressive enough. BRT can't bypass traffic, which makes it at best a stopgap mitigation. We need to explore every opportunity to move up completion dates for grade-separated rail, and to ensure that neighborhoods that are employment centers get connected fast. The Sound Transit rail line designs seem to predate the rapid expansion of South Lake Union, and station coverage there is very weak, even in ST3. There's also a missing link between Ballard and UW that needs to get scheduled and built as quickly as possible. The situation is better on the eastside, but even then we're looking at another ten years before Overlake gets fully connected.</p> <p>Bite the bullet, spend the money, and let's have a surge of construction to finish everything sooner - it's the only way we can fix this traffic crisis and overcome 20-30 years of underinvestment in the core of Seattle. Everyone's feeling the pain, and this is the one time we might actually be able to get a package passed.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

NORTH KING COUNTY	Not enough projects that address traffic problems within the city itself; where roads tend to be narrower and communities tend to be more dense (for example, the Fremont and Wallingford areas).
NORTH KING COUNTY	The Ballard to UW line is essential for ST3. North-South transit in Seattle is already fairly quick, thanks to highways and rapid ride buses. East-West travel is extremely slow and congested, and will only get worse as Ballard grows rapidly.
NORTH KING COUNTY	SOUTH LAKE UNION! BALLARD! BALLARD TO FREMONT TO WALLINGFORD TO UW
NORTH KING COUNTY	Better support for Seattle local infill stations, namely Metro 8 subway ideas. The central district has been devoid of reliable transportation options and has a high density of potential ridership.  Also, The timeline for implementation of ST3 is too long and unacceptable. Seattle needs additional infrastructure as soon as possible, but an "anything is better than nothing" plan will not be passed. Please set up a transportation system, getting it right the first time.
NORTH KING COUNTY	1) An East-West line north of the ship canal that at least includes Ballard-UW must be added as a contingency project for me to support this plan.  2) At-grade to Ballard is unacceptable. It is slower and less reliable. Again - you can expect a no vote from myself and many other Seattleites if you go forward with at-grade.  3) Other potential contingency lines that would be "nice-to-haves" are a West Seattle to Burien extension, as well as an extension of the Ballard line to 15th Ave NW and 85th St.  # 1 and #2 are dealbreakers for me if they don't happen, and I know many others who feel the same way. Waiting 20 - 25 years and spending \$50 billion, the draft plan does not provide enough to Seattle. Addressing points #1 and #2 will fix that. (And #3 would be great, if possible, but I'd vote for the plan as long as #1 and #2 are addressed.
NORTH KING COUNTY	Seattle needs a system built out much quicker than proposed. Ballard to UW needs to be included.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

NORTH KING COUNTY	<p>520 light rail would do more good than anything proposed. We need to connect the core dense regions (downtown Bellevue and downtown Seattle). Light rail across i90 still leaves the UDistrict, Ballard, Wallingford, etc completely cut off from the rapidly densifying downtown core in Bellevue.</p> <p>Furthermore light rail as realized by ST is exceedingly mediocre. Vancouver's skytrain is better in every metric including cost. That is not going to be acceptable to suburban voters (hey! pay a lot of money for this thing that's worse than the system in Vancouver!)</p> <p>Good luck, but the timelines you're proposing and the costs are simply very difficult to defend. You have to be as good as Vancouver in <i>*some*</i> way, otherwise your plans become somewhat indefensible.</p>
NORTH KING COUNTY	<p>Having a subway tunnel for the Metro 8 route underneath Denny I think would dramatically improve East-West connections for the network, along with a Ballard to UW route. I also strongly advocate grade separated rail for the entire Downtown-Ballard route to improve consistency with that route. Finally, I think that the Belltown walkshed should be considered when placing the Denny/SLU subway stations, as Belltown has and will continue to see dramatic growth in the coming years.</p>
NORTH KING COUNTY	<p>the metro 8 line MUST at least be studied</p>
NORTH KING COUNTY	<p>Ballard to UW needs to be added to this plan. Ballard needs to be grade separated. The project timelines for Seattle are unacceptable.</p>
NORTH KING COUNTY	<p>There needs to be lightrail connecting the Eastside (Renton to Bellevue). I405 is already a bottle neck and allowing buses to use the shoulder would create additional issues if a car is disabled and would increase traffic. Because of housing a lot of people are moving to Southeast King County and utilizing Renton as a major transit hub (bus, lightrail, and regional rail) would be the most logical plan.</p>
NORTH KING COUNTY	<p>The 130th Street Station should be built as soon as possible, not "provisionally". Sound Transit should focus on where our dollars will have the most benefit and not try to spread projects around the whole region based on politics. If you threw out the subarea equity thing and just looked at ridership projections and costs, you'd have a very different list of projects proposed -- perhaps a list that would be useful!</p>
NORTH KING COUNTY	<p>East West travel from Ballard to U-District either via rail or Express Bus</p>
NORTH KING COUNTY	<p>Ballard to UW is a huge missing part of the plan. The entire north end of seattle is not served by ST3 properly.</p>
NORTH KING COUNTY	<p>Light rail should penetrate further south into West Seattle toward the Vashon Ferry, White Center and Burien, sooner rather than later.</p>
NORTH KING COUNTY	<p>Add a line that connects Ballard to the University District with stops in Fremont and Wallingford.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

NORTH KING COUNTY	<p>Ballard to UW HCT must be in this plan. It would be a more cost effective project with higher ridership than most of the proposed projects. West Seattle to downtown as planned would require 2 extra transfers for most riders making it slower than existing bus service. That project makes no sense as planned.</p> <p>I would also like to see all day Sounder service rather than more parking garages. Transit service in most of South King County East of Link needs to vastly improve, not just for traditional commuters.</p>
NORTH KING COUNTY	<p>Ballard to UW must be a part of the plan. The 44 bus from Ballard to UW takes nearly 1 hour and is standing room only - east/west corridor between Ballard and UW was designed for horses. It's a nightmare now.</p> <p>Also, we need light rail to Ballard sooner.</p>
NORTH KING COUNTY	Move faster! We can't wait 22 years for light rail to Ballard or 17 years for West Seattle!!
NORTH KING COUNTY	Connect Ballard to UW!
NORTH KING COUNTY	I think more buses should run to Discovery Park.
NORTH KING COUNTY	Seattle generates too much revenue to the state and surrounding counties to be given very little transit very late.
NORTH KING COUNTY	We need a Ballard-UW line, possibly as an extension of the Ballard-DT and we need it sooner. I am seriously considering voting no unless the timeline is moved up to 15 years for Ballard and Ballard-UW is not considered. If that comes at the cost of West Seattle, so be it. West Seattle is less deserving of light rail than many other neighborhoods due to its low density.
NORTH KING COUNTY	More space for bicycles on light rail train cars, and on buses serving the region, please!
NORTH KING COUNTY	There is little connection between UW and Ballard, and there are many people who commute between the two. Burke-Gillman is great for many, but it also gets extremely crowded and is EXTREMELY dark at night. Also, Greenlake and Greenwood are very ignored in this plan.
NORTH KING COUNTY	Ballard to UW must be included in this plan. Seattle desperately needs these lines now, not 20+ years from now, and excluding critical cross-town corridors appears to foreclose the possibility of them being completed in our lifetimes. With such a big package, we can't leave out integral pieces.
NORTH KING COUNTY	<p>We should plan to construct UW&lt;&gt;Ballard line as part of ST3, not just study it. This important cross-town link would open so many otherwise isolated population centers up throughout the region and make Seattle into a truly transit accessible city.</p> <p>Also, light rail should be done separated grade or not at all. Mixing with car and boat traffic in the interbay/Ballard corridor is a recipe for a sub-par service and tepid adoption rates.</p>
NORTH KING COUNTY	Improvements to Rapid Ride E bus route - this route is already overloaded during peak periods

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

NORTH KING COUNTY	<p>Light rail from Ballard to UW should be built, not studied. To me, given the time frame for Seattle rail and the cost, I am likely to vote no (and I am a big supporter of light rail having grown up in Washington, DC, where there is real transit). The only way I could vote for ST3 is if Ballard (which is way more dense than Tacoma, Everett, or West Seattle) is given light rail by ST building Ballard to UW first (like within 10-15 years). Every transit blog from Seattle Transit Blog, reddit, and the Urbanist has panned the ST3 draft on Seattle projects. There is a strong likelihood that the draft as is does not get enough North King support to pass ST3 (it may even lose in Seattle) . If you build Ballard to UW, this is more likely to pass in North King.</p> <p>To reward these other neighborhoods first which are not dense nor have a good return on investment, but politically connected, is counter intuitive. Did ST get an independent consultant to plan the light rail system proposals -- or did they just listen to the politicians? This draft suggests the latter. (e.g., Going at grade in Interbay, which is flood prone?)</p>
NORTH KING COUNTY	<p>We need complete bike connections (safe, separated) between neighborhoods like Ballard and West Seattle, downtown, and out to the east side (Bellevue, Redmond). A major deterrent for me to bicycle is getting from West Seattle to downtown Seattle without feeling like I'm risking life and limb. Sharing the road with enormous trucks and speeding cars through SODO is harrowing. You'll never get people of all ages and abilities bicycling (and leaving their cars at home) without providing complete, connected, safe bicycle routes.</p>
NORTH KING COUNTY	<p>There needs to be something to alleviate the #8 Route. This should be a metro route 8 grade separated rail line from Belltown to South Lake Union/Denny to Capitol Hill to the Central District/23rd corridor.</p>
NORTH KING COUNTY	<p>I feel it's more important to build out transit in neighborhoods where people will genuinely be able to make a choice to go car-free. This means developing a real, integrated, dense network that focuses on TOD and pedestrian and bike access, and 24 hour transit service. I think this means concentrating a system on dense areas of Seattle, instead of developing ridiculously expensive systems to serve commuters who will likely continue to live lifestyles that depend on the automobile. BRT and rail on existing heavy rail lines are better options for suburban locations. Additionally, ST has contributed very little to TOD in areas that currently have light rail, like Mt. Baker. Improvements need to be made there, or ST property needs to be sold or used as public space, instead of being surrounded by ugly chain link fences.</p>
NORTH KING COUNTY	<p>Ballard to UW (and other central East-West routes, specifically crossing the new 520 bridge) are far more important than anything mentioned here.</p>
NORTH KING COUNTY	<p>A light rail line from ballard to magnuson park is needed. A light rail line from ballard across through Northgate and out through Lake City to Kenmore and Bothell would also be good. The law controlling fund raising for transit needs to be changed so we can put all of this on a faster schedule. I want to still be alive when the system is completed.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

NORTH KING COUNTY	<p>-We _need_ a Ballard to UW tunnel line.</p> <p>-The timeline for Ballard and West Seattle to downtown needs to be accelerated. The current plan is too focused on the suburbs. 2+ decades is far too long to wait.</p>
NORTH KING COUNTY	<p>Ballard to UW line! Not crappy buses that get stuck in traffic!</p> <p>Also, it's probably outside the scope of this, but more heavily integrating the Pronto Bike Share program for the "final mile" would be great.</p>
NORTH KING COUNTY	<p>The plan is missing the mark. Light rail should focus on the core of the city. There should be a Ballard to UDist line as well as SLU Light rail. Everett to Seattle to Tacoma should be serviced by commuter rail. It would take too long to commute to Seattle from Tacoma by light rail.</p> <p>Parking at rail stations shouldn't be a focus. We need to get people out of their cars and focus on fast buses that can easily get people to the rail stations. The eastside should have a comprehensive rail also. I like the Issaquah to Kirkland run.</p> <p>At grade rail isn't a good option either. I'm not looking forward to trying to cross MLK in Seattle when trains are coming every 6 minutes in each direction. The trains already foul up the timed lights often at every 10 to 15 minutes. Let's build it right the first time; either elevated or tunnel. I know we don't like to tunnel in the poor area though.</p> <p>Escalators in both directions at all stations should be included.</p> <p>Simple education on escalator etiquette would be nice too... stand on the right.</p> <p>It's not a bad first draft, but we can do better!!</p>
NORTH KING COUNTY	<p>A short train link or a street car, or dedicated shuttle, should be run from Capital Hill stations to the Eastlake area. If you want those commuters from other places to be able to get to work, you need to provide easy links to the South Lake Union area INCLUDING FRED HUTCH AND SCCA, and the other businesses and residents along that corridor.</p>
NORTH KING COUNTY	<p>Add the [explicit] UW to Ballard line, we need some E-W grade separated transit options within the city. Lengthening the spine ensures there will be no available room to board the trains for residents of Seattle continuing to short us on viable grade separated transit options.</p>
NORTH KING COUNTY	<p>There should be a North end rail connection between 522 and Bothell for east/west traffic.</p>
NORTH KING COUNTY	<p>We need a better system to get around Seattle. Ballard potentially will have easy access to downtown, but people in Queen Anne, who live closer to the city spend more time in traffic due to slow buses stuck on city streets.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

NORTH KING COUNTY	It seems like this whole plan neglects the immense growth of tech in the Fremont neighborhood. I light rail is not planned for this neighborhood, then the companies currently moving to Fremont may choose to relocate. Or worse, all the rich techies will drive their cars to and from Fremont causing additional congestion on Fremont Bridge, Aurora Ave, and in the neighborhoods of Ballard, Wallingford, Queen Anne, Green Lake, and South Lake Union.
NORTH KING COUNTY	In order to be socially equitable and create a truly comprehensive system, we must increase focus on bringing light rail south from West Seattle to White Center and Burien. We also need light rail service that serves the Southcenter area, the largest shopping district in the state.
NORTH KING COUNTY	At-grade rail to Ballard isn't going to solve our access issues here, particularly with Expedia coming in to turn 15th Ave NW into a parking lot every morning. Please, if I'm going to have to wait until I'm retired for rail to Ballard, at least don't halfass it and keep my kids stuck in traffic the same way I'll be for the entirety of my working life.
NORTH KING COUNTY	1) More emphasis should be placed on capital projects in Seattle and the core of the region w.r.t. light rail. Specifically, ST3 should include something like the Metro8 Subway which would service Central District, Capitol Hill, South Lake Union, Belltown and Queen Anne. ST3 should also include a solution for Ballard to UW. I would much rather see that solved than Ballard to Downtown. 2) Most of the major capital intensive projects come online far too late. I do not care if ST has to float bonds on their own or backed by the state instead of the Feds, they should be borrowing money against expected sales tax revenues to get the major projects done sooner than later. 3) Wasting money on major parking projects that could be better spent on actual infrastructure is another negative of the current design. More and better mass transit to the locations will work better than parking at the locations.
NORTH KING COUNTY	The Number 8 route subway!!! Getting across town is a nightmare. we are making it easy to get in and out of the city but the UW and capitol hill station prove how popular getting around WITHIN the city would be. Let's have a bias toward encouraging further density.
NORTH KING COUNTY	University to Ballard Light Rail must be included for my vote.
NORTH KING COUNTY	Ballard to UW Light Rail.  Expedite construction of all pieces.
NORTH KING COUNTY	Seattle to Bellevue light rail

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

<p>NORTH KING COUNTY</p>	<p>I was extremely disappointed that Sound Transit ignored the advice of the Seattle Subway organization and other knowledgeable transit advocates who have suggested more urban spacing lines connecting dense areas in Seattle to the light rail system. To increase ridership and connect more people to the system, a "Metro 8 subway line" is critical. This term has been used quite a bit to discuss an underground light rail line that would connect South Lake Union along Denny/John up to 23rd&amp;Madison, and then run south along 23rd (potentially to the Judkins Park station currently planned). A great discussion of this concept can be found here: <a href="https://www.theurbanist.org/2016/01/11/ballard-spur-and-metro-8-subway-serve-seattle-better-than-interbay-light-rail/">https://www.theurbanist.org/2016/01/11/ballard-spur-and-metro-8-subway-serve-seattle-better-than-interbay-light-rail/</a> . CONSTRUCTION of the Metro 8 subway line should be part of any 25 year plan for mass transit in the region, but at a minimum, there should be funds to STUDY it! It is mind boggling that Sound Transit has not embraced the Metro 8 line. The Metro 8 line would be far more cost-effective than many of the suburban connector lines, as it would require far shorter track to reach more people. We need a truly urban subway system that allows commuters from farther communities to move about Seattle without a car for our region to get to the next level. Moreover, the historically underserved Central District of Seattle continues to be left behind without a Metro 8 subway line. This is a dense community that is getting much denser and needs a connection to light rail. Seattle is the biggest source of growth in the region, and it needs to be served accordingly. The Judkins Park stop is not the solution to bring reliable transit to the Central District community. With the current plan, there is a huge area south of Madison and north of Dearborn that is a light rail no man's land, but is an ideal candidate for light rail.</p> <p>ST3 is a rare and grand opportunity to improve our transit needs, so we need to get it right. If the Metro 8 subway line is not even funded for study as part of this \$50B package, I will vote against it and encourage everyone I know to do the same. This plan is too important to settle for an inadequate package.</p>
<p>NORTH KING COUNTY</p>	<p>I can't speak for anyone living in other neighborhoods, but living up off Aurora and having to commute by the E bus has me saving for a car. I often have to commute home at around 1:30 to 2am, and fully expect that commute to be involved in my death somehow if I keep it up. Low income people living off Aurora between about 85th and about the northern city limit really need a light rail replacement of the E bus, with more frequent service, strict fare enforcement, and more security/surveillance at stops. This could somehow be an extension of the Ballard to Downtown proposal.</p>
<p>NORTH KING COUNTY</p>	<p>I realize that there is further investigation for a connection between UW Station and Ballard, but this is a critical route that is often clogged by traffic of 40th, 45th and 50th. There is really only one route bus 44 that connects the two and this bus is not reliable as it is stuck in traffic every day.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

NORTH KING COUNTY	<p>These plans miss connecting the different areas of Seattle with each other. It is all about bringing in people from far away locations like Everett or Tacoma. While people in Queen Anne are required to take 2 to 3 buses just to go from Queen Anne to Capital Hill Or Ballard to Madison Park is another 2 to 3 buses and 60 + minutes. So everyone drives in the heart of city to get around because we don't have any other choice. I think these plans are missing key areas - specifically Queen Anne. Currently we have bus service to down town Seattle and that is it. With all the lakes and bridges around here it would be great to be able to catch a direct bus from Queen Anne to the U District. It takes me 2 buses to get from the top of Queen Anne to South Lake Union and 60+ minutes so I just drive there instead. I think these plans are not really addressing the traffic that exists within Seattle city limits - it is all about bringing in people from King County and beyond into Seattle. Until you can solve the transit issues for the residents of Seattle to get around Seattle this city will suffer.</p>
NORTH KING COUNTY	<p>I'm disappointed in the lack of focus on transportation within the city of Seattle. The better the access WITHIN city limits, the less likely anyone will need to use a car. I understand the need for people living further out of the city to be able to get into the city for their jobs and activities, which we should not ignore, but without a robust system within the city, those folks will still need to use cars or multiple transfers to get around our geographically difficult city. Please fund more studies on light rail connections within the city, along east-west corridors.</p>
NORTH KING COUNTY	<p>Building a Ballard-UW Spur should be included in this plan. Also, interurban lines like West Seattle-Downtown and Ballard-Downtown should be the FIRST things to be built! People need to be able to move about the city without cars, and urban residents are more accustomed to using mass transit versus suburban residents who don't use it daily as part of their culture.</p>
NORTH KING COUNTY	<p>You guys REALLY need to add a Ballard to UW line. That is a serious need right now. Transit is too focused on north/south movement.</p> <p>Also, the timeline is way too long. Way way too long. Especially the timeline for the ballard line. Seattle will be an entirely different city in 22 years. It needs to be cut down.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

NORTH KING COUNTY	<p>We need a Ballard-UW line. Seattle doesn't have enough mechanisms to move people along the east-west corridor.</p> <p>We need more intra-city, grade separated light rail (tunneled or elevated). At grade just doesn't work--the seatac link takes 45 minutes to go from Westlake to Seatac, which can be done in 20 minutes by car. That means that given the choice, I always uber. Not at all sustainable or useful.</p> <p>The timelines are way too slow. A quarter century to achieve a mediocre benefit for urban dwellers. Yes we should get cars off the road. But suburban riders will come mostly from the immediate area around stations. People far from them won't change their behavior if they're too far from a station.</p> <p>The funding is regressive: vehicle and sales/use taxes cost the poor much more. Property taxes are better.</p>
NORTH KING COUNTY	<p>I strongly support a Ballard-to-UW line.</p> <p>It doesn't feel right to extend the line to less densely populated areas that will see much less use when there are still core, dense areas that are unserved. Projects should be prioritized more by projected rider-miles per taxpayer dollar.</p> <p>Would also love to see the timeline of Ballard-to-Downtown brought in. 22 years is an awfully long time.</p>
NORTH KING COUNTY	<p>Lake City has 30k residents, a high level of economic disparity, and high growth. This plan would leave our transit issues untouched for over 20 years while we fund more affluent and stable neighborhoods like Ballard. Light rail or BRT via Lake City Way would connect our Urban Village to the rest of the city.</p>
NORTH KING COUNTY	<p>It's inexcusable to leave the Ballard-UW line out of this iteration. In addition, with the downtown-Ballard line, the crossing should be underground, rather than on the bridge. Service interruptions from passing ships and sightseeing boats should not interrupt the transit service to a critical part of this city. Also, waiting for 2038 to extend to Ballard is unacceptable. This should be a higher priority project.</p>
NORTH KING COUNTY	<p>Ballard to UW is a needed connection.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

NORTH KING COUNTY	<p>Please consider the Metro 8 subway and Ballard to UW (connecting to the existing line for access to downtown, and the line could have an option to go further east to U. Village/Sand Point). The 8 and 44 are both slow and overcrowded without any clear way to upgrade them to BRT. They need grade-separation, probably in the form of tunnels. The Ballard-West Seattle line in ST3 can be better served by less expensive BRT, as a bonus, Ballard-UW would get Fremont connected to rail as well. I agree with <a href="http://seattletransitblog.com/2015/11/30/an-alternative-for-st3-with-something-for-everyone/">http://seattletransitblog.com/2015/11/30/an-alternative-for-st3-with-something-for-everyone/</a> .</p> <p>Building a train line that's half urban rail and half commuter rail like the north-south spine looks like just doesn't make sense. Either plan for urban stop spacings amd transit-oriented-developemnt or call it commuter rail.</p>
NORTH KING COUNTY	<p>Ballard to University District is absolutely crucial. The 44 bus is a nightmare. I have lived in New York and Washington DC and am aware that circuit systems like New York or downtown are key to increasing urban livability. The Downtown - U District - Ballard circuit will form a transit core for the entire city to build around.</p> <p>Sam</p>
NORTH KING COUNTY	<p>I know it's currently scheduled for review, but due to the current and predicted rapid growth of the Ballard area, it seems that waiting 22-years until service will arrive is too long of a timeline. Something closer to 15-years seems more palatable. Also, it would be excellent if the Ballard to Seattle light-rail route wasn't hobbled by the inclusion of another drawbridge over the ship canal. Not only does this potentially negatively impact the commercial viability of the industry in the area, but also will slow rail service. I know we can't have everything with the plan, but I'd favor a longer funding timeline (say 30 years), if that meant we could truncate the timeline of the proposed projects, and add more features to more aspects of the plan, all across the region.</p>
NORTH KING COUNTY	<p>ST3 needs to be sped up by 10 years, even if it costs me more money. It is crucial that working poor and working class persons are able to make it to their jobs. These people provide a vital role in supporting the service and manufacturing economies and deserve access to employment. Further, we should begin expanding the rail service South to Portland and East to Wenatchee, Spokane and the Tri-Cities.</p>
NORTH KING COUNTY	<p>I think running light rail through Interbay rather than below Queen Anne Hill (like it runs under Capitol Hill) is a mistake. The residents of Queen Anne would be better served with a rail station in Seattle Center (which you've already proposed) and somewhere around the vicinity of Queen Anne Ave and Boston St (or anywhere at the top of the hill). Furthermore, such a route would put rail in line with Fremont, where another station could be provided on the way to Ballard. Interbay just doesn't have the density to support light rail.</p>
NORTH KING COUNTY	<p>Please include Fremont in the plans.</p>
NORTH KING COUNTY	<p>I think the Ballard to UW line SHOULD be part of ST3, and a SLU to Cap Hill to Mt. Baker station should be added for study.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

NORTH KING COUNTY	More brt within seattle. This proposal is too focused on suburban projects at the expense of urban projects. ST should pay for true brt on the rapid ride lines.
NORTH KING COUNTY	Ballard to UW is a no-brainer! Timeline to Ballard is HORRIBLE. Everything about this plan is bad for Seattle. -Wasting money on suburbs with no density while punishing Seattle
NORTH KING COUNTY	More research needs to be completed on the 522 lake city way corridor including BRT further south past 145th.
NORTH KING COUNTY	The time tables are too long across the board, especially on the Ballard and West Seattle projects. In general, I think believe people expected timelines about about 1/2 or 1/3 the projected timelines, they are so long to the point very pro-transit advocates are considering voting no. Is there no way to increase these, and do them in parallel?  Additionally, Belltown is one of the most dense, transit friendly areas in all of Seattle, and it gets zero love from the light rail. I definitely wanted to see the a line that serviced Belltown.  Finally, Grade Separation is a must, the Ballard plan, in addition to being super long time frame, seemed to be sub-par on the grade separation front as well.
NORTH KING COUNTY	Ballard to UW
NORTH KING COUNTY	Please, please 130to Street station! The Bitter Lake/Haller Lake neighborhood deserves to be a part of the Seattle picture.
NORTH KING COUNTY	Commuter rail is much faster than light rail.. why not focus on expanding that south and north? Inner city traffic in Seattle is the WORST. This project seems too focused on reaching all over the region, rather than tackling more inner city options (east/west.. serving Fremont, Greenlake, Phinney, Greenwood. Remember, San Francisco has both BART (outer to inner) and MUNI (inner city subway). As unpopular as the Everett/Mukilteo rail corridor has been, not sure why you would spend billions to try and get from Lynnwood to Everett.. Seems that there should be a stronger inner city system.. Also, the Ballard Bridge is currently the most congested "downtown thoroughfare"- Why wouldn't you make this a priority, and hire more staff to expedite the schedule. the 22-year timeframe has been a recurring negative that I keep hearing people grumble and laugh about.. Really, that timeframe seems way too long... you should commit to cutting that in half...
NORTH KING COUNTY	Instead of kowtowing to the might automobile how about encouraging car pooling and bus use instead of all the new road projects? (such as Bertha Tunnel and 520 Bridge rebuilding. With the billions \$ being spent lets buy set up some van pools, put up a hefty toll for drive aloners, encourage employers to let people work from home full time or part time. Encourage bicycle use. Last thing to do is to build more parking at all these stations. Use walk, bike, jitney bus to get to stations.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

NORTH KING COUNTY	You should add a Ballard to UW station right away so that it can open with the UW station instead of waiting for many years.
NORTH KING COUNTY	I'd love to see a Ballard/UW line included.
NORTH KING COUNTY	Look at all the apartments and condo's currently being built in West Seattle. It's a bottle getting in and out of West Seattle. Light Rail should become a priority in West Seattle so these people can commute to work and back without congesting our highways. Also... what about another ferry for the Alki Beach route. That would help too.
NORTH KING COUNTY	Cross-town needs to be addressed. Both Belltown to Cap Hill and Ballard to UW segments need to be added.  All light rail needs to be exclusive right of way.  Need to speed this plan up. Ballard to downtown needs higher priority. Build it all faster.
NORTH KING COUNTY	We've got a great backbone now - time to extend outwards. i.e. More East-West corridors, please! Moving east-west continues to be a difficult endeavor and congestion/bottleneck pain point in this city, and a UW-Ballard light rail extension would be an amazing add-on! Especially as density continues to increase in Wallingford, Fremont, and Ballard, and given the amount of multi-family construction currently underway, this would be a boon for a good percentage of the Seattle population!
NORTH KING COUNTY	Ballard to U district should not be a study option but a definite part of the plan. Also, should work to accelerate timelines. These are simply too long. Also, Paine Field extension seems unnecessary and too expensive for benefit. Consider a shuttle or streetcar.
NORTH KING COUNTY	East-west light rail should be built within Seattle, in particular, a Ballard to UW line and a line under Denny Way.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

<p>NORTH KING COUNTY</p>	<p>It seems backwards that Seattle, which leads the region in growth, takes a far far backseat to its own suburbs in this plan. Many dense Seattle neighborhoods remain stranded by this plan (Belltown, Fremont, Wallingford, etc.).</p> <p>Not only does Seattle take a backseat in terms of the breadth of the projects, but in the timeline as well. Downtown to Ballard is the most crucial and pressing of all projects in ST3, yet it is one of the last delivered projects. This line must be made the top priority.</p> <p>If the brilliant success of the beautifully done Ulink teaches us anything, it's that fully grade-separated transit is absolutely worth it and necessary for a great city. The downtown-Ballard line having at-grade rail through Interbay (and having to cross a moveable bridge!) is unacceptable. I, among many other Seattlites, will not be able to support a plan that has this line at-grade.</p> <p>I also will find it very difficult to support an ST3 plan that does not contain a Ballard-UW line. This is one of the most used east-west corridors which supports strong all-day ridership despite the 44 bus being constantly entrenched and stalled in traffic. This line must be included in ST3. At a minimum a study should be included for another east-west line following the metro 8 bus route.</p>
<p>NORTH KING COUNTY</p>	<p>Should look at replacing Bus Line 8 with light rail - going East/West in Seattle is very difficult, and the 8 is always full/delayed when I take it. Driving a few miles east/west is difficult, and Mercer/Denny etc. are consistently full. Need a more direct and reliable way to move East/West beyond the 8, so very disappointing to not even see this route considered.</p> <p>Ballard to UW should be a higher priority - transit East/West in Seattle is incredibly slow and will only get worse. See above. Also, while good that there is a study, disappointing that neither the 8 or Ballard/UW is in consideration, as the East/West travel will only get worse and this plan will take a long time before either could be implemented.</p> <p>Lastly, the timeline for this project needs to be explained. The very long timeframes are very hard to understand. If there is a good reason it will take 25+ years to complete, this needs to be explained WHY. It is not reasonable to expect people to support something where the first tangible results are still so far out. Some plans should be accelerated to the extent possible - the timeframe and lack of East/West light rail make me much less enthusiastic in supporting this measure, so they need to be addressed in some form.</p>
<p>NORTH KING COUNTY</p>	<p>We do NOT need a station at 130th in Seattle. We NEED a rapid transit bus to Olypmia from Northgate!!!!</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

NORTH KING COUNTY	This plan should include a light rail line connecting Ballard to UW through fremont/wallingford. I'm very surprised it has been ignored, given the strong grassroots support it has.
NORTH KING COUNTY	<p>Why is the Ballard to DT route chosen with the least capacity? I don't understand why it is so limited.</p> <p>Why isn't there a Ballard to UW route? Is ST seriously going to put off such a route for 30 years? How many more riders would support better Ballard connections instead of one to Issaquah?</p> <p>Bad package. Vote this down and start over.</p>
NORTH KING COUNTY	Ballard/Shilshole to Childrens/Sand Point light rail by tunnel
NORTH KING COUNTY	Rail line from Ballard to UW then Redmond needs to be sped up and implemented into the plan.
NORTH KING COUNTY	Why isn't there any public transit option from Seattle to Olympia (the state capitol)? It would be great for the Sounder to go there too. There's one way: bus or train to Tacoma and then figure out how to transfer to Pierce County transit. It takes most of a day to take the 1 1/2 hour car trip.
NORTH KING COUNTY	Light rail. Give me all of the light rail. Since the Hwy 99 tunnel will have no downtown exits (I still cannot believe the absolute idiocy behind that decision, but it wasn't ST's fault), everyone who commutes downtown is going to need better options. 1st and 4th Avenues are not going to cut it. They can barely handle the traffic they have now in peak hours. The I-5 chokepoints will only get worse. Light rail is the only solution that can accommodate the number of downtown commuters--a number that will be increasing--without adding to road traffic. (Except for adding bike lanes. I don't know if ST has anything to do with bike lanes, but the lane on 2nd Ave works great and makes me more likely to bike to work in the future. I think all major thoroughfares should have those separated bike lanes.)
NORTH KING COUNTY	<p>First off, the timeline should be shorter, because I don't want to wait until I'm 40 to get from Uptown to Ballard.</p> <p>Include Ballard to UW, because route 44 is way too slow. Seattle needs transit now, and we can't wait another 30 years for the next line. I would be more than willing to pay more in taxes if it meant that there were more light rail lines at a quicker pace.</p> <p>I love U Link, and if there can be more of that then I would be over the moon. Also, Link should be separated from traffic on MLK, and there should be a study for a line from downtown through Belltown to Queen Anne, Fremont, and Greenwood, all underground (like a modified option D).</p>
NORTH KING COUNTY	Light Rail Transit is the way to go -- look at Stockholm Sweden. There is no need to own a car in Stockholm any more because the public transportation primarily the subway/light rail transit (buses included) run through the night and are reliable. Seattle has everything within an hours drive, it would be fantastic to hop onto a light rail system and live life rather than be a slave to the car and the auto-industry.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

NORTH KING COUNTY	The final plan needs to include an east-west line in Seattle (ex. Ballard to UW). We don't just have traffic north-south, we have it east-west as well. The final plan should also analyze connecting SLU to the light rail.
NORTH KING COUNTY	Link from UW to Ballard Link from UW to Bellvue via 520
NORTH KING COUNTY	I will not vote for ST3 without Ballard-UW included in the plan and the light rail projects WITHIN the city of Seattle completed on a faster timeline. I would also like to see Metro 8 Subway line studied. In short, I would like Sound Transit to follow the vision developed by Seattle Subway's ST Complete plan. I would also like to see this done faster, even if it costs more money.
NORTH KING COUNTY	Ballard to UW, "Metro 8" subway, TIMELINE NEEDS TO BE ACCELERATED!
NORTH KING COUNTY	The transportation system that is extending to Ballard should continue all the way up 15th NW then down Holman Road all the way to Northgate so it can tie into the rapid transit system just like it should have been done with the Monorail in the first place. Trains running one direction would allow more trains on the same track during heavy commute times a real design flaw of the Monorail system designed by your experts. Maybe you should pay yourself and take a trip to europe to see how rapid transit system actually work. Bring back the Monorail we voted for it and paid for it and get nothing for it.
NORTH KING COUNTY	More attention should be paid to the densest Seattle neighborhoods. Additional Seattle stations should come online prior to far flung suburban areas. I'm also disappointed to see the lack of rail connectivity to the Central District.
NORTH KING COUNTY	These projects should happen sooner than 25 years. In 25 years, population centers may change and we may need different services. There needs to be reliable, efficient, and easy access to bus transit stations. For example, if someone lives on Phinney Ridge, or Queen Anne, or Shoreline, there is, even in this plan, no reliable way to get from someone's home to the light rail transit station. It still requires someone to drive their car to take the train. There needs to be efficient, easy, and meaningful east/west access and access to popular recreation areas throughout the region.
NORTH KING COUNTY	We really need cross lake light rail - Seattle (Madison Park) to Bellevue, Seattle (I-90) to South Bellevue so that cross lake commuting isn't brought to a standstill when the bridges are packed. We have a lot of North/South options already but cross town and cross lake is impossible. Also for people in the city of Seattle who have kids using the bus system is a joke. It is only set up for work commuters - I can't catch a bus in Madison Valley to Capitol Hill without it taking 1+ hours.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

NORTH KING COUNTY	Why is there no additional service to Northwest Seattle outside of Northgate and downtown Ballard? The entire area in between those two areas including Greenwood and Phinney Ridge is a dense residential area that does not have any high speed transit access to downtown. We need rail or at the very least BRT in this area. The E line and the 5 are very busy bus routes and their ridership would be much higher if times were faster. I also want to take the Microsoft Connector to Redmond but last of bus priority on I-5 means it just gets stuck in traffic with all the other vehicles.
NORTH KING COUNTY	Ballard - UW needs to be part of the plan, and Ballard - Downtown Seattle should not be on a bridge.  Parking is the worst.
NORTH KING COUNTY	Please add more counter-commute options to the Sounder service. I live in Seattle and have turned down some great job opportunities in/near Tacoma because there's not currently decent public transit that direction, unless I leave super early to catch the one southbound Sounder train. Commuter rail has the potential to create a regional backbone for our transit system, and the way the region is developing it's not just about people commuting into Seattle any more.
NORTH KING COUNTY	I am missng a reliable and frequent service to olympia. Capital of the state and part of the region. Just a few amtrak trains are by far not enough.
NORTH KING COUNTY	The Ballard to UW line should be included in ST3. The Seattle region deserves a mature light rail system within 15 years and shouldn't shy away from the challenges necessary to meet that goal.  The timetable to complete these projects should be shortened as much as possible. The need for traffic independent light rail transit is near critical now. Waiting another 22 years to complete ST3 is short sighted and honestly does not serve the greater Seattle region in its greatest time of growth and need. Please accelerate as much as is feasible.
NORTH KING COUNTY	East-West corridor between Ballard and UW needs to be improved
NORTH KING COUNTY	Please have a belltown stop! It's a major area still left a decent size walk from any planned stops. And light rail should never be at grade.
NORTH KING COUNTY	I would like to see light rail extending across 520 floating bridge to create a commuter ready plan to move north end neighborhoods via light rail into BELLEVUE and Redmond. This bypass of downtown would serve many reverse commuters from Seattle and N suburbs to get to employment centers on the east side without tying up resources downtown.
NORTH KING COUNTY	Train from Redmond-Kirkland to UW Seattle.
NORTH KING COUNTY	There aren't enough stops in the dense core of the city. There should be transit for people going East to West -- Central District, Madison, Downtown, SLU, Mercer, etc. Right now everything is focused on commuters coming in from the suburbs and not urban dwellers.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

NORTH KING COUNTY	I would like to see Ballard direct to U District.
NORTH KING COUNTY	Improving transit generally to West Seattle should be prioritized, as well as improving transit options going East/West north of Lake Union.
NORTH KING COUNTY	Get Ballard LINK finished faster!!!
NORTH KING COUNTY	Please include parking garages at light rail stations, as that will go a long way towards making light rail a much more attractive option.
NORTH KING COUNTY	More emphasis should be put on cross-town transportation. Not all travelers in the Seattle area want to go to downtown.
NORTH KING COUNTY	I support BOLD, AGGRESSIVE moves to expand light rail service. I am supportive of the expansive designs I'm seeing the community propose, and I don't want ST3 to limit us in any way. Rail is the future, bus solutions are band-aids.
NORTH KING COUNTY	I live in Seattle and visit Tacoma on a regular basis, so that's where I'd like to see the majority of the improvements, but really, we need it everywhere. I'd like to see light rail to and through Queen Anne to connect it to Ballard, University District, and Down town. Adding some east/west connections would be good, too.
NORTH KING COUNTY	East-West UW to Ballard light rail line. Commuting East/West in Seattle is still a major hassle. 45th is always backed up during rush hour and light rail would greatly reduce this.
NORTH KING COUNTY	Add Ballard to UW light rail, or a new 8-bus light rail!!
NORTH KING COUNTY	do it sooner than 25 years
NORTH KING COUNTY	Ballard to UW via grade-separated light rail Metro Route 8 replacement via grade-separated light rail  There is too much focus on major projects in suburban areas. Some of the densest parts of Seattle are not going to be served by any of these projects. A one-seat ride from Everett to Tacoma in 10+ years seems much less urgent than in-city mobility as soon as possible.
NORTH KING COUNTY	Light rail ballard to UW
NORTH KING COUNTY	Ballard to UW Light Rail Route. Ensure that local transit groups are involved with the planning. A light rail system is useless if you can't get to it from many different areas. Votes are important but the more people use the light rail system the more demand there will be for it.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

NORTH KING COUNTY	<p>West-East grade separated rail north of the ship canal is desperately needed. I support the addition of a Ballard-University line serving Fremont and Wallingford.</p> <p>Transit projects that connect dense, walkable neighborhoods to the downtown core should have the highest priority. Projects like Downtown-Ballard through South Lake Union, Queen Anne and Interbay should be completed first, not last. I would gladly support a higher tax burden in return for light rail that promotes transit orient development and effective solutions, not freeway aligned rail that serves sparsely populated communities with ready access to bus transit.</p>
NORTH KING COUNTY	<p>A Ballard-UW subway is critical to residents and businesses north of the Ship Canal. With the Metro 44 bus packed to the gills and little room to expand the east-west arteries of 45th and 50th streets, there are few if any alternatives to an east-west grade-separated rail line. Please consider adding a Ballard-UW light rail/subway line to ST3.</p>
NORTH KING COUNTY	<p>this plan has the same traditional weakness: favoring north south connections and underestimating difficulties going east west. We need faster solutions to get from Ballard to the UW and from West Seattle to Cap Hill.</p>
NORTH KING COUNTY	<p>Seattle has been a huge supporter of Sound transit, yet the neighborhood connections to and from downtown and each other is under-represented in the build out.</p> <p>I highly support he lines to Ballard and West Seattle, but a Ballard to UW line needs to be included, and It should connect Greenwood / GreenLake and Wallingford .</p> <p>We need more E-W connections in Seattle, and this is the first and most logical.</p> <p>Likewise, we should study other corridors within Seattle City limits to establish a Seattle transit system that connects the major neighborhood and employment centers as well as major event areas not currently covered.</p>
NORTH KING COUNTY	<p>Light rail and rapid bus transit options need to be extended north of ballard up to 100th at least. This area is an urban village and is seeing rapid growth. Commuters from this area are adding congestion to the roads and the already overtaxed D express bus line. This area is in critical need of public transport services.</p>
NORTH KING COUNTY	<p>Find a way to get more money to complete ST3 faster. Shake down the local billionaires or the federal government for more cash so the 25 year plan can become a 10 year plan.</p>
NORTH KING COUNTY	<p>Please follow-through and finish building out a light rail station at Graham Street, South Seattle, and provide transportation access where it would make the greatest impact on the lives (and businesses) of SO many low-income residents who call South Seattle home, but are currently cut off. It's ready, we're ready, please finish this.</p>
NORTH KING COUNTY	<p>Ballard to UW; the 44 is way too slow and every time I have to run an errand there, I end up driving instead.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

NORTH KING COUNTY	<p>If it's going to take a literally unbelievable 22 years to get light rail to Ballard, then why not build the UW to Ballard line in less than half that time. This will connect far denser neighborhoods and be a much better return on investment. There is nothing Sound Transit could do that would revolutionize travel in this area faster or more cheaply than build a UW to Ballard line.</p> <p>I will be voting against this package. De-prioritizing most important, most useful, most needed lines in Seattle-- lines that will improve tens of thousands of people's lives-- and having them come more than a generation later. It's honestly mind-boggling.</p>
NORTH KING COUNTY	<p>East west lines - including Ballard / UW and a 520 bridge to redmond line Additional north south line along Aurora from Downtown</p>
NORTH KING COUNTY	<p>There should be more east-west light rail! And light rail should be developed STARTING WITH service to crowded communities like Ballard and West Seattle, rather than leaving these areas to be served at the very end of the project. Why is there so much emphasis on reaching far flung suburbs first?</p>
NORTH KING COUNTY	<p>Rather than focusing on expanding the existing sparse transit network further north, south, and east into less-dense suburbs, focus on densifying the network within Seattle city limits. Encourage denser transit, commutes, and housing development within a more compact area, and all of our transit efforts will become more effective. Trying to satisfy every route from far-flung suburbs into various business centers will not be nearly as effective as densifying the urban core and allowing full-mesh travel from any point to any other point. It's already impossible to get anywhere except downtown without a downtown transfer - let's not double down on that system.</p>
NORTH KING COUNTY	<p>Ballard-UW line would be strongly preferred. Seek a higher funding authority by the state via the Legislature to increase the rate of project completion. We desperately need this ALL started now, not in phases. 22 years for a line to Ballard, 17 years for a line to Tacoma and West Seattle, and other projected completion dates is entirely too long for a region that has grown leaps and bounds over the past five years. Not completing these projects under a faster timetable will stifle further economic growth for the region.</p>
NORTH KING COUNTY	<p>You need a Ballard to UW line. Buses are not transit, they are what you have to take to get to transit - at best a stop gap. All light rail should be off-grade - even one traffic light and you have failed - e.g. the light rail to SeaTac airport is the biggest farce this area has seen in years. Takes longer than the bus (that it replaced) and drops you 10-15 minute walk from the airport proper. If you are planning on repeating that kind of stupidity I will not support this plan at all.</p>
NORTH KING COUNTY	<p>Really wish the Ballard-UW line was in the ST3 final plan!</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

NORTH KING COUNTY	East-west transit in Seattle, particularly North Seattle, for example Ballard to UW.  Aurora corridor BRT improvements  Grade separated Ballard line
NORTH KING COUNTY	Extend light rail to Westwood Village in West Seattle
NORTH KING COUNTY	Why in the world isn't there light rail going from UW to Ballard? All along that 45th st corridor are students and those connected to the UW who need that. It's ridiculous to not have a way to go directly from the UW to Ballard. Suggesting that to get from Ballard to UW you need to go THROUGH Downtown Seattle is absurd! Not everyone needs to go downtown, there is a HUGE EAST-WEST problem along 45th St from the UW to Ballard.
NORTH KING COUNTY	Please consider expansion of light rail between ballard and the university district, and also neighborhoods like madison park and magnolia that are difficult to access by bus!
NORTH KING COUNTY	Would really like to see Ballard-UW link added to this plan. Also a study of the "Metro 8 Subway" line. Considering the high tax burden of this plan, these connections between densely populated neighborhoods in Seattle are essential.
NORTH KING COUNTY	Add more projects *in* the city. As traffic is focused on the city itself, the ST3 study seems focused on the suburbs. Build for 2030, not for 1960.
NORTH KING COUNTY	I currently travel between Ballard and Mukilteo every single day. It takes me 4 buses per trip, and close to 2 hours of travel each direction. So nearly four hours per day between my 8 buses. It's crazy. Light rail going north from Ballard to Northgate to Mukilteo would greatly simplify my life.
NORTH KING COUNTY	Please reconsider including the UW to Ballard line.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

NORTH KING COUNTY	<p>My husband and I, and most of our millennial-aged friends (late 20s/early 30s) live in the Ballard-Fremont-Greenwood corridor. On average, it takes anywhere between 30 and 45 minutes for me to travel from my home to work in the University District (at UW). East-west travel in the city is a shambles. There are only 2-3 roads that facilitate direct travel from Ballard/Phinney/Fremont to the University District and points east, and congestion has only increased year-over-year as populations in the western neighborhoods boom. We do not need to study a Ballard-U District link; we need to make it happen. I would gladly pay more property taxes to do so (we are homeowners). If you really want to finish the whole system, it's shortsighted not to include better east-west connections across the city. Until then, people like me will choose to drive rather than sit on the buses, which are trapped in congestion and can't even skirt through side streets to save a few minutes (and people like me with odd hours and health issues can't always bike).</p> <p>Additionally, I would like to see an accelerated timeline for stations inside the urban core of Seattle. I would again pay more to use the system before I retire, and I think that the overall response to the U-District and Cap Hill stations indicates that many others feel the same. If this means cutting back on regional expansion because you can't get voter support in Snohomish and Pierce Counties, so be it; there should be an option for the communities who are desperate for real transit solutions to fund them, even if people outside our area don't feel similarly.</p>
NORTH KING COUNTY	West Seattle should have a bus on a continuous loop between Morgan Junction, Alaska Junction, and Admiral Junction.
NORTH KING COUNTY	Parking at stations with room for expansion so people will use it.
NORTH KING COUNTY	<p>Ballard to UW line! This will increase the impact of the whole system. I used to ride the #44 to work, but it so frequently became overcrowded that I sometimes could not get on the bus home in time to pick up my kids from daycare! This is a hugely traveled route, and will only increase as the U District is built up.</p> <p>As for the schedule, is there any possibility that federal funds might accelerate the timeline? The Puget Sound is ready for more miles of reliable high-speed public transit ASAP!!</p>
NORTH KING COUNTY	Please add lightrail going to Fremont/Wallinford as well
NORTH KING COUNTY	All of the projects are north-south. There's nothing to help with east-west transit like UW to Fremont, Ballard to Redmond/Bellevue, etc.
NORTH KING COUNTY	I strongly support adding the Ballard to UW line, as well as a 'Metro 8 subway' line. The Ballard to UW line makes more sense to prioritize over the Ballard to Downtown line, since its much hard to travel east west by car along that route and it is a route that causes the most congestion in the city currently.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

NORTH KING COUNTY	The station at 130th needs to happen. The northend has the largest population and to only have one station at 103rd is crazy. Have a station that is accessed mainly by connecting bus lines and it will increase ridership! It should be added not as provisional station but as a station that is going to happen. Not including it in the Lynnwood Link planning/permitting process just adds more to the overall cost of the station. Put it on the Lynnwood Link process and be done with it.... Eventually go to Ballard as well!
NORTH KING COUNTY	A line providing fast east-west travel in North Seattle is badly needed. Ballard-UW should be a higher priority than Ballard-downtown, because riders from Ballard could transfer at UW and use the current spine to get downtown.
NORTH KING COUNTY	Add a UW to Ballard light rail line. The 44 some days is slower than walking. I suspect that will only get worse. Also the timeline is too long. 22 years to connect Ballard to downtown is insane. Even if it costs more I rather these things get done as quickly as possible.
NORTH KING COUNTY	<p>The light rail crossings on MLK are very congested and since there are no train crossing rails, or left hand dedicated turns to get across the tracks, I have personally witnessed multiple accidents on the tracks over the past few years. It interrupts service and causes even more congestion in the south end. Please upgrade the crossings along MLK to make them safer and to make the traffic flow better for everyone involved.</p> <p>Today, I had to drive my car to work because the light rail wasn't running due to an accident on Cloverdale and MLK that occurred on the tracks. These sorts of accidents wouldn't happen if the left turners crossing MLK had a dedicated turn arrow.</p>
NORTH KING COUNTY	The South Park neighborhood is a great community hub which promotes foot traffic at the local level, but in terms of the transit system, it's fairly isolated from the rest of the city. Even to get to Georgetown, it's quicker to walk than to take the bus. There is be line that connects it and Georgetown to a light rail station (Graham St / Boeing Access Rd).
NORTH KING COUNTY	Whatever can get traffic reduced from West Seattle to downtown is the highest priority for me and I'm willing to increase my taxes to do it.
NORTH KING COUNTY	<p>Include a light Rail line to Burien and White Center. This area was destroyed economically by Southcenter in the 1970s. Light Rail would help economic development. If not Light Rail then reliable frequent and fast bus service from Burien and White Center to downtown.</p> <p>Also : Stop using phrases like " we can't build anymore freeways" and don't stigmatize cars or their owners. If this measure is going to pass it will need the support of everyone.</p>
NORTH KING COUNTY	The downtown to Ballard and Ballard to UW lines are the most important lines in the system. The Ballard-Fremont-UW areas are heavily populated and light rail is urgent there.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

NORTH KING COUNTY	It's unconscionable for a transit plan to prioritize a billion dollars of parking garages in the suburbs over any Yandi improvements for the dense population areas that badly need transit. The ST3 plan completely ignores the city. I'm not sure why anyone in the city would support this plan. I want the to be commuter trains for the suburbs, but not ii it means the city doesn't get transit expansions.
NORTH KING COUNTY	<p>I do not think this plan goes nearly far enough. There should be a rail line that runs from Ballard to UW to Kirkland via 520 or a separate bridge. Having lived in Wallingford, the corridor between Ballard and UW was heavily congested 4 years ago. Buses do not run quickly through there, and it needs a rail line. The east side needs a light rail loop as well, and not BRT. I would rather ST not waste money on buses unless they are 100% separate from traffic.</p> <p>As far as space, throw light rail on top of where the express lanes are on 405 now. The 405 freeway project is, frankly, an abject failure, and the extra space that already exists would be much better served by light rail. We need a more expansive plan. I want to see this happen faster than 25 years, and I don't care if funding needs to be doubled or whatever. I will pay for expediency, I am less excited about a project that wont be done until I am close to retirement.</p>
NORTH KING COUNTY	The NE 130th & I5 Infill station for the Lynnwood extension is a must. PLEASE add it to the ST3 ballot. This junction is very important to North Seattle neighborhoods and will serve an important purpose of avoiding bottlenecks at Northgate and 145th, which are already very congested during peak times. The station would be so cheap to build compared to other projects included in ST3 ! There is a lot of community support for this station, and now that the neighborhoods are represented by the District 5 Seattle City Council seat, it would be a mistake by Sound Transit to not include the 130th Ave NE Infill station in ST3 ballot
NORTH KING COUNTY	<p>Ballard to UW is a critical item that is only in the "study" option. The 45th and 50th street corridors are over capacity for cars and buses. I wish it were not only funded in this plan, but prioritized.</p> <p>What about funding via a bond? Wouldn't China like to invest in US dollars?</p>
NORTH KING COUNTY	<p>There are no transit options to Alki in West Seattle! We are trapped out there by one M-F only bus line that runs TO Seattle in the morning and FROM Seattle in the afternoon. Even then there are very limited trips and the bus drivers are ALWAYS shuffled around. 75% of the time drivers don't know the route or the stop.</p> <p>Especially in the winter the transit options are just TERRIBLE because there's no water taxi or water taxi shuttle during the day. It's severely hurting business and commuters that there aren't enough transit options to and from the Alki area.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

NORTH KING COUNTY	<p>You mention density and the Ballard/West Seattle lines quite often and I believe they should definitely happen but I feel like there are two things missing;</p> <p>An east-west line running from Ballard to UW and more importantly I don't understand why there's not another north-south line running down from Greenlake/Phinney/Fremont/Queen Anne to Downtown (essentially along 99) We want to get cars off the road and we see how essential 99 is to our infrastructure so why not have a line hitting the denser areas from those neighborhoods down to Downtown. It seems like the everything north of SLU between 99 and I-5 was neglected. It's all over congested with cars and buses, light rail or subway is the solution so let's have have more options.</p>
NORTH KING COUNTY	<p>Build a station at Golden Gardens to allow riders to get on the Sounder going into downtown Seattle.</p>
NORTH KING COUNTY	<p>The proposed projects for Seattle are terrible. They needed to be built yesterday, and can't be put off for two decades. Additionally, the routing for the Downtown-Ballard Link is terrible. It should run grade-separated the entire way, needs to hit Queen Anne and South Lake Union, and needs to go beneath the canals, not on bridges that can slow down the transit.</p> <p>Additionally, a line between UW and Ballard needs to be built NOW. Currently, the bus service can take 45 - 60 minutes to go a couple of miles and has the highest ridership per mile potential of ANY line in the Sound Transit Region. Additionally, the buses are consistently packed to capacity with workers and students streaming between one of the densest neighborhoods in Seattle and the single largest employer and destination in Seattle.</p> <p>Furthermore, the heavy focus of ST3 on building Park-&amp;-Rides in the suburbs is extremely shortsighted. Park-&amp;-Rides are extremely expensive to build and maintain, pulling money from building more Light Rail lines, and they just encourage more sprawl by making it more feasible to live even farther from centers of employment.</p> <p>As it stands, I will vote against ST3 due to the short-sighted projects proposed. Sound Transit needs to decide what it is supposed to be; is it building a suburb-centered commuter line a la BART? If so, leave Seattle out of it and allow us to build our own Muni-system. Otherwise, recognize that the most pressing needs are building a reliable grade-separated system within the densest, most-populated city in the Sound Region.</p>
NORTH KING COUNTY	<p>why not have projects to improve the bus lines in more of the corridors Sound Transit has identified would perform well in their studies? I'm thinking of the current E Line or a line between the university of Washington and the Ballard area or a line on Madison street downtown Seattle. You're already wanting to put a train between ballard and west seattle, so why pour investment into something that will be replaced and the investment lost?</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

NORTH KING COUNTY	The communities of the Duwamish Valley are consistently left out of long and short term transit planning. These communities are more proportionally highly dependent on public transit for their daily needs. Transit in these areas is sparse and very unreliable, which is a major problem for hourly workers and families with limited time flexibility. Please consider providing much needed service in Delridge, White Center, Georgetown, and especially South Park.
NORTH KING COUNTY	Ballard Spur would connect Ballard population center with University of Washington and downtown more quickly and less disruptively than another downtown tunnel.
NORTH KING COUNTY	I am dissatisfied to see that the Delridge proposal has been removed from planning. I would feel more strong in my support if it were included. Also it is important to provide info about which projects are at grade vs grade vs tunnels.
NORTH KING COUNTY	I think this survey is somewhat flawed since it uses compound questions/statement with which someone might agree with one part, but not the other.  I support an ambitious ST3 proposal, but am very disappointed by the priorities set by Sound Transit (ST). ST should listen to the Seattle Subway organization and other well-informed transit advocates that have commented in support of more urban spacing through Seattle so commuters arriving in Seattle from farther out can get where they need to go without a car. This means adding the "Metro 8 subway" line that would connect South Lake Union and the Central District via Capitol Hill. A good description of this concept is here: <a href="https://www.theurbanist.org/2016/01/11/ballard-spur-and-metro-8-subway-serve-seattle-better-than-interbay-light-rail/">https://www.theurbanist.org/2016/01/11/ballard-spur-and-metro-8-subway-serve-seattle-better-than-interbay-light-rail/</a> . CONSTRUCTING the Metro 8 subway line should have been part of ST3, but at a minimum, ST must fund a STUDY for the Metro 8 subway line. Olive/John and 23rd Avenue are corridors that are too important for light rail to pass on.  Seattle accounts for the majority of growth we have seen in the Puget Sound region and these parts of Seattle are playing a large role. Bringing underground lightrail along the Metro 8 Subway line would connect more people to the light rail system at a smaller cost than many of the suburban proposals currently part of ST3. We need to get this right. While I believe in expansion of light rail, if ST3 does not at least have funding to study the Metro 8 subway line, I will vote against it and encourage others to do the same.
NORTH KING COUNTY	UW to Ballard needs a subway!
NORTH KING COUNTY	I'd love to see a light rail added between UW and Bellevue sooner rather than later.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

<p>NORTH KING COUNTY</p>	<p>I've already heard feedback from friends living in West Seattle that the timeline for this is too far out. I've also heard that it's not a project-management/construction limitation, but a budget/money limitation. I think more investigation in how to push these through faster should be done.</p> <p>As a CD resident, I'd really like to see a "Metro 8" line investigated. The fact that it's not on the map at all is pretty disheartening. Considering how much of this area is outside the walkshed of the current Light Rail or streetcar, I think we need more consideration to garner voting support. Whether it's a streetcar covering the 8 route, or a real subway like was proposed in STcomplete, we need something to flesh out the east side of the city.</p> <p>Along those same lines, the Ballard/UW line should really be included, not just as investigation. So many people make that direction of commute. If that line could be completed faster than the new downtown tunnel, it would give Ballard residents LR access to the main line sooner, as well as including Wallingford, Fremont, etc. It would give those bedroom communities a strong reason to vote for the proposal (as long as it's not at-grade rail).</p>
<p>NORTH KING COUNTY</p>	<p>Building up Sounder commuter rail (which already exists!) would be much more efficient to connect suburban areas to Seattle. Light rail should be built up to connect the densest areas with a cohesive network that allows people to get where they need to go. I live in Seattle and am dying to be in a position to give up my car. But at this point I can't because transit is not reliable and much slower than driving. A "Metro 8 Subway" line (advocated by Seattle Subway, I believe) would allow me to sell my car and rely on an ORCA card exclusively. I found it baffling that ST3 did not even include a study for the Metro 8 subway line, and that omission might lead me to vote "no" on ST3 in the hopes that Sound Transit will get it right next time.</p>
<p>NORTH KING COUNTY</p>	<p>I live in the Central part of Seattle. A bus from my home to downtown Seattle where I work takes 30-40 minutes on average. Why is it that close-in neighborhoods are being completely ignored in this plan? We will pay the most into the plan and yet we will get the very least out of it. BRT or a light rail connecting the future Judkins Park station and downtown/SLU should be strongly considered! At the very least I want an explanation for why the entire swatch of central Seattle from the new Capitol Hill station east to Lake Washington and south to Judkins Park is being completely ignored.</p>
<p>NORTH KING COUNTY</p>	<p>a) light rail from downtown to Ballard should be grade-separated, MLK has shown that cars/bikes/pedestrians and light rail do not mix well</p> <p>b) light rail expansion to include linking Kirkland, with the new expanded Google campus in the area adding light rail connection would greatly impact traffic.</p>
<p>NORTH KING COUNTY</p>	<p>ballard to downtown light rail needs to be off grade than cars. build a new bridge if you have to but that is key</p> <p>also the biggest thing i see missing is ballard to udistrict light rail.. that is such a big topic it needs to happen and sooner than later</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

NORTH KING COUNTY	UW to Ballard should be on this plan. It should be finished before Ballard/Downtown because it does not require the new transit tunnel.
NORTH KING COUNTY	It really disappoints me that the projects seem to focus on serving the suburbs and not seattle residents. I am very pro-transit, but the list of projects seems to serve the larger population poorly - especially dense urban areas where people are most likely to use transit. While I wouldn't want the perfect to be the enemy of the good, I am tempted to vote against this package is at currently stands in the hopes that a better list of projects will be developed over the next 4-5 years.
NORTH KING COUNTY	There needs to be a Ballard-UW line. The East-West roads in Seattle are already our biggest issue (in my opinion) and the lack of the Ballard-UW line in ST3 means it won't be an option for... 30-40 years? That is insane. I can't imagine how bad traffic will be by then. We NEED a UW-Ballard line, and we needed it 5 years ago.  Furthermore, why are we wasting money on building out to Issaquah? There are only 33,000 residents there. Why can't we take the money for that project and use it for the UW-Ballard line? Issaquah will grow, eventually, but it is so small to waste the funds and time right now.
NORTH KING COUNTY	Go for STComplete! Expand as much as possible! It will only be more expensive to do it later.
NORTH KING COUNTY	We need to add a light rail or subway line from Ballard to UW/Mountlake. I've commuted from Ballard to Redmond or Bellevue daily and the corridor along 45th is completely unacceptable. My only option to get to Mountlake is riding the 44, which is the slowest bus line I have ever ridden. On bad days, it has taken me an hour and a half just to get from the Safeway Ballard stop to I-5. That's an hour and a half spent to travel 3 miles. It can also be just as bad on my way coming home. We need a mass transit option for this corridor that bypasses roads filled with cars stuck in traffic, and we need it ASAP, not in 22 years. This is by far the biggest missing link in the ST3 plan and a major issue for North Seattle residents.  In the meantime, I believe many people would support making 45th and 50th one way roads which would drastically improve East/West travel in North Seattle. Bus only lanes on these roads are also desperately needed.  Please consider adding a light rail or subway line from Ballard to UW/Mountlake. This is the biggest missing link in the ST3 plan and the biggest frustration I've heard from people who have seen the ST3 plan.  Thanks!
NORTH KING COUNTY	Seattle needs an east-west light rail connection from UW to Ballard!
NORTH KING COUNTY	I am most interested in a Ballard to the U-district line.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

NORTH KING COUNTY	<p>This plan is big and ambitious. I like that. BUT... it essentially ignores the densest areas that can see the most utility from increased investment. North Seattle in general, and Ballard in particular NEED to have fast, reliable, grade-separated transit that connect it to Downtown AND the university of Washington. This is a much higher priority than many of the far-flung improvements.</p> <p>We do need to focus on larger regional improvements - but this plan strikes the WRONG balance. Have the Sounder do the heavy lifting of moving people long distance north/south and focus on higher density lateral connections within the high-population areas.</p>
NORTH KING COUNTY	<p>The Central District is under-served by public transit. Increased development in the area (e.g. 23xUnion) is adding pressure to this. A more cohesive approach to public transportation is needed (beyond big ticket items such as Light Rail and Street Cars)!</p>
NORTH KING COUNTY	<p>Please include Eastside communities like Kirkland and Renton as well!</p>
NORTH KING COUNTY	<p>More Seattle - Bellevue and Seattle - Redmond transit!</p>
NORTH KING COUNTY	<p>I would support the addition of measures that would expedite already-planned transit expansions, such as the light rail from the University District to Northgate, for additional tax cost.</p>
NORTH KING COUNTY	<p>I understand the politics between the various suburban sites and the city. However, the suburban reps need to be reminded that their constituents drive/transit in Seattle far more than vice versa and supporting in city transit plans support their constituents.</p> <p>25 years is an absurd amount of time to wait to even consider in-city east-west plans. A line from Ballard to UW and a line along Denny would both have huge ridership, relieve some of the most congested traffic in the region, and make the commutes of the suburbanites much easier.</p> <p>You are taking the Seattle vote for granted. Unless you add those routes to the ST3, I will be voting "no" on ST3 and I will be encouraging every transit conscious voter in town to do the same.</p>
NORTH KING COUNTY	<p>Very disappointed there are no light rail projects benefitting NE seattle. Was hoping to see Ballard to Children's hospital (perhaps eventually to Kirkland) line. Also, more projects focused around seattle's neighborhoods near downtown As opposed to the focus on expanding north and south</p>
NORTH KING COUNTY	<p>Please increase bus service E-W across North Seattle to fill light rail gaps. Getting from crown hill or Phinney ridge to the UD to take the light rail should be such a hassle!</p>
NORTH KING COUNTY	<p>Ballard to UW</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

NORTH KING COUNTY	We need more buses in areas that will not be included in the near future for ST3 (i.e. Central District, Leschi, Madrona, First Hill, Ravenna, Wallingford, Fremont, North Beacon Hill, White Center, West Seattle, Ballard, Lake City, etc.) Transit options that bring people to transit hubs are useless for many people if the riders can't then access other neighborhoods like the ones mentioned above quickly and efficiently. Because of the new UW light rail station, a lot of the buses have been rerouted or altered, which has added 20-30 minutes for one of my most used bus lines (the 48) from the Central District to Ravenna (neither of which are served by light rail or street car). Fill in the smaller gaps with frequent buses so that the infrastructure is in place before the bigger changes take place. In short, we need more buses and more bus stops in Seattle proper.
NORTH KING COUNTY	I have noticed that the majority of transit investments are related to linking other cities and outlying areas to Seattle. I would like to see more investment and focus on improving transit and light rail within Seattle -- this is where the most density is and where you will get the biggest bang for buck and the most increase in riders > This will help build momentum to expand and improve outside of Seattle.
NORTH KING COUNTY	Ballard to u district should be added, three aren't good options for moving between West an East North of the canal
NORTH KING COUNTY	Ballard to UW - Grade separated
NORTH KING COUNTY	Enhancing bus/lightrail West to East from Ballard to the U-District. Most of these improvements leave out those West of I-5 - There's not much connecting these neighborhoods to the Sounder or lightrail, and the buses downtown are packed!
NORTH KING COUNTY	Extend First Hill Trolley further into the Central District, closer to 23rd and/or MLK way.
NORTH KING COUNTY	<p>Downtown to Ballard must be the top priority. This project being one of the last deliverables (22 years from now...) is unacceptable.</p> <p>Downtown to Ballard being at-grade through Interbay and having to cross a moveable bridge is also unacceptable. Ulink has taught us that the reliability of full grade-separation is a must. I will not support any plan that has at-grade rail within the city.</p> <p>Ballard to UW must be included in the plan, perhaps considered as a continuation of the Downtown to Ballard line. The current plan contains no east-west lines, leaving an enormous hole in the transit system. This is one of the busiest east-west corridors. It will be very difficult to vote yes on ST3 if this line is not included.</p> <p>Belltown, the second densest neighborhood in Seattle, is completely ignored by this plan. This is an enormous oversight. A promising solution to this hole is the metro 8 subway line, connecting Belltown to SLU, Capitol Hill, First Hill, and Central District. This should be included as a contingency line, or at a bare minimum, this line should be studied.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

NORTH KING COUNTY	There really needs to be a connection east west from Ballard to UW. A grade separated segment would be great for the local economy of these neighborhoods and would allow many more people to take advantage of the ST system.
NORTH KING COUNTY	More parking at all current stations. Everyone I talk to voices that the transit options do not work for them because the park and ride stations are full all the time.
NORTH KING COUNTY	The line to West Seattle feels incomplete. The line should turn south and head towards Burien along California Ave. As it stands I don't think I can support this plan.  It needs to do more and it needs to happen faster. The timeline proposed is completely out of line with the dire transit needs we face. Go big. Go fast.
NORTH KING COUNTY	UW-Ballard Line should be required at a minimum in this proposal. Metro 8 subway line should be higher than West Seattle. We're already seeing a huge demand for URBAN stops in high-density neighborhoods. You MUST better serve the central district which is growing very rapidly and has very high density. The timeline is FAR too long. I would take higher taxes upfront to accelerate construction. The timeline and lack of Ballard-UW line are highly objectionable and make me consider voting no on this despite being a MASSIVE transit advocate. This just isn't good enough at actually addressing Seattle's problems.
NORTH KING COUNTY	Crosstown Light rail to UW via Ballard is critical.  Also, both the 30+ year timeline and overemphasis on suburban transit is discouraging.
NORTH KING COUNTY	The single most important project that would have the most ridership potential at the lowest cost is Ballard-UW. This should absolutely be part of ST3 or at the very least it should be the #1 prioritized contingency line. Please include it for more than just "studies."  It is also unacceptable that the project with the most transformative effect, Ballard to Downtown, isn't coming online until 2038. This project should be prioritized and the downtown tunnel should be built as soon as possible.
NORTH KING COUNTY	Fund construction of Ballard-UW line. Prioritize it so that service begins much sooner than the 22 years projected for the Ballard-Downtown line.
NORTH KING COUNTY	Focus on multi-modal infrastructure is most important for the majority of people. Accommodating cyclist safety and secure bike parking, better sidewalks for pedestrians not only helps those individuals but also frees up buses and light rail for those who are not as independently mobile.
NORTH KING COUNTY	It should be considered to add into the ST3 plan a Sounder Commuter Rail extension past DuPont/JBLM to Olympia/Lacey. Having a reliable form of mass transit between the state capitol could help commerce flow to and from the Capitol, and give lawmakers in the Capitol an issue that effects them directly that might make them more sympathetic to bringing mass transit to the entire region.
NORTH KING COUNTY	Ballard to Overlake Line should be part of this plan

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

NORTH KING COUNTY	Ballard to UW light rail is needed for Seattle voters to support the plan. Delete suburban light rail from the plan.
NORTH KING COUNTY	Some provision needs to be made to improve accessibility of the University Link extension station(s).  The current layout provides no drop-off area, and the bus transfer areas (on NE Pacific and W Stevens Way NE) are just too far from the station. Traffic from cars picking up or dropping off light rail riders on W Stevens Way NE has already increased to the point where it is hazardous to the many pedestrians and cyclists on this road. The fact that bus stops on Stevens Way have no turn outs greatly adds to the congestion and hazard to pedestrians, and capital improvements are sorely needed there to serve the growing number of transit users on campus. Finally, reduced bus routes in the U District, Montlake, and along Sand Point Way have left us with few options for getting to the light rail. We would all love to take it, but we need to be able to get there!
NORTH KING COUNTY	There needs to be a connection between the end of the Ballard line and the Northgate station rather than having that as a dead end line. I've lived here since '96 and even then everyone would say East-West travel is THE WORST and it has only gotten worse. Why relegate Ballard to have to continue to rely on busses for that? This plan doesn't give Ballard/Crown Hill/Greenwood the level of service that the eastern side of the city has. I'm tired of seeing my property tax go up for transit resources that are of absolutely no benefit to me or any of my neighbors. I'm not willing to pay more for Redmond or Everett to have light rail when I still have to take 2 busses and 42 minutes to get from Greenwood to Shoreline for work, including an oh-so-pleasant transfer on Aurora getting harassed at the bus stop. I can drive door-to-door in 13 minutes. I know we are supposed to be thinking regionally and all that, but I'm tired of approving these things and seeing my taxes going up, but never seeing any benefit. I'll vote for this when it gives NW Seattle more service.
NORTH KING COUNTY	Ballard-UW
NORTH KING COUNTY	A link between Ballard and the University of Washington is critical. It would give light rail access to neighborhoods such as Wallingford, Phinney Ridge and Fremont which are fast growing and would add lots more ridership. I also believe having the Ballard to Downtown line completely grade separated such as in a tunnel would make the service more reliable and effective. Just continue the line from Downtown through Ballard and on to the UW. You would find a lot more support for this.  The timetable for these projects are unreasonable and way too far out. It will be hard to mobilize people to come out and vote on something that is 20+ years in the future. We need to get light rail built now and not 20 years from now. There is no technical reason that these lines cannot be built simultaneously. If the timetables are moved up, I believe it will be much more likely to pass in November.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

NORTH KING COUNTY	I think it's very important to make South Lake Union (SLU) a real part of your new plan. It's unclear to me where exactly the Ballard->SLU->downtown light rail goes in SLU. Right now transit options in SLU are very limited and very overcrowded. We need light rail that goes through the center of SLU, somewhere close to Westlake and Republican, NOT just another stop at Aurora and Denny. I feel like this is the only way employees working in SLU will be convinced to stop driving.
NORTH KING COUNTY	I think a Ballard - UW line is more critical at this point than a Ballard - Downtown line. If done right, Ballard - UW could address Ballard - Downtown and the 45th street corridor. The dense neighborhoods like Ballard, and to a lesser extent West Seattle, need light rail now. I'm not sure waiting 20 years to build it is the right thing to do.
NORTH KING COUNTY	A small station between UW and Capitol Hill stations would be really great -- that's a big distance between those two stops.  Please make sure that transit-oriented development is done in a way to ensure affordability, and prevent displacement of folks with fewer resources.
NORTH KING COUNTY	Light rail to White Center and Burien needs to be added to the plan. These low income areas need transit as well. Fares are too high discouraging ridership. Taxes used to fund the project are regressive in nature
NORTH KING COUNTY	BALLARD TO UW/ROOSEVELT IS A NECESSARY LINE. Service to Belltown, service north of Market in Ballard/NW Seattle, service to the Central District is all critical. Making Ballard wait 22 years is absurd—this should be at least as high a priority as West Seattle. Stop focusing on the suburbs, focus more on Seattle. This is where the population is, this is where the business is.
NORTH KING COUNTY	This proposal does little to improve rapid transit within Seattle, where public transit ridership is already highest and most in need of improvement. Why not focus on building bus rapid transit out to suburban neighborhoods, connecting to an inner core of light rail within Seattle, rather than the exact opposite?
NORTH KING COUNTY	Ballard to the UW should definitely be considered for ST3 because it would provide a good link to N-S bus connections all across North Seattle.
NORTH KING COUNTY	I'm a strong transit supporter, and I think this will be the first time I've ever voted against a transit funding request, but the low priority given to Ballard/Downtown and especially the complete lack of consideration of Ballard/UW make this one a nonstarter for me.
NORTH KING COUNTY	I want an Upper Queen Anne station. I imagine it's expensive, but it's a growing population center that despite being in the city is currently underserved by transit.
NORTH KING COUNTY	Belltown is one of the densest places in the state of WA. Belltown should be served with light rail as part of ST3.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

NORTH KING COUNTY	<p>Add light rail from Ballard to UW. Likely able to be completed faster than Ballard-Downtown (tunneling more straightforward) and will provide a fast, reliable connection for much of north Seattle to downtown even if Ballard-Downtown is not built.</p> <p>The timetable for completing the Graham St station is unacceptable. Another 20 years for an infill station that residents of SE Seattle have already waited many years for? The timetable for this relatively simple project should be accelerated. Bringing it forwards will give something for SE Seattle residents to be excited about in this package, and provide a much stronger motivation for us to vote in favor.</p> <p>Do not make parking projects an early priority. I'm don't think ST should be in the business of providing free/heavily subsidized parking at all. Focus instead on improvements making TOD more likely at new station and existing stations - if a station location makes this difficult, you've probably put it in the wrong place!</p>
NORTH KING COUNTY	<p>West Seattle is really left out. I believe connecting the urban cores outside of downtown and the already highly connected areas along Link/Sounder need to take precedent. As more people move to Seattle, as is projected, they will not all fit or live downtown, nor will they be able to afford to live there. They need to be more connected to the nearby neighborhoods or you will have a C/D line that can not meet capacity AND a bridges that will become a bigger cluster of traffic at rush hour than they area are. Small changes to how traffic flows from one on/off ramp and expressway to another will alleviate a LOT of this stress. If West Seattle is not expect to get light rail for 17 (!) years, something needs to happen during the interim of that decade and a half. With the mass of multifamily living under construction in this area, there will be a large influx in commuter population to the urban core. The current model will NOT support the increase in residents. Thank you for putting together the survey. I completely understand the need for transparency and thorough results, but a shorter survey might get more replies.</p>
NORTH KING COUNTY	<p>Light rail between Ballard and UDistrict is a critical piece of infrastructure missing from this plan. I think we will regret its omission for decades if we don't include it in this plan.</p> <p>The timelines and construction order proposed by this plan do not lend priority to the regions with the densest population most likely to utilize transit.</p>
NORTH KING COUNTY	Ballard to UW
NORTH KING COUNTY	We should prioritize Ballard to UW and SLU to Capital Hill connections in ST3 over suburban connections.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

<p>NORTH KING COUNTY</p>	<p>I am generally in favor of this plan. However, I am hoping that you are open to community input and innovation. Nobody knows transit like the people who use it on a regular basis.</p> <p>One thing that I would suggest that you seriously consider is that to truly induce people to switch from private cars to mass transit for their commutes, you need to accommodate the realities of increased commute times. Many people live far from where they work. For these people to give up their cars means transferring one or more times per trip. This eats into the commuters time to shop, pick-up kids from daycare, do dry cleaning, etc. Situating transit stations by crucial services like grocery stores, dry cleaners, and daycare centers (or encouraging these businesses to locate near existing transit centers) can go a long way toward making mass transit a less burdensome option.</p> <p>Also, I'm sorry to be indelicate, but this is a crucial matter for many commuters: long commutes challenge the capacity of people's bladders and bowels. If someone drives a private car, they can find a place to pull off the road to find a restroom. That is not an option on mass transit. Building public restrooms at some (if not all) major transit centers would go a long way toward increasing ridership. (If you doubt this, I suggest that you begin by adding public restrooms to one or two stations - particularly those not within a 10 minute walk to places with public restroom facilities - and track the number of riders on the lines connecting to that station over a period of months to see if the ridership doesn't increase!)</p>
<p>NORTH KING COUNTY</p>	<p>Ballard to UW should be added to ST3. The timeline must be shortened for rail to Ballard and West Seattle through whatever means necessary.</p>
<p>NORTH KING COUNTY</p>	<p>Ballard to UW has to be included. It is an utter travesty that it's not.</p> <p>Light rail to Lake City is essential, too. BRT on 522 to 145th is not going to cut it.</p> <p>Light rail to West Seattle is a gigantic waste of money. Getting it done before Ballard just rubs salt in the wound.</p> <p>Breaking subarea equity to complete the spine will be infuriating if it happens. There are much more worthwhile projects closer to the core.</p> <p>The phasing of this project is interminable. There has to be a way to expedite projects. Not having light rail to places like Ballard for another 22(!!!) years is simply unacceptable.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

NORTH KING COUNTY	<p>I would prioritize a Ballard to U-District light rail line over a Ballard to Downtown line. East to west transit in Seattle is awful and will be impossible to significantly improve without grade separated rail. Moreover, even with a transfer at U-District station, fast, frequent service on a Ballard to U-District line combined with fast frequent service on Central/U/Northgate Link would give Ballard, Wallingford, and possibly Fremont residents an excellent connection to Downtown Seattle, Capitol Hill, and south Seattle. It also sees likely that such a line would be less expensive than a Ballard to Downtown line.</p> <p>I would also like to see consideration of a ight rail line roughly following the path of Metro's bus route 8. Such a line would considerably improve east-west travel in Seattle, and add fast, frequent service to South Lake Union and the Central District, and add to the area of Capitol Hill that is within the walkshed of a light rail station.</p> <p>The timeline for within Seattle projects also needs to be expedited. 20 years to add an at-grade infill station at Graham Street is ridiculous. Taking 18-22 years to open new light rail lines within Seattle is pathetically insufficient when traffic is already congested and our buses and trains are packed.</p>
NORTH KING COUNTY	<p>Need more park &amp; rides in the Seattle area -- not just Greenlake! EX. wonderful if some of the UW parking could be used during the week as a Park &amp; Ride.</p>
NORTH KING COUNTY	<p>The plan seem to completely ignore the Lake City neighborhood in Seattle. Given how inconvenient you've made travel from the NE part of Seattle after the opening of the UW link, I've become highly skeptical of your ability to plan and provide for this part of Seattle. I just don't feel like I can trust Sound Transit and Metro anymore. I am unlikely to vote for ST3 (after having willingly voted for the ST1 and ST2).</p>
NORTH KING COUNTY	<p>There will still be no convenient way for people in North Seattle/Northgate area to get to Redmond. With the 242 discontinued there is a huge need here that is not being met. All the Microsoft employees and others who take the bus from North Seattle to Redmond are now forced to drive as there is no reliable public transportation that can be done in less than 2 hours.</p>
NORTH KING COUNTY	<p>Increase transit oriented development in the plan. Include a rapid transit bus on Madison in Seattle. Build light rail from Ballard to Redmond via University District (Improve East-West connections).</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

NORTH KING COUNTY	<p>For Everyone's sake, please make Ballard to downtown a priority. I worked in Ballard for 3 years and saw the over development and mass additions of cars to the old roadways of Ballard/Greenwood/Fremont. PLEASE MAKE THIS A PRIORITY. Also, I now work on Elliot Ave between downtown and Ballard. That road is a highway basically running to the 2 biggest choke points (in my opinion) in Seattle... Mercer and Denny. Total disaster. I take the D bus to and from work, they're great and are PACKED between 6:30am - 9:30 and 4pm-6:45pm. Not complaining just see the need for more and better scale at certain times. Also, more transit police checking on and off for freeloading riders would help A TON. Honestly, i see at the very least 1 person take a free ride on the D bus every.single.time I ride. Also, we have to connect Bellevue and Seattle by Lightrail. 520 is a ripoff and packed... I-90 is now terrible with people opposing the Toll on 520. Get it together, make this a 15 year plan.. not a 25 year plan.. We need this today, not 25 years from now when at by that time, we've outgrown this plan.</p>
NORTH KING COUNTY	<p>You should include all the projects are being "researched" especially the Ballard to U-District to Bellevue light rail line. There should also be more stops along the Seattle Light Rail (LINK) in North Seattle. You should also extend the south end of the track all the way down to Olympia. There should be stops at the WA State Capitol and Evergreen State College.</p> <p>Concentrate on the light rail. We already have a well developed bus system. We need dedicated light rail (especially run in tunnels) lines that follow all the major arterials.</p>
NORTH KING COUNTY	<p>Ballard to UW          Also fix the Ballard line at do not make it at grade!          This is extremely important to me and since this transit proposal will likely take up much of my working life before another one is proposed, I will strongly consider moving to a city with better transit options.          Please!!! Do not screw up this opportunity and just give us Ballard to UW. You will never hear people stop complaining about it and probably won't even pass the proposal if you don't include this option. Waiting on 45th has sucked up so much of all our time and you have a perfectly good chance to fix it!          Also please consider a metro &amp; subway line!          That is another line I would use very often if possible!          Thank you and please listen to our feedback! I love the light rail so far it has made a huge difference in how I commute!</p>
NORTH KING COUNTY	<p>Much of the traffic congestion is within Seattle. More light-rail in Seattle would be effective, for instance rail between Ballard and the University District, or to Lake City.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

NORTH KING COUNTY	<p>Ballard/downtown light rail should be completely grade separated with a tunnel under salmon bay/ship canal. Ballard/udub line should be a priority. Moving people around Seattle needs to be easier. If we want Seattle to stay a competitive city we need excellent transit in the city</p> <p>Light rail to Everett and tacoma I believe is a waste of time and money. Instead money should be used to improve South and North sounder. Light rail SHOULD NOT be used as a substitute for commuter. These cities should be encouraged to increase busy transit within their limits</p>
NORTH KING COUNTY	<p>This proposal completely ignores the needs of people that have invested in Seattle along the Aurora/99 corridor. The e line in the morning is completely packed and this would do seemingly very little to help that.</p>
NORTH KING COUNTY	<p>Add in Ballard to UW line! Through freemont and Wallingford preferably.</p>
NORTH KING COUNTY	<ul style="list-style-type: none"> <li>-Ballard to UW Light rail</li> <li>-Grade separation of rail to Ballard</li> <li>-Extension of Spine from Tacoma Dome to Tacoma Mall</li> <li>-Research into faster modes for LINK trips from Seattle to Tacoma</li> </ul>
NORTH KING COUNTY	<p>We need more projects in Seattle where the most growth and traffic is and for those projects to be on a faster timeline and made a higher priority. Seattle trains will get more bang for their buck, they will be shorter and have way more riders. This plan would get way more support if it was more focused on Seattle instead of the suburbs. Connect the big suburbs for sure, as well at Tacoma and Everett. But the highest priority for Seattle is:</p> <ol style="list-style-type: none"> <li>1. Ballard to Fremont to Wallingford to UW</li> <li>2. West Seattle to Stadiums to Downtown</li> <li>3. Crown Hill to Ballard to Queen Anne to Seattle Center to Downtown</li> </ol>
NORTH KING COUNTY	<p>Light rail should be a given, in order to call ourselves a 'world class city'. Like other world cities, there should be restrooms, water fountains and cell charging stations in each station.</p> <p>Curious about the under 1 cent increase on the MVET-for marketing purposes, under 1 cent? If increased to 1 cent instead, how much faster would the system be done? 25 years is long time to reap the economic benefits of all of the projects.</p>
NORTH KING COUNTY	<p>Connect 23rd &amp; Jackson to First Hill Streetcar expansion</p>
NORTH KING COUNTY	<p>Please prioritize Seattle projects, which is where most of the growth and impacts will be felt over the next couple of decades. Also please include a cross-town rail segment like Ballard-UW.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

NORTH KING COUNTY	This is a lame survey. You are just asking for approval for the existing plan. It is inconceivable that we are prioritizing bringing light rail to Issaquah, when the Central District is being absolutely overlooked. We need the 23rd Ave or MLK corridors served by mass transit. The residents of these areas already opted in to dense urban living, and constantly are overlooked. Prioritize getting Seattle residents to move around, instead of places like Issaquah, where people chose to be in the middle of nowhere. The only way people will use rapid transit out there is if they have to drive and park in a park and ride. Everyone in the CD would be able to walk out of their house and walk to a train station. Which, in this current plan, they cannot. I refuse to support this plan without a consideration of the Central District.
NORTH KING COUNTY	I would be much more likely to support ST3 if it included Ballard-UW light rail. The current package focuses too much on suburban extensions and not enough on connecting the densest areas within the urban core.
NORTH KING COUNTY	Ballard to UW light rail line is missing from ST3. This line will likely serve more riders than the suburban lines and needs to be a part of the package.
NORTH KING COUNTY	Add the Ballard to UW light rail line to the ST3 proposal. As a resident of Wallingford, i would greatly utilize that line.
NORTH KING COUNTY	UW - Ballard is a great example of where light rail with dedicated right of way is strictly better than existing transportation options. The roads between these two destinations are almost always packed with traffic, which light rail (elevated or in a tunnel) could easily bypass. I see drastic reductions in travel time between these neighborhoods, yet, this line is not on the ballot.  Additionally, Seattle is seeing a huge influx of high paying jobs. Please tax those of us benefiting from these jobs (myself included) to pay for a shorter timeline for this project. 20+ years is far too long for these much needed improvements to our region.
NORTH KING COUNTY	Dense neighborhoods within Seattle are plagued by slow bus routes. It takes the Sam amount of time to get downtown from Wallingford by bus as it does from Shoreline to downtown by bus. We need to continue to develop light rail inside the city to reduce total transit times for intracity travel.
NORTH KING COUNTY	You are under serving my neighborhood so much with this plan.
NORTH KING COUNTY	U district to ballard is totally missing. Cross town has been a big miss in many big cities like manhattan. And quite frankly, folks on the eastside vote against public transit all the time. let them drown in traffic. make seattle work first.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

<p>NORTH KING COUNTY</p>	<p>Despite voting for ST2, I will not support this plan in its present form. It needs the following:</p> <ul style="list-style-type: none"> <li>* Ballard-UW subway. Ballard-Downtown is already served by RR D, and can be served by a transfer to University Link via the Ballard-UW subway. West Seattle-Downtown is already served by RR C, 120, and numerous other buses, and can be served via dedicated bus lanes and highway improvements.</li> <li>* Greatly accelerated schedule. Ballard-UW should be done in no more than 10 years.</li> <li>* More capital improvements in Seattle. Forget about 145th BRT. Do BRT on Lake City Way to the 130th St Station.</li> </ul>
<p>NORTH KING COUNTY</p>	<p>This plan has a severe lack of East-West connections within the city of Seattle. A Ballard to UW light rail line is a critical omission that absolutely must be included in any transit proposals. Buses are not the future of public transit and grade separated light rail must be given absolute and complete priority over all other transit development options.</p> <p>There are not enough stops in the current light rail proposals. ST3 looks more like a regional commuter rail service and almost completely neglects the transit needs of those within the city of Seattle. Dense neighborhoods like SLU, Fremont, and Queen Anne are neglected in this proposal, and ST3 does not adequately address the commuting needs of those who live and work within the city limits of Seattle. The city must focus on density if it is to have any hope of reducing congestion, and the infrequency of light rail stops under this proposal will not sufficiently do this. Seattle's light rail network will never compete world class metro rail systems like those found in London, Tokyo, New York, and virtually any other major city. At the rate Seattle is growing, the absolute number one priority must be developing an extensive grade separated rail system that serves all major neighborhoods within the city and provides station options within reasonable distances of each other. 2-3 miles between some stations will not encourage extensive ridership for non-commuting purposes.</p> <p>The plan is implemented far too slowly. When many voters will be either dead or no longer living in Seattle by the time the project is finished, why would they be inclined to support this project? There must be a way to develop many of these improvements simultaneously and significantly cut down on the length of the total project timeline. Seattle cannot afford to wait nearly 30 years for a sub par light rail system.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

NORTH KING COUNTY	<p>Ballard to UW should be #1 priority. Much more important than Ballard to Seattle.</p> <p>Seattle to West Seattle should not be built. Will not improve travel times as many will be required to interchange. Open BRT would be much more cost effective and remove the need for interchange.</p> <p>Please add capital improvements for Metro E Line in addition to C/D lines.</p> <p>Please study a "Metro 8" subway or other HCT option between Lower Queen Anne and Capitol Hill/Central District.</p> <p>Stop building parking. Parking is a very expensive way to gain ridership. Connector services, better bike and pedestrian access and more frequent services are much more cost effective. Local governments should be encouraged to fund parking themselves.</p>
NORTH KING COUNTY	Ballard-UW Line added
NORTH KING COUNTY	<p>The worst traffic seems to be I-405 between Renton and Bellevue, and I just don't have high hopes for BRT, because political considerations will force more stops. The existing Rapid Ride F line is no faster than the Metro Route 140 was. Rail is needed between Renton and Bellevue. Relying on "innovation" like driving on the shoulder is likely to encounter problems. Better to go with things that are known to work. Renton's got nearly 100,000 people in it. They need more than buses.</p>
NORTH KING COUNTY	What about fremont and wallingford? Fremont, especially, has been booming lately and could use light rail.
NORTH KING COUNTY	<p>1. The Ballard-Downtown line and West Seattle-Downtown lines need to be 100% grade separated, use a tunnel instead of drawbridge across the ship canal, and built on a much faster timeline. 22 years of waiting for a light rail that gets stuck in traffic and stuck waiting for a drawbridge is a terrible waste of time and funds. Grade-separated rail is a must. If trains cannot quickly and reliably get across town, drivers might as well stick with their vehicles and sit in traffic. The 22-year timeline is also egregious. Beijing, China can add five entirely new subway lines to its subway system in five years, and we have to wait 22 years for one line that isn't even grade-separated? ST3 does not sound like transit for the future.</p> <p>2. Excluding a Ballard-UW subway line from the ST3 proposal is a terrible mistake. This is one of the busiest corridors in the city, with no easy way to get across town quickly. Adding a subway line between Ballard and UW would greatly improve transit across the city as connecting the two main north-south rail lines would provide new, faster connections for getting around. Such a connection would greatly increase the appeal for people to use the light rail. This could be achieved by creating a standalone subway line between Ballard and UW, or having the Ballard-Downtown line turn at Market Street and continue on to UW. Either way, connecting the two light rail lines with a Ballard-UW line would greatly improve the quality of light rail in the region, and would be a terrible mistake to exclude from ST3.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

NORTH KING COUNTY	Ballard-UW should be in the plan. As written the draft plan is way too suburban-focused to have my support. ST seems to go out of its way to avoid serving urbanized areas (130th station is at best "provisional", SR522 service avoiding Lake City, no interest in Ballard-UW which would serve riders in Ballard, Fremont, Wallingford, and U District).
NORTH KING COUNTY	Light Rail service to Magnolia, Interbay, Fremont and Wallingford
NORTH KING COUNTY	Commuter parking in Lake Forest Park is an absolute essential; with projected BRT (& KC Metro bus service) along SR 522 and most homes in the hills, we need to drive to SR 522 to access bus service. I note that the ST3 map at the start of this survey includes parking at LFP shopping center, which would be ideal, but how?
NORTH KING COUNTY	EAST TO WEST. Have you tried to get across this city during rush hour? It's maddening! ST3 has NO east-west corridors, and, quite simply, I CANNOT vote for any project which doesn't help in ALL directions.
NORTH KING COUNTY	Too little, too slow. Why 8 years for BRT on 405? that does not make sense. Build more transit but don't vilify driving. Good roads are part of the long term solution. Build more light rail, build it faster and make it go to more places.
NORTH KING COUNTY	First Hill needs a station. It has the population density and employment to support it, whereas Ballard and West Seattle are very suburban. The streetcar is not a good enough alternative.
NORTH KING COUNTY	Ballard to UW should absolutely be added. The 44 is always overcrowded and 45th is a traffic SNAFU daily. The fact that this was left off is absurd.
NORTH KING COUNTY	Close the loop around Lake Washington with Light Rail and use Rapid Bus lines to bring people along major routes to rail stops and minor bus lines to feed the Rapid Bus lines.
NORTH KING COUNTY	Subway route 8 connecting seattle center to judkins light rail stop via central district
NORTH KING COUNTY	Fremont
NORTH KING COUNTY	I could not agree more that traffic is destroying my quality of life. This region is crying out for mass transit. Our geography and the sheer influx of humanity demands it. I'll pay for it! I don't live in Seattle, by the way; taxes must come from the entire region. I think that most of us in the exurbs will pay to make it easier to get to work. Fix this. Please, oh PLEASE fix this.
NORTH KING COUNTY	You've got to be kidding me that you're not considering a light rail option for the 405 corridor, especially Renton to Bellevue? It's one of the worst congested areas every day; buses won't resolve that problem. There's a rail line that's usable - SO USE IT!
NORTH KING COUNTY	Please improve ST borrowing capacity and speed up timelines on urban Seattle projects (West Seattle and Ballard). Also I strongly support a U-District to Ballard line.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

NORTH KING COUNTY	A UW-Ballard light-rail connection is desperately needed and the potential ridership is there to justify a crosstown route to supplement the sluggish KC Metro 44 bus. Getting a new downtown transit tunnel constructed, along with connections to West Seattle and Ballard, should be accelerated. Although I support the overall ST3 network vision, it will be hard to vote for a plan that puts the needs of Seattle residents behind the needs of suburban residents.
NORTH KING COUNTY	It is a 30 min walk for me to reach the Columbia city light rail to commute to downtown. I'd love some feeder buses through the neighborhood, especially where it is hilly or higher crime.
NORTH KING COUNTY	<p>Queen Anne / Fremont / Wallingford / Magnolia pay taxes, too. How about us? Bellevue gets ENORMOUS attention. Why is that?</p> <p>Run light rail here. I pay taxes too. Importantly, I chose to pay more to live closer to the city center and my place of work (and yet have a smaller house), I feel the ST3 plans are essentially trying to reward people for choosing to live further and catering to purely suburban elitist interests instead of building smaller local lines that could be of immediate benefit for lower capital investments. 8 years for a line? Why is that? Is distance a reason, perchance?</p> <p>BUILD THE CORE FIRST, then expand out. Your plan looks like a bunch of super-long lines that don't interconnect except at certain key junctions, catering to peak commuters ONLY, and don't serve to connect core, dense neighbourhoods to make Seattle the great city it rightly deserves to be.</p> <p>This isn't a new problem. Look to other cities outside of this continent (hint: Europe) and see what works. I'll bet it doesn't look like this for phase 1.</p> <p>I'll keep supporting your initiatives because I believe Seattle needs to fight climate change, but you clearly aren't thinking of our interests in your plans.</p>
NORTH KING COUNTY	Please add UW to Ballard for the ST3 Light Rail package. There are no good east-west connections and the traffic on this route is unbearable, whether by car or by bus. Adding an underground light rail is essential to connect these two growing urban hub neighborhoods.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

NORTH KING COUNTY	<p>UW-Ballard (with urban stop spacing, not &gt;1+ miles between stops) and beginning to look into a Metro 8 subway should be included in this plan. I strongly support transit, but I think we should prioritize lines by where people are presently living and working (and proven to be high users of transit). Building a Seattle version of BART will take a small handful morning and evening commuters out of their cars, and at great expense, but does not enable nearly as many people to live car-free as a system more like the Boston, NYC, or even our much more similar neighbor, Vancouver, BC. As the draft stands, it would be difficult for me to say that I would vote for it. UW-Ballard just has more bang for the buck, with a proven transit-friendly population, than even the line to West Seattle and adding it, as well as proposing a more ideal, fully grade-separated alignment for Ballard-Downtown that hits Belltown (again, prioritizing already dense areas where people are currently living and working) would make this much easier for me to vote for.</p>
NORTH KING COUNTY	<ol style="list-style-type: none"> <li>1. Ballard needs to be moved up much sooner</li> <li>2. Ballard-Downtown should be completely grade-separated and tunnel under the Ship Canal (no waiting for a drawbridge)</li> <li>3. Ballard-Wallingford-UW needs to be a priority</li> </ol>
NORTH KING COUNTY	<p>Living I Wallingford and working downtown this plan has zero effect on my commute as there is no access to any of it from my location</p>
NORTH KING COUNTY	<p>A light rail tunnel from Ballard to the University District needs to be in ST3. We can't wait for ST4, and it can't just be a "study". Include funding for building this line and stations in Wallingford and Fremont.</p>
NORTH KING COUNTY	<p>Please consider and prioritize Ballard to UW. It seems if this package were to go on a diet, this would be a very good compromise over the Ballard to DT via tunnel option. Plus, not scientific, but every person I have asked that lives in Ballard, if given only one option, chooses Ballard to UW over Ballard to DT. Many cities have spur lines that connect well with transfer stations. In Seattle, I think this Ballard/UW spur would be palatable as there are already multiple ways of going North/South. Save money by going Ballard/UW please.</p>
NORTH KING COUNTY	<p>We need to build Ballard and West Seattle's light rail projects much, much sooner. They must be included in the first phase of projects. Also, we should build light rail between Ballard and UW as soon as possible. Market/46th/45th between Ballard and UW is one of the most congested and critical arterials in the whole city. The 44 bus that currently serves it is unbearably slow especially during peak times. Build Light rail between Ballard and U District with stops around Fremont/Zoo and in Wallingford. BRT should connect the U District with the Eastside and the 405 BRT/East Link via the new 520 Bridge (replacing route 271). Also, the 44 should be revised and extended to continue serving 45th Street east of 15th Ave and instead terminate around Seattle Children's. This will greatly improve transit access with U-Village and Children's Hospital (two major destinations that are hard to get to with transit). This 44 revision should happen after U-District Station opens at Brooklyn &amp; 43rd St.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

NORTH KING COUNTY	Number one priority is light rail system expansion. Less money needs to be spent on freeway expansion. I don't like the cost and time these projects will take. If the amount of resources dedicated to freeway expansion were dedicated to rail expansion. We could add at least 200 miles of light rail in the next 20 years. It took 20 years to build 20 miles of light rail. That's a mile per year. We need to be building light rail at a rate of 20 miles per year. We need less reliance on cars and more reliance on mass transit. Look at Japan and the rail system they have built. We need a rail system similar to there's. To get there we need less urban sprawl, less incentives to own cars, more reasons to take mass transit.
NORTH KING COUNTY	Light rail to Burien would be nice, with their city center recently redone and the area getting much nicer in general. Eight years from now I expect good things and light rail stopping near the Burien TC may be a good idea.
NORTH KING COUNTY	UW to Ballard should be added....perhaps in lieu of the Ballard-downtown route. It would be cheaper, faster to build, and perhaps eliminate the need for an additional downtown tunnel allowing the whole package to be done much earlier. The 2038 and 2041 dates were shocking. My first reaction was very stongly against the package because of the ridiculously long timelines.
NORTH KING COUNTY	Access to transit stations requires parking lots, drop-off, and additional bus service (not reduced). This region's topography, especially in Seattle, and east-to-west, limits reasonable walking times to mass transit stations.
NORTH KING COUNTY	Eastside BRT plans really should be Light Rail plans. The most effective way to build out an effective mass transit system is by getting vehicles off of the road, and this area is one of the areas with the worst traffic which will almost certainly lead to unreliable service. Buses don't build confidence in reliability the same way as trains.
NORTH KING COUNTY	There NEEDS to be a UW - Ballard light rail link. 45th is abhorrent and there are currently no good East-West routes through the city on either bus or rail. This would be an enormous improvement, and I think would be crucial in order to garner enough votes in Seattle. (Ideally there would also be a rail running from like UW to Belltown through Montlake and SLU to alleviate Mercer Mess, but I know this hasn't even been discussed.) The timelines also need to be moved way up or made more optimistic. People aren't going to vote for stuff that maybe their grandchildren will get to use, but not them. Plus, traffic is only going to get worse, and the population is only going to increase - we need these lines ASAP.
NORTH KING COUNTY	Ballard-UW
NORTH KING COUNTY	The ballard to UW to redmond across north lake washington should be funded (maybe before the investment in the second tunnel).  Why is the Graham street station so far out? I thought Move Seattle was supposed to pay for that!  There is very little investment in Seattle even though Seattle needs to work for the rest of the region to work.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

NORTH KING COUNTY	<p>The amount of time to complete the line along the densest population path (Downtown to Ballard) is completely absurd and may make it a tough sell to Seattle voters. It's also absurd that the line is at-grade, rather than above or below and grade separated.</p> <p>The 130th street station should also be funded in this plan. It's a smaller project in an area that is already tagged for upzoning, so seems simple and an easy win to add early after ST2.</p> <p>There also should be much more effort put into planning lines East to West across the city of seattle. Examples of such lines would be the "Metro 8" and the Ballard to UW line. It may make sense to put in a Ballard to UW line with no tunneling required BEFORE doing downtown to Ballard, as travel times from downtown to ballard via the current line + new UW to Ballard line wouldn't be much more than the downtown to Ballard line but could come much faster.</p>
NORTH KING COUNTY	<p>Increased and reliable bus service is needed east of 19th Ave (Central District, Madrona, Madison Valley, Leschi) in order to serve and induce residents in those areas to use the new mass transit services. Without more frequent and reliable buses in those areas residents are less likely to use the service because any route that involves a transfer currently increases travel time by up to 30 minutes.</p>
NORTH KING COUNTY	<p>I'm disappointed to see the lack of an east/west Ballard to UW connection. While I'm a huge supporter of public transit, I feel like this plan serves the suburbs too much, when increasing bus and Sounder train service could serve that population better. Traffic within Seattle is brutal, so I'd like to see more focus there, and much sooner than 2038. From my understanding, the timeline has more to do with funding than how fast you are able to build. I can't speak for every resident but I would gladly pay more in taxes to shave a decade off that timeline.</p>
NORTH KING COUNTY	<p>Need a north Seattle East-West line from Ballard to UW</p>
NORTH KING COUNTY	<p>In addition to the changes that are listed in the blog post located here: <a href="http://seattletransitblog.com/2016/03/31/how-to-fix-st3-so-seattle-will-vote-for-it/">http://seattletransitblog.com/2016/03/31/how-to-fix-st3-so-seattle-will-vote-for-it/</a> I think it's imperative to include the Graham street station. It's been in the plans for a long time and it's unfair for the Rainier valley to wait 20 years for that station.</p>
NORTH KING COUNTY	<p>Improving access to Ballard -&gt; Greenwood/Broadview -&gt; Northgate would be very helpful, especially when Light Rail is available at Northgate. Getting from Greenwood &amp; 105th over to Northgate Transit Center in a reasonable amount of time, to then travel Southbound would be super helpful.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

NORTH KING COUNTY	<p>We need to have a better way to move east - west in Seattle, we need to have a line from UW to Ballard/Magnolia/Interbay. It's takes longer to get to UW from ballard than downtown, we need a rail line to fix this.</p> <p>Additionally, we need to deliver value in the package sooner - BRT doesn't count. We need to fund ways to innovate and deliver light rail / commuter rail projects sooner than 12 years. Can we open individual stations sooner than an entire line? (e.g. can we open 1/2 of the west Seattle line in 8 years instead of waiting 12 years for the entire line? if not, why not?)</p> <p>Support will be significantly higher if ST3 can demonstrate that it can delivery meaningful / impactful light rail projects sooner than 12 years. we need to be innovative about how we can deliver faster!</p>
NORTH KING COUNTY	<p>Rainier Valley has been promised BRT for several years, since the 7x line was removed. While it is lovely to have ST in the Valley, not everyone lives along MLK, within walking distance to a station. The BRT is essential and needs to be added ASAP.</p>
NORTH KING COUNTY	<p>Light rail over the 520 bridge. I would prioritize this project over everything else, personally.</p>
NORTH KING COUNTY	<p>I want to emphasize the importance of pedestrian and bicycle friendly cities, please develop more paths as well as making the existing services (light rail and buses) more cycle friendly. Currently, the systems are a bit hard to use as a cyclist.</p>
NORTH KING COUNTY	<p>Ballard to UW is far more important than the majority of the N King County/Snohomish County Projects. In addition, it is a difficult sell to much of the public because of the length of time it will take to complete these projects. Any hope of projects being completed sooner, including projects already under construction (Northgate extension) will help sell people more on the projects.</p>
NORTH KING COUNTY	<p>We need more east-west transit in Seattle proper. Right now, almost all projects are north-south based. I would love to see some transit that could take me from Queen Anne to Capitol Hill or UW in under an hour, or from Fremont to Cap Hill even.</p>
NORTH KING COUNTY	<p>I wish there was more in this plan for crosstown options. 45th and 50th through Wallingford are always jammed. It would be great to connect Ballard with the U District with dedicated light rail.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

NORTH KING COUNTY	<p>Please accelerate the timeline for downtown to Ballard, but more importantly, this section MUST be grade separated. Delays on this stretch of rail will dramatically affect ridership on the single best project in ST3. Building at-grade rail will expose the entire system to delays and capacity constraints as we have seen in the Rainier Valley stretch already. Additionally, building the Ballard line at grade jeopardizes a future Ballard-Fremont-UW line while requiring the additional facility costs for a new train depot and maintenance station.</p> <p>I strongly endorse the recommendations of the Seattle Subway organization. While I applaud the regional aspirations of Sound Transit, it is essential to prioritize transit where it is already desperately needed today.</p>
NORTH KING COUNTY	Ballard to Kirkland on SR520
NORTH KING COUNTY	A Ballard UW light rail line should be a critical component of ST3. A bus line through the 45th/50th corridor is not an effective solution for moving people between Ballard and UW and the disparate light rail lines for transfers.
NORTH KING COUNTY	We need the Ballard to UW line today. You must include full funding for a complete grade separated line or Seattle will reject this proposal.
NORTH KING COUNTY	In general this proposal seems like an attempt to force feed transit to suburban communities that are dependent on cars. It is important to support suburban commuters, but we need to focus on making the core of Seattle less dependent on cars. Currently having access to a car (including car share and taxi) is essential for living in the urban center. This plan does nothing to address improving that situation. A UW to Ballard rail extension would go a long way in connecting the system and make it possible to live their lives by using public transit as many do in cities like New York, and Paris. If we are thinking long term we have to be thinking about how to build a sustainable livable city rather than focusing on allowing people who live outside the city to spend less time in traffic.
NORTH KING COUNTY	The south/W. Seattle area is completely ignored in this plan. I ride from the Burien area all the way to Shoreline and this commute takes 90 minutes. I have a car but choose to commute. There is NO option for any kind of light rail in my neighborhood...I know the North end of W. Seattle, and Ballard are less diverse and would hate to think this is why these folks get light rail.
NORTH KING COUNTY	Projects in dense, urban Seattle benefit more people than those extending out into suburbs. Making it possible for those in the city who are inclined to give up their car is a much more efficient use of funds than giving those living in the suburbs an incentive to live far away from where they travel regularly, while continuing to drive their cars for most trips. Prioritize build out of the core city network before expanding out to the sparsely populated areas.
NORTH KING COUNTY	There needs to be a Ballard to UW line in the works. There are no good east-west routes in the northern part of Seattle and it's a pain to get between these two neighborhoods.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

NORTH KING COUNTY	It's hard to say projects should be added when already there are concerns about how much it will all cost and how long it will take, but I strongly support a Ballard-UW connection, as a continuation of Ballard-Downtown or by whatever means necessary. North-South movement throughout Seattle is easy. East-West is much trickier. Ballard-UW would be a strong connection between light rail lines which would make them even more useful and increase ridership.
NORTH KING COUNTY	Ballard to UW needs to be apart of this bill. It is strange to have two major transit tunnels that don't connect. This would also connect the whole line, eliminating the need for two service stations and giving improved ability for commuters to connect to the whole line without using buses. Seattle also has major growth in the residential areas that this route would connect.
NORTH KING COUNTY	Metro 8. It would serve the densest part of the city. Start at the core "Seattle" and work our way out.
NORTH KING COUNTY	Seems we need to extend sounder train to downtown olympia. There is no reliable way to go across the whole puget sound corridor - seattle to tacoma and state capitol related buildings in olympa.
NORTH KING COUNTY	<ol style="list-style-type: none"> <li>1. Given the timelines, Ballard-UW needs to built in ST3 instead of just studied.</li> <li>2. It's ridiculous to built at-grade rail inside Seattle.</li> <li>3. 22 years is inexcusably long to build light rail.</li> </ol>
NORTH KING COUNTY	The biggest voter support for ST3 will likely be in Seattle and those neighborhoods closest to it. An accelerated timeline for projects Seattleites can get excited about (West Seattle/Ballard) will help generate voter interest and turnout and keep us from feeling like we are paying for something we'll never get to use. I also feel strongly that ST should consider recommendations made by groups like Seattle Subway to expand the system to better meet the needs of our city.
NORTH KING COUNTY	<p>I would like to see more investment in commuter options on the west side of i5. Currently the proposed map for st3 even shows a large gap between the Sounder and light rail along i5. The current park and ride and commuter transit options (e.g. the E line) for that area are abysmal.</p> <p>My hope is that the 145th and 185th link stations help. But with the light rail to Ballard 22y out with ST3 and no Sounder stops between Edmonds and Seattle, I don't think the transportation issues for the people west of i5 and between NW 65th St and NW 205th St are being addressed</p>
NORTH KING COUNTY	Better East/West options, particularly across the lake.
NORTH KING COUNTY	A link between Ballard to University District should be ore seriously considered to allow a full network of transit within Seattle.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

NORTH KING COUNTY	<p>ballard to UW Ballard to northgate to lake city to bothell uw to lake city to bothell</p> <p>We need to connect Seattle to make Seattle denser in neighborhoods and corridors that make sense. Making Seattle denser will help ease sprawl by connecting these neighborhoods together.</p>
NORTH KING COUNTY	<p>Lightrail more direct from downtown Seattle to Redmond. going around 90 will take waaaaay too long and then people won't use it. You also need to improve shorter trips downtown and allow for connections</p>
NORTH KING COUNTY	<p>Ballard to University of Washington. Add that project and get to Ballard sooner. The Ballard line will greatly increase transit capacity, why are you guys waiting so long to build it?</p> <p>Beyond that, why us this a 25 year plan as opposed to a thirty year one? The money raised in a thirty year plan would have made a huge difference in how much could get built. You guys just think small and the plan shows it.</p>
NORTH KING COUNTY	<p>I think the current project does great job of getting people into the city, but doesn't do enough to get people around in the city. I think ideas like the metro 8 subway, <a href="https://www.theurbanist.org/2016/01/11/ballard-spur-and-metro-8-subway-serve-seattle-better-than-interbay-light-rail/">https://www.theurbanist.org/2016/01/11/ballard-spur-and-metro-8-subway-serve-seattle-better-than-interbay-light-rail/</a> would do more for the city than the Everett or Issaquah lines. Someone from those areas isn't going to train in if once to the city they need to transfer to a bus or take a cab for the last mile. Having a well connected, dependable inner city transit system will get the most use, and have the biggest cultural impact which opens the doors for people outside the city to leave their cars at home when they enter the city.</p>
NORTH KING COUNTY	<p>Ballard to UW light rail the "8" lightrail subway from slu to mount baker via capitol hill Extend lightrail from ballard to lake city Connect light rail from west Seattle to Burien Connect light rail from Seatac to Burien sound point crossing light rail from UW to kirkland</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

NORTH KING COUNTY	<p>You seem focused on light rail and rapid ride, but have cut bus routes that would make me want to use transit. I live in W. Seattle and would love to use transit. You have cut bus routes from admiral to downtown except early in the morning by mandating that we use the rapid rise routes only (no where to park, limited routes). There are NO routes to get to Pill Hill (aka Harborview or Swedish Hospitals) unless I take a bus to downtown and then walk a mile to my job. I would recommend keeping the West Seattle Water Taxi open all hours all year long- &gt;this year you have a larger boat, raised the rates, and then cut service for half the year. If you kept more buses during the day (that let us off at James street), kept the water taxi doing all day long until 7:45pm, that would be one thing that would allow me to use transit instead of having to drive my car 6 miles and in traffic 45 minutes both ways. Thanks for allowing me to offer my suggestions, which quite a few of medical workers at the hospitals agree with.</p>
NORTH KING COUNTY	<p>Strongly support provisional station at NE 130th Street....NE Seattle is growing and needs this station. We are diverse and lower income, this station will help our community grow and thrive in every way.</p> <p>I think best arguments in support of the plan are about the devastating impacts of current traffic impacts on our regional economy and our quality of life. We are growing and we need light rail and BRT to allow us all to continue to work and live in this region we love.</p>
NORTH KING COUNTY	<p>Sound Transit should be more pro-active and dedicate greater resources to expansions of 145th street and 125th/130th in order to support the train stations at those locations. It is essential that we provide East/West access so that working class communities in Lake City and North City can have access to the transit we have built. Also a comprehensive re-zone of areas immediately surrounding stations should be completed to increase density and add stock of affordable housing.</p>
NORTH KING COUNTY	<p>How do you support the growth in use over a 25 year period? It seems the plan has a final vision, but no details on how to get there and what can be done between now and then. More buses are needed to provide service to rail lines.</p>
NORTH KING COUNTY	<p>Absolutely, 100% light rail should cut east to west and connect UW to Ballard, with stops in Wallingford and Fremont. I stopped taking the 44 bus from Ballard to UW because my total travel time (including walking from 65th x 32nd Ave NW) was an hour. Too too too long to go six miles!</p>
NORTH KING COUNTY	<p>I would REALLY like to see a stop added at 130th St. N. As more and more people get priced out the city center (my rent in Capitol Hill doubled and I ended up moving much much farther north than I'd anticipated) additional stops will offset the gridlock caused by people who have to commute farther to work. There's limited space to add density in the core. This area is already being considered as a new urban village. There is no reason not to double that effort by adding a station here.</p>
NORTH KING COUNTY	<p>There needs to be consideration for a line from Ballard to the UW to complete the system in the City of Seattle. Also, make the system as grade-separated as possible, there should be no sharing the roadway with cars to prevent trains from getting stuck in traffic.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

NORTH KING COUNTY	Ballard-UW should be a top priority Ballard-DT needs to be completely grade-separated/tunnel, no waiting for a bridge Ballard should be pushed to the front of the list, 25+ years is way too long to wait
NORTH KING COUNTY	UW-Ballard and a Lake City station are essential, far more so than the Issaquah line in terms of estimated ridership/\$. They would make living without a car absolutely possible and a great option for tens of thousands. Issaquah will still rely on private vehicles due to the car-oriented, incredibly inefficient, sprawling road design. Which means more transit money to parking lots than transit.
NORTH KING COUNTY	UW-Ballard underground light rail would be more cost effective, speed up more transit trips, and in general would promote all of your stated goals far more effectively than any project on this list. It's ridiculous that it is only included as part of a future corridor study. South Lake Union to Mt Baker via Capitol Hill also would accomplish these goals, in addition to serving the Central District, which is probably the densest area with the poorest transit service in the state. This line isn't even in the study! Completing the spine should not come at the expense of connecting the densest areas in the Puget Sound area.
NORTH KING COUNTY	UW - Ballard and West Seattle - Burien light rail lines are missing. ST3 will garner more support if the projected timeline for light rail lines such as West Seattle - Ballard were accelerated. This transit line corridor has been discussed for decades, we are tired of waiting. We have to wait an entire generation of time for this, some us won't see these projects completed in our lifetime.
NORTH KING COUNTY	Ballard to UW should be included. DT to Ballard should be number one priority. DT to Ballard should be a tunnel the whole way.
NORTH KING COUNTY	I hope the trains wouldn't be integrated with traffic. Doing this makes them slow and blocks traffic. The system should be underground as much as possible - See all major successful mass transit cities (NYC, Madrid, etc.). The system should be given priority to Seattle first, with park and rides on the outskirts. This is where lots of the congestion begins as people commute from all over. I grew up here and have lived here for 29 years and too often I choose not to go places because I don't want to deal with the traffic. Buses are great, but if they're in traffic, it's also frustrating. Priority should go to the light rail. Seattle is a terrible city for tourism because it doesn't have this easy mass transit system that other major cities have. I rarely take public transportation but would love to if we had light rail.
NORTH KING COUNTY	I think it really important that The central district get a line. Maybe something down MLK from Judkins park to 23rd and jackson, to madison, to udistrict station, and then out to magnuson area. The CD has been an essential component of this city from the beginning, and its important to me that we honor and support its growth.
NORTH KING COUNTY	Ballard to UW would deliver the quickest benefits that our region desperately needs. The densest corridors should be completed first. You brag how this will put Seattle on par with DC, but the DC area is notorious for its sprawl. Rail should not encourage sprawl as this plan does. Disappointing. I can only assume this plan is so bad now to lower expectations.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

NORTH KING COUNTY	<p><a href="http://seattletransitblog.com/2016/03/31/how-to-fix-st3-so-seattle-will-vote-for-it/">http://seattletransitblog.com/2016/03/31/how-to-fix-st3-so-seattle-will-vote-for-it/</a>  I agree with the Seattle Transit Blog article above. Specifically, please expedite the construction of light rail in Seattle, putting priority on the Ballard line and making it fully grade separated. Furthermore, including funding for an EIS for the Ballard to UW extension 'the Ballard spur' would further enhance this package and make it more likely that I, and many others, would vote for it.</p> <p>Thank you for your consideration!</p>
NORTH KING COUNTY	Please consider adding a Ballard > Fremont > South Lake Union light rail project.
NORTH KING COUNTY	Transit within Seattle should be improved before you focus on connecting Seattle to Tacoma or Everett. The goal should be increased density in Seattle, not sprawl to Everett and Tacoma.
NORTH KING COUNTY	While I understand the political necessity of a suburban-heavy ballot measure, I am disappointed in the lack of investments in the center city. From the lens of socioeconomic equity, cost-effectiveness, and ridership opportunity, I believe the center city deserves more investments. The implications of a suburban rail network on our region's land use is also worrisome, as sprawl worsens disparities, infrastructure burden and climate change.
NORTH KING COUNTY	Please include a Ballard to UW connection, preferably Light Rail.
NORTH KING COUNTY	Please add arrival info signs to the bus tunnel
NORTH KING COUNTY	A transit bus lane on the I5 and more dedicated bus lanes through downtown - especially now more buses have been removed from the transit tunnel. My bus, the 77, travels along the I5 and we are cut off and competing with single occupant vehicles - I think this is completely unfair for transit users and likely to become unworkable during the timeframe of the ST3 projects. It's crazy! The rapid-ride along Roosevelt in Maple Leaf should be prioritized as well. Thanks!
NORTH KING COUNTY	I live in Southpark and would love more/better bus service here. If the light rail comes to the junction but the bus service stays the same, it will still take me 50 minutes just to get to the light rail!
NORTH KING COUNTY	In terms of the Sounder train, I would like to see more frequent trains between Tacoma/South Sound and Seattle. I am not sure how much capital improvement it would require, but a regularly operating commuter rail would be terrific. Just pushing the last train out of Tacoma to 6 or 7 would have a major impact.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

NORTH KING COUNTY	<p>A moveable bridge connecting ballard to downtown sounds like a terrible idea, if you are going to do it, do it right and don't leave a potential delay in the path.</p> <p>Quit wasting money on initiatives that don't work, additional car pool lanes do not work, digital speed limit signs do nothing!</p>
NORTH KING COUNTY	You should add a light rail from Seattle to Redmond
NORTH KING COUNTY	<p>The Ballard Line shouldn't be the last thing finished. I'd favor putting the Ballard and West Seattle lines on a faster track to completion.</p> <p>The Ballard to University line should be built ahead of the Ballard to downtown link. It would serve more people and transferring trains at the University District station wouldn't be a big deal.</p>
NORTH KING COUNTY	Possibly more busses commuting East
NORTH KING COUNTY	Selfish, I know, but I'd like to have rail, dedicated street car or BRT circling Lake Union; connecting downtown to Eastlake, UW, Wallingford, Fremont/Ballard, Westlake, Seattle Center, South Lake Union. Then I could sell my car! =) (That said, the bus is fine, just not reliably on time because of traffic).
NORTH KING COUNTY	<p>We need a station st 130th !!!</p> <p>I have lived on District 5 for 30 years and to ignore our neighborhoods is crazy !!!</p> <p>One stop in a 3 mile stretch is unacceptable.</p> <p>Thank you.</p>
NORTH KING COUNTY	East-west light rail from Ballard to University District. East-west light rail from Queen Anne to Capital Hill.
NORTH KING COUNTY	light rail to Ballard should be moved way up; 8-12 years from now. The demographics of the people living in Ballard are such that they will not vote for ST3 when the timeline for Ballard light rail is so far away.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

NORTH KING COUNTY	<p>1) Build the 130th Street Station</p> <p>2) Move the proposed Ballard-to-UW line from a "study" to a "plan" NOW, for ST3. This line has been a known need for at least two decades; it doesn't need to be studied any more, it just needs to be built. If adding that line to ST3 drove up the cost by however many billion dollars I would support it.</p> <p>3) Study the feasibility of a line that runs from Ballard north to approx. Holman Road (or further north?) and then east to Lake City (through the 130th Street Station), then south to...OK, I don't know. But more needs to be done to integrate the Lake City area into ST3. I've been riding the 41 for several years now and it's never not crowded, not at any time of day. Lake City is easily one of the most ethnically diverse neighborhoods in Seattle and it's also growing. We have a chance now to make it truly a part of Seattle in a way that it presently is not (if not w/ this #3 I'm proposing then certainly with a 130th Street Station and frequent shuttle service between there and Lake City. Let's not blow that chance.</p> <p>4) I want Seattle to be a place where my children can live and easily get to and from home and work anywhere in the city. ST3 will be a big step toward making that city. I'm looking forward to ST4.</p>
NORTH KING COUNTY	<p>I think bay-to-lake east-west feeder buses should be routed along the following alignments- 45th, 65th, 85th, 105th/Northgate, 125th/130th and 145th. These new routes could feed commuters to light stations somewhere mid route at existing, planned and needed light rail stations. Outside of commute rush hours they could connect various SBDs along their routes to help with easier errand, shopping and appointment keeping. Whether Metro or Sound Transit is immaterial to the regional need. Similar routes could be tried on the Eastside and south of SeaTac. I also think the recent elimination of the Metro #72 route and added runs to #522 and #372 was not done well and would suggest a realignment of the #372 westward to 15th or even University Way for a better smoother connection to Lake City Way. Please forward this comment to Metro transit planners. Light rail can not eliminate all north-south routes which parallel the eventual light rail alignment and we need walk-to-able north south routes east and west of the railline to facilitate transfer to local runs as suggested above.</p>
NORTH KING COUNTY	<p>I'm disappointed that light rail wasn't included in building the new 520 floating bridge. I hope that the bridge is built in such a way to allow light rail in the future. I strongly encourage Sound Transit to consider moving up the Ballard to Bellevue "future study" project in importance and time frame.</p>
NORTH KING COUNTY	<p>Supporting transit oriented development should be a priority.</p>
NORTH KING COUNTY	<p>East-West rail routes in Seattle are a must for long-term growth.</p>
NORTH KING COUNTY	<p>Great plan I like alternate transportation</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

NORTH KING COUNTY	The rail system should run from Tacoma to Everett. Right now I commute from Shoreline to Boeing field Seattle, Seatac south and from shoreline to Paine field there is no option for me to commute using sounder or bus there is no reason that light rail shouldn't run from Tacoma north and Everett south to include stations at Boeing field Seattle and Paine field I am an aircraft technician for Alaska Airlines 14 years on grave yard and there is no option for me and several coworkers that live in shoreline it is dangerous for us ever morning driving home after a 10 hour shift we are tired and exhausted construction on rail running overhead along I-5 should have started years ago what are we awing for.
NORTH KING COUNTY	Ballard to University district
NORTH KING COUNTY	I love the 44 route east-west across town. More east-west connections. North-south is much easier.
NORTH KING COUNTY	This is all about funding Amazonians to get to work in SLU. Let's tax Amazon for all this growth and for their company prohibiting growth of housing and rentals in Seattle. They are the ones with six figure salaries with money to buy property. This city is pushing out artists and nonprofits and entrepreneurs - make this affordable for them, because they are the ones who will use mass transit. Rich people up in Sammamish and Lynnwood will still drive into downtown and on 405 making it congested. Last on the priority list is those areas. We need relief in the 405 corridor, I-90 and the I-5 corridor during peak times. One accident during peak hours makes for hours of traffic. Also, Sound Transit needs to take responsibility for the development around light rail - South Seattle is a poor example of community partnership. The Graham station would only make this worse.
NORTH KING COUNTY	One project I would love is a light rail line from Ballard to UW, stopping in Fremont and Wallingford, where I live. I'm not sure how much demand this has, but it would be immensely useful to me.
NORTH KING COUNTY	Ballard UW should be moved up in schedule
NORTH KING COUNTY	I'm not sure if this falls in the realm of Sound Transit, but I think the bus transit on I-405 would be greatly improved if there were additional stations accessible from the new express lanes (instead of having to fight to get through traffic to get to the "local exits". Additionally, expansion of the 522 lanes so that there is a bus lane that runs all the way (busses get stuck with the rest of the traffic between 145th and Lake Forest Park, and also at the light right in the middle of Lake City). I think it would also be easy to better use the shoulders in Lake City, which currently are only useful for the 2 hour block of time when cars cannot park in them.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

NORTH KING COUNTY	Traffic in Seattle traveling East to West is horrible. I was astounded to see a more expensive direct Ballard to downtown light rail line rather than an east/west line connecting ballard to UW and then to downtown which would be faster to complete and less expensive. The buses on NE and N 45th are slow due to horrible traffic and are not a reasonable option. An East to West connection is mandatory. If this is not included in the final plan, ST3 will not be approved by voters. Especially with the embarrassing time line. This is needed NOW. Way too expensive and will take way too long. Also, there is no funding to improve PEDESTRIAN and CYCLING access to existing and planned light rail stations that will be built in 2021. Focus on access to the things built in the near future is more important. The current plan also encourages sprawl. Need to hire consultants from other cities with more successful mass transit.
NORTH KING COUNTY	UW to Ballard is a higher priority than most of this stuff. Light rail should be built in areas where density will support ridership. There is too much emphasis on expansion for symbolic and political reasons. Areas should not get light rail without first agreeing to change zoning to allow dramatically more density around stations. Otherwise, none of this is worth the money.
NORTH KING COUNTY	I would strongly like to see a bus stop added to the E line on Mercer and Aurora. I already take this bus every day, and this would made my daily commute much easier.
NORTH KING COUNTY	Extend the West Seattle line further south, at least to California/Fauntleroy Junction. Otherwise you are not saving much time over current bus routes.
NORTH KING COUNTY	The Ballard to UW Study should be prioritized to be included in the plan. Clearly every subarea wants the projects in their backyard "yesterday" vs. in 20 years. ST needs to up their game on explaining why it will take so long, specifically ST3 funding begins when ST2 funding ends.
NORTH KING COUNTY	Light Rail to Alaska Way Junction should continue further south to White Center or Burien to allow workers who cannot afford to live in Seattle to work in Seattle.
NORTH KING COUNTY	130th st station in seattle otherwise the northgate and 145th stations will be packed and roads arond there will be crowded.
NORTH KING COUNTY	We live by Discovery Park in Magnolia and it is hard to get anywhere by mass transit. I'm disappointed our neighborhood is not even on your 25 year plan. Right now, it is hard for us even to get to Ballard by bus. I would love to take a train to downtown, Ballard, or Northgate from our neighborhood.
NORTH KING COUNTY	Burien and the areas south of the city are about to see an explosive growth period. Getting plans in place now to move this region is paramount. Waiting for another 10 to 20 years would put us in the same situation we are facing in north Seattle.
NORTH KING COUNTY	Connect west Seattle light through Fauntleroy to whit cent and Burien.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

NORTH KING COUNTY	<p>Light rail from Seattle (e.g. downtown, capitol hill) to Overlake (Microsoft campus) is badly needed!</p> <p>I live in Capitol Hill and attend UW and the new light rail system is fantastic. My boyfriend works for Microsoft and commuting between Capitol Hill and Redmond is currently a huge pain.</p>
NORTH KING COUNTY	<p>Expanded bus service and faster bus service needs to be the highest priority. These improvements can come online decades before much of the other proposed work.</p>
NORTH KING COUNTY	<p>Please, please, please build a light rail line from Ballard to UW/Laurelhurst as a part of ST3. We NEED at least one substantial East/West light rail line in Seattle to assist in feasible large-scale navigation of our city via light rail. Additionally, the light rail planned from DT to Ballard needs to be grade-separated to ensure speed and reliability of the line. Finally, We desperately need Ballard to UW/DT and West Seattle to DT light rail added to our system, please do everything possible to expedite these projects within the ST3 package, we cannot wait 22 years for these improvements.</p>
NORTH KING COUNTY	<p>I am glad there are mass-transit projects in the works, but this is not ambitious or inspiring enough (admittedly, I'm not sure how practical a larger plan would be but "improved bus service in 25 years" is lackluster). Especially in context. Public stadia funding makes me sick. A 2000-fold funding ratio of Peace Corps : Defense (\$400 mil : \$800 bil) is abhorrent. Does this take the time it does because of our corruptibility?</p> <p>Pardon me, I'm off on a tangent. As far as transit is concerned, I want a high speed rail line to Portland and Vancouver BC, gas taxes at &gt;\$2-3/gal, bike lanes with green roofs, public electric/pedal hybrid vehicles, far fewer roads and far more green-ways, vertical gardens and public laboratories for K-12 educational opportunities.</p> <p>I'm willing to pay higher taxes and forfeit certain privacies.</p> <p>I want to be able to ride rail along the I-90 corridor to go mushrooming.</p> <p>Sorry, thanks for the comment box.</p> <p>-[name]</p>
NORTH KING COUNTY	<p>Ballard to UW light rail.</p> <p>Ballard to downtown as subway.</p>
NORTH KING COUNTY	<p>A slow regional service is not nearly as impactful as a robust, in-city service, as witnessed by the recent opening of the UW and Capitol Hill stations. It boggles my mind that Ballard to UW is only in the study phase, as I would have that as my #1 priority, and I say that as somebody for whom that particular line wouldn't affect all that much. There is zero reliable, fast east-west transit in the most densely populated city in the region that has massive employment centers. Most suburbanites are in the suburbs because they LIKE their cars and space - transit-oriented development is not going to happen there at the pace it will closer in to the city. A 1 1/2 hour+ train ride from Everett to SeaTac will not have anywhere near the impact as a 10 minute cross-Seattle route that people would mob.</p>
NORTH KING COUNTY	<p>Ballard to UW Bothell via Greenwood and Northgate station and Lake City Way needs to be included.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

NORTH KING COUNTY	Add lines traveling East-West in north Seattle/Shoreline.
NORTH KING COUNTY	I can't tell whether the downtown to East Side (Bellevue / Redmond / Kirkland) Link Light Rail is something that is already funded or not, but that would have been to me the absolute highest priority. If it's already included, it would be helpful to make it clearer what's already funded in terms of Link Light Rail extensions, and what has to be funded with a new proposal like ST3.
NORTH KING COUNTY	This all needs to be completed MUCH sooner!! We are paying way too much to have it take this long. We need rail to Ballard and West Seattle NOW! Also the Ballard to UW line NEEDS be added! THIS TIMELINE IS RIDICULOUS!! Rail NOW!
NORTH KING COUNTY	Please make the Issaquah light rail an extension of the I-90 corridor and not have to connect through Bellevue. Downtown Seattle to Issaquah via light rail is VERY IMPORTANT to me.
NORTH KING COUNTY	We need better public transportation from Burien to downtown Seattle.
NORTH KING COUNTY	More east-west transit is needed, especially in the Seattle-Bellevue area.
NORTH KING COUNTY	I'm disappointed to see no UW to Ballard light rail, linking the dense areas of the U District, Fremont, and Ballard where growing numbers of people work, live, and play. I would prioritize this over a Downtown to Ballard route because of the difficulty of getting cross-town in Seattle. Buses can easily run the Ballard to Downtown route on dedicated lanes if necessary, but there is no way to get cross town in North Seattle without getting stuck in traffic, and it's only getting worse. This would encourage even more seattleites to ditch their cars altogether, and would further focus growth and urban density in these core areas, instead of enabling more sprawl.
NORTH KING COUNTY	Light rail running east-west north of the canal is a huge need. Ballard > Fremont > Wallingford > University
NORTH KING COUNTY	I commute from near the Othello light rail station to west seattle every day, and it would be nice to see a bus line that was a little more direct than the 50, which takes way too long. While it generally make sense to have most everything run into down town, there should be an effort to address routes that skirt down town that people still regularly commute.
NORTH KING COUNTY	Why did you leave Belltown out? Amazon is here and the area is growing! 22 years? Ridiculous timeframe. Seriously.
NORTH KING COUNTY	West Seattle needs more transportation options along the Delridge corridor. Consider extending the route of the C Line to hit the Delridge corridor between the proposed light rail station there and Westwood Village. There is only one direct bus from downtown (#120) that goes down Delridge and it is congested all the time despite running every 15 minutes during peak. The C Line is a very nice option and the proposed WS light rail will be too- but only if you live near the Junction. Not everyone in WS lives in that area, and a lot of lower-income people who use public transportation everyday live along the Delridge corridor.
NORTH KING COUNTY	Transportation options for Fremont/Wallingford/Greenlane are missing. This area is plagued by overcrowded and slow buses where service has gotten worse, not better, since light rail started and changes since March 26.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

NORTH KING COUNTY	Rail across 520 from University to Overlake. This corridor will continue be insufficiently served by the expansion of roadway once complete and travel from North Seattle to Overlake via bus or rail is simply FAR TOO SLOW.
NORTH KING COUNTY	The bus service to Northeast Seattle was drastically cut back when the University of Washington Link Light Rail station opened in March 2016. This is a real problem for us Northeast Seattle residents, and makes it much more difficult for me to use public transit. Please restore some of the buses to Northeast Seattle; I am having to drive more often to downtown Seattle and First Hill, due to these cuts.
NORTH KING COUNTY	Add Olympia/Lacey area to bus system so that commuting between Seattle and capital is possible
NORTH KING COUNTY	A rail line from Ballard to Bellevue through UW station would have a huge benefit. I cannot believe this is something that is only being "considered for future study". The overall plan takes far, far too long to complete for the money invested. Light rail to Ballard in 22 years? These developments are needed now. A plan that waits 22 years to address that is a complete failure, a complete waste, and isn't really a plan at all.
NORTH KING COUNTY	The light rail lines within the city and across the lake should be implemented immediately. The light rail line between Ballard and the University District should be added immediately. The time lines are entirely too conservative. Denver went from no rail transit to a fully functional system in about fifteen years; why does this take Seattle so long?. East-west travel in this region is exceptionally prohibitive and little is added with this plan to address this situation.
NORTH KING COUNTY	1. Rapid Ride from Ballard light rail station to Northgate via 15th Ave NW/Holman Rd/Northgate Way 2. Increase speed of Rapid Ride D line by removing some stops, and providing capability to control traffic signals
NORTH KING COUNTY	Ballard to University District light rail is the most important thing that needs to be in this package. Right now the commute time by bus from Ballard to UW is longer than that from Ballard to Downtown Seattle, even though the distance is shorter! The east-west transit within Seattle is horrendous and can be improved greatly by light rail. I would suggest getting rid of the additional transit tunnel downtown as well as the Ballard to Downtown light rail, and instead route the Ballard to Downtown commuters through the UW station, considering that it only takes 6 minutes to travel from UW station to downtown.  I believe that a University District to Redmond light rail route should also be added, with a crossing over Lake Washington at Sand Point and stations at University Village, Children's Hospital, Magnuson Park, Downtown Kirkland, and Rose Hill. This could then join up with the light rail to downtown Redmond. I believe ridership on this route would be considerably higher than that on a Bellevue to Issaquah light rail extension, with travel times considerably shortened going from Redmond or Kirkland to anywhere in North Seattle (when combined with the Ballard to UW proposal above) thanks to the more direct routing via Sand Point. Since many commuters in the Redmond/Kirkland area have cars, I think it would also be a good idea to add parking at the stations east of Lake Washington to increase ridership.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

NORTH KING COUNTY	<p>We need to improve the frequency and speed of the current busses/lightrail/sounder options in the local Seattle area. This is a major deterrent to using the existing transit options--they just aren't viable to replace our car. In particular, we live in Wallingford and would love to use the light rail to get to the airport and back, but it takes forever (just the trip from Sea-tac to downtown, nevermind waiting for a connecting bus to our neighborhood.) There needs to be an express route from downtown to the airport. Also, with a family of four it doesn't make financial sense to take the transit option. It costs almost the same as taking a cab home and it takes four times as long.</p> <p>We've lived in New York and are huge fans of public transit and would love to see better transit options implemented here. But we need frequency and appropriate stops/pick-ups to make this something that will get people to adopt.</p>
NORTH KING COUNTY	East-West Ballard / UW / Redmond Corridor (North Lake Washington Study) needs priority.
NORTH KING COUNTY	More east-west connections.
NORTH KING COUNTY	A direct route Sounder link or bus link from Seattle to Olympia via Tacoma should be added to any regional plan to alleviate the I-5 problems near Tacoma. Currently there are virtually no direct routes, other than with Amtrak, from Seattle to Olympia and back on the weekends or even on the weekdays at normal and common travel times. Since King Street Station is often difficult to get to, this creates an incentive for people to drive between Olympia/Lacey and Seattle on the weekends or during common travel hours during the week. Currently changing buses in Tacoma is required and the route times and locations are often inconvenient for travelers.
NORTH KING COUNTY	Deal with South Lake union worsening traffic
NORTH KING COUNTY	bus lines needed Magnolia, W. Commodore Way and Interbay.
NORTH KING COUNTY	Connection to downtown Olympia should be prioritized as part of this plan. Additionally, with the increase in businesses moving to Seattle, these corporations should provide a percentage of funds to pay for the development of light rail and sounder services. I am highly supportive of increasing the rail system in western Washington. I would support higher taxes to get this plan accomplished in 10-15 years rather than the proposed 25. Traffic and population are increasing, the demand is high for these improvements now, let's try and get ahead of the game and create transportation for future growth, rather than catching up to meet current needs.
NORTH KING COUNTY	More transit options. More is better. Donate lanes to buses and send buses everywhere all day all the time. Give bikes right of way on all roads. Give electric cars access to lanes that gas cars can't use. Add trains to every neighborhood in the region.
NORTH KING COUNTY	Overall, I feel the system is prioritizing regional commuting as opposed to urban transit. There is too much distance between the stops, such that you are missing out a large number of potential riders and destinations. With so much urban growth in Seattle, WE NEED URBAN TRANSIT! Please consider adding a stop to the light rail line between Smith Cove and Seattle Center!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

NORTH KING COUNTY	It's a long distance between 145th and Lynnwood. There should be a light rail station at Mountlake Terrace where the great bus station already is operative.
NORTH KING COUNTY	Ballard to university district.
NORTH KING COUNTY	Add more stations and light rail track throughout Seattle instead skipping through most of the city. Look at the new light rail between UW and Capital Hill... those are great stations but skip all the residents in between and makes it worthless for them. It'd be good to add a station in the vicinity of Volunteer Park. Same thing goes for residents north of Ballard. You are just passing them up with a weak solution of having a station or two at on the other side of I-5. Why not improve that side of Seattle by having a track on/under 15th Ave NW? Same complaint can be said about Central Seattle... you are just skipping over them. Wouldn't it be better to have light rail along 23rd Ave to better serve the greater population of that area?
NORTH KING COUNTY	Leverage 520 to link downtown Seattle to Bellevue. Accelerate existing plans on I90 and the stations at 145th. The plan is good but too slow.
NORTH KING COUNTY	As always, Belltown is ignored in all of your plans. Do something about that.
NORTH KING COUNTY	Not building connection between Ballard and UW is a major negative
NORTH KING COUNTY	Madison BRT needs funding! Short term bone for city of Seattle. Study a metro 8 route funding included too.
NORTH KING COUNTY	Phase 3 of transit once again has a funny colored line in West Seattle that might get out of the junction and go through the rest of West Seattle. Of course it's only "investigation". That will make 30 years of "investigation" without any actual transit. It would make a refreshing difference if you would just admit that you're not going to cover the rest of West Seattle. I'm going to vote against this until you get the investigations done. Come back in another few decades when you actually have a plan and not the same pig in a poke.
NORTH KING COUNTY	-Ballard to UW study should be absolutely included, and ST should consider adding the completion of the line into ST3. -All portions of the Ballard-Downtown line should be grade-separated. If you're going to do light rail, do it right.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

NORTH KING COUNTY	The ST3 plan does not do enough to address transportation in the neighborhoods that border downtown Seattle. This plan skips Queen Anne, Magnolia, Wallingford, Fremont, and does not provide any light rail that addresses east-west travel within the Seattle city limits. That's insane. The light rail roadmap needs to help decrease the load on Mercer traffic corridor and anticipate the unbelievable south Lake Union, lower Queen Anne, and Elliot Bay expansion that has already doomed the Mercer road project to failure. Build from the inner city out. Look at Boston or DC as examples (or London). You can't build a manageable system if the areas in relatively close proximity can't access light rail. Running the line along Interbay is probably cheaper, but you're not really expecting upper Queen Anne and Magnolia neighborhoods to access those stations, and I bet there's no parking planned for those stations. So, they will be useless for years to come even after they're built. (Just like the UW station - totally useless). You have to commit to running a line that touches at least either Magnolia or upper Queen Anne or at least SPU. Yes, expensive. But also incredibly necessary to make the light rail actually useful. Please do not assume that people in these neighborhoods are going to use bicycles unless you adopt a model that truly isolates the bikes from traffic.
NORTH KING COUNTY	A light rail stop at the triangle in W. Seattle would be extremely wonderful to have and make my life much easier commuting to and from work.
NORTH KING COUNTY	Monorail!
NORTH KING COUNTY	None of these projects seem to serve central Seattle neighborhoods like Fremont and Wallingford. These neighborhoods have just taken a big hit with the cancellation of route 26 (non-express) making it more difficult to reach downtown from these neighborhoods. I would love to see projects that will look to combat the increased congestion on the busses from downtown to the Greenlake area.
NORTH KING COUNTY	I wish the proposed plan connected more neighborhoods within Seattle, with less of a focus on the suburbs--if there were money for both, that would be great, but I think the urgency is more on the city, given the rapid growth and high demand for housing there. Particularly, I feel strongly that (1) extension of the West Seattle line to White Center/Burien should be included in the current plan, rather than pushed off to some subsequent phase, and (2) the Ballard line should also extend east-west to connect up to U-Link and provide service to neighborhoods between the U District and Ballard.  Thank you for seeking feedback, S3 is a very exciting opportunity for our city!
NORTH KING COUNTY	cross seattle routes. ballard-fremont-UW and magnusson- northgate -aurora-west
NORTH KING COUNTY	You mention pedestrian, bicycle, and bus connections plus parking for stations but nothing is said about auto drop-offs at stations. Surely some of this action might be allowed, cheaper than building more garages.
NORTH KING COUNTY	Please consider extending the light rail from West Seattle to Burien. Thank you!
NORTH KING COUNTY	Ballard to UW Ballard to Downtown to West Seattle sooner

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

NORTH KING COUNTY	I have NO INTEREST at all in paying any additional funds for rapid transit. I have always strongly supported more money for rapid transit. Since the last voter approved initiative in Seattle was passed the 4 bus routes that served me in Eastlake have been cut to 1. Many more people live in Eastlake now than even 5 and 10 years ago during which time we always had 4 bus routes. Now that we have 1 route it is frequently filled to capacity in the morning with commuters to Amazon in South Lake Union. Twice since the service was cut on Mar 26 the 70 has bypassed my stop because it was too full. Transit in this area is run by a completely incompetent administration. Any additional funds to the people currently running rapid transit is a complete and utter waste of money as is all of the funds recently voted to improve sound transit!!!!!! While the sound desperately needs improved public transit you are absolutely the wrong people to be given any further money!
NORTH KING COUNTY	Perhaps this doesn't apply, but why can't we extend the trolley service down Westlake into Ballard? You would get a lot of people from Ballard and many people would cross the Fremont bridge to hop on.
NORTH KING COUNTY	More light rail (Ballard to UW, SeaTac to Renton to Bellevue) less non-light rail ( BRT, bike/ped, parking, sounder, stations) ... accelerated timelines. ALL new light rail lines WITHIN 12 years.
NORTH KING COUNTY	light rail downtown Seattle to downtown bellevue
NORTH KING COUNTY	You need to find a way to reduce the timeline in half. A 25 year plan shows how far behind this area is with infrastructure that is reliably for the future!
NORTH KING COUNTY	Please do whatever you can to ease traffic in the region!!!! I want to pay more taxes and have less traffic.
NORTH KING COUNTY	Please add Ballard to UW. The city has no decent east-west access and desperately needs it. Also, Ballard to downtown needs to be grade separated. And finally, please make this happen faster. 2038 for Ballard to downtown is way too long.
NORTH KING COUNTY	Light rail from U District to Ballard through Wallingford would be awesome - I see that as a survey so I understand it can't be added yet. Just putting that out there. I feel the in-Seattle proper lines are the most-needed because of the insane population growth and job market growth here.
NORTH KING COUNTY	We need more east-west transportation corridors - for example between Ballard and the U-district. The focus to date appears to be North - South commuters.  I would be more supportive of the plan if it included more oversight of timelines and budget and enforceable accountability for our tax dollars.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

NORTH KING COUNTY	<p>It's tremendously important that these services continue to support access to community colleges and other places of education in direct ways so that those who are working and going to school have feasible means of attending via mass transit.</p> <p>I would also love to see this funded via less regressive measures (ie, not simply an increase in sales and property tax, but using taxes from the many corporations whose work force will greatly benefit from these improvements that currently pay little to no tax to the state of WA.</p>
NORTH KING COUNTY	Skip the 1900s technology and move to driverless cars and GPS/cell phone hailed vehicles.
NORTH KING COUNTY	Improve reliability of north Sounder Rail service regarding mudslides. Provide positive direct links to Ballard/downtown light rail from Upper Queen Anne and Magnolia Village.
NORTH KING COUNTY	Ballard to UW, Light Rail stations in Fremont, Light Rail from downtown Seattle to Overlake Transit center in Redmond,
NORTH KING COUNTY	I want a commitment to build the 130th St Station!
NORTH KING COUNTY	Please prioritize funding environmental studies of the Ballard to UW line and the West Seattle to Burien line.
NORTH KING COUNTY	Light rail connecting UW to Ballard via Wallingford and Fremont should be a priority. Also, light rail connecting Ballard to downtown should be constructed sooner than proposed.
NORTH KING COUNTY	<p>The Ballard - Downtown and Ballard - UW - Redmond line options are vital, and should be accelerated.</p> <ul style="list-style-type: none"> <li>&gt;The (huge) body of UW students are especially dependent on public transit</li> <li>&gt;Our regions bridges act as inherent choke points for traffic. So, any tunnel that allows people to circumvent these bridges will prove especially valuable to regional transportation.</li> <li>&gt;Ballard and all of North Seattle are largely disconnected. Extra transit in this area would see vast ridership.</li> </ul> <p>Having ridden the UW-Capitol hill line frequently since its inauguration, I am inspired at the possibilities these projects could bring to our region. The light rail has now replaced driving as the most convenient way to get to Capitol Hill, and huge numbers of people are flocking to it as a result. Wherever transit becomes the best travel option, we will see a huge benefit in reduced congestion, faster commutes, and closer communities.</p> <p>We should also be careful not to hamper future options by building large parking lots surrounding the light rail stations. This adjacent area should also include housing, shops, and the kind of public spaces that people want to visit. I applaud the design of the UW and Capitol Hill stations as fitting with the community of their neighborhood and encouraging a flourishing urban environment.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

NORTH KING COUNTY	<p>Ballard to UDistrict line is urgently needed as well as Ballard to downtown. Build where there is critical mass for usage which will cover more of operating costs due to higher utilization--much more efficient. Add stops in dense south Seattle/central area.</p> <p>No more trolleys. All the disadvantages of a bus and disadvantages of a train with no advantages of either.</p> <p>Build dense and serve areas with lower incomes who depend on bus/train more. Prioritize transit lanes to increase benefits of using transit (faster, more reliable).</p> <p>Change timetable to put most impactful--high volume transit sites come on line first.</p> <p>Find a less regressive funding mechanism. As it is, the burden is going to fall heavily on the backs of working class, rather than the many engineer and investor class residents of the sound.</p>
NORTH KING COUNTY	Do it faster.....

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

NORTH KING COUNTY	<p>1) I'm sure the timeline has been very carefully analyzed and considered, but at worst I think the entire timeline needs to be cut in half. Whatever it takes. Maybe it's not realistic to have around-the-clock work performed in certain areas given the noise disturbance, but every effort should be taken.</p> <p>2) Does the extension to Issaquah run through Downtown Bellevue first? That seems like a considerable travel time increase for any commuter going to Seattle. Granted, if the end destination was Redmond it would cut time. It just seems like there should be a link to South Bellevue TC here.</p> <p>3) I realize the existing Seattle monorail is not part of Sound Transit plans, but I think it should be integrated. Make it usable. The south terminus is already a major connection to light rail and bus service at Westlake. Add one station in Belltown and extend it north to either Upper Queen Anne or to Fremont. Then it's usable. That's all that it would require. There's no reason why light rail should duplicate this existing service. If the monorail ended on Fremont &amp; 46th or possibly took a turn northwest on Leary Ave there would be yet another connection to light rail.</p> <p>4) I have not seen a Sounder station planned for Ballard. This is where the proposed light rail East-West route should terminate.</p> <p>5) Speaking of Sounder stations... any plans for Georgetown?</p> <p>6) I'm sure this will never happen, but I wish there was an additional light rail station on Capitol Hill... either 15th Ave or 19th Ave. Capitol Hill, after all, has the highest population density of any neighborhood in the state.</p> <p>Thanks for your time!</p>
NORTH KING COUNTY	Ballard to UW subway should be on the ST3 project list.
NORTH KING COUNTY	Would really like to see a light rail connection from Ballard>Fremont>UW
NORTH KING COUNTY	We need to develop plans that also improve East-West travel in Seattle, which is currently abysmal (traveling the four miles between Ballard and Northgate often takes 25+ minutes). I'd consider adding more of those types of connections. I'd also like to see the work completed much faster. 22 years to get to Ballard?! That area is bursting at the seams currently and needs light rail much earlier than 22 years. Are there options that would allow this work to be done more rapidly? If so, why have they been rejected in favor of such a slow expansion rate?
NORTH KING COUNTY	Graham Street Station please!!!!
NORTH KING COUNTY	<p>A stop in the Fremont area needs to be a priority in ST3.</p> <p>Additionally, at grade light rail is not a solution. Rail needs to be below grade or above grade so that it does not interfere with the significant existing traffic problems that we currently have.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

NORTH KING COUNTY	Express Buses or transit of some sort to South Lake Union and Waterfront (Elliott Ave) from the North. Elliott Ave only has direct service from Ballard and with Expedia coming in, it is only going to get worst.
NORTH KING COUNTY	Ballard to UW and adding more light rail to Seattle is much more important than expanding to the suburbs.
NORTH KING COUNTY	There absolutely needs to be a line between the University of Washington and Ballard.  Please find ways to speed up the timeline on these projects, Seattle and the surrounding area are in desperate need of these projects and the sooner the better!
NORTH KING COUNTY	There is barely enough parking at most Park and Ride stations right now. Adding more access is great, but we can't take the bus if we can't get to the stops.
NORTH KING COUNTY	I suggest adding light rail from Ballard to Bellevue into ST3. East-west travel across Seattle north of the canal is slow and difficult by car and is relatively unsupported by mass transit, compared to north-south travel north of the canal. Currently, only residential streets support east-west travel north of the canal - light rail would not only provide a faster way to traverse Seattle from east to west, it would also reduce congestion on these smaller residential streets. Thanks!
NORTH KING COUNTY	I support projects to help traffic closest to Seattle (Ballard, Fremont, West Seattle, Bellevue, etc.) first before branching out later.
NORTH KING COUNTY	Study for light rail near or along Aurora Ave N
NORTH KING COUNTY	<a href="http://www.seattlesubway.org/">http://www.seattlesubway.org/</a>  We need to do this. ^
NORTH KING COUNTY	West Seattle needs mass, light rail transit immediately. We voted 5 times for Monorail, with it only losing on the 5th vote. Given its geography, light rail to downtown is desperately needed.
NORTH KING COUNTY	More inner city lines should be created to alleviate arterial traffic congestion. A udistrict to Ballard tunnel with stops in Wallingford and Fremont should be in this plan.
NORTH KING COUNTY	An East-West light rail route from Ballard to UW was on the original ST 3 proposal I viewed. As much as I value public transit, I would find it difficult to support a plan that does not involve this route (and a loop with South Lake Union would be even better). This is particularly true given the extensions to Tacoma without addressing Seattle's problems with East-West routes.
NORTH KING COUNTY	Ballard to Downtown faster; get Ballard to UW on there!
NORTH KING COUNTY	There needs to be more connectivity to the east part of the city of Seattle. There should be a light rail station at 23rd and Madison. There is a whole part of this area who could benefit from this.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

NORTH KING COUNTY	Light rails should be added from Downtown Seattle to Downtown Bellevue and then divides off to Remond (East) and Kirkland and Ballard (North).  Thank You.
NORTH KING COUNTY	1.A an under lake connection from Sandpoint to Kirkland/woodinville....we need more east west connections,,,2.Direct from Ballard to EAST SIDE. 2 3/ Direct line Everett to SEA TAC with 1 stop stop bus terminal. downtown, 4. An express line or (bus_) from Airport to downtown bus terminal with NO stops every 15 minutes. ( Even with traffic it takes me less time to get to airport in car than taking the "light rail".. too many stops,..). The light rail should have only a few prime HUB spots, BUT there should be express busses from neighborhood centers to get to them. The metro already does an OK job geting people from Ballard to Downtown, a light rail would be redundant, but at prime time two busses instead of one should stop at stops to accommodate overdlow, put rail where there is no bus line in place....like the UW to Kirkland Idea I presented.
NORTH KING COUNTY	Ballard to UW is important. If people want to continue to downtown they now have that option. The tunnel under Queen Anne can come later. X Issaquah should be removed as I think it will promote additional growth in the area and we should limit development in that area.
NORTH KING COUNTY	The fact that the lightrail currently shares tunnel with buses downtown is terrible. Buses break down all the time and even if they only broke down occasionally, this fact makes the light rail. Subway systems are reliable that is why people use them, fast and on time, always. The light rail is meant to be our version of the subway but to operate as such it needs its dedicated tunnel so it can be fast, and on time even at rush hour. Please make it a priority to free the light rail tunnel from buses. This is a big flaw of the current setup but no one seems to see it as big as the problem that it actually is. But if it were analyzed, specialists would find out how problematic this is. Thank you for the opportunity to express my opinion.
NORTH KING COUNTY	A light rail station should be added in the middle of South Lake Union. It's an area many people commute to for work as it has Amazon, Google, and is the center for biotech and research companies.
NORTH KING COUNTY	Grade-separated Light Rail everywhere feasible.
NORTH KING COUNTY	Ballard-Wallingford-U District light rail should be a priority
NORTH KING COUNTY	Ballard to Greenwood to Northgate! Make all things light-rail everywhere! Always! Faster! More!
NORTH KING COUNTY	Extensions between Ballard and the UW should be included, fund study work for future lines, change the Ballard to Downtown proposal fully grade separated, and make it happen much sooner. There is no valid reason for a \$3B project to extend for 22+ years.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

NORTH KING COUNTY	I have lived in the Puget Sound my entire life and have watch the traffic and congestion get progressively worse each year. The greater Seattle area is light years behind in sustainable transportation development and I strongly support the development of reliable, affordable and practical mass transportation. Our quality of life absolutely depends on getting people out of cars and into transit.
NORTH KING COUNTY	There is EXISTING rail corridor and right of way available (and owned by King County) running from Renton to Woodinville. I am extraordinarily disappointed that the most congested intersection in the state (the 167 and 405 near Renton) has been left out.
NORTH KING COUNTY	Access improvements are sorely needed for people who live in Seattle. It seems like we get ignored because there is an assumption that traffic is fine if you live in the city. However, the reality is that someone in Everett has a shorter commute than a person living in Seattle has, especially commuting from the East side. Even more disturbing is the fact that my 13 mile commute to Bellevue is actually SHORTER time wise and EASIER, than trying to commute the 10 miles to Interbay, the future home of my employer.
NORTH KING COUNTY	An express option from downtown to SeaTac, routed parallel to I5 or Boeing field should be priority #1 for any expansion of light rail. The current route with its huge diversion around Beacon is simply too long and too slow to be viable.
NORTH KING COUNTY	Cross town traffic within the city is absolutely ridiculous (Mercer mess, downtown to Ballard, West Seattle bridge) - erasing these issues should be priorities.
NORTH KING COUNTY	light rail that gets people from Kirkland connected into the system to cut back on traffic between Kirkland and Seattle. Also, the route in Kirkland along 108th ave is unbearably slow, figuring out how to reduce congestion in Kirkland should be a priority given the construction and expansion going on within its city center.
NORTH KING COUNTY	Thank you for helping to reduce traffic in our region. This is exciting growth and I support this progress...we are heading in the right direction!
NORTH KING COUNTY	I think the growing communities on the I90 corridor would benefit from greater access to light rail service and would encourage additional transit hubs that serve Issaquah Highlands, Snoqualmie Ridge, and North Bend.
NORTH KING COUNTY	<ol style="list-style-type: none"> <li>1. Add 2 Sounder Train stops - Richmond Beach &amp; Blue Ridge/Ballard. Expand Sounder Train Service - add trains.</li> <li>2. Let's get this done faster! Speed up time-line to 2030. Let's find some federal dollars. Taxpayers would be willing to pony up more if we can get it done faster.</li> <li>3. How about Burien? Long-range plan needs to include Burien, DesMoines, Normandy Beach, etc.</li> <li>4. I don't see much on line for the folks on SR 169. There is so much growth in the Maple Valley area. How can they be linked in?</li> </ol>
NORTH KING COUNTY	More east-west light rail is needed across Seattle immediately (10 year target) such as Ballard-to-UW line.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

NORTH KING COUNTY	as a property owner, I'm very concerned of additional burden with more taxation. I read it is about \$200/yr, \$17/month, it seems reasonable; however we have 42.7% from voters' initiative on property taxes already in King county. This information is from a postcard the county just sent out a few days ago. Good timing.
NORTH KING COUNTY	The buses should only be thought of us a short term solution. This city needs to create a real rail system, whether above or below ground, to make transportation effective.
NORTH KING COUNTY	Seattle needs to keep up with the population increasing. The plans to extend to Ballard and West Seattle need to be done earlier if possible.
NORTH KING COUNTY	I can easily get from Ballard to downtown using the bus already. On the other hand, there is NO viable public transportation connecting Ballard/Phinney/Wallingford to Redmond/Bellevue.
NORTH KING COUNTY	I've lived in another city with more rapid transit options, including light rail and saw the benefits of it. Seattle NEEDS more light rail.
NORTH KING COUNTY	Where is the Ballard to University District Link line??? We need to create an east/west network, not just a north/south spine.
NORTH KING COUNTY	grade separated light rail should be supported and priorities. Make sure as many light rail lines are included as priorities and additional for when there is additional money, support, and things are under budget (like ST2 light rail has been).
NORTH KING COUNTY	UW to Ballard Line
NORTH KING COUNTY	We need these projects completed sooner!
NORTH KING COUNTY	I realize that sound transit's job is to move people around the region, but as a former long time resident of new york city who has lived abroad in places like Paris and Kyoto, I am alarmed at the poor state of intraurban public transit in Seattle and the apparent lack of plans to deal with the city's growth and increased density. Transit is not just to bring workers from far away to work in the urban core, it is essential to the quality of life in an urban area. I've spent much of my life dodging suburban commuter cars, and I'm happy to get drivers out of them, but Seattle needs to move Seattleites and I feel that's where our tax revenues should go. Thanks!
NORTH KING COUNTY	Let's focus on light rail and BRT first and foremost. With the success of U-Link already, we need more light rail to provide reliable and clean service throughout the region and especially Seattle. We can't wait the 22 years to complete the Ballard and West Seattle lines. Also, Ballard to U-District line should be considered as this is a major artery and almost always congested.
NORTH KING COUNTY	Should do North Seattle and Burien studies first and then put these projects at top of list.
NORTH KING COUNTY	The Light Rail link to Everett should come online before the others, preferably with the first go-round.; Everett being the last is too long

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

NORTH KING COUNTY	Please consider some east west options for seattle. For instance across the city at Northgate or a north end loop. Support urban living by enabling travel across the city not just north to south as we have always done with freeways. Alhtough I like the express buses they end up on the roads with everyone else!
NORTH KING COUNTY	East-West light rail between Ballard - Fremont - Wallingford - University District light rail from International district to SLU (transit tunnel should leave downtown from SLU/Mercer, not Westlake)
NORTH KING COUNTY	Ballard to UW rail - or, at the very least, funding for study of the route Burien to SeaTac rail Tacoma to Olympia Sounder rail
NORTH KING COUNTY	There need to be more light rail or direct transit options in the Seattle proper area that include all close neighborhoods in Seattle. Queen Anne, Fremont, Phinney, Greenwood, Magnolia, Madison Park--a huge portion of Seattle are being left without valid transit options or any easy options to use light rail. It is imperative that we keep our city connected and not leave great swaths of people behind. If light rail isn't an option, a bus connector (or some other plan) should be made that allows residents easy and direct access to the light rail. A bus that just goes from the neighborhood to the nearest light rail could do this easily.
NORTH KING COUNTY	I live in SoDo, and right now there are very limited transport options for us in our neighborhood. I have to walk to the International District to get anywhere. I think it would be great to have a bus that swings by as it gets off the 99 and maybe heads north on 1st, as the 16 does. I'm not really sure. Right now, I have to walk a mile to get to transportation, which I am fine doing, but it is very unsafe. I would love to have more opportunities to take advantage of our transit system. When I lived in Wallingford, I rode public transport everyday, but unfortunately, that's just not an option for me now.  Thanks!
NORTH KING COUNTY	We need a rail system fast. And parking in order to use the rail system.
NORTH KING COUNTY	Rainier Ave S can be a nightmare to drive on, and I was hoping to see light rail extended through Rainier Valley (along Rainier Ave S). I apparently was fooled into thinking this map ( <a href="http://westseattle4chas.org/wp-content/uploads/2014/04/long-range-transit-plan.png">http://westseattle4chas.org/wp-content/uploads/2014/04/long-range-transit-plan.png</a> ) was the plan for future light rail lines. I would be very excited to see something similar take shape to connect Seattle's many neighborhoods with a singular and fast system.
NORTH KING COUNTY	there needs to be more west -east light rail in north Seattle.
NORTH KING COUNTY	Might be out-of-scope for ST, but additional support for Seattle-specific density would be nice.
NORTH KING COUNTY	Add a light rail stop in South Lake Union -- it would relieve so much congestion on Mercer/Denny
NORTH KING COUNTY	you should study whether you can reach ballard easier by coming from the U district, instead of having to build a bridge over the ship canal

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

NORTH KING COUNTY	There needs to be a more robust system of light rail within the Seattle city limits. Seattle Transit/Seattle Subway blogs have the best proposed plan that I feel will reflect the growth that will occur in the Puget Sound region.
NORTH KING COUNTY	there needs to be an east west line on the light rail such as Ballard to SandPoint vis 65 or 75.
NORTH KING COUNTY	seattle to belleuve
NORTH KING COUNTY	<p>A line from Ballard to the University of Washington would serve more riders then any proposed expansion beyond the city of Seattle. Priority should be placed on building rail where the people are. Priority should be placed on completing projects in Seattle that are needed now. This timeline is too long and doesn't serve areas that need it most. Ballard to Downtown should not be the last project completed. It is needed now. Ballard to the University of Washington needs to be completed as soon as possible and this plan nothing to accomplish that goal. A stop in Fremont will service more people then all the park and rides in suburban puget sound combined. Put Rail where the people are now. Stop wasting money on park and rides in the suburbs that serve only a thousand people a day and the majority of the residents oppose any changes to their car centered life and start building stations in the city where 10's of thousands of people are stuck in traffic and are begging for a real transit system every day.</p> <p>Thank you, [name]</p>
NORTH KING COUNTY	I think Fremont has been ignored here! It's hard enough to get to downtown or the ID from Fremont with the new bus changes but a lightrail would greatly help the area.
NORTH KING COUNTY	It's incredibly hard to take public transit to downtown Bellevue from anywhere other than U-District and Downtown. It would be amazing to be able to take transit directly from Ballard and/or Fremont to downtown Bellevue.
NORTH KING COUNTY	<p>Ballard to UW extension, Belltown/SLU/Capitol Hill/CD/Mount Baker Corridor study (at least).</p> <p>The Ballard line can not be marketed as grade-separated/congestion free when there will be stoppage at the ship canal crossing. This will have a huge impact on reliability and operations for the entire system, not just Ballard.</p>
NORTH KING COUNTY	<p>Please add the Ballard to UW spur line. Without it the light rail is not very usable for Fremont, Wallingford and Greenlake residents.</p> <p>Also, 22 years for one of the fastest growing parts of the city (Ballard) is pretty bad, please move that up.</p> <p>Lastly, why keep the Ballard line at grade? It seems much more forward thinking in terms of congestion reduction to make it below grade.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

NORTH KING COUNTY	Connectivity from light rail to bus at major points of transfer (east-west between Redmond, Bellevue, and Seattle), such as at Montlake Freeway Station. Ballard <-> UW light rail station Major overhaul of ID station to allow greater transit throughput. Extend underground transit to 520 bridge.
NORTH KING COUNTY	More Parking! The system needs parking (especially at light rail terminals). As it is, you expect most commuters to take a bus to a light rail terminal. Adding a bus trip to a light rail trip is both time consuming and expensive (2 fares). Most people will just drive instead. No, they won't walk or ride a bike to the terminal. Not in the dark and the rain. The fullness of the current park and ride lots shows that this is a system that works.
NORTH KING COUNTY	Need a downtown Seattle to downtown Bellevue line ASAP. If any way to speed up the process I would opt in for more property tax
NORTH KING COUNTY	I wish the whole project could be implemented on an accelerated timeframe, so we do not have to wait 25 years for completion. I also believe there needs to be light rail or other mass transit between Ballard and Northgate as well as between Ballard and the University District.
NORTH KING COUNTY	There seems to be much emphasis on transit in the suburbs, but the city core transit is far from acceptable, especially considering the growth.
NORTH KING COUNTY	First off, 22 years to get light rail to Ballard?!? Really?!? Transportation in/out of Ballard is already difficult. Waiting 22 years is just impossible.  Second, please consider including additional rail projects in the urban core that connect dense population or employment centers. Ballard and uw would be the top of my list. Have you ever ridden the metro route 44?!? Try it. You'll want the rail link.  As much as I love west Seattle, Tacoma, and Everett, none have the dense centers that exist in Ballard, cap hill, downtown, and u district. Let's focus on those.
NORTH KING COUNTY	There really needs to be more rail in Seattle and it needs to come on line faster. I would love to see a line from UW to Ballard and extensions to White Center and Crown Hill.
NORTH KING COUNTY	Light rail between ballard and UW, down 23rd, along westlake through Fremont and Wallingford and through SODO and south park to the airport should be included and prioritised. Express services from westlake to the airport via the ID and south park should be provided.
NORTH KING COUNTY	Add additional funding to improve ST Express service to quickly deliver more capacity and frequent connections to light rail stations. Growing ridership in future years, prior to delivery of light rail, can only be met with additional bus service.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

NORTH KING COUNTY	A line across the Market/45th East/West corridor would provide transit access to a huge segment of the central Seattle population: Ballard, upper Fremont, Wallingford, UW.
NORTH KING COUNTY	You are forgetting the 45th street corridor from Ballard to the UW and beyond to Kirkland in this plan. This plan is also way too far out into the future. We need rail and transit now not tomorrow.
NORTH KING COUNTY	Seattle desperately needs a light rail connection from Northwest to Northeast. This light rail would preferably go from Ballard to UW (or further north), and connect the two lines.
NORTH KING COUNTY	express bus route from fremont/wallingford to downtown seattle and downtown bellevue
NORTH KING COUNTY	Ballard To UW connection is important for east west connection in the future.
NORTH KING COUNTY	Seattle needs an east west line and it we can't wait 20 years. I'm happy to be taxed more if we have light rail going to SLU to west Seattle through downtown. We need a station serving beltown and need a line going from UDUB to Fremont, Walingford and Ballard and not have it be on grade. It's hard to justify paying taxes for 20 years when we wont be getting any additional service.
NORTH KING COUNTY	The transportation upgrade that would impact me the most, my daily commute to downtown Seattle from Burien and back, is not on the list. King County Metro has massive room for improvement regarding this route. Short buses have been substituted for what were once long buses, resulting in buses being so packed full of standing people that commuters now have to wait for additional buses and hope those are not packed by the time they get on. The buses are also untimely most of the time. Sometimes they don't even show up. It is obvious that King County Metro does not place a high priority on servicing Burien properly. Rectifying this situation would be ideal.
NORTH KING COUNTY	I want to see the light rail go across the 520 bridge from the UW station all the way to Redmond. There is not enough East-West routes for those commuting from Seattle to the East side every day for work.
NORTH KING COUNTY	It is essential that Sound Transit design transit such that customers cannot ride without paying. Currently, it is very easy for people to ride light rail without paying, whether they do so intentionally or because they have to go out of their way to pay. I, myself, have found that I have to go out of my way to remember to swipe my Orca card both before and after I ride light rail, and sometimes I have to look for a place to scan it (risking that I miss my train). I am very supportive of plans to extend light rail, but want to make sure that Sound Transit collects the funds they are due to keep it running for many years to come. One solution would be for people to be forced to swipe their Orca card before going through a turnstile (as in New York Subway) before they can ride. The solution should be incorporated in the design of new light rail stations and should eventually be added onto existing stations as well.
NORTH KING COUNTY	Extend trolley service from south South Lake Union to Fremont
NORTH KING COUNTY	1. Make it easier for people to be good citizens and pay for their rides. 2. Please use caution interpreting the results of this survey. I design surveys for a living and suspect the results will be highly skewed due to lack of a representative sample. In my opinion the people being pushed out of the city due to increasing COL need better public transit the most.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

NORTH KING COUNTY	Many thanks for including 522/145th BRT parking and light rail study in the current ST3 proposal. Will do as much as possible to see these transit plans get approved by voters, we are so, so in need of this on the north end. We are really not suburbs as we are a pivotal point between Seattle and the Eastside, and with the growth and housing issues in Seattle, we will see a huge movement out here for people to find more affordable housing and good schools, so let's get going to support all that!
NORTH KING COUNTY	I grew up in Bellevue by Eastgate & now live in Northgate. Seattle is long over due for this great addition to our GREAT city. Have been to other countries/cities where it is so simple to get around & this would do the same for us. Have already taken link rail & found it so relaxing & faster = love it. Hope this will all work out & am again massively in support of this. Best of luck!!!
NORTH KING COUNTY	Please make sure each light rail station is a transit hub, i.e. easy multi-modal link transfer point. I have been trying to use the UW Link station to commute to my work in SLU. It, unfortunately, has not proven to be more efficient than the old bus system. The largest problem is the station was not designed to pull buses up to it as close as possible. I have been riding Metro's route 65 that wanders onto the UW campus, makes a couple of stops on campus to let a couple of students off of it, stop for pedestrians and bikes crossing Stevens Way (and there are lots on campus), and finally stop a couple blocks from the actual station. The other route that is near my home (Metro's route 71) takes even longer to get to the Link station because it makes a trip all the way through the University District. Essentially, both routes treat the Link station as an after-thought. The return bus is about a block from the station. Each route stops at a different location, so there is no central spot where someone could choose the best route to take them as close to their destination as possible.
NORTH KING COUNTY	More more more. Do more. Make more loops. Connect more points together. More money. More stops.  I'll be in my 60's by the time this is done, or 70's.... This is something we need NOW.
NORTH KING COUNTY	Congestion in Downtown Seattle is really bad. Are we able to have underground subway stops like so many other major cities?
NORTH KING COUNTY	More parking options at stations. Connecting to stations from homes that were not built on transit lines is still important. There is demand and it benefits the system to get these cars off the road for the majority of their trip
NORTH KING COUNTY	Really disappointed that a cross town Ballard->Fremont->Wallingford->UW->Redmond Line was left out of plan.  Time frames for light rail are ridiculously long, would probably vote against just based on that and my profound dislike of Bus Rapid Transit projects.
NORTH KING COUNTY	Ballard to UW line!
NORTH KING COUNTY	Speed it up! Planning and construction take time, but we need to move quickly! More for Seattle! Ballard to UW is ESSENTIAL! Seattle needs and deserves a subway.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

NORTH KING COUNTY	Study of extending light rail from Ballard to Lake City
NORTH KING COUNTY	The 130th Street station needs to be prioritized if Seattle is to increase residential density. Delaying construction of this station will slow down Seattle's ability to respond to the obligations created under growth management.
NORTH KING COUNTY	1. 45th street corridor, Ballard to u-district, to Childrens Hospital, and to Kirkland and beyond. 2. All of these projects need to be immediately implemented-not future thoughts.
NORTH KING COUNTY	what is planned for the old 520 bridge? could it be "repurposed" for future rail use?
NORTH KING COUNTY	Extend West Seattle service
NORTH KING COUNTY	The light rail to Ballard should NOT be built at-grade or with a drawbridge--we need a grade separated route that does not need to stop for anything.  We should also have a Ballard-U District line to facilitate East-West traffic flow, which is one of Seattle's chief transportation weaknesses.
NORTH KING COUNTY	A north east/west corridor for BRT would also be useful. Light rail will connect downtown to Bellevue via I-90. Having a BRT connection between the UW station and the Bellevue Transit Center would also complete the circle (maybe a BRT station between I-405 and SR520?). I think for a good BRT system, we'll also need to keep and grow the express toll lanes on I-405 and possibly add SR520 to keep the BRT system moving.
NORTH KING COUNTY	Green lake area is completely missing ssing from st3
NORTH KING COUNTY	I don't see much thought put into transit options for North Seattle to Redmond and/or Bellevue. The 242 bus route was recently deleted leaving many commuters stranded and experiencing difficulty finding a fast and reliable route between North Seattle and Redmond. With so many people moving to North Seattle and working in Redmond tech companies, we need more solutions to combat the increase in single-occupant drivers making this commute.
NORTH KING COUNTY	Lake City Way & the surrounding area continues to develop additional housing. The bus routes along Lake City Way are already taxed, it seems the new Light Rail should somehow take this into consideration.
NORTH KING COUNTY	It would be really awesome to have rail (maybe not as frequent, but still usable beyond normal commute times) to access all along the north and south of the sound, past Everett, and past Tacoma. Places like Arlington and Mount Vernon could definitely benefit from having alternative ways to get south, just as I am sure southern communities would enjoy not having to make it all the way to Tacoma.
NORTH KING COUNTY	You have to try harder to connect east-west (Ballard to the U District).
NORTH KING COUNTY	Sounder train should run on weekends
NORTH KING COUNTY	Add Underground light rail from UW to Ballard. Build the Seattle light rail projects first.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

NORTH KING COUNTY	all rail needs to be above grade, especially anything in Seattle, having at grade to Ballard would be a waste. Accelerating these timelines or at least doing something to improve conditions, now, be it allowing shoulder access to transit, or additional dedicated lanes,(by that meaning the addition of a transit only lane, not removal of a lane for vehicles).
NORTH KING COUNTY	More bike lanes protected from cars. Thanks!
NORTH KING COUNTY	I live in Beacon Hill and transportation to large parts of the Central District is only possible on a bike or via two busses, even though it isn't terribly far.
NORTH KING COUNTY	Please consider Seattle Subways recent proposals: <a href="http://seattletransitblog.com/2016/03/31/how-to-fix-st3-so-seattle-will-vote-for-it/">http://seattletransitblog.com/2016/03/31/how-to-fix-st3-so-seattle-will-vote-for-it/</a>
NORTH KING COUNTY	More sounder trains throughout the day from Puyallup to Seattle
NORTH KING COUNTY	Please support central district and areas that depend on public transportation. Transportation options are cut, halved, and otherwise reduced.
NORTH KING COUNTY	More direct routes. In most parts of the city, especially now with light rail, you have to take two buses. For example, it takes two buses to get from Greenwood to Northgate, that's two buses for just around 4 miles of travel. We need more direct routes for use now until light rail if expanded across the City of Seattle.
NORTH KING COUNTY	The traffic is just crazy. Living here since 94', the growth of PNW is understandable it a fantastic place. But we missed the opportunity to put in the infrastructure to move folks around like a big boy City. Let's not fall into our typical MO of analysis to paralyisi. Build it get it done. Note: The answer isn't just mass transit. Car to Go. BMW Ride share. and hope driverless cars. Please go for it but be open to all means to move folks around. CL
NORTH KING COUNTY	Ballard to uw, west Seattle to burien
NORTH KING COUNTY	Light rail connection (west - east) from Ballard to Children's Hospital with a stop at University Village between.
NORTH KING COUNTY	More light rail options within Seattle proper! More east to west options (for example, UW to Ballard) would be great.
NORTH KING COUNTY	need to make getting around Seattle easier
NORTH KING COUNTY	More service from Seattle to north sound cities like edmonds. We live in the UDistrict and my husband commutes to Edmonds. I know this isn't normal, but more commuter options frown Seattle north would be great.
NORTH KING COUNTY	Ballard to UW across through Wallingford should be on this list And I think it should all be done sooner, like within 10 years max. Why the long timelines? Our city is so behind on efficient transportation. 25 years... that's forever!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

NORTH KING COUNTY	Nothing has been included that addresses the challenges of traveling east-west within Seattle, namely traveling from the businesses on Elliott Ave/Lower Queen Anne/SLU to Capitol Hill/CD/Madison Valley as well as east-west routes from Ballard to the U District. Transit improvements are desperately needed, particularly ones that address the Denny mess -- a mess that will only worsen when current construction comes online and businesses like Expedia move to Seattle from the Eastside, resulting in more workers funneled onto Denny in their cars. Because of the size of our roads and our geography/built environment that constrains road expansion in these crucial corridors, Metro bus service cannot be the solution here. Instead, we need transit that runs in a tunnel or on an elevated track; hence, Sound Transit needs to champion this project.
NORTH KING COUNTY	main purpose: do whatever to reduce 1 person driving a car to commute between work and home. Seattle should develop massive public transportation plan like the cities such as Beijing, Tokyo, NY. thank you!!
NORTH KING COUNTY	Look at Seattle subways plan. Need to serve dense seattle areas better.
NORTH KING COUNTY	Top priority is UW to Ballard. Also Metro 8 subway. Connect the actual population centers .
NORTH KING COUNTY	There HAS to be light rail from Ballard across to Sand Point. Overlooking that route along with green lake and Wallingford areas is incredibly short sighted. Also, the Ballard to downtown Seattle should be prioritized highest in the plan since the seattle city is growing and more people are moving into these areas than in the surrounding cities.
NORTH KING COUNTY	I believe heavily in the expansion of all public transit.
NORTH KING COUNTY	More parking is urgently needed at bus transit points. All the Park & Ride lots I'm familiar with are full on weekdays by 9 AM. You can't make much of a dent in 60,000 daily car trips with 300 parking spots at each of half a dozen Park & Ride lots.
NORTH KING COUNTY	East/west light from Ballard to UW. The 44 bus is always crowded.
NORTH KING COUNTY	light rail station at 130th - commitment instead of provisional
NORTH KING COUNTY	MONORAIL a monorail system is about ten times cheaper than tunneling underground subways meaning you could have ten more miles per mile cost in a monorail I love monorails and think they a valuable system to consider.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

NORTH KING COUNTY	<p>These projects are quite simply not good enough. There should be a very high emphasis on grade-separated light rail, and the fact there is barely any grade-separated light rail being added in the overall plan is unacceptable. This region needs to consider a better proposal like the one shown from Seattle Subway (<a href="http://www.seattlesubway.org/region.pdf">http://www.seattlesubway.org/region.pdf</a>). I'm incredibly disappointed with the lack of additional light rail options, let alone the lack of extra lines in ST3. Seattle Subway is truly a plan for the future, and ST3 falls incredibly short on what is truly needed.</p> <p>The timelines are also unacceptable. Light rail needs to be implemented long before BRT is brought online. People get excited about light rail and know how great and reliable it is (the new Capitol Hill and UW stations have already greatly enhanced Link). 22 years for a Ballard to Downtown line to open is absurd.</p> <p>I am a strong fan of massively expanding this region's mass transit system. It is very badly needed as the population and neighborhood density grows. That being said, the timelines and new routes shown in this proposal are unacceptable. Sound Transit has failed to capture what the citizens have been asking for and has failed in implementing light rail in a more timely fashion. There is no way I can vote for ST3 in its current state.</p>
NORTH KING COUNTY	JUDKINS PARK CONNECTOR...GETTING FOLKS FROM THE cENTRAL DISTRICT TO DOWNTOWN ON TROLLEY OR LIGHT RAIL AND ALSO TO MOUNT BAKER STATION
NORTH KING COUNTY	My only complaint is that it does not occur over a short enough time frame! 25 years is a long time to wait for light rail.
NORTH KING COUNTY	Include the Ballard to UW line and light rail across the 520!
NORTH KING COUNTY	<p>There should be a plan to connect the SLU transit with the Capitol Hill /Seattle transit. A lot of people dont use the busses because they're unreliable but a consistent link rail that did a loop around the slu, downtown, &amp; Capitol Hill areas would reduce the need for more busses on the roads. SLU transit rarely seems to be used, would be more useful if all of the transit lines connected in a more central place.</p> <p>Overall, looking forward to improved public transit in the area. Would be nice to see it sooner, 25 years is a long time for a very urgent need to reduce the traffic congestion. I hope some of the smaller projects proposed will help in the short term.</p>
NORTH KING COUNTY	We should be more aggressive in linking the entire sound area by rail/subway/bus to the point where you can just go to the station and not worry about when the next one is coming because a new option will be there within minutes if you missed it.
NORTH KING COUNTY	Ballard to UW is a critical east west link in the city, and needs to be a high priority project.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

NORTH KING COUNTY	East/West bound route from Ballard to UW is VITALLY IMPORTANT!!! This needs to be added to this phase of the plan, not delayed for future study. Development to alleviate traffic congestion in the city should take precedence over development in the suburbs. The majority of car-free Washington residents live in Seattle. Prioritizing transit in the suburbs, especially on the Eastside (Bellevue/Redmond/Issaquah), puts the needs of wealthy commuters over the needs of poor city residents who are dependent on transit. The most congested routes currently are northbound I5 from downtown and east/west routes to/from Ballard. Address this NOW and leave the transit for outlying areas in the next phase. You will get more support from Seattlites if you prioritize projects that alleviate our traffic nightmare and provide transit options to those that don't have cars.
NORTH KING COUNTY	Good luck! This is so so so important to the region. I just moved back to Seattle after being gone for 6 years, and the traffic is CRAZY. I am a bike commuter, and support all things mass transit, pedestrian friendly, and getting more people on their bikes. If there is anything more i can do to support this, please let me know: annanoel@gmail.com. Thank you!
NORTH KING COUNTY	1. You ignore E-W routes! Ballard to UW...Eastside to Westside....come on, even Jimmy Hendrix spoke on this in his song about Seattle. If I live in Ballard and want to go to UW I either take 3 buses or go on lightrail downtown and then back to UW. Most successful public transit systems are a web (e.g., DC Metro, Paris Metro, Portland). We don't have a web design. Granted the shape of Seattle is hourglass, and N-S commutes are common, but still, this system should provide better connections. 2. The timing is too long....Seattle should not have to wait this long.
NORTH KING COUNTY	Would love to see light rail in greenwood / Phinney
NORTH KING COUNTY	For helping commuters around. For those who use cycling as a means to commute, the greatest danger are the roads in and around Seattle. Would there potentially be some allocation to improving/fixing roads?
NORTH KING COUNTY	I will support as much light rail expansion as possible.
NORTH KING COUNTY	Ballard to UW light rail
NORTH KING COUNTY	Projects in study should be added. Less study. More rail faster!!!
NORTH KING COUNTY	Build all of this out asap and make the greater Seattle-Bellevue area better suited for population growth, connect more cities and areas, and help get more cars off the roads.
NORTH KING COUNTY	Very happy to see the region moving forward.
NORTH KING COUNTY	A Georgetown light rail station would be amazing!
NORTH KING COUNTY	This plan is not providing enough service to Seattle, in particular to ballard (the timeline is too long) and northwest seattle. I would like to see connection from ballard to northgate, and an east/west line so that it is possible to use the light rail to get around the city (rather than just limited use to downtown from specific locations. I would also like to see increased parking near stations. This current plan is too focused on the suburbs and not focused enough on existing highly dense areas.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

NORTH KING COUNTY	Light rail across Lake Washington connecting Seattle and Bellevue should be the highest priority. Second should be more commuter parking (and security) at the light rail stations outside of downtown Seattle and Bellevue. The timeline for any project over ten years is too long. You should be able to build it all by 2026.
NORTH KING COUNTY	Add light rail from U District to Ballard.
NORTH KING COUNTY	Why is there no mention of going across the lake? Lightrail from Downtown Seattle to Bellevue and Kirkland definitely needs to happen, in addition to existing plans. Also I know adding the rapid transit buses is quicker and cheaper, and the needs are definitely real, but I would hope that we would reduce the buses on the roads once lightrail starts to really take off. Buses shouldn't be the option people turn to for much longer. And thank you for the existing lightrail trains, keep 'em comin'! :)
NORTH KING COUNTY	Missing transportation density in the north half of Seattle. Why are we waiting to connect UW to Ballard (and all the neighborhoods in between)? Seattle is *desperate* for an East/West connection.
NORTH KING COUNTY	Light rail routes should be less geared toward connecting districts and cities to downtown Seattle, and should be more geared toward connecting these districts and cities to each other. For instance, Ballard residents often want to get to Bellevue, Kirkland, Laurelhurst, Woodinville, etc. West Seattle residents often want to reach Federal way, Northgate, etc. Creating a transit map with downtown as its center fails to recognize the much broader scope of residents' needs. New York's rail system is notoriously convenient because its rail map is more comprehensive in this way.
NORTH KING COUNTY	Please also have an added extension of Light Rail to Southcenter Mall when adding LRT to Tacoma. As well as having 3 light rail cars instead of 2 to accommodate all the passengers especially during rush hours. Thank you!
NORTH KING COUNTY	I can't believe that this plan has only two light rail projects planned for Seattle and they are going to be 17-22 years away. I understand this stuff takes time, but we need more rail in Seattle and we need it quicker. Seattle is the most important employment center in the region and it's voters are the most important step to getting this passed. Normally we can be reliably counted on to pass transit measures, but I'm not sure about this one. As a huge transit supporter I question it because it gives me so little and takes so long to get it. I want to see light from West Seattle through Ballard start construction ASAP. I want to see a line from Ballard through Wallingford to the UW. I want to see a Queen Anne station. I want to see the Ballard line run all the way up to connect with Northgate. Without at least some of these and without earlier delivery it is going to be extremely hard for me to convince my friends to vote for this. At the end of the day I'll support it either way, but I'm a transit loving fool. For the general population you need to provide something to get them excited. I'm not sure this is it.
NORTH KING COUNTY	Please build the 130th Street Station in North Seattle. It's a long way between Northgate and 145th when you don't have a car.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

NORTH KING COUNTY	The current transit system and the proposed improvements seem to lack usability for the general public if we wish to use it for going to and from major retail centers and other consumer destinations, like movie theaters, sports events except for MLB and NFL events. Most major cities transit systems have both commuter capacity as well as general public usage. The current system falls very short of fulfilling the second criteria which is to me a fatal flaw in your thinking and one that will limit the use by the general public, not the commuter who seems to be taken care of now and in the future.
NORTH KING COUNTY	Would like to see light rail service to Boeing in Everett. Currently, there is 1 bus that services Boeing and goes along I-405 only, none on I-5 side. Also, would like to see more buses connecting Northgate to Lynnwood/Everett, since there will be light-rail station there in a few years.
NORTH KING COUNTY	I cannot believe this plan. The timeline is outrageous, but more egregious is going all the way to the extreme suburbs, which won't gain much ridership, before improving Link service in Seattle, which will benefit everyone, including the suburbs. Ballard to UW should be the first priority. Turning the KC Metro Route 8 into a Link line should be the second priority.
NORTH KING COUNTY	Lots of students from UW live in Ballard and Fremont. Would be nice to consider a line from the proposed Ballard station to UW. With the current layout, if I was still a student, the bus would probably be quicker than taking the light rail from Ballard to Capitol Hill then to UW.  In addition, I know its a huge project to take on, but the timeline is just so far out, it is really hard for people to conceptualize it.
NORTH KING COUNTY	There needs to be a light rail station closer to the Greenlake or Greenwood area. There are no fast buses that go through those areas, and many residents work downtown, but live north.
NORTH KING COUNTY	There need to be more park-and-ride lots built in the greater Seattle area so people who need to drive 1-5 miles to use these options can utilize them. For example, the University light rail station has no park-and-ride lot for commuters in the Laurelhurst/Windermere/Hawthorne Hills/Wedgwood/Bryant neighborhoods. A quick trip downtown from Sand Point requires a 7 minutes bus ride, a 10 minute walk and another 7 minute train ride. This isn't helping to get people to use transit. More park-and-ride lots are needed IN THE CITY.
NORTH KING COUNTY	Burien needs a light rail connection to Seattle and beyond - efforts should be made to increase express transit options to and from Burien.
NORTH KING COUNTY	Develop transportation for those who work where they live, incentives should be toward intelligent urban environments.
NORTH KING COUNTY	Ballard to University would have the greatest impact on ridership. I'm disappointed that the ST3 plan seems to be designed to build outlying support, rather than staging on the basis of where the greatest demand already exists. Focus on the core from downtown out, then do the outlying areas.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

NORTH KING COUNTY	Prioritize light rail to Ballard. 22 years is ridiculous. All subareas should contribute to the downtown tunnel, which is only needed because of riders from other subareas. Eliminate Boeing Access Road station - that should NOT be funded by North King.
NORTH KING COUNTY	More! Faster!
NORTH KING COUNTY	Why do we need such massive, expensive stations; which take 5 years to build? Track miles, number of stations and decreasing time of construction are much more important to me than having large stations everywhere (like Capitol hill, baker city, u district, Roosevelt, etc.
NORTH KING COUNTY	i may have missed it in this survey, but need to increase the frequency and hours (should continue to run later so people can go out in the evening) of existing busses that connect riders to light rail like the #50.
NORTH KING COUNTY	Add light rail between Burien and Sea-Tac Airport
NORTH KING COUNTY	We need an West-East light rail line that runs from Ballard to Fremont to UW. Traffic is so bad along that stretch.
NORTH KING COUNTY	I live in North Seattle, around 85th and Aurora. I work in Fremont. From what I can tell, at this rate, I should expect meaningful improvement to my commute sometime around the year 2085.
NORTH KING COUNTY	Investment/research in below-grade rail transport through and around Seattle--Seattle needs subways!
NORTH KING COUNTY	I want to see the Ballard spur someday, connecting Ballard to Northgate.
NORTH KING COUNTY	Something should be done to improve transit within the city, especially within the city core. I would support (and be willing to pay for) more bus routes, more buses on each route, and/or light rail availability within the city. It should not take me an hour to ride the bus just 3 miles. I might as well just walk at that speed.
NORTH KING COUNTY	Transit across I-520 from Seattle to Redmond is critical.
NORTH KING COUNTY	Ballard-UW
NORTH KING COUNTY	increased access for low income and disable people to access transportation including subsidies
NORTH KING COUNTY	Ballard-UW improvements (reserved right of way LRT, which I would prefer, or RROW BRT as a short-term measure). The 44 is slow and overloaded and needs fixing.
NORTH KING COUNTY	More sense of urgency should be put on adding lines from downtown to Ballard and west Seattle for those that are already paying premium cost of living by choosing to live close to the city. Those that live outside the city are being rewarded with more affordable living expenses that a far distance but already with better mass transit opportunities (sounder, link from south to downtown).
NORTH KING COUNTY	Something that improves cross town commuting, like Ballard to UW or Sand Point, Lake City or therabouts to Capital Hill or Beacon Hill. Routes that do not require riders to go through downtown when their destinations are elsewhere.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

NORTH KING COUNTY	Within downtown Seattle 'core neighborhoods' (e.g. Capitol Hill, Queen Anne, Ballard, etc.) better options for neighborhood-to-neighborhood transit options with better travel times. Today, it's typically a significant time savings when driving as opposed to transferring to 2-3 buses and walking to reach one's destination. Also, an overall a report summarizing projections for improvements in traffic, travel times/time tables, and increase in capacity for moving transit-goers would help the public understand the predicted effectiveness behind each proposed project (otherwise, it's difficult to put many of these into context).
NORTH KING COUNTY	I think the development within Seattle, particularly to west Seattle is the most important and should take priority. The 17 year time line is very long and I would support measures to make in city development happen more quickly.
NORTH KING COUNTY	It would be great to see some light rail options on the north-south corridor parallel to 99/Aurora. Either that or ensure the express bus line services the light rail in Ballard/UW simultaneous to that development.
NORTH KING COUNTY	CONNECT BALLARD AND UNIVERSITY WITH LIGHT RAIL INCLUDING WALLINGFORD AND FREMONT STOPS! Also, expedite the west Seattle and Ballard lines.
NORTH KING COUNTY	Light rail needs to be more than commuter rail. It should enable people to live with needing a car.
NORTH KING COUNTY	23rd and Jackson with the new developments would be a perfect place to connect the light rail from the beacon hill station to 23rd and Jackson to Capitol Hill or stadium
NORTH KING COUNTY	Connect UW to Ballard!!
NORTH KING COUNTY	My biggest suggestion is that there be sufficient parking at each of the stations for the surrounding neighborhoods. I live in Burien and would take the LINK in to work EVERY DAY if the parking lot wasn't full by 8:15 (I report to work at 9:00). I am super frustrated that only 600 parking spaces were put into that station, so my biggest suggestion is to include sufficient parking. I think people would be more likely to take public transportation if it didn't take an hour to get from their homes to the nearest transit station (it would take an hour for me to get from my home to the Tukwila International Transit Station using public transportation. It takes me 7 minutes to drive. I HATE mornings, so you'll see where this is an issue and why I drive to work nearly every day, though I would prefer to take public transit).
NORTH KING COUNTY	The LRT line from Ballard to UW needs to be shovel ready, if not built with ST3. Seattle needs more LRT now, not in two decades. The suburbs are not dense by design and should not be prioritized over the dense areas of Seattle.
NORTH KING COUNTY	25 years is a ridiculously long time. I'm glad that we're thinking that far out in the future, but it will obviously do nothing to improve commute options in the interim. To that end, I think Sound Transit would be wise to consider adding (and possibly removing) bus routes in our region. In particular, the mercer corridor in South Lake Union is in desperate need of bus service! There are today in the neighborhood of 25,000 people who commute daily to this region. In 3-4 years, this is going to grow to 40,000. And yet there is not a single bus that runs down Mercer Avenue? We need to fix this <u>_now_</u> .

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

NORTH KING COUNTY	Ballard - UW should be considered as a project in ST3. If it is not, it should be shovel-ready in case funding is made available. Due to a lack of East - West high-capacity transit, this would be the most useful project in the region. Adding east-west high-capacity service in south Seattle is also necessary.
NORTH KING COUNTY	Extremely important to extend the planned light rail West Seattle line down to Burien, including a stop in White Center.
NORTH KING COUNTY	Bus Rapid Transit (BRT) service in the corridor from Woodinville to Shoreline; Three 300-car parking garages in the corridor, including one in Lake Forest Park; Two BRT stations in Lake Forest Park; Sidewalks on both sides of SR 522 in LFP to allow easy access to and from the stations; Completion of the unfinished segments of Business and Transit [BAT] lanes; Plans to construct these improvements by 2024, as light rail is ramped up along the north I-5 Corridor.
NORTH KING COUNTY	If you have had the opportunity (which occurs daily) to wait for a long time on NE 130th before entering I-5 any time of day, then the NE 130th station is necessary. Through the years what has always amazed me about any Seattle or regional construction projects are the inefficient use of tax dollars by the REDOs and INTERRUPTs of once completed projects because of the lack to understanding of local use and patterns. From the beginning through, comprehensive planning would provide a better impression to the taxpayer. Be wise and heed our past mistakes in this area.
NORTH KING COUNTY	There needs to eventually be a light rail replacement of the Metro E line.
NORTH KING COUNTY	A u-district to Ballard link line with a stop in Fremont would expand access to a disconnected area
NORTH KING COUNTY	A light rail service along the I-405 corridor would be ideal, or at least an express bus service from Renton thru Bothell and Renton thru Seattle would be appreciated. The east side (upper Kenndale) is always jammed up and causing residential streets to be backed up for miles. Reducing the amount of cars and offering express bus services for commuters on the east side should be a higher priority than adding light rail where corridors are already receiving working transit services. This would be something that tax-payers would extremely benefit from!
NORTH KING COUNTY	In addition to adding to the frequency of service during rush hour, as a commuter who sometimes needs to work late at night - it would be very valuable for me if there are transit options to get to various neighborhoods with more frequency during late night hours, or other steps taken to increase the safety while people wait at bus stops. I leave work at 10pm and am often waiting for 30+ minutes downtown for my next bus to come, and then there are two different busses going to West Seattle within 5 minutes of each other. I believe more people will rely on public transportation if they feel safe getting home at later hours.
NORTH KING COUNTY	Kent/Renton to seattle downtown should have a direct bus lane on I5
NORTH KING COUNTY	There needs to be much better EAST<->WEST transit in this town. Takes 3x longer than going north/south
NORTH KING COUNTY	Light rail Stop in Bryant/children's hospital
NORTH KING COUNTY	Light rail across 520 should be a high priority.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

NORTH KING COUNTY	Speed up the projects. Good job on UW expansion!!
NORTH KING COUNTY	I would like to see, selfishly, more stops added to Seattle. Right now it feels like a railway, I would prefer it to be more similar to a subway. A way to get around Seattle in addition to getting outside of Seattle.
NORTH KING COUNTY	There must be a way to make this happen faster. We need a light rail system now and also in the future. Is there a way to speed up the process?
NORTH KING COUNTY	Bus system is really the weak link. Take way too long, come too infrequently. Metro seems wedded to big busses as opposed to frequent busses.
NORTH KING COUNTY	Build the 130th St. Station now, when costs are low, rather than waiting for traffic to become truly horrible and the required studies have expired making it much more expensive to do. Support it with Cooperation with Metro to quickly move buses between Lake City and Bitter Lake, where densities and populations are quickly increasing without adequate increases in transportation infrastructure.
NORTH KING COUNTY	Please put the 72 bus back. I live at lake city way 145th new new bus routes are horrible here now
NORTH KING COUNTY	Canyon park area may need more than just additional bus service as it is a business hub that is very crowded and difficult to get in and out of.
NORTH KING COUNTY	Should be building Ballard to UW.
NORTH KING COUNTY	We need the Ballard line ASAP! This should be a top priority. Buses continue to be a disappointment. We need light rail as the priority!
NORTH KING COUNTY	Extend Sounder service to Olympia, connecting the state capital to puget sound transit network.  Budget: I worry about the cost. How did you create the \$200 a year estimate? Will fares to ride change? Who will pay these increased taxes? Is it everyone in the counties served by the extended network? Or only those living in the cities?
NORTH KING COUNTY	Connect Ballard and Northgate
NORTH KING COUNTY	Ballard to UW / Bellevue line should move WAY UP in the timeline, as a near-the-top priority. There are currently NO east-west plans in Seattle except for the West Seattle to SODO line! There are already many options for going north-south, with freeways, highways, bus lanes and now upcoming rail. But there are NO plans for options, even now, for getting across town east-west in the north end. Ballard and UW are logical major stops for this east-west line, with other stops in between.
NORTH KING COUNTY	1. LIGHT RAIL along entire 405 corridor or LIGHT RAIL (ringed) around all of Lake Washington (see Oslo, Norway and how they have recently built a subway that rings around the city. 2. Additional train service for outlying areas that connect to the ends of the light rail lines.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

NORTH KING COUNTY	Self-serving project, but I'd love to see BRT run from the Mt. Station up to the new U Link station (up 23rd Ave., with prioritized signaling). Also, get that new downtown tunnel going ASAP. Have a SLU stop and keep the runs from West Seattle and Ballard grade-separated.
NORTH KING COUNTY	Some kind of link to the phinney neighborhood would be great. Such in the middle between ballard lightrail and Ravenna with no east/ west public transport in-between.
NORTH KING COUNTY	Please make the South Seattle Light Rail Station not on the street. It makes it hard to get to, a bunch of accidents happen right in front of the train...  Also, please focus on Seattle - Ballard - SLU - Downtown line. We REALLY need this.
NORTH KING COUNTY	It would be really helpful to have transit available for non-commute times.
NORTH KING COUNTY	The north Seattle to downtown route (primarily the E line) also needs attention. Every bus is currently packed as early as 7am. Perhaps more buses are needed, or a lightrail option that connects north Seattle with downtown.
NORTH KING COUNTY	Our region already has or is working on multiple solutions for north-south mobility. Connecting outlying cities to the core is very helpful, but fails to address the 800-lb gorilla in our midst: East-west mobility across Lake Washington is still severely constrained. This ST3 plan does not adequately address this problem. Adding light rail service across Lake Washington would be the #1 mobility improvement for the region. I'd strongly support a serious proposal for light rail service across Lake Washington and urge ST to prioritize this ahead of most or all other proposals in ST3.
NORTH KING COUNTY	I strongly oppose the current ST3 plan and would never vote for it or pay for it. It will not solve our transit issues in the region. ST needs to focus on giving buses highway priority and bolstering the sounder to help reach Tacoma and Everett, not on building a time prohibitive light rail on the spine of i5. You really think people will take an hour and a half light rail from downtown to Tacoma? Focus light rail projects on cross city routes and leverage existing transit options for suburbs (where people drive more anyway). Also, please add in a Ballard to UW option. That would be faster and gain more ridership than a Ballard to downtown option, and would still get people from Ballard to downtown quicker than the d line, allowing for riders from Fremont, Wallingford, uw, and cap hill along the way! I hope you will take these comments to heart and that this is not just a check the box activity so you can go do whatever your suburb heavy board wants you to do vs. what the people and city need.
NORTH KING COUNTY	Light rail from Ballard to uw needs to be added to the package. I would not be opposed to additional taxes in order to fund the project. Projects need to be completed in order of most use to least use
NORTH KING COUNTY	Ballard to Greenwood Light Rail Extension
NORTH KING COUNTY	We can't wait over 25 years for a UW - Ballard line. It has to be in the final ST 3 plan! Save money by improving BRT to South King and Tacoma, don't build light rail there. Expand BRT options and Sounder service to those communities for more reliable transportation options.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

NORTH KING COUNTY	I believe that sound transit should focus on more inner city stops.
NORTH KING COUNTY	There should be Sounder service to Olympia!!! Why are we considering connecting DuPont, a city of 8,200 people, but not OUR STATE'S CAPITAL, which is only 14 miles away from DuPont and 30 miles from Tacoma, a city of 46,500 people??? Because the legislature is part time, many representatives and their staffs commute most of the year from their districts, many of which are concentrated along the I-5 corridor. Jobs with the state government have a difficult time attracting young people in large part because the commute from the Greater Seattle Metro Area to Olympia is so arduous. If we want to have the most talented people filling important state jobs, we should include better mass transit from Seattle and Tacoma to Olympia. This would be an ENORMOUS priority for me.
NORTH KING COUNTY	Light rail from west seattle to everett, going through downtown is essential for long term career family and young families to commute via mass transit for work. Extend mass transit to low housing cost area to help workers grow their travelling footprint without the use of a car.
NORTH KING COUNTY	Charge more light rail to Ballard sooner
NORTH KING COUNTY	The yellow dotted line connecting Ballard to UW to the eastside is something I would want to know more about and think should be considered, especially with Ballard and UW potentially being connected via the light rail (now or in the future).
NORTH KING COUNTY	I used to be a supporter of the light rail projects, but having experienced the reductions in service that accompanied the opening of the U district/Capitol Hill light rail stations, I now realize that Sound Transit and King County Metro have a poor grasp of how to improve transit in the Seattle metro area. The traffic and mass transit problems in and around Seattle need to be addressed in the short term as well as the long term. This plan is silent on existing services and whether those services would be preserved as new BRT and light rail projects are completed. The fact is, existing services within the city of Seattle are already inadequate in many places, and very little of the ST plan addresses that in any reasonable time frame. Please add to this plan a clear commitment to preserving AND IMPROVING existing bus service across the Seattle metro area.
NORTH KING COUNTY	LRT along Kirkland Rail Corridor
NORTH KING COUNTY	There should be a light rail connection between Bothell (e.g. UW Bothell) and the UW Seattle light rail station.  There should also be increased transportation between Ballard and UW Seattle. Although UW Seattle has a light rail station and Ballard has a planned light rail station, access to these stations is still limited for people living between the two (Fremont, Wallingford, Phinney Ridge, Greenlake). Perhaps the 44 bus route (the only one going through this area toward either light rail station) could be enhanced with increased reliability or frequency. Or perhaps another Rapid Ride line can be added between UW Seattle and Ballard. In addition to improving access to Light Rail stations, this would help many UW commuters.
NORTH KING COUNTY	Please improve the connection of West Seattle to Seattle\Bellevue.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

NORTH KING COUNTY	<p>I strongly urge Sound Transit to move the 130th Street Station out of provisional status. The 130th Street station has long been advocated for and needed in our North Seattle community. We are transit dependent. We work downtown. We need a lightrail stop between Northgate and 145th st. We are tired of paying taxes to help transit without seeing much return. North Seattle will not vote for ST3 without seeing some local investment.</p>
NORTH KING COUNTY	<p>I understand that organizing a project like this across three counties is extremely complex, but it seems to me that Pierce county and Seattle residents are getting a pretty good deal, while East King and Snohomish residents aren't getting much value at all. I think that the limited scope and long timeline alone on the Everett and Issaquah plans make this a non starter for these communities: I don't understand why light rail would go to Issaquah, but leave out the Highlands; or why it would get to Everett, but not continue to Marysville. If anything, I think a Marysville to Payne Field connection through Everett might come first before connecting the spine like in Tacoma. I don't think the Seattle improvements are sufficient for Seattle demand over this timeframe either. In my opinion, the Ballard route needs to continue east to UW, and the West Seattle route should continue to White Center and Burien by the end of 25 years, and I would love an exploration of a new Lake Washington crossing from Sand Point to Kirkland - which would be a route I would use most.</p> <p>I am for expanding this system, for paying for it, and for waiting for it, but I am very concerned with the inflexibility of a 25 year plan. I would be more in favor of a smaller project with a shorter timeline to increase future flexibility, or a bigger project with a similar timeline to broaden reach. However, as it exists, it seems to me that this project is promising a whole lot of people that they're not getting transportation help for the next 25 years, and that this will engender more ill will among those people than good will by those who will get transportation help for their children.</p> <p>I'm also concerned that a lot can change in 25 years. Transportation logistics may be totally different in a time of self-driving electric cars, or this technology may fizzle out. New employers may spring up in unexpected locations, or they may expand in predictable places. Sound Transit has the exciting opportunity to help shape this dynamic for our region, but needs to be adaptable as the region grows and changes. In the end, whatever we build, the I fully believe the region will be better for it, I just want to make sure we do all we can to get the most long term benefit.</p> <p>Thank you for taking the time to read my comments, I hope they can be useful.</p>
NORTH KING COUNTY	<p>East-west transit in Seattle (e.g., U District to Ballard).</p> <p>Biggest issue with this plan is a 25 year completion date. This is criminally embarrassing. Make the unpopular decisions to work through the night, disregard noise abatements, and get the job done so Seattle can have a functional transit system. Using today's needs as proxy for the needs in 2041 is irresponsible and unfeasible.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

NORTH KING COUNTY	ST3 should consider a tunnel from UW to Ballard, rather than coming through InterBay. And projects involving Ballard and SR522 should be first because they by far benefit the most people, are the most economical on a per rider basis, and do the most to relieve traffic for people who are responsible enough not to buy a monstrous house in the suburbs.
NORTH KING COUNTY	Let us vote for each type of transit independently.  Let me vote for only light rail, only buss service, and only train service. Let the voters decide.  As is, I will not vote in support of ST3
NORTH KING COUNTY	We really need better east west transit. Ballard light rail to downtown is a good start, but replacing the 44 with a light rail track would be even better
NORTH KING COUNTY	Busses and trains need to be better equipped for bicycles. Bikes allow users to better "personalize" thier tranisut use, since inevitably transit cannot go everywhere. However, currently busses (particularly Express busses) often have full bike racks, and the Link train can only accomodate one bike per car. These are woefully insufficient for bicyclist needs.
NORTH KING COUNTY	Parking garage should be built at International Blvd station in Tukwila to handle more car parking.
NORTH KING COUNTY	(1) I feel EXTREMELY strongly that the Ballard<->UW corridor should be added as a provisional project in ST3 and not a "future investment study". This is an important transportation corridor that's extremely congested but difficult to fix at grade. If it is delivered before Ballard<->Downtown is completed, it has the potential to deliver some of those commuters to downtown via a transfer, and it will boost ridership on the Ballard<->Downtown line once opened (since it can draw from Phinney/Wallingford riders.  (2) Ballard<->Downtown needs to be grade separated, and tunnel either below Ship Canal, or be on a high-enough bridge that it won't need to be raised. Such a critical transit corridor should not be subject to the vagaries of ship traffic.
NORTH KING COUNTY	I'd like to see the west seattle and Ballard rails moved up to the eight year mark. Generationally it makes much more sense and would be used most often by locals, commuters, and tourists. It would also bring in a lot of capital for those neighborhoods.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

NORTH KING COUNTY	In-city light rail stations need 8-story building heights in immediate vicinity. Most important thing that can happen. 520 and 405 need light rail ASAP more than BRT. The 405 rail corridor should be trains not trails. Dumbest decision ever by King County that never should have been allowed Sounder trains need more frequency and better parking/local connections at Sounder stations There needs to be better connections from the ferry terminal MetroKC needs to be moved under Sound Transit so there is a single transit agency Sound transit needs to license coffee/food carts to operate on station premises Overall, all light rail development should focus first on alleviating traffic jams on freeways over service to cute neighborhoods like Ballard that the city can serve faster with streetcars.
NORTH KING COUNTY	A line/link/station in Fremont should be included, instead of bypassing this dense and vital neighborhood!
NORTH KING COUNTY	I think it would be better to prioritize linking UW with Ballard, with a stop in Fremont, than to prioritize linking Downtown with Ballard
NORTH KING COUNTY	The connection between Ballard and the UW should be urgently considered in ST3 and not just studied. UW/UW Medical Center is one of the largest employers in the region, not to mention there is a large number of commuter students going to the university. I am willing to bet that a large number of those commuters come from the Ballard/Wallingford/Fremont ara. There is no way to expand bus service from Ballard to UW given geographic restrictions. By providing a below or at grade light rail alternative servicing Ballard/Wallingford or Ballard/Fremont, Seattle could drastically reduce the crosstown traffic chokepoints at 45th N or 50th N and the I-5 on/off ramps. Another idea is to connect light rail through Leary Way and through Gasworks to UW Medical Center and then provide increased bus service from Wallingford/Greenlake/Ballard to get to those stations. Ignoring this crucial crosstown link for one of the largest employers in our region seems short-sighted, especially since many UW employees and students are likely to make Ballard/Wallingford/Fremont their home.
NORTH KING COUNTY	There should be a light rail stop in first hill. This will help folks commute within town and also help folks go to and from all the hospitals. We need to keep all things off the street and have them underground. Adding more buses and street car is a waste of time and money. It only adds traffics and delays.
NORTH KING COUNTY	This schedule is too slow, we need to implement these improvements and extensions of mass transit in the next ten years, not 25.
NORTH KING COUNTY	Please do Ballard to Downtown ASAP (before my toddler is out of high school!). Plus, we need Ballard to the U District as well. That project could be done first if the hold up is a new downtown tunnel.
NORTH KING COUNTY	We need more east west rapid transit in the Ballard - Univ of WA corridor, like the one proposed by the Ballard Subway.
NORTH KING COUNTY	Better support SODO and Georgetown area - additional Light Rail station further south of Existing SODO station - Georgetown area
NORTH KING COUNTY	Nothing here to alleviate crosstown movement in the north end. U district to Ballard. It's a huge bottleneck.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

NORTH KING COUNTY	Light rail from Mount Baker through Central District to Cap Hill
NORTH KING COUNTY	I know that the city of Seattle is a strong proponent of social justice. The Lake City region is home to an ethnically diverse population that would benefit from light rail. I hope that this disadvantaged community is kept in mind when studying and planning future light rail stations. Also, the map of Sound Transit seems to purposely leave out areas that will NOT receive new infrastructure. This is misleading and a clearer map of Seattle with public transit overlays should be displayed!
NORTH KING COUNTY	Seattle to Ballard route should include better stops that service Queen Anne.
NORTH KING COUNTY	fully approve 130th St station to be built by 2023
NORTH KING COUNTY	The 130th station in North Seattle should be included as a fully funded project. Northeast Seattle is not being well served by the plan as it is, with BRT on 145th bypassing a major population center, and the closest connection to rail for NE Seattle residents being available only at a highly congested point of access via Northgate.
NORTH KING COUNTY	Connect Ballard light rail to the east side of Seattle (U-District stations) for easier east-west travel.
NORTH KING COUNTY	I do not understand why the station at NE 130th Street is provisional. If 98125 doesn't get that station, why should we tax ourselves so everyone else has transit???
NORTH KING COUNTY	I would love to see light rail to the Burien Transit Center, connecting to Tukwila and Seattle. Also, if there's any way to speed up the projects, we should. 22 years is too long to wait for such incremental change in a booming region on the verge of becoming a major economic powerhouse on the Pacific Rim. In 22 years, when the projects are complete, this system will be too small again.
NORTH KING COUNTY	I wish there was a plan for a light rail that extends to south seattle areas, like Georgetown, South Park, Boulevard Park, White Center, that is walkable from those neighborhoods. I live in Boulevard Park currently, and Commute to Fremont. I'm fortunate enough to have a parking spot at work, and I drive a fuel efficient car, but traffic is terrible via 99, and I don't think that the tunnel is going to improve it commute times, just force people to have to pay for it. I have tried taking the bus, but the time that it takes is far too long. These neighborhoods are chock full of affordable houses, and I think it would help the economy and spread out desirable housing in the south end of Seattle if there were easy traffic options.
NORTH KING COUNTY	Bring the link to Olympia would be awesome!
NORTH KING COUNTY	Projects to Olympia
NORTH KING COUNTY	Light rail across 520
NORTH KING COUNTY	The plan to choose Alaska junction over Delridge, and to postpone White Center/Burien privileges the demographic who already have access to transportation and higher income. At the very least, the 120 should be made a Rapid Ride. Seattle is wasting money on projects like the tunnel that should be invested in truly increasing access via light rail on a much shorter timescale.
NORTH KING COUNTY	130th st station Gould be added to the plan
NORTH KING COUNTY	The light rail station at 130th St NE should be included and funded to be built by 2022.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

NORTH KING COUNTY	Prioritize connecting Ballard and West Seattle! Beyond that, we need to incentivize ridership to alleviate car-centric transportation models. Furthermore, we need more money for bicycle infrastructure and must provide adequate money to do so.
NORTH KING COUNTY	This project in no way addresses the huge number of people who rely on public transit between the W Seattle Junction and Burien. I would like to see either a proposed extension of light rail or an expansion of RT buses that would allow for north-south travel along Delridge or Ambaum. As there is no proposed expansion to parking at critical nearby stations such as Tukwila or West Seattle, there is no way for the community that needs the public transportation the most to actually access it.
NORTH KING COUNTY	I am a pragmatist, and realize that political realities exist. I want to invest heavily in long term transit, and not every part of it will ever directly benefit me or my children. But transit benefits society, and that in turn benefit everybody. Seattle is right now a boom town, flush with cash. If we can't do this now, we will never be able to. And it is indeed an investment, which will pay for itself many times in the next 100 years, long after we are all dead. And that is our shared legacy.
NORTH KING COUNTY	My biggest concern is improving timing/frequency of current bus and light rail routes. Congestion downtown, including the Westlake tunnel area, is absolutely terrible. People are not going to want to switch to mass transit if it takes three times as long as driving (especially by adding more stops to the current light rail route).
NORTH KING COUNTY	cannot vote for plan that does not include Ballard-Bothell via Lake City and Greenwood extension
NORTH KING COUNTY	As Seattle grows, I think that it's imperative that we work to develop infrastructure that focuses on people moving efficiently and easily through the city. It seems to me that expansion of our metro system as well as continued progress in developing bicycle and pedestrian access and movement around the city. I truly appreciate your taking the time to listen to citizens who are interested in this issue on either side.
NORTH KING COUNTY	I commute from Seattle to Tacoma by ST Express Bus. Nowhere in the current plan can I find anything about adding more ST Express buses between Seattle and Tacoma. Please, please, please add more southbound buses from Seattle to Tacoma in the morning. Starting at 7:15 a.m. buses run southbound only every 1/2 hour, yet the buses are jammed, even those leaving after 9:00 a.m. The Sounder south line trains don't run frequently enough to be of any use to commuters from Seattle to Tacoma in the mornings, so the Sounder improvements listed in the current plan would not improve my commute. I would be hard pressed to vote for the ST3 plan without clear improvements to bus service for Seattle to Tacoma commuters.
NORTH KING COUNTY	Ballard to UW light rail should be included. 22 years to get rail to Ballard is too slow. Ballard and West Seattle light rail should be prioritized to be delivered in the next 8 years, otherwise I would vote against the plan.
NORTH KING COUNTY	Light rail between U district and Ballard. NOW.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

NORTH KING COUNTY	ST3 should also address problems that shut down the existing services. Cross-overs in the existing downtown tunnel to keep the overall system operating when one side of one platform needs an emergency shutdown. Something to end landslides on the rail lines used by Sounder between Seattle and Everett. And operating Sounder trains from Olympia thru Tacoma thru Seattle all the way to Everett.
NORTH KING COUNTY	More light rail, less buses.
NORTH KING COUNTY	There should be more light rail planning for south King county, not just the Sounder expansion & bus expansion. We need access to the light rail in Kent, Auburn, Des Moines, Federal Way. And we need to be able to have one monetary system with transfers more seamless, if people are taking the bus to the light rail they shouldn't have to pay more for the light rail. I think these costs should be tied to renewing license tabs or something from drivers so it's not punitive for people that can't afford it or that are actually taking transit& helping us all.
NORTH KING COUNTY	Car dropoff areas at light rail stations
NORTH KING COUNTY	I believe light rail would serve Seattle better if we can have light rail station at each neighborhood center. This is because most neighborhood centers are 15 minutes walking distance from within the neighborhood. That is a very reasonable expectation of mass transit. Example, light rail should have station at market street Ballard, Queen Anne avenue on top of Queen Anne, 34th ave at Madrona.  Ballard expansion shall not end in international district, it shall connect at west lake or Capitol Hill for transfer with current uw link, then continue on to Madison park and Madrona, and final stop at leschi connect with i90 light rail station.  Do it right, connect the city. No one should walk 30 min to a light rail station, 15 min walk is reasonable. Learn from big city subway system like Hong Kong, Tokyo, and New York.
NORTH KING COUNTY	Need rail stations for transit between Shoreline and downtown Seattle and Edmonds to downtown Seattle. Would also pay more to have this completed much sooner.
NORTH KING COUNTY	Where did the light rail station at 13rd and Madison go desk earlier drafts. I'd love to see us take care of the city core before trying to get to Everett. Who really needs daily train service to travel that far they should just move.
NORTH KING COUNTY	If Point Wells in shoreline is approved, we need light rail into Richmond Beach and/or Edmonds.
NORTH KING COUNTY	Please add Renton to the light rail network! I commute daily from Capitol Hill and do not have many fast options.
NORTH KING COUNTY	Ballard to U district light rail to ease East/West transit congestion
NORTH KING COUNTY	The 130th Street station is critical and must be built.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

NORTH KING COUNTY	Please restore Sound Transit bus service from West Seattle Junction to the airport. Most times that I want to travel to the airport it would be faster to walk than take the C-Line or #22 bus to Westwood Village and wait to take the ST560. It is not convenient at all for those of us not in walking distance of Westwood Village. Thank you. RE: About You: I would be a more frequent rider if it were more convenient.
NORTH KING COUNTY	A light rail station should be opened in Mercer Island.
NORTH KING COUNTY	Light rail on I-5 from Greenlake area to Seattle VA Beacon Hill
NORTH KING COUNTY	I did not see an option to help prioritize the addition of Bellevue to the link system. I would take the link from Northgate to Bellevue everyday. Currently my commute is over an hour (45 to 271).
NORTH KING COUNTY	light rail between ballard and the UDistrict needs to be added sooner. It will soon be nearly impossible to get east-west in Seattle. A study is not enough - there needs to be construction of this route sooner. Seattle is accepting huge growth and needs to have transit to support that growth.  A light rail link to Issaquah is not needed. Issaquah is a totally suburban spread-out community. It is not creating the kind of density that supports or requires light rail.
NORTH KING COUNTY	Rail service to Fremont
NORTH KING COUNTY	Light Rail from Bothell to Bellevue via Woodinville and Redmond, with a transit center close to UW Bothell. This would help reduce traffic on I-405.
NORTH KING COUNTY	It would be great to have an efficient way to cross the water by rail.
NORTH KING COUNTY	Washington State needs to invest in High Speed rail between Spokane and Seattle as well as Bellingham and Vancouver WA.
NORTH KING COUNTY	In order for this measure to pass, ST3 will need a strong majority of support in Seattle in order to make up for less transit supportive areas. As designed, ST3 is not a very attractive option for Seattle. Seattle based projects are delayed substantially. Furthermore, the project with the best value is not even considered as an option. Where is the UW to Ballard light rail line option? This option is critical for my support of ST3. Furthermore, completion of the spine will create rail trips are not time competitive with existing express bus trips. No one is going to ride from Everett to Seattle via Paine Field, and the public will demand that existing express bus service continues, which will be a huge waste of money. Build rail where rail makes sense (i.e., urban areas).
NORTH KING COUNTY	Start laying the ground work for self driving cars.
NORTH KING COUNTY	Additional parking for stations in West Seattle
NORTH KING COUNTY	U District to Ballard should be included in the plan - not just as a future study. The proposed Ballard, West Seattle, and Everett lines should be expedited by any means possible.
NORTH KING COUNTY	A Ballard to UW to Eastside light rail line via 520 should be added to ST3

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

NORTH KING COUNTY	<p>recently you eliminated and/or rerouted bus service that no longer serves many people who used those buses. Some folks I've talked to are now driving because losing their route has made their commute too difficult. I am most distressed with the loss of #16, and the old route of the #28 (which no longer goes through downtown Fremont and has only ONE stop on Leary Way!). Cutting the #48 in half was also, to my mind, a very bad move if you care about elders who have difficulty with transfers. #40 is now the MILK TRAiN through downtown Ballard, but because of re routing it is slower, not faster, than it once was. Also, bus stops are farther apart...it's exhausting using Metro to get around the city! If you really want to grow your ridership you need to consider how pleasant the ride is. Clustering bus stops at the busiest, grimeiest street corners is also unpleasant. I am a LONG TIME regular bus rider and I believe in public transportation but I don't understand why you think building more light rail will keep people out of their cars when getting to and from the light rail stations has gotten more complicated and difficult. Please factor into your plans the folks who need to use the bus to get around this city.</p>
NORTH KING COUNTY	<p>We need to have service at other times than just commute times on heavy rail, especially Everett to Seattle so one can use the train at other times of the day for other needs, Community transit if just too slow and complicated to help much.</p>
NORTH KING COUNTY	<p>Sound Transit has an obligation to build the spine for light rail to major population centers (Tacoma-Seattle-Everett) before extending the system to smaller urban neighborhoods such as Ballard and West Seattle. Sound Transit is a REGIONAL transit agency. Bringing light rail to Everett is important for supporting Boeing and expanded commercial flight capacity at Paine Field.</p>
NORTH KING COUNTY	<p>We are in need of more transit access/options for some of the low-income areas of Burien, especially in getting quickly to Seattle and to Kent, where many of us work. At the very least, improve the speed, reliability, and sense of safety for the 132 bus line. Many of us avoid it and opt to take a longer route because of how unreliable it is, and how chaotic/stressful the rides are.</p>
NORTH KING COUNTY	<p>Finish the project at the airport with moving ramps. I live in Seattle and paid taxes for the existing system. I will not be using any of these proposed facilities and don't want tone taxed for them. Did the people on the eastside pay for the existing system? If so you need to explain the taxing system. I will be stuck for over \$500 per year for this project that I will not use!!!!</p>
NORTH KING COUNTY	<p>A Ballard to UW light rail really needs to be in this plan. As Ballard continues to grow, fast transportation from Ballard to UW which goes through Wallingford or Fremont is key. The current buses and car traffic is not sufficient to support the growing population in Ballard. As a daily bus commuter to UW, I strongly support the need for better West-East travel in Seattle.</p>
NORTH KING COUNTY	<p>Sound Transit must add UW to Ballard to make this plan viable. Also, the timelines are absurd. I wish Sound Transit would think creatively and find ways for us to make transit happen quickly rather than make excuses for why it can't. As the great Tim Gunn once, said, make it work.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

NORTH KING COUNTY	The UW to Ballard line needs to be studied, and better connections to Belltown. 522 BRT needs to be explored as light rail, not as BRT. Cross Kirkland corridor needs trains.
NORTH KING COUNTY	West Seattle to Everett and Renton without downtown stops
NORTH KING COUNTY	Please build the NE 130th Street light rail station!
NORTH KING COUNTY	Complete failure of light rail across SR520. How can we trust transit planning at all when a new bridge is built with out light rail. Severe lack of foresight. Also Sound transit should be pushing as hard as possible for a state income tax for stable financial support for not only our transportation infrastructure, but also essential state services like education. STS needs to add their voice to a progressive tax structure.
NORTH KING COUNTY	With Expedia going into Interbay and new developments for Amazon, Google, Facebook, etc., we really need BRT across 520 asap. Even though I would be served by light rail from Ballard to Downtown, I think addressing the cross-lake traffic is most urgent.
NORTH KING COUNTY	Rail along I-90 connecting Seattle & Bellevue would be a huge asset.
NORTH KING COUNTY	Ballard to UW east-west light rail connection
NORTH KING COUNTY	Why are there no plans to add light rail going up the Westwood of the northern part of Seattle? Why does the light rail stop at Ballard?
NORTH KING COUNTY	(1) I feel EXTREMELY strongly that the Ballard<->UW corridor should be added as a provisional project in ST3 and not as a "future investment study". This is an critical transportation corridor that's extremely congested but almost impossible to fix at grade. It will also help boost ridership on the Ballard<->Downtown line by encouraging Phinney/Wallingford users to transfer. Without it, the densing populated Phinney/Wallingford area is without good mass transit.  (2) Ballard<->Downtown needs to be grade separated, and it needs to tunnel either below Ship Canal or be high enough that it won't need to be raised. Such a critical transit corridor should not be subject to the vagaries of ship traffic.
NORTH KING COUNTY	Please add BRT to the Rainier Valley Corridor to serve the neighborhoods east of Rainier and the Rainier Valley north of the MT Baker Station. We miss our Route 7 Express service! Or substantially increase bus connecting service from those neighborhoods to the light rail stations.
NORTH KING COUNTY	Add light rail connecting Burien and west Seattle via Delridge.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

NORTH KING COUNTY	Needs two additional projects: (1) Light rail east-west across I-520 connecting Ballard; the U.W., and Redmond, and (2) a direct bypass light rail line from downtown, past Boeing, to the airport instead of wandering on the surface all over the place and down through the Rainier Valley, so that people like me would be tempted to use the line to access the airport. Currently the train is (a) way too slow because it has to travel on the surface instead of being elevated, plus (b) it's too risky to use because of potential stops because of items which may impede the train. The latter is critical when one has spent thousands of dollars on a non-refundable airplane ticket(s).
NORTH KING COUNTY	What's the deal with Ballard / Interbay / Queen Anne & Magnolia being left out of the loop or it taking 22 years to put light rail into Ballard which is one of the most rapidly growing neighborhoods in the city. There was a plan, people voted for a monorail, and the whole thing went belly-up. Serious consideration is going to be needed for the Ballard / Interbay / Downtown Corridor as we're loosing access to the viaduct at Battery Street once the tunnel is put in place, forcing traffic to the waterfront, downtown, or up and over Mercer ... What kind of city planning is this?
NORTH KING COUNTY	UW to Ballard. I strongly support mass transit, but will oppose anything that prioritizes the suburbs over Seattle.
NORTH KING COUNTY	Ballard Light Rail should be 100% grade separated Ballard Light Rail should have an accelerated timeline where possible Ballard to UW line should be included - if not, then at least a full study of the line should be funded (Ballard - UW - Childrens - Kirkland)
NORTH KING COUNTY	Build the Metro 8 subway as well as a 45th street line. And build the Ballard line before West Seattle - it will have much higher ridership.
NORTH KING COUNTY	I'd like to see the inclusion of a light rail line from Ballard to the university district made a higher priority.
NORTH KING COUNTY	More East-West transportation! Especially across North Seattle near NE 45th street.
NORTH KING COUNTY	University District to Ballard light rail should be considered for ST3. It would significantly cut travel times between the two locations and increase commerce in Ballard as a result of the increased number of college students . A stop in Wallingford as proposed would help to combat the enormous transit dead zone that wallingford has become. Travel is effective along the SR99 and I-5 corridors, but neither corridor is close enough to wallingford to make transit an effective travel mechanism. Metro's Bus2Link connections initiative did little to ameliorate these problems.
NORTH KING COUNTY	It seems if we're investing in connecting Downtown/Capitol Hill/Ravenna and Ballard/Downtown it only makes sense to connect Ravenna/Ballard and complete the loop. That would serve more people per square mile for less development and cost than to connect more remote areas with fewer people.
NORTH KING COUNTY	Not enough Seattle city lines. Need Ballard-UW and Metro Route 8 studies added.
NORTH KING COUNTY	Express trains from Downtown Seattle to the Airport so shorten ride time.
NORTH KING COUNTY	The timeline for these projects are too long. Much of North Seattle including the densely populated areas of Phinney Ridge and Greenwood are completely neglected. Aurora need BRT or light rail badly.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

NORTH KING COUNTY	Connecting Everett to Seattle should be more of a priority, there are already multiple options for tacoma to seattle, and many people commute to Paine Field from the north and south of Seattle.
NORTH KING COUNTY	More transit should be added where there is the most ridership. I live in Ballard and even providing more express busses and extended express bus hours would help. My bus at off peak times is always jammed full. Providing dedicated bus rapid transit lanes would be a decent fix in the short term. This is a dense urban neighborhood and it's hard to believe that outer ring suburbs get higher priority for transit projects with this plan. Waiting 22 years for reliable mass transit is simply unacceptable.
NORTH KING COUNTY	Need to add parking at the light rail stations.
NORTH KING COUNTY	We need better connections from Ballard across the north part of Seattle, and over 520 to Redmond and Bellevue.
NORTH KING COUNTY	Extending the time the light rail would run would be huge. Especially so that it runs after bars close after 2am. I think this is something many people want.
NORTH KING COUNTY	Greenlake
NORTH KING COUNTY	I strongly support a station at 130th. I am strongly in support of light rail but may vote against it if this station is not included. (provisional does not count)
NORTH KING COUNTY	Overall, I think the primary focus should really be developing the light rail system. That is the best way to build a scalable, and generally walkable city. The challenge with cars is that people will not get rid of their cars unless the system can address all of their needs. In that vein, using light rail systems to build out the backbone of the public transportation for the city should be a top priority. Buses should be used to support the backbone by extending further into neighborhoods, but the core focus should really be on the rail.
NORTH KING COUNTY	Add Sounder stops at Sculpture Park and Expedia in Interbay
NORTH KING COUNTY	Better drop-off areas at light rail stations. Capitol Hill station has none, making this difficult and dangerous. Drop-off stations are more important by far than parking, in my opinion, although a cellphone lot for pickups would also be nice. Are you aware that some options on this survey were not functional, especially in the big list of priorities on the second to last page?
NORTH KING COUNTY	Just do it!! Put in a complete light rail for all of us to use ASAP!!
NORTH KING COUNTY	I'd like to see an actual grade separated light rail line to Ballard sometime before the next 20 years.
NORTH KING COUNTY	Ballard to UofW rail should be added, if necessary instead of Ballard to Downtown rail Lake City rail connection should be added to the plan, and West Seattle rail replaced by full, open BRT
NORTH KING COUNTY	There is a large gap in light rail stations between 145th N and 185th N. An additional stop should be added. Perhaps at 175th.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

NORTH KING COUNTY	Connections to satellite cities and engaging w/ the suburban community is very important and I support it, but I feel more emphasis needs to be put on the urban core. For example, I think it's very disappointing that there are not at least any *proposals* to create a loop connecting Ballard->UW->Kirkland->Redmond w/ Sandpoint crossing. Returning through Bellevue and Seattle via I-90. This would do the very important job of connecting East-West urban centers (both dense residential and job centers) that are difficult to transit via car/bus. I feel the current ST3 plan is not aggressive enough. I support a larger plan, costing more money, that can be completed faster and with better rail corridors (not just the logistically easy ones).
NORTH KING COUNTY	Ballard to UW extension
NORTH KING COUNTY	Ballard-Downtown needs to be fully grade separated (preferably a tunnel), in order to avoid the mistakes of the MLK Way stretch. If built on a bridge, it must be high enough to accommodate all boat traffic; the Ballard Bridge breakdown on 4/18/16 serves as a warning as to what could happen if this stretch is not done right. We should also build a tunnel from Ballard to the University District serving Fremont and Wallingford, as well as connecting that line to the Lake City BRT line. In fact, why not make the entire Lake City / Kenmore corridor into light rail instead? As a Puget Sound resident who does not currently use public transportation very much as of now (I currently take the Microsoft shuttle daily), I would be willing to pay much more in taxes in order to make all this happen.
NORTH KING COUNTY	The Seattle down town tunnel was built stupid. No rest rooms and escalator service up only and none down. Improve this in all your new projects.
NORTH KING COUNTY	UW-Ballard please. Also SLU-Cap Hill-Central District would be nice too.  Is West Seattle really worth it? No. The few areas of density aren't in enough of a line that future could serve adequately. *Actual* BRT would seem to have the geometry to be the better solution.  Additionally, can we plan for bus transfers better? Like that should be #2 priority for determining where these stations should go after "Are there things around the station that people want to go to"
NORTH KING COUNTY	Build a Ballard to UW light rail! I wish we could do these projects faster. 22 years is a long time
NORTH KING COUNTY	More rail projects. Decreased priority on bus and auto infrastructure
NORTH KING COUNTY	Ballard to uw lightrail link or lightrail system from Ballard to downtown, South lake Union should be important. The Amazon and southlake Union business employees sometimes drive 2 miles to get to the office because the buses are over crowded or the service is unreliable. One suggestion is to make a bus lane on Leary instead of allowing parking on the right lanes.
NORTH KING COUNTY	Where is the Ballard to UW light rail project? This is one of or the most important areas of need and is not addressed. What is taking so long, why do you need 25 years, get real. You need a reality check
NORTH KING COUNTY	Light rail to White Center/Burien should be included.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

NORTH KING COUNTY	To just break even with where mass transit should be in a region like this, the proposed plan should have been implemented 15 years ago. Anything to get cars off the road is critical. More bike lanes (possibly along I5), light rail should be an extensive network throughout the region like the L system is in Chicago, and the current light rail should take priority at intersections, meaning they get the right of way. Anything we can do to discourage cars and encourage mass transit is needed to support the thousands of people who continue to move here. We are 20 years behind where we need to be. Also, traffic controls and routing to I5 on ramps in Seattle are a nightmare, making the #8 bus habitually slow and unreliable. As such there should be a bus only lane on Denny.
NORTH KING COUNTY	Ballard to U of W is an absolute MUST. Please consider moving forward with these plans
NORTH KING COUNTY	Ballard to UW needs to be in ST3.
NORTH KING COUNTY	While I generally strongly support this plan. It will not at all substantially impact my transportation use on a daily basis. I live in an extremely undeserved and under-developed neighborhood (South Park) and there seems to be no plan in site to help integrate the Duwamish Valley neighborhoods into our growing transit network. It would be nice to see a plan to extend the Light Rail farther south at grade, by striking a deal with our already established rail corridor (I know personally that it's extremely difficult, but it seems like an obvious route that may be worth fighting for) in Sodo/Duwamish Valley area and establish your connection to the Boeing Access road after creating a stop for at the very least Georgetown. Or how about plan for a BRT line the goes between West Seattle and the future Graham station LRT stop?
NORTH KING COUNTY	I think we need more tunnels/trains not buses to relieve traffic.
NORTH KING COUNTY	The UW to Ballard line should be one the highest priority projects. The 45th corridor is one of the worse congested areas in Seattle. Transit within Seattle is the higher priority to me, not going far out in the suburbs. Let's starting building in the city first, then build to neighboring cities. As a lifelong transit user, it is very frustrating how long it takes to travel within the city.
NORTH KING COUNTY	East-West light rail routes are desperately needed in Seattle. Ballard to downtown is already 15 min - making it 8 would be nice, but not as a priority when Ballard to UW takes 45 min!!!  Also, the timeframe for light rail completion is unacceptable and a deal-breaker.
NORTH KING COUNTY	New Sounder station added in Ballard.
NORTH KING COUNTY	Not only added but the time frames need to be shorter - why are we waiting 36 years to get this done - traffic is already really bad between Everett and Tacoma - ST needs to get all projects completed sooner - like within 10 years and add the 130th street in the northend. People want this now not in 35 years!!!!
NORTH KING COUNTY	Not sure if this falls under Sound Transit's authority and/or the state's but simple road/ surface improvements are much needed all over the city. Being a West Seattle resident, it is very apparent that the main arterials such as California Ave SW, 35th Ave SW, and Fauntleroy Way SW, are all in dire need of resurfacing. Also, the main streets through downtown.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

NORTH KING COUNTY	We should push for as much grade-separated light rail as possible - this is a growing region and our transit needs in 25 years will be far greater than they are now.
NORTH KING COUNTY	Way too little way too late in Seattle- and no east west support
NORTH KING COUNTY	There should be a line that runs east and west. It should connect UW to Ballard! This is an area so many people live in and traffic so many would benefit from!
NORTH KING COUNTY	Downtown Seattle to Everett light rail
NORTH KING COUNTY	520 bridge light rail or rapid bus..
NORTH KING COUNTY	I really like the service to Tacoma plan. With Seattle's housing prices going crazy Tacoma is looking better every day...
NORTH KING COUNTY	Please include a station at 130th St. Our neighborhood is one that relies heavily on public transportation. Northgate to 145th is a large jump over our neighborhood. We fully support a station at 130th to serve our neighborhood and ease the congestion at Northgate and 145th. Thank you.
NORTH KING COUNTY	<p>Surveys are a great way to gauge popular opinion, but you're not getting a complete representation of the whole population. It would be much more worthwhile to contact businesses and ask for numerical data on how many employees they have and (generally, because home addresses would be personally identifiable information) what neighborhoods they live in. You could construct models to illustrate these connections and the most probable routes they would use.</p> <p>Additional factors to consider would be how often people travel these routes. People who travel a particular route 5 times a week should be given a priority to people who travel twice a week as removing them from the commuting equation would have a greater impact on traffic.</p> <p>Finding a way to create a light rail station near Boeing Field would alleviate thousands of commuters. Rather than going out of the way to go completely around and nowhere near Boeing Field, an area where thousands of commuters travel every day, the Light Rail should have traveled this route to begin with. This should be obvious to planners because the section that could have included Boeing Field in the first place (Rainier Beach through Beacon Hill) has no plans for expansion or connection to any other area.</p>
NORTH KING COUNTY	Connection from the UW to Ballard or Northgate to Greenwood. There are extremely limited options for any kind of timely public transportation east/west across the Northern parts of Seattle.
NORTH KING COUNTY	Fully fund EIS for Link Light Rail extensions from Ballard to UW and from West Seattle to Burien, so that they may be built as soon as possible. Studies for additional lines in Seattle, particularly a "Metro 8" line from Belltown to Mt. Baker via South Lake Union, the Central District, and Judkins Park, and an extension from Ballard to Bothell via Greenwood and Lake City, should also be done.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

NORTH KING COUNTY	Connect Northeast Seattle better to the link light rail stations through rapid ride buses. Especially on 35th Ave NE, all the way from University Village to where it connects to Lake City Way.
NORTH KING COUNTY	This does absolutely nothing to help the east west traffic issue in Seattle even after 22 years. Needs to include connecting the east west neighborhoods not just downtown but both north and south, otherwise people will continue to drive. Why would I ever take the bus to commute at 1 hour 10 minutes one way on average when I can drive in 25 min door to door. Please bring the light rail out to the neighborhoods well before I die!
NORTH KING COUNTY	The urban villages for the city of seattle tell you where growth will be. Focus there. Far-flung connections to Issaquah or JBLM or a baby rail in Everett are a waste. The sounder links are too far for use in a day and won't help with commute traffic. 22 more years for rail in ballard and EIGHT for an extra bus on 405 is just ludicrous.
NORTH KING COUNTY	Connecting areas south of west Seattle would prove beneficial to the region west of Seattle. The bottleneck in that happens though the west Seattle bridge creates congestion and adds to the traffic problems. With light rail, less cars would drive over.
NORTH KING COUNTY	I live in South Park and use transit every day to downtown. The service here is horrible, with very few buses. We really need to be included in the plan, either through a connection ride or trolley or something. I am very disappointed to see that this amazing proposal leaves South Park residents out of the map--pretty much like everything else in Seattle. Be different, people!!
NORTH KING COUNTY	Pay attention to your own reports, add light rail from Ballard to U district Link.
NORTH KING COUNTY	I think that an east-west light rail project in Seattle should be added. Something that goes from somewhere in Ballard to UW and the east part of the city. In addition, I understand that the Ballard to Downtown project is very complicated but given the potential ridership and the current congestion, it should be prioritized. I think that ST3 will receive more support in Seattle if this project is completed sooner.
NORTH KING COUNTY	I do believe that West Seattle should be a priority to invest in. Over thousands of Californians have moved into this neighborhood, and have begun to rely on the transit system heavily. My hour commute to my work should not be difficult, especially when I can drive to work in less than 25 minutes. I do think an increase in C line buses would significantly serve as a decongestant for West Seattle. An investment for the future is an investment in West Seattle. Thank you.
NORTH KING COUNTY	What about those of us living in Magnolia? We would like to have reliable transit there, too!
NORTH KING COUNTY	There should be more prioritization on the infrastructure in the city of Seattle. We keep the sprawl going and the need for more transit to further places by not improving the central city options. Ballard and West Seattle are highly important. However, there also needs to be better East/West options. Prioritization of a line connecting Ballard to UW is VERY necessary.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

NORTH KING COUNTY	<p>Many people are upset about the long timetable for the entire project. There is obviously a time/cost trade-off. Why not put the an optional proposal on the ballot: "Do you support the expansion of Sound Transit service" yes/no. Then give the yes voters 2 options - ST3 at the current cost and time frame, and ST3 with an expedited time frame at whatever the increased cost would be. You might be surprised at the response. I will not likely live to see the improvements proposed for the area I live in, but nonetheless, I'm willing to help pay for them, even if the bill is higher for a faster project.</p> <p>Also, Sound Transit is risking a no vote from all the new commuters who have tried to ride the train with the opening of the new stations but had to wait 20 minutes or more for room to get on. Add More Cars During Commute Hours Right Away!</p>
NORTH KING COUNTY	<p>Don't forget frequent shuttle service around West Seattle, Magnolia and Ballard to the light rail stations. They may also be needed around Lynnwood and the Eastside as housing density is low vs. major cities around the world where subway systems are successful. We have lived in Sydney, London and Hong Kong and are always let down when we come home to Seattle and are forced to sit in our cars in traffic. Seattle is a "grown up" city with extremely high growth, and a comprehensive rail system is long overdue.</p>
NORTH KING COUNTY	<p>The plans are all focus on higher income neighborhoods, South Park and White center are excluded.</p>
NORTH KING COUNTY	<p>Ballard to UW light rail.</p>
NORTH KING COUNTY	<p>Ballard to UW line needs to be included and prioritized. The downtown to Ballard line should be the first thing built. With enough resources it can come on line a lot faster than 25 years. It is the line that will have the most riders so it should be built first.</p>
NORTH KING COUNTY	<p>[explicit] South Park over yet AGAIN. Sick of these [explicit] plans disenfranchising poorer areas.</p>
NORTH KING COUNTY	<p>South Park Seattle, South Seattle in general!</p>
NORTH KING COUNTY	<p>why don't any of the rail lines meet up with the main bus station at South Center mall?</p>
NORTH KING COUNTY	<p>High speed rail to Portland, OR and Vancouver, CAN. This would add an enormous amount of mobility within the PNW, increasing the economy of the entire region.</p>
NORTH KING COUNTY	<p>Instead of going from Ballard directly to Downtown Seattle, have you thought about linking the University Station to Ballard? Not only would this dramatically cut down on congesting bus traffic from the University District to Ballard, but it also might be a bit faster to finish than something 22 years from now.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

NORTH KING COUNTY	Appreciate that Sound Transit is listening to citizens & including the SR522/523 corridor in the final plan. BRT opens up the promise of light rail across to the north Lake Washington communities. Parking garages are extremely important elements of access by our community to this transit corridor. Equally important are sidewalks that will, for the first time, open safe access to this transit corridor for all citizens. An early construction schedule is a win/win for the local communities and Sound Transit, as it coincides with the ramping up and opening of the North LINK light rail stations. I agree that this is a very good plan for all.
NORTH KING COUNTY	I'd prefer better transit in the city of seattle before trying to expand outside of Tacoma and Everett. Not just Ballard and west seattle. What about First Hill? Fremont? Greenlake/Greenwood?
NORTH KING COUNTY	What still baffles me is that there isn't any light rail options across 520 bridge linking UW to Kirkland, Bellevue and Redmond. This is a thoroughly congested route for the Seattle area, yet nothing is being done to address this in any of the ST3 plans. Why not? For North Seattle residents, why do we have to go all the way downtown to Seattle to then go out I-90 and back up to Bellevue? This will unnecessarily add lots of unnecessary time to our commutes. Please address this!
NORTH KING COUNTY	I think bus/transit hubs at light rail stops needs to be increased. Disappointed with the bus options at UW station and cap hill stations
NORTH KING COUNTY	Southpark was removed from the plan and needs to be included in the light rail
NORTH KING COUNTY	I am personally disappointed that my neighborhood (South Park), a historically and presently underserved neighborhood, is not receiving any increase in transit support via this transit plan. Bus service every half hour is not cutting it. Can you explain why South Park, which I believe was set to get additional transit at one point, is no longer on the books to get more service? Very disappointed. Agree that regionally we need more transit options.
NORTH KING COUNTY	The plans aren't extensive enough. There needs to be more public transport and sooner. I'd support paying more.
NORTH KING COUNTY	Please add the 130th street station as fully operational. This is a significantly more accessible location for bikes and pedestrians from many of the surrounding neighborhoods than the already overcrowded and always busy intersections at 145th st. Access to the 145th area is generally very slow regardless of direction of travel.
NORTH KING COUNTY	I think it would be extremely useful for people to have transit access between renton and issaquah. Having lived in the renton highlands for 6 years, I often worked in issaquah but I wasn't able to get there unless I bussed to Seattle or Bellevue first. I think many people would benefit from added busses between renton and issaquah.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

NORTH KING COUNTY	We need RESTROOMS!! Please install restrooms at at least transit centers/ light rail stations and so forth. People need to use the restrooms while being on the road taking buses/trains and with no bathroom close by, it is a very BIG problem. Its hard to find a business close by which lets none customers use the bathroom, its not so easy walking far away from your station while needing to catch the next bus but yet having to find time to find a nearby restroom if there is even any around all while having to pee really really urgently. There has been many times i personally felt like i was about to burst and cried because i felt like i couldn't hold it any longer until i arrived home (walking from the transit center) and walking around aimlessly trying to find a spot, ended up in a park among bushes. That is not humane and a city who takes care of its citizens needs to find ways to give people public restrooms. At least at transit stations, the least.
NORTH KING COUNTY	Light rail station in Georgetown
NORTH KING COUNTY	I live in Delridge, which is a part of West Seattle that is often neglected by transit increases. Light rail to West Seattle would be great, but I would still rely on taking the 120 from the proposed light rail station. I would really appreciate added transit on Delridge and additional support to the 120 bus, which is always packed and doesn't run as often as some of the other bus lines that connect to other parts of West Seattle.
NORTH KING COUNTY	Light rail should extend across north Seattle west to east, or from Ballard to Ravenna or UW. There are no good alternatives to crossing across the city, and even a little bit of traffic increases travel time by a large margin.
NORTH KING COUNTY	The Ballard line should be extended way further than it is now. For me to get to Ballard takes two buses since the 17 local bus has been eliminated.
NORTH KING COUNTY	No good commuting options for Seattle to North Everett or North Everett to Seattle. Needs to be faster than cars or else people wont take it. Also good options for eastside to Seattle and Seattle to eastside are great!
NORTH KING COUNTY	prioritize light rail station at 130th
NORTH KING COUNTY	If not already part of the plan, Sounder commuter rail trips should be greatly expanded to go both ways, northward and southward, at all times of day--not just commuting in one direction in the mornings and one direction in the evenings.
NORTH KING COUNTY	Yellow Ballard to UW to the East Side investment study

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

NORTH KING COUNTY	<p>I live in Upper Rainier Beach—a neighborhood that is rapidly attracting new residents, many of whom are moving from neighborhoods including Capitol Hill. My neighbors and I long for a better way to get to Rainier Beach station, which is two miles away. Although the 106 and 7 do pass through the neighborhood, these routes are inconveniently slow. Is there anything like a connector running east to Rainier Ave S—streetcar, bus or light rail spur?</p> <p>I share the view with many, many riders that the payment system must be integrated, so that separate payment is not required when connecting from metro to light rail. And, especially given the proposed, upfront cost to all taxpayers of \$17/month, it would be great to reduce the cost of ridership. For me, commuting to a day's work in downtown Seattle from Rainier Beach costs \$11. It's cheaper to drive and park.</p>
NORTH KING COUNTY	<p>Parking and dropoff needs to be available at light rail stations. Signage needs to be designed to meet ADA requirements, and access for individuals with disabilities needs to be assured. Walking and biking are impossible for many of us, and it seems the current models deliberately discriminate against people with disabilities, elderly, families traveling with children, and travelers with suitcases headed to the airport.</p>
NORTH KING COUNTY	<p>I live in Seattle and would like to see more public transit for Seattle residents. You also need to focus on public transit within Seattle. What about express light rail tracks so it doesn't take 45 minutes to get from downtown to the airport? You need express tracks during commuting hours like they have in other major cities with limited stops for the light rail. How can it take me 45 minutes to get from downtown to Green Lake but 15-20 to get to an east side park and ride. Don't forget about Seattle residents who's property taxes are increasing exponentially at the moment. I took the bus to downtown for 11 years but now I have a child in day care I am forced to drive because the bus system is too unreliable and takes too long to get to Green Lake from downtown. We need increased buses and/or light rails running more frequently. Coming every 20-25 min during commuter hours are not frequent enough. I understand wanting to connect Seattle to surrounding cities but what about transportation for Seattle residents. I am very frustrated the bus is no longer an option for me.</p>
NORTH KING COUNTY	<p>Would highly recommend including an East-West line connecting the Ballard station and the U District station with a stop in Fremont.</p> <p>Also given the current state of Seattle's transit system, I think the Ballard line should be prioritized. The existing lines to Ballard are overloaded and inefficient and a light rail line to Ballard would really help alleviate that. With Seattle's population growth, 22 years seems way too long to wait.</p>
NORTH KING COUNTY	<p>You must include a Ballard to U-District line! Please.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

NORTH KING COUNTY	<p>Instead of further capital investment in increasing Sound vehicle capacity, I would like to see all-day Sounder service on South Sounder. Maybe this requires the construction of a Sounder-only track or something.</p> <p>More coordination with bus services. The planning of high capacity transit service should not be divorced from other types of service planning. I would like to see a vision of how all services work together instead of putting up for vote one project or another. Rail transit is not going to be used in isolation and so shouldn't be voted for or thought of in isolation; at the end of the day, folks just want to get where they are going.</p> <p>The Ballard to UW on Market and 45th would do a lot for access and mobility for the whole of north Seattle; it may be the single-most transformative transportation project that could be undertaken in the region because it has the potential to improve travel-times along the corridor at least two-fold no matter the mode or time of day. I find it disappointing that project isn't on the draft list given its transformative power for the entire transportation network.</p>
NORTH KING COUNTY	<p>More light rail, faster.</p> <p>Build light rail in core areas first. Go bigger, and faster, and yes, that will cost more, it's ok.</p>
NORTH KING COUNTY	Light Rail station in South Park!
NORTH KING COUNTY	I live in SE Seattle, in Skyway, and I don't see any portions of this plan addressing this area specifically. I would use mass transit daily if it were an option for me, but the current bus-light rail-bus route that I currently would need to take to get from home to work would take me upwards of 2-3 hours one-way. Skyway is a lower-income area where transit should be a priority. I'm disappointed the current plan doesn't include adding light rail to a Skyway location. Again, huge opportunity for more riders on the Renton-Rainier Beach corridor.
NORTH KING COUNTY	Ballard to UW Line. Get an east west line across Seattle on the plan!
NORTH KING COUNTY	Will help a lot of people save a lot of money special people that ride the bus
NORTH KING COUNTY	Fremont isn't that far away... no thoughts to adding that in the plan??
NORTH KING COUNTY	<p>Downtown to Ballard</p> <p>Ballard to UW</p> <p>UW to Downtown</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

NORTH KING COUNTY	<p>You should look at the light rail plan that also serves Fremont. It has one of the quickest growing companies, tableau software, in addition to other notable companies (Facebook, Google, and the new Apple office) and having a light rail stop will keep a lot of commuters off the limited roads going into the neighborhood.</p> <p>Also, I think with the region basically blowing up you should look at speeding up the timeline as much as possible no matter the cost. A lot of people moving in here are typically making a lot of money due to the tech jobs and if you could double the cost and cut times by 50% I think lots of new voters will support it.</p> <p>Lastly, if we can somewhat keep up with demand for transit you will be heroes. If it gets finished in 20 years no one will remember all of the hard work.</p>
NORTH KING COUNTY	<p>Earlier priority for Ballard light rail. Ballard to UW light rail.</p>
NORTH KING COUNTY	<p>Without NE 130th being included, not just provisional, many of my neighbors and I may be unlikely to support the proposal. The timeline for service to Ballard is ludicrously long and will also cause opposition. Spending on service on routes which could more easily be served with bus rapid transit or low use routes in Tacoma, Kent, Issaquah will cause major opposition and is not fair. Costs of tunnels in Seattle should not be viewed as part of Seattle sub equity, since it serves the entire region. Lake City Way as well as 522 to NE 145 should have BRT service.</p>
NORTH KING COUNTY	<p>There's very little mention of projects going across Lake Washington, yet there's a lot of traffic on 520 and I-90. What about a light rail loop running from Seattle to 520 to Bellevue to I-90 to Seattle?</p>
NORTH KING COUNTY	<p>The people commuting to Mercer Island mostly work off East Mercer Way (several large child care centers and clinics). People who work in these industries often make minimum wage and must commute from off MI. If the only stop is downtown MI, how will this large work force get to work?</p>
NORTH KING COUNTY	<p>Light rail to Ballard routed through Belltown (2nd Ave or 4th Ave), as SLU has streetcar redundancy. More focus on urban expansion vs. suburban reach. I would support the package and cost, and be willing to pay 20 percent greater levy, if Ballard line was routed through Belltown (grade separated) until Market/15th. Eastside projects/far reaching suburb projects should be cut.</p>
NORTH KING COUNTY	<p>25 years for all of these projects is too long. I'm willing to pay more for faster results.</p> <p>Also, I live in Greenwood (85th St) and work in Bellevue (Bellevue Bay). I only have a bus as an option, and have to make one transfer. I would *love* a single bus option, so no transfers are needed.</p>
NORTH KING COUNTY	<p>Light rail from Seattle to Renton!</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

NORTH KING COUNTY	Add a direct line from downtown seattle to the airport. The current route which goes down MLK takes far too long to get to the airport both due to the distance and the train speed. A direct line would cut down on the distance and by elevating it or otherwise isolating from traffic, the allowable train speed would go way up which would reduce the travel time. If the travel time were cut down to close to what it takes to drive at close to non-peak commute times, the system would get more usage both from the airport to downtown and for commuters into downtown who could park near the Tukwila stop.
NORTH KING COUNTY	I just like taking the x554 to eastgate freeway station
NORTH KING COUNTY	More SAFE bicycling infrastructure to rival the Netherlands'
NORTH KING COUNTY	Must incorporate a light rail subway from Ballard, under Wallingford and University District, stopping at Children's Hospital and continuing under Sand Point Way to Magnusen Park. From there a environmental review will study building an extension to downtown Kirkland via a new subterranean tunnel.  The timeline is completely unacceptable. We need either more aggressive tax plan or federal funding. Furthermore, the projects we most urgently need (Ballard to Downtown to West Seattle) have been ushered to the back of the queue. This is ridiculous since that line will deliver the most revenue and covers the highest population density.
NORTH KING COUNTY	Add more locations,
NORTH KING COUNTY	You should include cross town light rail from Ballard to U district and West Seattle to Rainier valley.
NORTH KING COUNTY	Get serious about public transit. If Seattle King county really wanted excellent public transit, it would already be up and running. SO GET SERIOUS AND GET IT DONE.
NORTH KING COUNTY	Ballard to UW is the most cost-effective route you could build by a far cry. A system with light rail in the urban core and heavy commuter rail further out seems much more cost-effective and appropriate. Stations in central Seattle need to be far more numerous to make any of this system worthwhile. Compare to the most effective transit systems in the country in similarly sized cities (e.g. Boston, DC).
NORTH KING COUNTY	Greenwood/phinney ridge stop off of the Ballard line
NORTH KING COUNTY	As a resident of North Seattle, the neighborhood is expanding as people head north out of the downtown core and traffic is awful. It is also a community supportive of transit and would benefit immensely from further expansion north, including a station at 130th.
NORTH KING COUNTY	Please consider a route to include South Park
NORTH KING COUNTY	South Park should be included in this. It's an up and coming area that has already started to explode with new people moving in. Since it is somewhat of a secluded area people will need better ways to get to other parts of the city.
NORTH KING COUNTY	Link Rail to Burien

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

NORTH KING COUNTY	You simply must bring light rail to West Seattle!
NORTH KING COUNTY	more light rail stations into West Seattle
NORTH KING COUNTY	Study light rail along the "Metro 8" corridor from Belltown through South Lake Union, Capitol Hill, and the Central District, connecting with other Link lines at Westlake & Denny, Capitol Hill Station, and Mount Baker Station.
NORTH KING COUNTY	ST3 seemingly does little to connect light rail with Lake City. This is one of the most diverse North Seattle neighborhoods as well as densely populated and should be prioritized.
NORTH KING COUNTY	I strongly support fully backing the Light Rail stop on NE 130th Street; the 'provisional' status is unacceptable. The station is 'provisional' in the current plans for the Lynnwood Extension, I see no reason why ST3 shouldn't fully back the development of a station, especially as it will link the North Seattle neighborhoods of Bitter Lake and Lake City with the light-rail spine more effectively than the stops on 145th St or Northgate Transit Center.
NORTH KING COUNTY	Need more plans to build a fully connected system, rather than isolated mini-systems in various regions.
NORTH KING COUNTY	I live between Fremont and Wallingford. Why are these neighborhoods not considered? Without access to these neighborhoods, I don't know that I can support this plan. It doesn't really benefit me much. I work in the eastside and go often downtown. the commute would be very long with these improvements. I see no reason to pay.
NORTH KING COUNTY	Ballard to UW light rail and funding for a Central Seattle Subway down 23rd.
NORTH KING COUNTY	Light rail across 520 bridge is a must.
NORTH KING COUNTY	I strongly support transit solutions for West Seattle, as population is growing rapidly and the existing bridges will no longer be adequate for the added private vehicles growth will bring.
NORTH KING COUNTY	The current plan decreases the level of service to Lake City area (currently a major transportation intersection). I would support additional services to Lake City area (Lake City Way and NE 125th St).
NORTH KING COUNTY	South Park/White Center will experience exponential growth in the next 10-15 years, as a direct result of the following two factors: (1) annexation of White Center, and (2) rehabilitation of the Duwamish River. Those, coupled with population increase and housing prices pushing middle income earners to the south, will require a substantial increase in transportation options to avoid intractable problems. A West Seattle expansion of the ST3 plan is insufficient to address this inevitable growth of population in the south Seattle communities. Likewise, there will be a political cost associated with a proposal that adds a disproportionate benefit to affluent/non-diverse communities, when economically disfavored communities use public transportation (and public/private partnerships like Sound Transit) at a far greater rate.
NORTH KING COUNTY	For people who do not live in major areas such as Ballard there needs to be consideration for more busses/stops or a link light rail system through these areas. Currently I have to travel pretty far because all the bus stops were taken away during the reduction of services that happened about 3 years ago which makes it extremely inconvenient to use public transit.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

NORTH KING COUNTY	The Eastside proposed plan is inadequate for future growth. Future planning for light rail stations should include where the bridges cross, i.e. intersections of I90 & I405 and SR520 & I405. More and more families are moving out of the city because of increasing housing costs, but still need to commute into the city. This issue will only get worse.
NORTH KING COUNTY	We also need a light rail connection that transports passengers from west to east (Ballard to UW) to address a major lack of easy and quick transportation options between those neighborhoods.
NORTH KING COUNTY	In lieu of including these projects wholesale, advanced environmental planning for the UW-Ballard and West Seattle - Burien routes should be included in order to build these projects more quickly with funds outside of the ST3 package. Additionally: Each question of support would be answered "strongly support" if more high ridership urban routes (with more aggressive timelines) were included in this plan.
NORTH KING COUNTY	I think a light rail line from ballard through fremont/wallingford to u village or even to magnuson park would instantly be my top priority project above the current listed projects. It could even allow for a delay in a direct to downtown line for ballard as people travelling from ballard could use the proposed line to get to the u district and transfer at the brooklyn and 43rd station. In addition, the line would serve and connect two more dense neighborhoods to downtown (Wallingford and Fremont).  Also, regarding the long time frames mentioned above. Is there anyway to relax the debt constraints on ST to parallelize and start more projects earlier? Could municipalities like Seattle or Redmond pitch in dollars to help fund their pet projects to get started sooner?
NORTH KING COUNTY	The Ballard to Downtown Lightrail and BRT should take precedent over all over expansions and new construction. It has been documented by ST3 that the ridership from the Ballard region would exceed the cumulative ridership of the entire region. A 22 year timeline is simply too long. The build-out for the Ballard to Downtown Lightrail needs to be fast tracked and implemented as soon as possible.
NORTH KING COUNTY	We desperately need east-west bound light rail within Seattle (Ballard-U District) ASAP.
NORTH KING COUNTY	Designated bus lanes throughout the Seattle and on connecting highways should definitely be added. Bus timelines would become more reliable and, I believe many people would be more likely to use public transportation. Especially coupled with expanded service.
NORTH KING COUNTY	The 130th Street Station is essential to serve North Seattle. Also, Sounds Transit should study high-speed rail from Vancouver, BC to Seattle to Portland.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

NORTH KING COUNTY	The projected commuter rail line should extend to Olympia, as many people are commuting from there to the Seattle area regularly, and as the state capitol.  Also: question delaying a line into Ballard (22yrs); with the current growth rate, it and West Seattle need a more timely plan.
NORTH KING COUNTY	Please add Ballard/UW Link to ST3, and prioritize Ballard to downtown and Ballard to UW over West Seattle.
NORTH KING COUNTY	If NE Seattle is to be completely ignored, I'm not sure I'd support our continued sacrifice of bus service, in addition to paying more for less service to our NE community. Even the public meetings ST offers are not accessible to those of us in the Wedgwood and Meadowbrook neighborhoods. I'd love to take public transportation more than I do, but I often do not have time for long walks and multiple transfers to get where I'm going.
NORTH KING COUNTY	The NE 130th Street station should be included in this plan, not as provisional. But please keep express bus service on Lake City Way to downtown. That will always be faster than bussing to the NE 130th Street station and transferring.
NORTH KING COUNTY	Magnolia is a large community that feels largely underserved by mass transit (I don't have data computed to necessarily back this assertion up). I live on the north end, and work in Pioneer Square. It's ~6.5 miles from my house to my office... and it routinely takes over an hour to get door-to-door (I can run faster).
NORTH KING COUNTY	Projects should be added to allow better transitions for bikes and pedestrians. And all of this should be done faster, even if that means raising more in taxes each year. That additional tax should be raised by further taxing gasoline at the pump. I for one would be happy to pay an additional \$1.00/gallon of gas if I knew it would go exclusively towards improving public transit in the region.
NORTH KING COUNTY	Ballard to U-District light rail
NORTH KING COUNTY	If the train can go to dupont, why can't it go to olympia? We need better express service between olympia and seattle.
NORTH KING COUNTY	We need bus/rail service to/from South Lake Union from/to everywhere. Also, the Ballard light rail should be started immediately and completed in 3 years.
NORTH KING COUNTY	It appears as if in West Seattle the light rail project ends in the Alaska junction. Sure this is a high use area but large concentrations of people of color, low income, limited English speaking, immigrant, and refugee folks live south of the junction in Delridge, South Deleidge, Westwood and White Center. These folks rely on rapid transit to get from job to job to their children's school and home. I'm concerned about the lack of attention paid to this area with regards to light rail. Why are middle class to wealthy white people given priority with regards to transit over individuals in need and individuals who will have to continue to wait for dependable transit. This is an equity issue that I think deserves more attention.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

NORTH KING COUNTY	Please add the West Seattle extension to Burien. Parking in the transfer areas is very limited and taking a bus from points South to transfer to rail in the Junction won't be time efficient enough to justify getting off the bus in the first place. It will be great for all those new apartment dwellers in the Junction, but for gaining the support of the home owners on the peninsula who largely would be paying for this, you need to serve them directly. Plus, connecting to the airport would be very helpful not just for West Seattle residents but also for Vashon, South worth, and Port Orchard.
NORTH KING COUNTY	Restrooms at the stations. I am an elder person who uses the light rail between Rainier Beach and Westlake. We need better parking and restroom facilities.
NORTH KING COUNTY	The addition of the 130th st station should not be provisional. It should be planned and funded with a projected end date. As a member of this neighborhood, I am seeing the rise in housing and influx of people. Currently, there is little to no bus service at all in the area. If you skip this station, you will just be forcing people to drive, whether to a station on 145th/Northgate or to drive altogether because the time to drive to a station further away vs just driving to the destination is comparable. If you want people to ride transit, you have to give them access to it. I believe if attention is given to the influx and building that is happening in North Seattle, it will become glaringly obvious that a station is needed at 130th St.  25 years for this to be complete? That is a very long time!
NORTH KING COUNTY	Ballard to University via Wallingford/Fremont Light Rail
NORTH KING COUNTY	Increase bus in neighborhoods deemed low income such as the central district or Leschi. More routes helps the low income and the elderly both of whom rely on the buses.
NORTH KING COUNTY	Living on vashon, I am concerned that no provision is made for water transport. Beside island connections, water transport is the shortest distance between Everett and Tacoma.
NORTH KING COUNTY	Please, please, please include the light rail station at 130th. The community has been actively championing this and we need the access to light rail between northgate and 145th. So much development is slated to happen between Lake City and Bitter Lake that it would be an absolute shame to miss the opportunity to get people out of their cars.  Thank you!
NORTH KING COUNTY	Add a station to existing Sounder Train line at Interbay. There's room there and it would easier access to bus lines from there that could serve Magnolia and Lower QA.
NORTH KING COUNTY	Ballard to UW with EIS and Record of Decision should be in this plan. It should also be a Provisional Line so that if extra funds become available work can start as soon as possible.
NORTH KING COUNTY	Tunnel in West Seattle, please.
NORTH KING COUNTY	Lightrail extension across 520 and up to Woodinville connecting tourists and locals easily to a burgeoning tourist area.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

NORTH KING COUNTY	I think it is very important to make it easy to get to light rail stations. This should include parking at stations in suburban areas, and convenient sidewalk and bike access in urban areas. The sidewalk and bike access should extend at least 1 mile from stations. Convenient access to the stations is as important as having the stations.
NORTH KING COUNTY	I wish the Puget Sound metropolitan area had adopted the fast rail transit system that was offered back in the 1970's, that was later adopted in the Bay Area and became BART. The transportation gridlock crisis is currently Seattle's biggest problem and challenge, and needs the bold planning that I see here. We should also be considering the implementation of new AI driven vehicles which could provide personal subscription-based transportation without adding more privately owned vehicles to the roads. These vehicles could potentially replace privately owned vehicles, which most of us use only 5% of the time, and supplement the proposed public transportation system.
NORTH KING COUNTY	In the north end we need the 130 st station. The project needs to be faster
NORTH KING COUNTY	There needs to be an east/west light rail between UW and Ballard. This is a short distance and going through downtown would be extremely inefficient.
NORTH KING COUNTY	Why does the Sounder North run only a few times per day, and only supporting those commuting from Everett->Seattle and back?! I live in Ballard and work at Boeing in Everett. I would love to be able to take that train to the Mukilteo station, and then maybe a Boeing shuttle. I love living in Ballard, but chose this largely to support my northbound commute and would like to live farther south. Or I'm happy to bike to the King St Station. Also, I think with autonomous cars and easier coordination of ride-sharing, these technologies will leverage our existing highway system so much more efficiently that it will remove the need for large infrastructural projects such as ST3.
NORTH KING COUNTY	Pedestrian and bicycle safety and access should be a part of the entire process. We need safe accessible bike routes in the region.  West Seattle needs to come online sooner than 17 years!! I know everyone will want their area to be first but the access is already difficult!!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

<p>NORTH KING COUNTY</p>	<p>Getting cars off of I-5 and our interstate corridors is critical. They've become choke points stopping movement local, regional, and international goods and services as well as impacting the quality of life for motorists who must them. Adding the 130th Street station in north Seattle and expediting the Lynnwood to Everett leg would go far to improve the quality of transportation and get cars off the road.</p> <p>North Seattle is a vibrant, vital, rapidly growing area of Seattle that I-5 runs smack in the middle of. Adding a station now will not only enable this area to grow but also removes traffic that helps to choke I-5. To add it later, at a much higher cost, is fiscally irresponsible and will negatively impact the area and transportation for years.</p> <p>It is also critical that light rail be extended to Everett as quickly as possible to reduce traffic and improve transit on the I-5 corridor as well as keep Snohomish county politically committed to light rail/transit expansion. Twenty years to get to Everett is ridiculous and if I lived in Snohomish county I wouldn't vote to spend a cent for Sound Transit. The transcontinental railroad was built in six years! Come on people, step it up!!!</p>
<p>NORTH KING COUNTY</p>	<p>Include N. 130th Street Light Rail stop, rather than making it provisional.</p>
<p>NORTH KING COUNTY</p>	<p>I would be able to use mass transit if 130th station included.</p> <p>Please build this. Otherwise I cannot walk to 145th and would continue driving. Please listen to North Seattle residents and reduce congestion on I-5 into Seattle.</p>
<p>NORTH KING COUNTY</p>	<p>A line connecting UW to Ballard (which should also serve U Village and Children's Hospital) and a station at NE 130th are more important and more cost-effective projects than all of the rest on this list and it is a shame they aren't included in the draft project list. The station at NE 145th St. in Shoreline should have been at NE 155th St. which has no conflicts with I-5 interchange traffic and greater TOD potential, but that ship has sailed in ST 2. If we are going to build light rail to West Seattle in ST 3 for political reasons despite the arguments in favor of spending those funds more effectively on UW to Ballard, then we should definitely directly serve the Junction and let the Delridge corridor be served by a high quality bus line. Light rail to Issaquah is a waste; there isn't the demand out there to justify light rail and there isn't about to be despite Issaquah's plans to upzone. It is inexcusable that Sound Transit has not made provisions for expanding the system in the previous phases, either by purchasing land for future construction staging, or by constructing stations with potential grade-separated, efficient pedestrian connections between connecting lines (e.g. at U District Station ). The Paine Field diversion in Everett is far better served by buses and a more direct, cheaper, route to Everett that is faster to construct and faster to ride is vastly preferable. If commercial air service begins in earnest at Paine Field we can consider adding a spur line at a later phase. There is too much parking in this plan. At \$80K/space or even half that it is not worth it, and more space for cars equals less space for people and other uses of the land. For \$80K per unit we could probably build cheap apartments near the light rail stations in far-flung areas. Let private industry fill the need for parking if there is a market for it.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

NORTH KING COUNTY	The Boeing Access and Graham stops are vital. You also need to get three trains running during peak times on the light rail. The trains are too crowded and every single night full trains pass through University Street stop and you can't get on the trains. Also the buses need to get out of the tunnel. It makes the train a mess.
NORTH KING COUNTY	Ballard to UW underground line
NORTH KING COUNTY	You have done nothing to make your stations,buses or light rail family friendly but just the opposite. I consider your organization staff does not understand good station planning. The lack of signage is terrible. You have no central station with good connections. It is a dismal prospect everytime I use it. Families will not use it do to your policies that are not family friendly. Your timeline is a joke. Park and Rides should not be necessary if you had a better connected system to residential neighborhoods. I am a voter and wondering why I should vote to tax myself for a system that provides me and my neighborhood with nothing. And when I do use it, it is so unfriendly. You have totally forgotten the customer.
NORTH KING COUNTY	Add light rail from Tukwila to Bellevue via Renton before the eastside rail corridor is lost to rail use. Then I would support the plan but I still would not support the funding method or the timeframe. This should have been done decades ago. Reallocate money the state is already collecting rather than raising existing property or car tab taxes. Its all about priorities. Tell the legislature to be more miserly with our money and spend (carefully) on education and transportation and instead cut the fat. Then perhaps once the fluff was removed from the budget, a gas tax increase could fill in some of the funding gaps.
NORTH KING COUNTY	Sounder station in Ballard, which was planned as a provisional station back in the 1990's, but which, obviously, never happened. It is time to revisit this project in light of the fact that, if the current schedule remains, Ballard will not get rail in my lifetime.
NORTH KING COUNTY	Add a line up Lake City/Bothell Way!
NORTH KING COUNTY	There is no east-west connection across Seattle, which is currently a huge problem. There should be a Ballard to UW connection built as part of ST3.
NORTH KING COUNTY	I think it would be cool
NORTH KING COUNTY	I strongly support all expansion of rail and would love to see rail access not only in the Seattle area but all across the state and west coast.
NORTH KING COUNTY	Ballard to U District needs to be orioritized. As does UW to Redmond across the new 520 bridge. Scratching my head at why light rail wasn't integrated into the new bridge plan.
NORTH KING COUNTY	The station at NE 130th St is critical to the development of Northeast Seattle.
NORTH KING COUNTY	There doesn't seem to be enough emphasis on connecting low income communities to transit. West Seattle and Ballard light rail is desperately needed, but what about the folks who truly depend on transit and who are being pushed further and further out of Seattle? In addition, any light rail extension to Ballard should probably hit as close to South Lake Union as possible, because that area is a nightmare.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

NORTH KING COUNTY	Work on getting Sounder commuter trains to Everett and Olympia before the extensions of light rail to Everett or extension in Tacoma
NORTH KING COUNTY	we need to fund as many projects as possible.
NORTH KING COUNTY	I am extremely disappointed that central Seattle is being under-represented in ST3. It is critical to build connectivity in Seattle's densest areas, which would be the most efficient way to increase ridership and connectivity. We need a Metro 8 Subway line connecting South Lake Union to 23rd/Madison and south along 23rd. It is mind boggling that ST3 does not even include a STUDY. Funding for Construction of the Metro 8 Subway should be included, but at least a study for future investment. Sound Transit should also put up some money for the Madison BRT project. We were blind sided by its exclusion in the draft plan.
NORTH KING COUNTY	Pedestrian overpass at Northgate. I-5 blocks neighborhoods to the west.
NORTH KING COUNTY	How about some reverse commute options? To get from my home in Seattle to my job in Everett would be a ~1.5 hour bus ride. When I compare that to my <30 minute drive, public transit makes no sense.
NORTH KING COUNTY	Now is the time to capitalize on constituent interest in public transportation.
NORTH KING COUNTY	It would be great to be able to commute from Seattle to Olympia and vice versa on mass transit, and yet I don't see any plans for this. Help!
NORTH KING COUNTY	I think the study from Ballard to Redmond should be of higher priority. Ballard-UW is a huge route; then getting to the east side would absolutely open up the city. A lot of Microsoft folks live in northern Seattle, and while there will be a route for them, it will be much longer than if a 520 alignment were in use. But in general, I want to see this measure pass!
NORTH KING COUNTY	light rail from Ballard to UW.
NORTH KING COUNTY	Eastlake needs better connection services to downtown. Expand the SLUT to the University bridge
NORTH KING COUNTY	Consider building an covered elevated pedestrian walk-way North to South through downtown Seattle, possibly using current ally space. This would allow pedestrian to walk rain or shine without having to stop due to traffic.
NORTH KING COUNTY	Add a Link route between Burien and West Seattle Alaska Junction.
NORTH KING COUNTY	The provisional status of the NE 130th St Station should be lifted and the station made a mandatory element of ST3's first phase.
NORTH KING COUNTY	Travel efficiency is what makes excellent transit systems truly great. Shortening trips by building connections on single mode transit (for example, the Mt. Baker and I-90 stations are less than a mile apart, but will not directly connect) is something that should be planned for and accommodated wherever possible, even if those lines can not be imediately built. Please be forward thinking- don't lock us into the population patterns of today by building a shortsighted system.
NORTH KING COUNTY	Better connections should support the large amount of transit patrons in the 125th & LakeCity Way area. There are a lot of people who would benefit from increased opportunities for connection to rapid transit close to this location. Parking would be an added plus.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

NORTH KING COUNTY	Without reliable intra-city connections (read: MORE light rail), connecting the nearby cities to Seattle will not provide the reduction in congestion that I think the area needs. The speed at which we study the ballard to U-district light rail line needs to be drastically increased, so that we can study additional east-west corridor studies within the city. I strongly support all forms of increased transit that can not be slowed down by all the single occupancy vehicles. This includes light rail as number one priority, rapid ride lines, transit only lanes for traffic, etc. I support the proposals in ST3, but my biggest issue is that ST3 could be BIGGER and FASTER. I would happily have an increase in property taxes to accommodate it! Alternatively, I support an INCOME tax to pay for this to happen faster!!!
NORTH KING COUNTY	An option to link Ballard/Fremont/UDistrict
NORTH KING COUNTY	Ballard to UW light rail should be added. Downtown to Ballard light rail should be entirely grade separated.
NORTH KING COUNTY	There should still exist subsidized fare for students and people with low income, not sure of funding options. We really do need park/ride options at some stations - ie Beacon Hill
NORTH KING COUNTY	Please focus on Seattle as well. Skipping a very useful place for a light rail station in Lake City leaves out a huge area that is rapidly growing and us zoned as an urban hub. Also, the corridor between Ballard and UW us heavily used but completely ignored. Whether the solution is light rail or BRT with its own lanes, please support those who use transition the area that is providing the most funding to these projects. Regional access is important, but it won't work well if people getting to Seattle from outlying areas can't get around Seattle because Sound Transit didn't want to spend the time and money there.
NORTH KING COUNTY	South Park neighborhood in Seattle should not be overlooked by rapid and reliable commuting options going both to and from downtown. Current bus options are not enough.
NORTH KING COUNTY	I would like to see more grade-separated light rail in north Seattle. Specifically, connecting Ballard to UW, and extending the downtown-Ballard line to Northgate.
NORTH KING COUNTY	East-west travel in Seattle is extremely slow and unreliable for both buses and cars. Existing roads have relatively low speed limits, and have poor light synchronization which impact both transit and cars. Metro Route 44 is an excellent example of this unreliability. While the existing Ballard-Downtown and West Seattle-Downtown routes are important, connecting U-District with Ballard via Wallingford and (north) Fremont links many high-density, high-ridership neighborhoods to provide truly reliable service. It is disappointing that this was not given the same priority as the Ballard-Downtown and West Seattle-Downtown routes. But it is even more disappointing that this route will not even be prioritized for preliminary study. The timeline for Ballard-Downtown is already far too slow for Seattle's needs, but the timeline for Ballard-U District does not even exist even though it is urgently needed as well. This is unacceptable. I love transit (I'm pursuing a career in transportation engineering) and we really need it. But we need it faster and more of it. At this time I don't think I can support a plan that does not include or study Ballard-UW, and delivers Ballard-Downtown much too slowly and with too many compromises in reliability (at-grade and with movable bridges)

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

NORTH KING COUNTY	I am hoping that you will add a tunnel option to the West Seattle Junction line. The tunnel wouldn't need to go under the Duwamish, but under Genessee to the Junction giving WS an opportunity for TOD as well as an improvement to quality of life.
NORTH KING COUNTY	Ballard to Kirkland/Redmond is more important then Lynwood to Everett, IMO
NORTH KING COUNTY	ST3 is great, but too focused on far reaching suburban areas that encourages sprawl. I would like to see more improvements within the greater Seattle/Bellevue area to improve transit reliability and travel times. We need REAL BRT -- exclusive BRT lanes, queue jumps, TSP, etc.
NORTH KING COUNTY	Ballard to UW ASAP
NORTH KING COUNTY	<p>I think support for ST3 in Seattle will be much stronger if 130th Street in-fill station is unequivocally added, Ballard's timeline is sped up, RapidRide E upgrades are added to go with D and C upgrades, and White Center/Burien Ext. is included as EIS, and Ballard-to-UW subway is also studied as an EIS to prepare and speed up their future completion.</p> <p>Also Everett should not build to Paine Field if they want time-competitive light rail. A simpler and more direct 99 or I-5 alignment would be cheaper and could be paired with BRT to serve the airport and industrial center.</p> <p>In Tacoma I would consider building the Tacoma Link first since it has great ridership numbers and a low cost and then building Tacoma Dome to Federal Way afterward.</p> <p>Thank you.</p>
NORTH KING COUNTY	More tunnels instead of bridges across ship canal. Subways are so much faster. These are super long term projects... Isn't subway a better investment in the long term. We are already taking 22 years for Ballard? What are we doing for the next 21 years with the new density? If we have to wait that long, let's do it right for the love of God.
NORTH KING COUNTY	Ballard to UW. Some sort of better service for the central district. I405 BRT improved with branching.
NORTH KING COUNTY	A direct an express light rail line from Wallingford/Fremont to Downtown Seattle. A light rail running on 45th Street connecting East West from Ballard to Wallingford to the University District.
NORTH KING COUNTY	Currently this plan completely bypasses the Phinney/Greenwood area where I live, which is becoming a more populated and vibrant area all the time. It seems like a no-brainer to connect the Ballard line up to Northgate to better serve this population.
NORTH KING COUNTY	light rail from downtown Seattle to Bellevue College/Eastgate Park and Ride

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

NORTH KING COUNTY	<p>Priority for estimated completion time should be given to those areas with the greatest population density - thus greatest current traffic congestion woes. With more commuters utilizing I-522 more than ever before (due to I-520 tolling) the allocation of resources to complete projects in the vicinity of North Seattle from 105th through 145th should be weighed more heavily. Adding the more transit options in general (light rail, versus more BRT options) for north/south commuting alternatives will help to alleviate the I-5 and I-522 bottlenecks in the Northgate/Shoreline/Kenmore areas. Thanks!</p>
NORTH KING COUNTY	<p>I think the lack of an east-west link within Seattle (e.g. from Ballard to U District) is the biggest omission in the plan. In my opinion making it easier to traverse the city in this direction is more important than adding a light rail connection from Ballard to downtown, given that we have the existing RapidRide D line.</p>
NORTH KING COUNTY	<p>Ballard to UW MUST be given provisional status and be as close to shovel ready as possible when/if excess funding becomes available.</p> <p>The same should be said for a "Metro 8" Subway through the densest populated areas of Seattle. ST must finish the studies needed so that Seattle could fund such a route with additional taxes.</p> <p>Light Rail routes MUST be grade separated especially within the city of Seattle. Tying down and limiting 100 year transit investments like the Ballard to Downtown route cannot be allowed to have the same flaws in speed and reliability that currently limits the Rainer Valley portion of Central Link. As a student that takes the Link to UW everyday I can not understand why we would not build another tunnel under the ship canal to Ballard. Build it once and build it right.</p> <p>Despite my enormous desire for additional transit of the Light Rail variety, I am going to find it very difficult to support and vote for the currently proposed compromised "at-grade/opening-bridge" line to Ballard. This is projected to be the highest ridership line/extension in the ST system, please do not hamstring it with the above compromises. I believe grade separation should be prioritized even if it takes longer, or delays other projects.</p> <p>Thank you for you time and best of luck as you put together a final plan to advance the transit in our region.</p>
NORTH KING COUNTY	<p>There needs to be a 130th Station.</p>
NORTH KING COUNTY	<p>We need more rail to get us around the city! I don't care about getting to and from the suburbs, there's nothing there for me. And BTW, this survey has WAY TOO MANY WORDS. Holy crap it was complicated. And the map sucked.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

NORTH KING COUNTY	Sound transit should focus on providing the right transit options for each community it serves. Grade seperated rail is critical in dense Seattle, but useless for serving low density areas (Paine Field shouldn't be considered). Especially considering Sound Transit's underwhelming history of TOD. BRT and improvements to express busses and Sounder service should be used to rapidly connect far flung, car oriented cities. Light rail in the city should have dense urban station spacing. We should not complete the spine to enable miniscule numbers of park and ride users at the expense of high performance lines in Seattle.
NORTH KING COUNTY	ALL DAY SOUNDER SOUTH service between Seattle and Tacoma.
NORTH KING COUNTY	UW to Ballard light rail should have been built already.
NORTH KING COUNTY	-Rainier Valley Bypass on Link line between SODO and Tukwila via Georgetown and South Park -Sounder North Stations at Broad Street, Interbay, Ballard, Golden Gardens Park, Carkeek Park, and/or Richmond Beach -Sounder South Stations at Georgetown and/or Boeing Access Road -Thru-service on Sounder (one-seat ride from Everett to Lakewood) and/or all-day service -A new DSTT for both buses and light rail (ample capacity for both modes--not just one or the other and not just freeway express but routes either) -Possible use of DMU's on Sounder North (instead of locomotive-hauled equipment)
NORTH KING COUNTY	As much transportation as possible! Seattle is growing at an astounding rate. Ballard alone is adding ~over 1000 new apartment units alone. We need swift action! No more Bertha-type situations. Spend money where it's necessary to get the results we so desperately need as a city! If it gets too crowded the there will be no where to park. If there is no where to park then there will be hundreds more on transit. Efficiency in projects is crucial.
NORTH KING COUNTY	Please coordinate with Seattle Subway's proposals, which make use of Seattle-only funding for Seattle-only transit components.
NORTH KING COUNTY	Ballard to u district line should at least be included. Ballard line is needed much faster and with grade separation. Kirkland also needs a station. Too much emphasis on extending the spine to places that won't even use it much. Focus on areas with heaviest usage.
NORTH KING COUNTY	The South Park community of Seattle continues to have their public transportation options decreased. After they have continually cut the buses to the area, I would expect it to be part of one of these plans above. Please reconsider. I'm not sure if the reasoning is because the lower income bracket in South Park, but I would argue, the lower income families are in greater need of public transportation options.
NORTH KING COUNTY	NE 130th Street Station to be built by 2023! HCT study NW Lake Washington study on State Route SR 522 for light rail.
NORTH KING COUNTY	Justin's park and cd service

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

NORTH KING COUNTY	<ul style="list-style-type: none"> <li>-There should be no at-grade crossings for light rail anywhere on the system</li> <li>-Any provisional studies should be upgraded to a full EIS</li> <li>-Invest in RapidRide E line</li> <li>-130th St light rail station should not be provisional but mandator</li> <li>-Complete light rail in-fill stops like Graham and 130th sooner to provide early deliverables</li> <li>-Maximize transit oriented development around all stations</li> <li>-Prefer an SR99 alignment to Everett, go directly to downtown Everett (skipping Paine Field) and serve Paine Field with BRT or a spur to expedite construction, reduce costs, and speed travel times</li> <li>-Prefer SR99 alignment from Seattle to Tacoma</li> <li>-Designate extension of West Seattle line to Burien as provisional</li> <li>-Designate Ballard-UW line as provisional</li> </ul>
NORTH KING COUNTY	I think a north bound Sounder train should be added in the morning and a southbound in the evening with bus or shuttle service from Mukilteo to the Boeing Plant that would support the plant schedules. Boeing keeps reducing jobs in the south end and moving them to Everett plant which is a disaster for the workers being moved to the north and maybe a Sounder train service added out to Black Diamond area.
NORTH KING COUNTY	Ballard to UW light rail should be the number 1 project. There is no way to improve speed and reliably on this route, nor is there any other route with higher demand. Riders on light rail from Ballard to downtown via the U District would only have 6 minute penalty over a much lower demand direct route via Interbay.
NORTH KING COUNTY	running of trains later into the night to increase safety/reduce drunk driving and accommodate people who do not work 9-5 shifts. prioritizing plans that decrease driving in all aspects of commute
NORTH KING COUNTY	Contingency Funding for Ballard - UW line should be included. Ballard-Downtown should be completely grade separated, Everett line should use BRT or rail spur to Paine Field rather than a full diversion. Continue to speed up timelines where possible with Ballard line continuing to be critical due to potential ridership. These items if implemented will greatly improve chances of passage in Novemeber.
NORTH KING COUNTY	Transfer to light rail from Kent/Auburn should be available without going in to downtown seattle and back tracking.
NORTH KING COUNTY	Light rail service would be still more useful if it ran until 2:30 or 3:00 AM.
NORTH KING COUNTY	Cross-town Ballard to UW line is a puzzling omission. This is a highly traveled and congested corridor. The city has terrible east-west connections and such a line would do much to alleviate this problem.
NORTH KING COUNTY	Sounder should be extended to Olympia from Seattle... help folks to continue to work in Seattle, who no longer can afford to live here. It would help Olympia tremendously and stretch development.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

NORTH KING COUNTY	The proposal leaves service to Paine Field & Everett short handed with no improvements in bus service and a very late timeline for light rail. Rapid bus transit is needed between Seattle and Paine Field & Everett immediately until the light rail is built, even if light rail route is built sooner. Bus service is poorly supported today especially for people working near Paine Field. More could be done today under the 2015 House Bill 1842 but has not helped yet. The ST buses that serve the I-5 corridor are too infrequent and do not go near Paine Field and even do not accommodate local links between Paine Field and I-5. Community Transit provides service only into Seattle in the morning and out of Seattle in the afternoon and are unwilling to allow their deadheading buses to fill this need. I have met with ST, CT and Everett Transit with limited success so far on meeting this need and unfortunately ST3 further delays an overdue remedy.
NORTH KING COUNTY	The East-West connectivity in the current plan is limited in Seattle. Currently, most of the East-West light rail connections are present in the north and south of city, but are severely limited within the city. With the geographical layout of the city (i.e. lakes), bottleneck above and below Lake Union occur frequently and snarl traffic. Developing a line from Ballard to the University District would address many of these problems. In addition, both areas of the city are experiencing increasing density and will likely be areas absorbing much of the urban growth in the coming years.
NORTH KING COUNTY	We urgently need better bus service from Bellevue to Renton area/transit center. This bus access is very limited compared to other buses that run from Bellevue and the buses themselves are always full. It would also be helpful if articulated buses were added to this route. This would be something that could be implemented soon.
NORTH KING COUNTY	Bus from 522 & Ballinger intersection West on Ballinger to Light Rail stations along 1-5 @130th then @ the Mountlake Terrace station once completed.  Parking near the 522/Ballinger intersection for commuters.
NORTH KING COUNTY	What about light rail between U district and Ballard? I think this should be moved up for completion in 12 years.  Tunneling should be used as much as possible for all new light rail within Seattle. The new UW to downtown is fantastic mostly because of the tunnel. The light rail from Ballard to downtown should be in a tunnel not on 15th at grade.
NORTH KING COUNTY	Extend the SLT further down Eastlake.
NORTH KING COUNTY	Elevate the light rail for all the right reasons. There are no good reasons to not elevate.
NORTH KING COUNTY	Please add a park and ride facility in Lake Forest Park to the plan.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

NORTH KING COUNTY	I work near the Boeing Access Road proposed location, and feel this is a very achievable project with a large impact. This is a very difficult place to use the current transit system. Myself and a few coworkers have tried at various times to commute on the current bus routes, and we always end up back in our cars. The area is very under served, requiring transfers between multiple infrequent routes. Adding a stop here to the existing light rail route will provide the area with a clear, consistent transit choice. In our growing city this is critical to keeping an area competitive in the job market. As a resident of the city I enjoy easy transit access to nearly everywhere I want to go - except the Boeing Access Road vicinity. I would not like to see this area get left behind, especially with a rail line going right over its head.
NORTH KING COUNTY	Downtown to Ballard route should have a stop in Queen Anne--between Seattle Center and Smith Cove. We Queen Anne residents pay very high property taxes (it's my biggest yearly expense by far, eclipsing food and housing costs). You are asking us to pay a disproportionate amount towards the costs of a light rail/transit system that will not benefit our neighborhood! And I may well be dead before it is finished. To get our support, The ST3 plan should 1) add a stop in Queen Anne and 2) speed up the completion of the Downtown to Ballard line. GOING EAST TO WEST IS AS IMPORTANT AS GOING NORTH TO SOUTH!
NORTH KING COUNTY	More projects. Speedier.
NORTH KING COUNTY	We need express bus service from Northgate transit center to Everett Transit center, and we need that NOW. Then the bus should stop on Maple and Pacific near Group Health Everett, before getting back on the freeway. It is ridiculous that I cannot take public from Seattle to Everett. Even the fast bus from 145th park n ride got cancelled; now it has 5 stops which makes it not feasible.  I am highly disappointed that the 73 no longer goes all the way downtown. Tho I love light rail, to go on bus 73 to UW light rail then to downtown from Maple Leaf now takes much too long. The 77 express bus from Maple Leaf only runs during rush hour. Bus 73 in past took 30 min to downtown; now with transfer takes an hour. Thank you.
NORTH KING COUNTY	Ballard-UW as the TOP PRIORITY! And absolutely nothing at grade within seattle.
NORTH KING COUNTY	I would absolutely vote for this IF a light rail plan was added from Ballard to U District.  I'm on the fence now due to not having the Ballard to UW and the slow timing of the project.
NORTH KING COUNTY	Go to Olympia with light rail!
NORTH KING COUNTY	The I might rail station proposed for the 130th street would allow for ore parking and less glut of traffic which already exists at the 145 street intersections. Allowing for both stations to be built will be able to handle all the traffic from both sides of I-5 converging on that area. It will likely cost 5x as much to build as an afterthought than planning to add the 130th station at a later date. In my view, the 130th station is a must-have, NOT an option.
NORTH KING COUNTY	Parking at current stations, particularly Husky Stadium in Montlake area of Seattle

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

NORTH KING COUNTY	I believe that ST3 should help plan additional lines in Seattle's urban area to reduce engineering delays when cross-town urban lines become unavoidably necessary (and are perhaps funded by entities other than the full ST taxing district). I also would strongly support grade-separated travel to Ballard, given ST3's own estimates of the time differences between at-grade and grade-separated travel.
NORTH KING COUNTY	I wish light rail would expand east to the Central District. It's unfair how poorly serviced the CD is!
NORTH KING COUNTY	Bus routes can not only be created sooner than rail, but can adapt in future to new travel patterns. Please have BRT stop only once a mile at popular destination points, while serving the area between stops with small shuttles delivering passengers close to their destinations and bringing people to the bus stop. People can hail the shuttle within the area by hand or by phone. We can pay for this by eliminating the costs of stations, rail lines and parking lots. We need to make transit more convenient than the private automobile. To save lives and this planet, we need to do this now.
NORTH KING COUNTY	Consider a future study of a Burien to SeaTac extension of the light rail and then Burien to Renton from there. This gives those living in West Seattle the direct option of catching rail to the airport and other locations to the south and east without having to connect downtown.
NORTH KING COUNTY	East-West light rail from Ballard to U-District. 25 Years is TOO LONG to wait for these projects to go online, especially in the City of Seattle, where development is out of control and there seems to be NO correlation between the building of multi-unit housing (with NO parking) and the transit plan.
NORTH KING COUNTY	Strongly support improved access and decreased traffic congestion between north Seattle and south of downtown.
NORTH KING COUNTY	Ballard to crown hill Ballard to uw
NORTH KING COUNTY	We need a Rapid Ride bus on Seward Park Ave S. Also parking at all light rail stations! I live a mile from Rainier Beach station and it is not safe for me to walk down Henderson especially at night. Other neighbors say the same thing. This makes it so we do not use the station as frequently.
NORTH KING COUNTY	Ballard to UW should be included in ST3. The Ballard to downtown line needs to be delivered sooner. West Seattle to downtown needs to be delivered sooner. West Seattle to Burien should receive a full EIS and be shovel ready, as should the Metro 8 line. We should focus more on the urban lines than the suburban lines.
NORTH KING COUNTY	- Grade separation of the entire Ballard-Downtown line for overall system reliability - Study of Metro Route 8 line from downtown - SLU - Capitol Hill - CD to Judkins Park - Study of Ballard - UW line

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

NORTH KING COUNTY	Bus service, express service from south seattle to Tukwila, Renton and federal way. Better service to poor neighborhoods who also need efficient affordable transit. Let corporatons pay for their employees to get to work faster. This smells rotten, like tax payers for expensive sports stadiums that the average worker can never afford to attend.
NORTH KING COUNTY	<p>More focus on the most populous city in this area: SEATTLE. East west travel is terrible within the city - the Ballard to UW line must be considered in ST3. It cannot wait 30+ years. If necessary, include as a provisional project so it can be paid for with cost savings.</p> <p>Construction must be expedited on all Seattle light rail routes, 22 years until Ballard is connected is unacceptable.</p> <p>Routes should not be at grade - this is our chance to do it right, let's pay for it now and make our routes grade separated.</p>
NORTH KING COUNTY	Ballard to UWMC needs to be added and be light rail immediately. All projects should not be more than 10 years from completion. Light rail Ballard to downtown needs to happen in separate grade immediately. Without these on the proposal, I will vote no.
NORTH KING COUNTY	The NE 130th Street LINK Light Rail Station should be fully funded and be built as a part of ST 3. This would help decrease congestion at both the Northgate and NE 145th Street stops (given the proven success of U-LINK). To add it on later would cost 3x as much money. Also, the pedestrian and bicycle bridge connecting North Seattle College to the Northgate Station should be fully funded as well. So, many people would be able to have a faster connection going to and from Northgate area.
NORTH KING COUNTY	I really think that the Aurora corridor would be best served with a light rail line, vs a bus line. Right now, the bus is hemmed in by parking in the curb lane, and doesn't run efficiently through the corridor due to traffic on the street. If Aurora were given a rail line it would be much more efficient.
NORTH KING COUNTY	An east-west tunnel in North Seattle would be amazing. There is almost no place in the region that is as slow to drive compared to the speed a train could have - it would become the preferred way to get between Ballard, Fremont, Wallingford, and the U-district, and connect very well with Metro bus service. If it cannot fit within the budget for ST3, then please make it a provisional project so that it can be completed if funding becomes available. Thanks for listening.
NORTH KING COUNTY	Station at N. 130th is a must. Please move up the Ballard and West Seattle lines, so those are built first.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

NORTH KING COUNTY	<p>I am strongly in favor of the brt spur to Paine field. The diffuse nature of development in this area would be better served with several, flexible bus stops rather than fewer train stations. This would also speed the delivery time up to make ST3 more palatable.</p> <p>The project should also include money to improve rapid ride e so it is an actual brt line.</p> <p>I strongly oppose the amount of money being spent on parking garage in the plan. Any opportunity to remove parking garages and use that money toward other improvements should be realized.</p>
NORTH KING COUNTY	I'd like to see more Link stations between the University District and Lynnwood.
NORTH KING COUNTY	Seattle to to Bellevue train needs to run within 1 year.
NORTH KING COUNTY	<p>I can only speak from my personal commute experience, but why are you addressing the C &amp; D rapid rides but not the E? It is THE ONLY bus that goes up and down Aurora, but it is constantly late and/or full. Can we look at adding light rail up the Aurora corridor? Having a vision for a transit plan is great, but you're leaving a lot of people between 15th and I-5 stranded with the same crappy service we've had for a while now. Coming to work in the morning is fine. The bus is rarely late - but we're crammed in like sardines by the time we get to Denny. However, going home is completely hit or miss. E-line busses get bottlenecked trying to get through downtown. When I'm waiting at the last stop before it heads up Aurora, I have no idea when the next bus is - despite having the 'One bus away' app. Additionally, I don't even know if there will be any room on en E-line when it does finally arrive. I can be standing there for 1 minute or half an hour. (One night I was waiting for 55 minutes). What I'm saying is, the E-line is considered a rapid ride, but in reality, there's nothing rapid about it. Coming to work takes 15 minutes, going home takes over half an hour once I'm finally on a bus. Like I said, having a transit plan is great, but get what you already have in place working properly first.</p>
NORTH KING COUNTY	Since West Seattle will have to wait 17 years for light rail, please add a bus only lane to the West Seattle bridge to 99 North on ramp.
NORTH KING COUNTY	Seattle to Redmond Light Rail is sorely needed.
NORTH KING COUNTY	Ballard light rail should run at least to 85th Street, and preferably all the way to the Northgate TC.
NORTH KING COUNTY	There should be a larger consideration of biking/pedestrian access to mass transit.
NORTH KING COUNTY	White Center and Delridge are a commute death sentence and should be considered.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - North King County

<p>NORTH KING COUNTY</p>	<p>I am a strong supporter of transit who uses it daily to commute, and often on weekends. I have volunteered to assist with previous Link segment openings. For me to be ambivalent or leaning against the ST3 plan leaves me concerned. I think the core of my ambivalence is the poor bang for the buck nature of these projects and the fact that the highest value projects (riders per amount spent and need for continuing operating subsidies) are slated for completion last. The Ballard line in particular would be the most transformational for those traveling between NW Seattle and downtown in terms of reduction in commute time v. bus.</p> <p>By contrast, the far flung north and south extensions would be slower than highway buses and would travel along existing freeways like the highway buses. So what is the purpose then? Stations near freeways with giant park and ride lots are also unlikely to support TOD. I just can't see the major benefits with such lines. If I saw that there were future downtown Bellevues or Spring Districts being planned and zoned for the future north and south extensions I would get it.</p> <p>Finally, the timeline for Ballard is just too slow. Why isn't ST proposing U-District to Ballard, which should be much faster to build and would provide Ballard residents with a quick reliable way to get to UW and NE Seattle and a route to downtown that would be nearly as quick as via Interbay? Perhaps with the money saved, a spur from downtown could help connect SLU and/or Belltown to Link as well.</p> <p>At a minimum, ST needs to find a way to offer faster timelines if local leaders cooperate on the regulatory and bureaucratic things that slow down the process. And TOD needs to be pushed to increase the value of the lines, such as is done in Vancouver, BC.</p>
<p>NORTH KING COUNTY</p>	<p>Prioritize a grade-separated light-rail line from Ballard to the University District</p>
<p>NORTH KING COUNTY</p>	<p>Queen Anne needs to be included for the link rail. It's extremely difficult to get to, hard to find parking, and a big neighborhood. The funding is too expensive for regular taxpayers. Suggest doing fundraisers/getting sponsorship from Amazon &amp; Microsoft, as they are the main drivers of increased traffic.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - East King County

Subarea	Additional Feedback - Project(s) should be added in the ST3 final plan
EAST KING COUNTY	Ballard to UW should be included if at all possible.
EAST KING COUNTY	I cannot believe NONE of the plans include utilizing the existing Eastside Rail Corridor for light rail. It is inconceivable. This should be the TOP priority in future light rail plans and it's not even being discussed.... I am an AVID cyclist and I'd rather loose the entire corridor to light rail if need be, but from what I have been told the easement is large enough for BOTH. THIS should be the FIRST thing you should be developing on the eastside. Get your heads out the the sand!!!
EAST KING COUNTY	More light rail options; it is the most efficient means of transporting large numbers of people.
EAST KING COUNTY	Ballard to UW dedicated light rail. Lynnwood to seatac light rail on I 405.
EAST KING COUNTY	Rail service to downtown Kirkland.  With the Kirkland Urban project going on, this will brings hundreds of new families as well as thousands of new workers to downtown Kirkland and there are only four ways into downtown Kirkland, 85th, Market street, Lake Washington BLVD, Houghton.
EAST KING COUNTY	Kirkland should get light rail regardless of what a minor vocal group of homeowners think. This package takes too long for too much cost. I won't vote for this package as proposed. These projects need to be online in under 15 years, not 25.
EAST KING COUNTY	We need really good connections from EastSide to downtown Seattle. Places like Redmond, Sammamish, Issaquah should be connected very well with Seattle. All the light rail options shows multiple transfers. Can we think of some plan to make it a max of 2 connections
EAST KING COUNTY	ADD: Light rail across I-90 to connect Seattle and Bellevue. ADD: Light rail from airport to Bellevue.
EAST KING COUNTY	Just freaking build it so a person can get from Redmond to Paine Field or the Renton Boeing Plant to Tacoma or from Tacoma to downtown Seattle in 45 minutes! Make it so they can drive to it, park and be on a train/bus in 5 minutes. Make it so you can get out the same parking lot in 5 minutes. make it freaking convenient so a person who doesn't want to live in a high density apartment/condo will use it.
EAST KING COUNTY	Please add light rail along the 405 from Bellevue to Bothell. It is obviously missing, and happens to be my commute!
EAST KING COUNTY	Light rail from tukwila, through Renton to Bellevue
EAST KING COUNTY	I think it's shameful that Kirkland would refuse light rail support. I realise there isn't much you can do if they reject the work, but I think it's worth hammering them some more.
EAST KING COUNTY	Get light rail on 522 corridor....

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - East King County

EAST KING COUNTY	Ballard to UW grade separated. East-West rail options in general. Many of the city's east-west corridors are jam packed with traffic. Grade separated rail development in general. If rail has to share lanes with cars within the city, then rail's reliability advantages over busses will be eroded.
EAST KING COUNTY	More P&R's need to be added. As much as I don't like to see big garage structures, the fact is that unless people can drive to a P&R they're often forced to drive to work.
EAST KING COUNTY	I have commented on this before, there needs to be better and faster transit system, between Bothell and the ever growing south of Lake Union, currently bus 309 does not do enough runs and 522 and 312 both goes through messy downtown traffic. Need to improve the traffic congestion on Mercer exit by Fred Hutch, Amazon, and Google soon to be there too.
EAST KING COUNTY	Issaquah to Seattle light rail
EAST KING COUNTY	Would love to see I-405 light rail as opposed to BRT.
EAST KING COUNTY	Light link rail should extend from Redmond, through Kirkland and Bothell to Lynnwood or Mount Lake Terrace, with Stations in Kirkland and Bothell.
EAST KING COUNTY	Build more road capacity. Use existing right of way or eminent domain laws to improve road capacity. Almost everywhere else in the country the traffic problem is solved that way. Stop forcing expensive light rail on us, where you can put bus instead.
EAST KING COUNTY	Bellevue to Issaquah light rail should come here sooner! Maybe construction crew can work on that segment while other construction workers work on other segments. Traffic in Issaquah is starting to be pretty bad
EAST KING COUNTY	The timeline given here is depressingly slow. 20 years to get a train to Lynnwood? Really??? It seems Seattle has missed many opportunities to secure funding for public transit in the past, so I hope none will be passed up in future.  Increased taxation to fund public transit is regressive, and should be a last resort. An added gasoline tax or a tax on vehicles by weight would be much less regressive than a sales tax and/or residential property tax. Highway tolls are not the answer to anything, and have been a disaster as implemented.  The number one priority should be some E-W connectivity, from Ballard to Seattle Center, and finishing the northbound line to Northgate, Shoreline, and Lynnwood.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - East King County

EAST KING COUNTY	<p>Mass transit PARKING PARKING PARKING!... if the resource is 2-3 miles away people won't walk to it.. they will get in their car and if they can't park... they DRIVE. Get real and build Parking Structures (Big multi-story Ones) into the plan. People need to do errands on their way to or from home, let them drive to light rail parking and do their errands too... it will save time and driving. Hey, you know you'll charge for the parking so just be real and plan for it and make the whole system more usable. PLEASE! Your current light rail parking is way way under sized, under available, un-thought out and just stupid... add parking to current stations also.</p>
EAST KING COUNTY	<p>I think a Ballard &lt;-&gt; UW line would be incredibly helpful.</p>
EAST KING COUNTY	<p>In part because of tolling of 520 bridge and significant increases in population density, traffic on Bothell/Lake City Way and connectors has become unmanageable. There should be a light rail line plan extending from Northgate through Lake City and up Bothell Way</p>
EAST KING COUNTY	<p>Need light rail from Redmond -&gt; Seattle. It's hard to afford to live in Seattle and the buses are over-full and turn people away everyday at rush hour.</p>
EAST KING COUNTY	<p>Sounder Train Service should extend to Olympia ASAP.</p>
EAST KING COUNTY	<p>Add Kirkland light rail option back in!</p>
EAST KING COUNTY	<p>I'm opposed to wasting time with rapid buses in Kirkland. I would be willing to pay much more than the tax amount listed above if we went straight to a light rail plan on the CKC. Buses aren't going to help many, and I doubt many are eager for those. Rapid transit is the key, and we shouldn't waste time (spending more) doing it later.</p>
EAST KING COUNTY	<p>Thank you excluding most of the Eastside Rail Corridor, particularly the Cross Kirkland Corridor from your transit expansion. We're looking forward to BRT on I-405, and the NE 85th freeway station. I would like to see a world-class paved trail on the ERC, which would be a relatively low-cost, high return feature of the bicycle and pedestrian access component. Perhaps you could use some of the \$20 million earmarked for 'environmental study'. A high quality pathway would attract hundreds, if not thousands, of low-environmental-impact commuters to the system. High quality, covered, secure bicycle parking at stations is a must for attracting bike riders. Check out the facilities for cyclists in Europe.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - East King County

EAST KING COUNTY	<p>Bus Rapid Transit is a poor substitute for... well, Rapid Transit, and a distinctly mediocre one even for Light Rail. I do believe that BRT will help to alleviate the problems in the short run, and Light Rail does not have the same capacity as a true Rapid Transit system. This region's population is growing rapidly; if Rapid Transit is not appropriate for its current size (and I would argue that it is), it will soon be. The conversion of high-use Light Rail lines to Rapid Transit should begin within the time period set out, twenty-five years; the conversion of BRT to Light Rail should begin around the same time.</p> <p>In conclusion: I object to the timeline (I believe that Light Rail construction should be moved up at the expense of BRT), and I object to the modesty of the current plan (in its limited planning for future scale, that is).</p>
EAST KING COUNTY	<p>Bus route from Bellevue to the South Lake Union.</p>
EAST KING COUNTY	<p>Light rail should replace rapid bus on upper Eastside within this same timeframe (Renton up to Bothell &amp; Canyon Park) because traffic on 405 is just as important as 1-5. More people live north of the Bellevue-Redmond corridor (where the light rail ends), than live in Ballard--so why do they get lightrail and northern Eastsiders just gets buses???</p>
EAST KING COUNTY	<p>The UW to Ballard light rail line should be included in the ST3 final plan based on the merits identified in the ST3 corridor studies and as an alternative to the Ballard to Downtown line. The Ballard to Downtown line makes sense as a part of the plan given that the City of Seattle highlighted it as one of the corridors it was interested in pursuing high-capacity transit in its Transit Master Plan. However, Seattle chose to pursue this project before the studies were done in the aforementioned corridors revealing they were comparable in travel time from Ballard to Downtown while the Ballard to UW line cost less. Ballard to UW would enable a restructuring of the surrounding transit network that would make transit much more relevant to a large swath of Seattle as well as people in the region wishing to reach northwest Seattle.</p> <p>It seems that the technical and network benefits of the Ballard to UW line are clear from Sound Transit's own studies are clear, yet the project does not appear on the draft list which looks at projects to be implemented over the next 25 years. It's not clear why this is the case. Is there somewhere that makes clear why Sound Transit selected the projects it has? I'm sure it has something to do with how the Board feels the package will poll with voters but there must be some technical aspects as well.</p> <p>Thank you for your time in processing all of these answers and working to make our transportation system the best it can be!</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - East King County

EAST KING COUNTY	<p>Hi, Please add a direct Lightrail connection from Redmond to the new UW Lightrail station!!!! Please add the additional tracks on the floating bridge while it is being build. Using the lightrail via I90 is adding 1 hour more travel time - only the people going to the south are ever going to use the Redmond lightrail.</p> <p>The Lightrail would compare more to a trolley car in European cities. We need a REAL train system with dedicated tracks and higher speed. Please plan for the next 50 years when the amount of people will be 10 times as from today.</p>
EAST KING COUNTY	<p>As a commuter from Woodinville to Seattle, I would be interested in seeing anything reduce my lengthy commute time. A few ideas:</p> <ol style="list-style-type: none"> <li>1) The Bus Rapid Transit on Highway 522 could begin in Woodinville rather than Bothell.</li> <li>2) An extension of the light rail from downtown Redmond northwards towards Woodinville.</li> </ol>
EAST KING COUNTY	<p>The light rail line from Bellevue (to Lynnwood/Woodinville) north through Kirkland needs to be built. We just don't have enough north/south traffic options along the 405 corridor. I am sorry for my neighbors with their beautiful view homes, and I love the CKC walking trail. I really hate to see light rail go in and to loose the tranquility of our new walking trail and the sense of community it brings us --- but we MUST HAVE Light Rail.</p> <p>My neighbors don't know that there will still be a walking trail along side the light rail. If we could see some examples of this working, it might help dampen the opposition a little. I expect the opposition to be fierce.</p>
EAST KING COUNTY	<p>As a Renton resident, once again, I get NOTHING from ST; nothing from ST1, 2, or ST 3, except a bill!</p> <p>I very much want to support transit in our area, and I'd be thrilled to pay my fair share, but for the third time, such is not the option presented to me. I sucked it up for ST 1 and 2 and voted in support for the better common good, BUT no longer.</p> <p>I look forward to being a vocal opponent. Rich Wagner</p>
EAST KING COUNTY	<p>I-405 is one of most congested freeways in the area, yet there is no plan to put in light rail to Kirkland and Bothell. The tolling on 405 isn't working and there would have to be better on and off ramps for buses to use to make that an acceptable solution.</p>
EAST KING COUNTY	<p>Eliminate carpool lanes. There is a lot of excess capacity there that is going to waste. Don't reserve it for the privileged few who can afford , or use it.</p>
EAST KING COUNTY	<p>Parking at existing P&amp;R facilities is woefully inadequate. Some parts of the 405 corridor have decent bus service already, but there's no P&amp;R at NE 195th, and the Canyon Park P&amp;R is 100% full before 7am. Any bus that runs later than that is a waste - nobody can park to ride those buses anyway.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - East King County

EAST KING COUNTY	We have an existing railroad tracks and right-of-way between Bellevue to Renton, Light Rail would be the least expensive since the foundation of the right-of-way and railroad bed already exist. I'm new to this area but have used both Boston's, San Francisco, Portland, and San Diego light rail, please reconsider light rail Bellevue to Renton.
EAST KING COUNTY	I was first very excited by this plan. But, I noticed something. This adds almost no access to the Sea-Tac International Airport for Eastside residents. The I-405 Bus Rapid Transit doesn't go all the way to Sea-Tac, but something that I would really like to see is a light rail south from Bellevue, through Renton, Tukwila, and connecting to the current Light Rail to Sea-Tac. Not only will this add more access for Eastside businesses, but it will provide unrivaled access to the airport, for the thousands of people living in Redmond, Bellevue, Renton (and possible Issaquah with other ST3 expansions). The population of those 4 cities combined is over 300 thousand people, and that number will only increase in the years to come. Thank you for considering this, and good luck in November!
EAST KING COUNTY	Ballard Light Rail needs to extend through Fremont to (near) UW to connect to the North line, and potentially run further up along 522 and out to Kenmore / Bothell / Woodinville. East/West traffic through Wallingford and Fremont is absolutely horrible, and bus service can't alleviate the problem due to the narrow, limited capacity of the streets. BRT along the 522 corridor will likewise be similarly hampered by narrow roads, and even with signal priority will likely be slowed down by the ever-present traffic along 522. Grade separated rail along this corridor will prevent that from happening (if the buses can be grade-separated as well, that'd be a fine alternative).
EAST KING COUNTY	Screw the BRT - there needs to be light rail along ALL of 405 and 522. The buses are a stupid idea otherwise and I won't support this plan.
EAST KING COUNTY	A direct bus line from the I-5/405 split, Bothell, Woodinville, south Lynnwood area, direct to downtown Redmond/Overlake transit center and possibly Issaquah.
EAST KING COUNTY	I don't like the current ST3 plan because 1. It will not be completed until after I am dead 2. It virtually ignores the eastside. There is an existing right-of-way from Renton to Bothell that could be used for light rail at minimum cost. This is inexplicably totally ignored by ST3. Use it. 3. It is a huge tax increase that benefits only the west side of Lake Washington.
EAST KING COUNTY	Light Rail line to Totem lake/KIRKLAND!!! It is about time we got something for our millions of dollars. And we have real growth issues/ urban growth center that should rank our rail leg very high!! We have higher density than any other Eastside city and are pushing that even higher! WE MUST HAVE RAIL!!!
EAST KING COUNTY	Light Rail from Woodinville to Bellevue on the Cross Kirkland Corridor is definitely needed. Possibly from Woodinville to Seattle onver 520 bridge or a new bridge made just for transit.
EAST KING COUNTY	There is no rail service for the Renton area, so I am against it. Seattle is not the only city there is in Washington.
EAST KING COUNTY	The 405 is consistently one of the most congested stretch of highway. It is inane that you are not planning light rail for the full length of 405.
EAST KING COUNTY	Light rail extension to Issaquah should include a station in Issaquah Highland.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - East King County

EAST KING COUNTY	I'm curious to know of the feasibility of having light rails from Tukwila and Renton to Bellevue (TC). I-405 in that area is congested most of the time, wouldn't it be better to have the reliability of light rail than bus (BRT) that shares the same road?
EAST KING COUNTY	The timeframe for completing these expansions is far too long. We need a much more rapid development plan. Also, I can't support the proposed light rail developments without any service to the Renton area. It is unacceptable that Renton is completely bypassed by the light rail when the residents of that city and surrounding communities are in greater need of affordable, reliable, and less carbon intensive means of transportation than the wealthier residents of Issaquah or Redmond. And the rapid bus line expansion that serves Renton seems to miss a critical route, service from Renton to Seattle via I-90 or via I-5. Honestly, it feels like Renton is being ignored in most of the proposed planning and that seems shortsighted and irresponsible.
EAST KING COUNTY	Light rail to google and Kirkland. Cut And cover or tunnel as needed to preserve ckc, but Kirkland needs to be part of the 20 year light rail picture. Without it, I vote no.
EAST KING COUNTY	We need rail on the Eastside, particularly from Bellevue to Everett. \$10 tolls on the 405 are ridiculous. And no, otherwise than on the CKC--unless you're also putting them on the Burke-Gilman and tolling the 90.
EAST KING COUNTY	Projects should be prioritized to the most densely populated neighborhoods. A UW-to-Ballard line through Fremont is an example of this. Issaquah should not have light rail before Fremont or Wallingford.
EAST KING COUNTY	There is no BRT, ST Express, light rail or anything planned for East Kent, Covington, Maple Valley, etc. There is huge amounts of growth being planned for this area no sound transit has completely ignored this area. Petrovitsky or Kent-Kangley Rd could provide an excellent path of high capacity transit. A Maple Valley to Downtown bus?
EAST KING COUNTY	Your continue to give a finger to the SE quarter of the area. you will not even hold a hearing in Bellevue or Renton. Putting a new stop in Renton and telling everyone else in the area to go away is a good way to ensure that you get less votes. Maybe it takes a few decades but you still won't even PLAN to serve the area of S Bellevue to Tukwila. Don't expect us to give you any support. We would love to have transit, but have given up on anyone ever even planning to provide it - and we live in a relatively dense (and getting denser) area.
EAST KING COUNTY	Not sure if it's already in the plans, but the lightrail up to Lynnwood should make a stop at the MLT park and ride. Lynnwood park and Ride is over crowded and full by 7am. Many people, including myself, have moved over to other park and rides due to lack of parking.
EAST KING COUNTY	I will vote NO on this unless the BNF rail corridor is used. It already exists and it is being left out. This is a no brainer. Also, stop using the word MASS transit. We need RAPID transit.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - East King County

EAST KING COUNTY	<p>Downtown to Ballard with any at-grade components would not only be a disappointment as a transit modality (especially given drawbridge-imposed delays), it could very possibly doom ST3 among Seattle voters.</p> <p>UW-Ballard would not only fill a need for East-West connections, plenty of studies suggest it would add more riders to the system, for cheaper.</p> <p>The Paine Field routing is unpopular with Snohomish county voters, and will require too much time to encourage otherwise rural areas to sacrifice their cars to use the train. Given the success other cities have found with bimodal rail options (that is, heavy rail for inter-city service, and light rail/subway within cities), attempts to solve both suburban and urban transit with one type of rail will require sacrificing stops for speed, or vice-versa.</p> <p>In short, having a continuous "spine" is over-emphasized.</p>
EAST KING COUNTY	<p>We should have the best mass transit system in the country - we are a much newer city than those on the east coast, yet their systems put ours to shame.</p>
EAST KING COUNTY	<p>Our existing park and rides fill up already - why should we add more capacity that people can't even use? You could vastly increase your ridership just by building more parking!</p> <p>If you want me to vote for ST3, you need to put some serious emphasis on PARKING and how I will actually be able to find a spot to take these new light rail trains once they are built!</p>
EAST KING COUNTY	<p>East / West light rail needs to be added across Lake Washington via 520. The current options planned for ST3 do not adequately improve travel times from Kirkland / Eastside to the UW, Ballard, and Fremont neighborhoods. I will continue to choose to drive if the only options are via Bellevue or around the northern end of Lake Washington.</p>
EAST KING COUNTY	<p>Do not listen to the Kirkland City Council. It would be terribly short sighted to leave light rail out of Kirkland</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - East King County

EAST KING COUNTY	<p>1) What is the possible explanation for a delay of 8 years to implement BUS SERVICE??</p> <p>2) Why is the region relying so heavily on bus service in its plan, rather than additional light rail?</p> <p>3) One of the most congested areas on the east side is the 405/522 intersection, which moves an enormous number of commuters every day. Why does light rail not extend from Redmond through Woodinville to Bothell, then either follow 522 into the city or meet up with the Kirkland branch to enable commuters and UW Bothell students to take light rail into the city? This would also allow people in Seattle and surroundings to do their wine tasting in Woodinville without the current ongoing issue of drinking and driving in the area. (This may seem like a minor issue but I would imagine the Seattle powers that be would want to emphasize the tourist attraction of over 100 wineries and distilleries within a short train ride from downtown.)</p> <p>4) While parking at the stations is necessary, it is also expensive. Can this not be bid out to private contractors who will pay to build it for the ability to run it? And thus free up funds for additional light rail?</p> <p>Before moving to the Seattle area I lived in Boston, Chicago, and San Francisco. I have never lived in a city with such underdeveloped rail transit as I see here. I appreciate that Seattle is working to cure that, but please learn from the mistakes of areas that did this first. The SF bay area is seriously hampered by the decision not to extend BART onto the peninsula and into Marin, as well as the minimal route of BART within SF. People who live in the area love BART, but hate its limited reach. Meanwhile, Boston and Chicago have robust rail systems both throughout the cities and extending well out to the suburbs which dramatically reshaped the commutes of people in the area.</p>
EAST KING COUNTY	Light rail should get emphasized as the ultimate final goal for a complete light rail system covering the entire area.
EAST KING COUNTY	Is it more preferable to have rapid bus in the Renton and surrounding areas over light rail? I want to know why Sound Transit has decided on that in the ST3 plan.
EAST KING COUNTY	<p>The complete exclusion of light rail on the east side north of Bellevue in what amounts to a 30-year plan is unacceptable. Bus Rapid Transit represents the investment of millions of dollars for nominal gain. In reality, it is unlikely to provide any benefit at all to those who travel at peak times and already take the 532/535 lines that serve most of this corridor. It is actually likely that the commute will be made longer due to the addition of more stops.</p> <p>In addition, buses traveling on the highway shoulder is such a laughable solution that Sound Transit should be ashamed to be pitching it in a formal document.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - East King County

EAST KING COUNTY	<p>I feel that the entire Newcastle / Renton area is being completely shafted. Bus service is non-existent to horrible, and density is rapidly increasing. Along the Coal-Creek corridor, over 1,000 residential units are going to come online within the next year, and the Renton Landing area is poorly served as well.</p> <p>ST should seriously consider extending light rail down the Coal Creek corridor, (rather than unreliable busses on I-405), connect through the Landing, over to Southcenter, and hook into the existing system at Tukwila.</p>
EAST KING COUNTY	<p>There needs to be rail, either light or heavy, around the southeast side of Lake Washington!</p> <p>It seems like a tremendous oversight to place rail E-W across the lake on I90 and WA520 (hopefully!) to the Eastside, but then not serve some of the worst-congested areas in the whole system. I spend the bulk of my commute time from Renton to Redmond stuck on the Renton S-Curves, up and down the Kennydale Hill, and through Factoria. There are a whole hell of a lot of us that can't afford to live closer to our work in Redmond or Bellevue but live down south, and we shouldn't have to route into Seattle and across the Lake to get to work (all roads leading through Seattle to get anywhere sounds like a fantastic way to make commute times longer for those on the periphery (eroding their interest in using transit at all) and needlessly add congestion to the core, where its already crowded enough without more people from throughout the region commuting through it).</p> <p>I don't think adding BRT to this corridor is going to work in the long run--you might get a few thousand cars off the road over time, but our congestion is going to get worse in this area the more people move into the region but can't afford the cost of living in the wealthier parts of the Eastside where they work. Buses, will only add to this congestion; we need to get people into entirely different infrastructure if we want to make a dent, and rail is going to be the answer.</p> <p>There are already heavy rail lines along this route that are unused--perhaps work the Sounder through it, or rip it up and convert it to light rail? Stop thinking with buses and make REAL changes.</p> <p>On a side note, I still think you should have gone with suspended rail over light rail--lower footprint, cheaper cost, and surprisingly earthquake resistant. Check out how well suspended rail fared in the 1993 Kobe, Japan earthquake.</p>
EAST KING COUNTY	<p>I haven't appreciated the ST process leading to these projects. BRT on the CKC should be added to the ballot. You have given the Save Our Trail folks fuel to fight all transit on the CKC -- which now is a huge disservice for the entire community and region.</p> <p>Kirkland is not getting enough service. Where did \$200 per year come from? I don't believe this is for the typical homeowner. What does it cost property owners?</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - East King County

EAST KING COUNTY	<p>In my opinion, there are two major problems with ST3 as it stands--time frame and suburban-vs-urban provision.</p> <p>The projects described above are of the highest urgency and necessity. At this point, congestion in the Sound Transit authority jurisdiction is unsustainable and untenable. The areas with the highest density in this plan, West Seattle and Ballard, are receiving too low a priority in terms of build order. Ballard simply can't wait until the 2030s for functional rail connections to downtown. By this point transit connections in the urban core of Seattle will be so poor that I fear we will see another urban flight from the area back into the suburban regions of King and Pierce County, and possibly out of the state altogether.</p> <p>Having density and serving density should be the primary goals of ST3's mandate--it's where we'll get the best bang for the buck as tax payers, and also will provide the most benefit to the most people in need. Scaling density in central, urban cores like Ballard and West Seattle will bring significant knock-on effects to even the furthest suburban reaches of King, Snohomish and Pierce County, by removing the most possible cars from roads.</p> <p>That's why I believe this plan too-heavily emphasizes expansion to suburban locales. I'm not advocating for the removal of these plans--merely that Ballard and West Seattle Link should be the absolute priority to be down within the 2020s if possible.</p> <p>The most important thing that I believe can be added is proper planning and construction of a light rail connection between already-planned UW stations and Ballard. Whether or not this line would connect to the Eastside via Sand Point or 520 as you suggest can perhaps be delayed until a later date. The 45th ave corridor is one of the worst commuter corridors in the state, and one of the most important. This seems more important, and would serve more riders, than connections to Issaquah, and probably will even at the time of roll-out for Issaquah link in 2041. I plead that you move more forcefully and urgently towards proper connection of these lines to allow for better density scaling, less congestion, and hopefully more livable, walkable, and affordable close-in North End neighborhoods.</p> <p>And this is all coming from an Eastside suburbanite! I hope my concerns will be heard, because as it stands I would most likely vote no to ST3. It is too little, too late, and focuses too heavily on suburban reaches when we really need to connect urban cores comprehensively to properly see the benefits of such a system.</p>
EAST KING COUNTY	<p>the Renton to Lynwood 405 Corridor is a mess. BRT does not solve the problems with growth and congestion. Express lanes have helped those willing to pay but it's a short term solution. Instead of BRT, there should be more emphasis placed on extending Link both north and south on the 405 corridor with infrastructure for parking at each station.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - East King County

EAST KING COUNTY	I understand the need to connect the suburbs and downtown Seattle via transit (in fact, I think this is very important), but it seems to me like the system to use for those branches would be trains like the Sounder, and have a different system that efficient, complete, and traffic-separated for inter-Seattle connections. I think the MTA in New York would be a good example of this idea--express, heavy rail to suburbs and then, once in the city you can ride a quick but complete rail system. After all, who wants to ride the light rail from Everett to Tacoma?
EAST KING COUNTY	Seattle to Issaquah direct rather than diverting through Bellevue. The amount of growth on the I-90 corridor is significant and the connection of workers and jobs in downtown Seattle is significant and worth reviewing.
EAST KING COUNTY	Should be a Ballard to UW line. Extending the spine is a terrible idea and BRT on 405 seems farfetched. It would require new lanes or changing a carpool lane. Should focus on making the dense areas connected first rather than focusing on the outlying areas.
EAST KING COUNTY	I lived in New York for a year and lived without a car. It was wonderful. I'd love to be able to do it again, but at the rate Puget Sound has moved I'll be dead before there is any improvement.  I'd like to see a shuttle between the Houghton Park and Ride and the South Kirkland Park and Ride so I could easily get to Seattle. The use of that Park and Ride is (Houghton) is way down. I know it is probably a Metro thing but it is silly to have that Parking lot with no good service anywhere from it. Why not build something there?
EAST KING COUNTY	If lightrail will be going to Redmond and Issaquah, why can't we open a light rail station in Renton?
EAST KING COUNTY	Include more services for Renton in the plan! Especially consider light rail that goes up the Eastside.
EAST KING COUNTY	Why is there no Light Rail or Sounder planned for the 405 corridor south of Factoria to Tukwila?! That area is a nightmare and there is no significant relief in sight. It is a major transportation link and yet it is as if it didn't exist.
EAST KING COUNTY	Kirkland needs Light Rail! We were promised that the Cross-Kirkland Corridor would be used for that!
EAST KING COUNTY	Light rail along 405 from Bellevue to bothel. This will allow more dense development on the east side.  Also 2033 is too long! We need it sooner than 25 yrs.
EAST KING COUNTY	We need to extend carpool lanes on 167 and widen it. Light rail should be offered sooner for residents in Issaquah area sooner than later.
EAST KING COUNTY	As an Eastside resident, the biggest problem I see with public transit is the ability to get to it. The light rail project will open up many possibilities, but picture the person that has to take a 20 minute walk to a bus that runs once every half-hour to get to that light rail station. Either he won't take the transit at all, or he will look for a way to park at the light rail stop. He needs either more frequent or more convenient buses near his home, or he needs ample transit center parking.
EAST KING COUNTY	I know my city (Kirkland) opposed, but please, please, please keep on them! With the expansion of the Google campus, Evergreen medical parks, all of the waterfront corporations and the waterfront tourist and nightlife traffic, we need the light rail!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - East King County

EAST KING COUNTY	Reevaluate the success of current lines running from the eastside along I-90. The 554 is my major source of transportation over the summer but for the amount of people reliant on it, it is not dependable. The 554 left 8 minutes early from the Issaquah Highlands P&R at one point forcing me to pay \$25 to park for the day in downtown Seattle. The busses would consistently be overpacked during peak hours. In other cases, inexperienced driver would be given the route and would get on the freeway too soon forcing us to get off at the next exit, turn around, and go back to the next stop. In a commute that takes 45 minutes, I spent over an hour on that bus that day because of missing one stop due to the lack of knowledge regarding the route.
EAST KING COUNTY	If you do not include a light rail line to Totem Lake (yes, I'm aware of the Kirkland NIMBYs but they should be ignored) my wife and I will not support ST3. Alternatively, light rail along 522 would earn our support. Look at the ST3 map: NE King County is getting less than any other quadrant under this plan.
EAST KING COUNTY	Add light rail or express busses to the Sammamish Plateau including Issaquah Highlands, along 228th Street, Klahanie Blvd, and Express from Sammamish to Redmond via Highway 202.
EAST KING COUNTY	<p>Bullet trains. Now. That's the only way this expense is justifiable. Us from the international world find it pathetic to see so much money spent on such underwhelming transportation systems.</p> <p>"There simply is no more room on our roads. The best way to add more capacity to our transportation system is with transit, like light rail and commuter rail, that never gets stuck in traffic." poor wording, try instead:</p> <p>"The best way to add more capacity to our transportation system is with transit, like light rail and commuter rail, that never gets stuck in traffic."</p> <p>"Mass transit is critical to the economy. If businesses know their employees can get to work and products can get to market, they will choose to locate and expand here. "</p> <p>No. If businesses know that they're being touted as a motive for passing bills that raise their taxes, then they are insulted, and will be encouraged to leave.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - East King County

EAST KING COUNTY	<p>Living on the Eastside in Issaquah, it's virtually impossible to commute downtown in under an hour, and parking is incredibly expensive. It's also really difficult to get to Bellevue or Redmond due to 405 and 520 (and feeder roads) being so backed up. Many commuters from North Bend and Maple Valley come through Issaquah to get both places - I think Issaquah should be much higher on the priority and done sooner. Transit is already heavily used at both Issaquah park and rides, so the people are ready for it. Bottom line, my friends and I make job decisions based on the horrific I-90, 520 and 405 traffic. It would take a lot to get us to work in downtown Seattle, much less Bellevue anymore. I'm sure you've done studies as to which regions would have the most usage of light rail. I'm just surprised Issaquah to downtown / Issaquah to Bellevue is 25 years away. The Seattle region is getting almost unlivable because of traffic - and for professionals like myself and my friends, traffic is THE most important issue for the city and for our general work/life balance. Being on the road an hour each way (minimum) wastes two+ valuable hours a day that just seems completely unreasonable and really eats into the quality of life. I know every region wants light rail first, but I think prioritizing Issaquah will have a ripple effect for the entire Eastside, north bend and maple valley. REI just announced its moving its headquarters to Bellevue (from Kent) - my guess is b/c they can't attract talent (two friends turned down offers b/c of the commute to Kent. And, it's hard to even fathom considering offers from even Amazon, Google and Expedia (when they move) b/c the commute times from the Eastside are so bad. Thanks for soliciting input - really appreciate it. I would pay more to accelerate the plan.</p>
EAST KING COUNTY	Please do more with Bothell.
EAST KING COUNTY	North/South light rail along I-405. Nothing is being done to relieve traffic on I405.
EAST KING COUNTY	More should be done to address congestion in the I-405 corridor. I am not convinced that BRT on I-405 is enough.
EAST KING COUNTY	Light rail to Kirkland and other communities
EAST KING COUNTY	The light rail should between Renton and Bellevue. I-405 traffic is getting worse every year.
EAST KING COUNTY	<p>We need light rail the length of I405... You had the opportunity after the dinner train left... Or putting it in the middle of 405 (like Portland). I think focusing on Bellevue to Redmond no doubt would help some people, would not help as much as focusing on taking pressure off of 405 which in turn would take pressure off of back streets/neighborhoods!</p>
EAST KING COUNTY	Add Ballard to UW via a subway.
EAST KING COUNTY	<p>It's stupid that areas such as Bellevue have staunch opponents to light rail. However easy forks in the existing system and right ways that the county and transit. It appears that preference are being given to the eastside rather than Renton for transit that is out of band. I quit using the busses because the 101 takes an hour or more during commute hours and then it takes 1-2 additional connections to get anywhere. A unified light rail system would allow someone to get quickly downtown.</p> <p>Also it would be nice if Sound Transit would build Park and Ride Garages at Rail stops because as you've admitted stations like Sounder Tukwilla and Light Rail Tukwilla often fill up which rules out two of the truly rapid connections to Seattle where I work.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - East King County

EAST KING COUNTY	South east king county is horribly represented in the plan above. I support rail and mass transit expansion but I am confused that we are expanding light rail to communities already served by rail and ignoring light rail to south east king county areas such as Bonny Lake, Covington and Renton. These are where people can afford to live and currently we are providing the best transit to people who are more likely to remain in their cars.
EAST KING COUNTY	<p>Light Rail between Ballard and UW is essential it is the biggest bang for the buck project in the package.</p> <p>Light Rail from Bellevue to Downtown Kirkland is also important for mobility on the eastside.</p> <p>All rail, especially Ballard to Downtown Seattle, must be completely grade separated.</p>
EAST KING COUNTY	<p>Three topics:</p> <p>One: Seattle to Ballard ought to be the highest quality, fully grade separated rail possible. This Seattle artery has the worst traffic imaginable and needs to be able to carry tens of thousands, even hundreds of thousands, of people daily without delays. We cannot afford a sub-par, at grade, link between downtown and Ballard. It also needs to be done much quicker. The timetable is unacceptably slow.</p> <p>Two: The future expansions for Seattle should be laid out. Even with ST3 there isn't enough connection within the most dense part of the Puget Sound, Seattle. There needs to be a light rail eventually connecting Fremont, Wallingford, Queen Anne, Greenwood, Wedgewood, Laurelhurst, Eastlake, First Hill, Madrona, and Madison Park. It would be nice to see a plan in place for a more comprehensive project.</p> <p>Three: The proposed plan for BRT going from Lynwood, down 405 to Renton is not acceptable. This needs to be a light rail system serving the densest parts of the Eastside. Hundreds of thousands of people on the Eastside commute to Seattle daily and the addition of bus routes is not enough.</p> <p>I am proposing a light rail link beginning at Northgate and stopping at Lake City, Kenmore, Bothell, Woodinville, Totem Lake, Kirkland, Bellevue, Factoria, Renton, and finally Sea-Tac. Residents on the Eastside need a simple connection to Seattle via light rail, not BRT. 520 has become a parking lot and anything less than a light rail system connecting the aforementioned cities in lieu of the BRT system proposed in ST3 will not get my vote.</p>
EAST KING COUNTY	There should be an express service to the airport on light rail.
EAST KING COUNTY	SR 522 corridor plan should be part of the ST3 Final plan with BRT plan implementation right now to feed the Link Light Rail at North Gate. Creative approach should be taken for funding such as utilizing new 520 bridge to have tracks put in even if the use by light rail would take place in the future. Adding tracks to I-405 while adding/or resurfacing the roadways...best to utilize on-going projects instead of starting from scratch every project.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - East King County

EAST KING COUNTY	The cross-Kirkland corridor is being wasted as a transit resource. Freight trains traveled that route for nearly 100 years. As a local resident, I was not bothered by the sound of nearby passing trains. The nimby's selfish obstructive influence should be overruled and transit should be incorporated into plans for the corridor. This is an ideal, established, prepared right of way that is wasted on just recreational walkers and bicyclists. With Google and other greater employment opportunities are adding revenue and traffic to Kirkland, Totem Lake and Bothell/Woodinville. To ignore this valuable route is insane.
EAST KING COUNTY	Light rail should be added through Renton in addition to the BRT. Figure out a way to make Rainier AVE more useful.
EAST KING COUNTY	I think a Woodinville/Bothell expansion should be added to the Bellevue/Redmond line, it's all above ground and would serve a quickly growing and high traffic area. Woodinville is a large tourist district and Bothell is one of the fastest growing areas on the eastside with a large student population at the UW Bothell Campus.
EAST KING COUNTY	We need more 255 buses between Seattle and Kirkland during peak periods. Buses during these times are full and people sometimes need to wait up to three buses before they get on a Seattle to Kirkland bus around 5pm.
EAST KING COUNTY	228 Ave Sammamish expansion
EAST KING COUNTY	Expanded bus service from Renton Highlands to Bellevue.
EAST KING COUNTY	I think it's embarrassing that the city/area of Seattle/Tacoma/Everett/etc. is so far behind in mass transportation, given the size of the area AND the year-over-year increase in the population. I really think the plan never catches up to the needs of the area, and a more aggressive approach, plan, etc. needs to be considered.
EAST KING COUNTY	I feel that people should have a light rail line in Issaquah so that people can have efficient ways to get to and from where they need to be. I also believe that people need to start caring about the environment in order to help reduce greenhouse emissions!
EAST KING COUNTY	Don't go to war with people in their cars. Become a useful government agency by actually providing reliable service that is truly responsive to the needs of commuters. This means more 550 service, real BRT for the 522, 554, 560, and other routes, and a commitment to working with WSDOT to truly solve traffic congestion, not make it worse.
EAST KING COUNTY	Why do you even need this input. It's clear we need to move now. I think the length of time to implement is unacceptable. All of this should be done in 10 yrs
EAST KING COUNTY	Please consider extension of the Issaquah-Bellevue LRT line to the South Kirkland Park & Ride, in order to enable some point-of-access to the rail system for those who live north of 520 (e.g. under the current plan, a resident of Kirkland must go all the way into Bellevue by bus or car to access Link -- the excessive time associated with this trip diminishes the utility of rapid transit to the point where it provides no marginal benefit for trips to Seattle). Do be aware that the vocal minority that argued against rail/HCT on the ERC through Kirkland is just that: a minority. The lion's share of Kirklanders support transit, many use it regularly (witness 255 ridership to downtown), and many of these would utilize Link if accessible at S.K. P&R. Thanks.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - East King County

EAST KING COUNTY	<p>You have left Kirkland out of the plan for any grade-separated rail or BRT services, I find it unacceptable that ST is not planning on bringing any traffic-independent transit options to this entire city, instead offering us BRT on I-405. I am a transit geek who studied it extensively in grad school and I always love riding trains whenever I travel, but I am struggling to see how paying \$400 per year for my household for 25 years (\$10,000!) makes sense when you are only planning on studying a route in Kirkland. I both live and work in Kirkland, so there is no point for me using your proposed BRT, and even if I got a new job in a different city the BRT would only take me to Bellevue without a transfer so it wouldn't even help me get to Seattle. You have to do something to address grade-separated transit in Kirkland - please see Toby Nixon's proposal to connect the Redmond Eastlink with the Totem Lake (Kirkland's designated urban growth center) along Willows Road. Perhaps an extension of the Eastlink from Redmond to Totem Lake could continue on to Woodinville wine country and UW Bothell as well. I am the kind of person that you need to convince to vote for this - deliver some real value on shorter timelines to every corner of ST's taxable area and you will get this passed. Studies and 20+ year timelines for key lines (Ballard should take 12 years, not 22!) aren't going to get this thing past the voters.</p>
EAST KING COUNTY	<p>The generic plan provided looks like it avoids expansion to all of the metropolitan area's poorest neighborhoods. Those neighborhoods tend to have the oldest, most, busiest and most unreliable bus service. And this plan does nothing to make transit service more equitable for those people.</p> <p>More parking must be added to existing and all future transit centers. A lot of people, too many, have to drive to the transit center to park because of a lack of bus service to their home/neighborhood. Yet, there isn't enough parking at any of the park and rides or transit centers. Cars will never be completely off the road, and to continue not providing parking for people is inequitable.</p>
EAST KING COUNTY	<p>I don't currently use transit because, where I live (Bothell), I can't easily/quickly get where I need/would like to go. My husband commutes on the bus to work in Seattle, and spends about two hours each day in transit, which is far from ideal. The bus routes in the Bothell/Kenmore/Woodinville area wind all over the place, which is great for picking up as many passengers as possible but does not help the passengers get where they're going in a timely manner. Although bus rapid transit would certainly be an improvement over the current bus service to the Bothell/Woodinville area, there is a big light-rail hole on the northeast side of Lake Washington, which should be filled. There's no reason Kirkland/Bothell/Woodinville/Kenmore residents should have to go to Bellevue or Shoreline to use light rail. Also, there <i>*must*</i> be parking at the light rail stations; people can't leave their cars unless they have a place to leave their cars.</p>
EAST KING COUNTY	<p>Light rail needs to be added from Renton to Bellevue.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - East King County

EAST KING COUNTY	This plan does nothing to improve service between Kirkland and Redmond. Also, by using BRT on 405, it does not provide easy access to the new transit. Access to 405 for pedestrians and bicyclists (and parking for cars for people who will be catching these new buses) is virtually nonexistent. 405 is, for all intents and purposes, a tunnel through Kirkland and doesn't allow easy access from downtown Kirkland as well as most neighborhoods. For this reason, using the right-of-way on the cross Kirkland corridor (old rail lines) would be a much more effective way to move people through and allow local residents access to the transit.
EAST KING COUNTY	Kirkland light rail is needed. All that traffic on the 405 corridor through Kirkland. People need more options than just to Bellevue... I will vote no to this project because light rail isn't coming to Kirkland, yet you want it to go to Issaquah?!?!?! The bottle neck that helps the area more is Kirkland
EAST KING COUNTY	Renton to Bellevue is the worst and light rail would help
EAST KING COUNTY	More light rail, less buses. Let's join the rest of the world using subway and rail systems and forego bus expansion. Explore using our waterways like Sydney, Australia. They make it work. Too much overthinking, keep it simple and stop dragging out the planning process. Light rail is way overdue especially crossing Lake Washington.
EAST KING COUNTY	<p>I'm frustrated that once again Renton and SE King County gets ignored for the most part in this proposal. I'd love to be able to take transit, but it takes me more than twice as long to take the bus that stops within 1/4 mile of my home, than it does for me to drive to downtown Bellevue. I generally support transit, but will not support a measure which leaves me paying for service that primarily serves the western portion of the county. Bus Rapid Transit is great, but the infrastructure also has to be put in place to support it. This means that you actually have to build parking (unlike the current light rail line, where parking wasn't even considered as a necessary component), and plan for people using their cars for a portion of their commute. As it is, I have resigned myself to being a single-occupancy vehicle commuting from Renton to Bellevue every day for the foreseeable future, since transit doesn't make sense where I live.</p> <p>Bellevue is a major employment hub, and the transit options to get from other locations on the Eastside to downtown Bellevue are bad. In many cases, feeder routes to transit centers are so sporadically scheduled that the connections don't work between Metro and Sound Transit routes. When I did ride the bus, I would wait in the cold for 30 minutes to catch a connection from Sound Transit to Metro in order to get the final 3 miles to my home. I'd rather spend that time with my kids, and as such will continue to drive.</p> <p>I voted for the first two Sound Transit measures, but don't see myself voting for this one due to the serious gaps in light rail coverage between Bellevue and Renton.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - East King County

EAST KING COUNTY	Why is Renton the red-headed step-child of the entire region? We have more traffic than all of the other areas this proposal serves, yet we get BUSSES. Why? Why? Why? I will never personally support adding bus lines on 405 as any kind of solution for our traffic problems. In the first place, to avoid traffic problems, STOP putting busses on 405 - they have to come on the freeway on the right, cross ALL of the lanes of traffic to the HOV lanes, then almost immediately cross all lanes of traffic AGAIN to exit. They cause more problems than they solve. The proposal does not convince me that any of this is understood or considered.
EAST KING COUNTY	We need light rail on the east side. Buses are nice, but light rail is what we should be investing in. The east side corridor (north to south) is only serviced by buses. These buses can get too full during peak commutes, they can get bogged down in traffic, and they can just plain take too long to get from point A to B. I have tried bus commuting in the past and it is extremely frustrating. Missed connections, nowhere to sit, slow traffic. Instead of investing in bus transit on the east side I would like to see investment in light rail. I live in Bothell and commute to Bellevue everyday and it is just plain frustrating.
EAST KING COUNTY	Reliable mass transit from the Eastside to Seattle, and along the I-405 corridor, ie light rail or other transit minimally impacted by traffic.
EAST KING COUNTY	More Parking at these places that access mass transit ! For instance at the new First Hill/ Seattle Streetcar (no park and rides nearby). I know it sounds counter intuitive to have people drive to some of these place and then take mass transit into town. But my opinion it is what is needed, saves a lot of commuting time and parking cost if park and rides available close to town. If I drive to work from Renton to First Hill in the morning it takes me 40 minutes to get in, about 50 minutes to get home (and I have to pay \$9.50 per day to park). If I take the King County 101 bus it easily takes over an hour each way (and feels unsafe at times based on passenger mix).
EAST KING COUNTY	There is nothing for Maple Valley
EAST KING COUNTY	Very disappointed that light rail is not coming to the Kirkland corridor. That should have been a no brainer, except for the loud voices of the wealthy "save my trail" folks whose homes line the old rail route that would be an ideal route for light rail. I've talked to Kirkland residents. Many are misinformed regarding what light rail would look like.
EAST KING COUNTY	Bellevue light rail across 520 bridge to Seattle should be moved up from "future investment" to this plan. Would greatly alleviate Microsoft commuter traffic from Seattle.
EAST KING COUNTY	I live in Kirkland. ST3 does nothing for Kirkland and does nothing to improve my commute. I don't even have a bus stop within a mile of my house.  Also, your timeline is WAY too long. Speed it up.
EAST KING COUNTY	Adding rapid transit in the I-405 corridor won't help much unless frequency and breadth of normal bus coverage is improved along the corridor to make it easier and faster to catch local buses to the places the rapid transit buses will run.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - East King County

EAST KING COUNTY	Would love to see this implemented sooner than 25 years, so that people of this and upcoming generation can benefit. Also, by the time 25 years comes around, there might be a different or bigger need. Also, willing to pay for it also.
EAST KING COUNTY	The project NEEDS an express train from Sodo to the airport. One that does not go through Rainier Valley. An alternative would be an express bus from downtown to the airport, using the express lanes. Without that, I will not vote for the plan.
EAST KING COUNTY	This transit system takes you to Seattle and provides limited resources to areas on the east side. Saying we need a study to determine what the next for this area while Issaquah gets lite rail seems like an oversight. We should be running light rail down entire I 405 corridor and using buses to connect to the outlying areas.
EAST KING COUNTY	Lynnwood has more walkers than sidewalks, I often see children basicly walking in the road for want of a safer place. It would be nice if we could get more of them!
EAST KING COUNTY	Kirkland light rail on the Kirkland connector
EAST KING COUNTY	Light rail to be substituted for I405 bus service at earliest opportunity. Permitting bus to use shoulders is not a safe option.
EAST KING COUNTY	The ST3 is greatly needed in this region as the Puget Sound Region is rapidly growing year after year. I am in full support for this initiative.
EAST KING COUNTY	add light rail from Lynnwood to Renton, along I-405, following the freeway and adding stops at existing P&R locations and UW Bothell. That's where the traffic is, that's where the development is, that's the foreseeable future of the communities along I-405. So build light rail along I-405, as BRT is just a stop-gap that won't last 25 years until ST4. So plan ahead - please!!!! - and don't repeat the mistakes of the 1960s.
EAST KING COUNTY	what is killing us is that stations are not easily accessible from places like Fairwood, Maple Valley or Covington. Takes forever to get to a transit station served by fast lines, so we have to continue to drive :(
EAST KING COUNTY	There is no plan to relieve congestion from Renton out to the Southeast. The current ST plan does not help without increased services which run later into the evening. Using sound transit light rail does not work as there is no parking, no service after 6:30 pm and weekends. Waiting for 15 years is redundant. Until there is sufficient product now I cannot give details.
EAST KING COUNTY	Please consider addition of light rail from Bellevue up to Kirkland.
EAST KING COUNTY	There should be light rail on the east side north end from Bothell through Kirkland. This light rail should use the old rail road ( now trail) through Kirkland. BRT on 405 will clog up 405 and be too slow.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - East King County

EAST KING COUNTY	Kirkland to Bellevue to Seattle should be a light rail instead of the BRT. These are world class wealth creating cities deserving high frequency light rail similar to Cal Train/BART in Bay Area. If BRT, the parking stations and terminals should be world class and buses high-end with high frequency commutes. Residents of Kirkland are among the highest property tax payers in King county and the services proposed in ST3 are not proportionate to those payments. Also, more connecting points needed within Kirkland that connect to these BRT or light rail. Kirkland has a convoluted geography due to the lake which increases commute times considerably and connect points need to be accessible and well designed.
EAST KING COUNTY	Figure out how to do Light Rail on the length of the Eastside Rail Corridor, despite a very small number of vocal Kirkland residents ("Save Our Trail"). If you query their petition's signers, you'll see that the vast majority are property owners along the ERC through Kirkland.
EAST KING COUNTY	I know it's hard to build light rail in this topography, but it seems like the light rail construction schedules are very long. A Seattle-to-Issaquah line along the entirety of I-90 seems like a logical choice to add in tandem with the Bellevue-to-Issaquah line.
EAST KING COUNTY	Rail in Kirkland please
EAST KING COUNTY	Kirkland Light Rail Service
EAST KING COUNTY	Light Rail on 522.
EAST KING COUNTY	While this is under construction, I would like to see improved bus service with more buses with active reliable bus tracking at major centers. I use 'one bus away', but it needs work to be reliable.
EAST KING COUNTY	More parking and wider spaces at S Bellevue Park & Ride. The parking lot for light rail will be packed full within the first week after opening, and nobody will be able to use the light rail after 7:00 AM. That parking lot will serve Microsoft, downtown Bellevue, downtown Seattle, and UW. People should be able to arrive at 10:00 AM and still find a spot. I would recommend 5000 spaces and direct freeway on/of ramps. Or at least build it so that it can be expanded later, because it will need it I'm sure.  Also need direct carpool lane access for buses to the Newport Hills P&R.
EAST KING COUNTY	The Eastside needs access to mass transit. Bus service in Sammamish is limited at best. East/West commuters need services, not just North/South commuters. We all pay for the services, so we should all have access.
EAST KING COUNTY	Would love transit in the South Lake Sammamish Community. The drawings include Lakemont, which is close to us however we are right off I-90.
EAST KING COUNTY	Investigate BRT on Cross Kirkland Corridor
EAST KING COUNTY	Add light rail from downtown Seattle, or Northgate to Bothell, along 522. Traffic along 522 has really increased since tolling began on 520. Residents of Kenmore are penalized in time travelling through the city by the traffic on 522.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - East King County

EAST KING COUNTY	The project looks great at first but there needs to be more done. The completion time frame needs to be shorten up because most people in this region need the transit now. Having been to other major cities around the world we look slow and behind even though we have all these technology juggernauts. Why can't they invest a bit to get this done faster? I'm sure their employees would appreciate a station near the work campus. I'm not pro bus unless these buses are fully electric and aren't in traffic. To me there needs to be more emphasis on the light rail system. The buses on the eastside is a "band-aid". You guys may not think light rail is needed, but it needs to be done there too. You are skipping Renton, Bothell, and Kirkland on the eastside. I took the bus from Renton to uw Bothell for years and it was horrible, especially at night having to wait an hour for a bus to show up. It would be best to include these large growing cities. The sounder train is nice but it doesn't stop frequently enough or run during the day enough to seem very viable. Having light rail also go to kent and auburn would be needed in my opinion. I like what I see, but I'm also disappointed greatly that it isn't as vast by hitting important areas in our region and will be taking too long to complete.
EAST KING COUNTY	Bring back neighborhood bus routes especially for commuters. I have no choice but to rely on my car currently.
EAST KING COUNTY	Have any of you people driven 405 between Bellevue and Alderwood? What's needed is light rail along that corridor, yet there's no mention of any light rail. I live in Bellevue and work in everett and for me to take rail to work under the current plan isn't going to happen because (1) I will be retired by then and (2) I'd have to take a train to downtown Seattle and transfer. Stupid!
EAST KING COUNTY	There should be a light rail station at Kenmore where currently has a huge traffic bottleneck because of I-405 toll.
EAST KING COUNTY	The area north of a line from Issaquah to North Bend are not being served at all. Perhaps a plan for service to included Issaquah to Preston/Fall City/Carnation/Snoqualmie/North Bend needs to be inserted.
EAST KING COUNTY	A BRT line needs to be added connecting Auburn Kent and Renton.
EAST KING COUNTY	The sooner the better -- our population density is growing immensely, and transportation hasn't grown to meet that demand. Let's do this!
EAST KING COUNTY	The I-405 corridor is the busiest other than the I-5 in Seattle. It already has the path or corridor built years ago by the BN. Why then is it not considered as a better chance for light rail or even a Eastside Sound Transit route, other than a improved motor bus route. My guess is the Renton is unimportant to Sound Transit and the politics coming out of Bellevue.
EAST KING COUNTY	I believe that all Eastside residents would also greatly benefit from light rail across the 250 bridge. I live in Redmond and work at the University of Washington. While I support a rapid bus between the two, I prefer rail infrastructure.
EAST KING COUNTY	There are very few transit options from my address in Redmond/Woodinville Area. As a near 30 resident of the area I simply have no way to get around, despite living just a mile from services in Kirkland, Woodinville, and Redmond. No way to get to the airport, Amtrak, or anywhere! And it looks as though this plan will leave me with still no transportation even in 2040. Just special occasions with a need to use a P&R that is usually full. It's truly sad.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - East King County

EAST KING COUNTY	Some light rail should be placed serving the Kirkland Woodinville area, connecting either through Bellevue or to Lake Forest Park and onto Northgate. Kirkland is underserved by light rail, this needs to be improved. Since tolling on 520 began the increase in traffic around the north end of Lake WASHINGTON (particularly Juanita drive) has increased on the small streets by a reported 30%, these streets are not equipped for the traffic density tolling created. Light rail could ease that, as bussing has not.
EAST KING COUNTY	Light rail should be included from Everett down I-405 to 522!
EAST KING COUNTY	Looking forward to a Sammamish-Redmond-Bellevue-Seattle-Seatac light-rail line!
EAST KING COUNTY	Additional parking or reserved parking for Mercer Island residents at the station there. The current parking lot is filled up before 7:00 a.m. by people coming from further east so there is no room for residents of the Island. Also, the Bellevue at I-90 lot is currently completely full. I know they are planning to close the Bellevue lot to enlarge it. I don't know how they plan to manage the traffic during the construction period.
EAST KING COUNTY	Why no light rail along the whole I-405 corridor? Very disappointing that the eastside is being ignored with regards to light rail, especially north of Bellevue. People will only use public transit if its convenient, safe/clean/user friendly/comfortable experience (even today this is not the case and there are many complaints I hear from my fellow co-workers that use it and it very sad to hear what they say...basically its very sad!
EAST KING COUNTY	I didn't see a plan to increase parking at the Lynnwood Transit Center. This is already a problem, even without the light rail, I strongly urge the creation of additional parking at that location.
EAST KING COUNTY	Improvements in mass transit opportunities from Issaquah to Seattle, not just Issaquah to Bellevue.
EAST KING COUNTY	Include transit improvement to Maple Valley via HW 169.
EAST KING COUNTY	Need more buses and transit to and from Renton, more accommodations for pedestrians and bicyclists in general, and better train maintenance. Older Metro busses often break down, Light Rails trains often smell like vomit.
EAST KING COUNTY	Light rail or bike access across 520 from the Eastside to Seattle. The cost (monetary, time and convenience) to drive over to Seattle is lower than taking the bus, right now.
EAST KING COUNTY	Light rail on 405. That's what I was hoping for not just rapid transit. Buses are no the only solution that should be added to the dreadful congestion on 405. And we are talking about plans in 8, 25 years. How slow is that for a solution? We need something sooner, very soon. This timeline is unacceptable and too little too late.
EAST KING COUNTY	There should be light rail access closer to downtown Bothell. This area seems to be largely ignored.
EAST KING COUNTY	light rail to Factoria Bellevue
EAST KING COUNTY	Since my bus stop was cancelled several years ago, I have no access to public transportation. I would like to be able to take a bus to doctor's appointments, shopping, etc.
EAST KING COUNTY	Keep adding protected bike trails so we can safely get around on bikes, especially on the Eastside around Bellevue. Now that we have bike access to the new 520 bridge, a parking lot near the East entrance to the 520 bridge would be great, so we can park and ride into Seattle from the Eastside.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - East King County

EAST KING COUNTY	Not using the Eastside Rail Corridor for Light Rail service is the biggest fault of these proposed projects, Sound Transit already owns the easements for this stretch. Don't let the Kirkland City Council and the NIMBY neighbors along the corridor pull this project from the list. The biggest argument for not building the light rail is that the trail will go away but the trail has always been included in the Sound Transit plans. This would link in perfectly with the Bellevue Station and the proposed Issaquah light rail project. Keeping this project off the list will cost many votes in the Woodinville/Bothell/Kirkland area. And I'm sure you are hearing this from everyone, but the speed of these projects being delivered needs to be sped up.
EAST KING COUNTY	Cross Kirkland Trail should be used for future light rail!
EAST KING COUNTY	Kirkland BRT on Eastside Rail Corridor
EAST KING COUNTY	Fix the bottle neck between Coal Creek exit to Hwy I-405& I-5. Adding, the shoulder/opportunity lane would help, but it would also be best providing a light rail from Renton to Seattle.  This goes the same between Northgate to Seattle.
EAST KING COUNTY	Light rail loop around all of Lake Washington. And project timetables are too slow.
EAST KING COUNTY	The I-405 corridor has some of the worst traffic in the entire state of Washington, and yet the ST3 plan refuses to acknowledge opportunities for light rail transit on this corridor. Instead, the planners have decided to continue to fund some busing improvements that exclude large swaths of the I405 transit problems. This issue is almost important enough -- and I'm so frustrated by ST3's lack of planning for light rail to this area, that I am tempted to vote "no" on the bill. I think this is one of the most important (and yet most neglected!) part of the entire ST3 plan, which is highly unfortunate.
EAST KING COUNTY	Kirkland light rail is imperative to my support. There is a small, vocal minority that is attempting to hijack the rail corridor to keep transportation off of it. I will oppose any plan that doesn't include light rail to Kirkland using the existing right of way.
EAST KING COUNTY	Is light rail along the length of I-405 a consideration? It seems a separate dedicated lane/rail is needed. Given the growth on the eastside it seems there needs to be additional dedicated transit lane/rail available very soon. 25 years from now is 24 years too late.
EAST KING COUNTY	I don't see anything in the ST3 plan that provides better transit service to the densely populated Soos Creek Plateau area consisting of SE Renton, E Kent, E Auburn and Covington. As a resident of this area I am reluctant to vote for taxes that provide transit services for a lot of other areas but nothing for the area where I live.
EAST KING COUNTY	build parking garages along 522, study light rail for this corridor, in the meantime make sure there are improvements made to allow for most/best rapid transit. Traffic is deadlocking along 522; we need to encourage people to use mass transit.
EAST KING COUNTY	Rail between Tukwila and Bellevue PLEASE.
EAST KING COUNTY	Light rail across new 520 bridge should be completed as well to get from Redmond to Downtown Seattle faster

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - East King County

EAST KING COUNTY	You should consider using the existing rail line that runs up the Eastside for light rail. I-405 is congested and I do not think adding bus service will entice enough folks out of their cars. Public transportation on the Eastside is the pits. Something like light rail that would run from Federal Way via Airport, Renton, New Castle, Bellevue, Kirkland and Redmond and to the North, would give more choices. Unfortunately, folks in the past do not want to abandon their cars as public transportation has always been poor with a lack of alternatives.
EAST KING COUNTY	Kirkland stop on the Redmond light rail line, or a separate Kirkland line.
EAST KING COUNTY	Please make a route that goes to the airport from the East Side along with accompanying Park-N-Rides! Maybe something that runs hourly along the 405 corridor. Boulder County, Colorado, has one and it is very frequently used. Getting to the airport requires drop offs/pick ups right now, causing many excess miles to be driven on 405. Please please please.
EAST KING COUNTY	Bellevue to Seattle transit is quite heavy and likely to get heavier due to growing industry in Bellevue. Within Bellevue transit is sparse and uncoordinated to say the least. Bellevue needs better connections by link and bus to Seattle as well as much better within Bellevue connections that are better coordinated and monitored.
EAST KING COUNTY	Additional service on Sounder South so that the last train leaving Tacoma in the evening is after 5 p.m., not before. Extend service, if possible, to include Olympia. Improve service between Bellevue and Tukwila so that light rail is accessible without having to drive.
EAST KING COUNTY	Remove carpool lanes on I-405, I-5, I-90, 520 and replace with light rail. This would build out the spine of light rail almost immediately, cheaply, and would accomplish the *exact same objectives* that the carpool lanes have in a MUCH better fashion. If done intelligently and carefully, I'm certain that you could utilize 1/2 the space for light rail/local and the other 1/2 the space for high-speed rail. This might not all be Sound Transit's arena (e.g. WSDOT for the carpool lanes and who knows which organization is in-charge of high-speed rail) but doing this, in conjunction with 50B spent on other mass transit projects would provide the most benefit in the quickest fashion for the lowest cost.
EAST KING COUNTY	Renton is a major hub for Boeing workers and suppliers. Wit aircraft build rates expected to rise more business needs to be completed in the renton area. Plus Renton is building a new corporate center with hotels near gene coulou beach. As a renton resident the traffic and side street traffic has grown a lot around this areas and the S curves on 405 and it would be great to have a light rail option to come through renton to connect us with the larger grid with access to the whole seattle metro area. At homeowners association meetings this topic often arises and I think there would be great interest to have renton apart of the rail system.
EAST KING COUNTY	old rail corridor along Lake Washington between Renton and Redmond should be used for autonomous pods feeding light rail stations,
EAST KING COUNTY	Make samammish and Issaquah Part of it.
EAST KING COUNTY	Light rail along I-405, Lynwood -> Bellevue -> Tukwilla instead of bus service.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - East King County

EAST KING COUNTY	I think the stretch of 405 between Renton and Bellevue needs to be addressed. The congestion there has not improved at all in years and is only getting worse. I don't feel as if improvements in bus routes is the answer. Alternative driving routes or modification to existing roads is imperative.
EAST KING COUNTY	Put in light rail on State Route 522. 522 is one of only a few ways over/around Lake Washington so it should get priority for light rail service. Light rail is far superior to more unreliable buses.
EAST KING COUNTY	don't lose this opportunity to improve commutes!
EAST KING COUNTY	Bothell area needs plans and land purchases for light rail before current development and expansion limits it's location.
EAST KING COUNTY	I feel aggressive investment is critical for our quality of life and environmental conservation.
EAST KING COUNTY	Rail service to Bothell to enable faster commute to Seattle downtown
EAST KING COUNTY	More options between Eastside and Seattle downtown. Especially as the Eastside (Bellevue, Redmond, Kirkland) continues to be ideal residential areas, but with increasing job opportunities on the westside. Eg. Expedia moving westside, from Bellevue, Google expanding office space in Seattle downtown, and ofcourse Amazon being in Seattle.
EAST KING COUNTY	It seems like we are proposing old technology solutions (e.g. rail). Why not explore new tech. Hyperloop is one idea that comes to mind - if impractical or not ideal for short distances, let's explore other ideas instead of laying rail or bus lines.
EAST KING COUNTY	Still really wish we had light rail over 520 bridge.
EAST KING COUNTY	Need to add express light rail (or bus) from downtown Redmond, Kirkland, Bellevue and Sammamish to SeaTac. Need to add light rail in downtown Sammamish along 228th Ave Would like a bus line along E. Lake Sammamish -- light rail would be better but I don't think there's room. Needs for more Park & Ride or Transit Centers between Redmond Transit Center and the South Sammamish Park and Ride
EAST KING COUNTY	How is there not a transit line going along 405? This line should connect to the west line (line west of Lake Washington) in tacoma and in lynnwood. Bus rapid transit sounds like it won't help much of anything (unless using the shoulder will really work and significantly cut down on total drive) I just don't believe it right now. Become a real city and build some metro lines.
EAST KING COUNTY	Plan needs to include express light rail from SeaTac to the Eastside -- Redmond; light rail across SR520 to connect the Eastside to UW. Consider a modified model like the London Heathrow Express -- one express train that runs in a loop in both directions from SeaTac, downtown Seattle and the Redmond Overlake Transit center.
EAST KING COUNTY	Greatly expand overcrowded park & ride lots such as Bear Creek. Access to transit is limited by park & ride space (local bus service simple can't cover enough suburban neighborhoods or be fast enough). Failure to expand P&Rs will greatly limit the ability ot benefit from transit improvements.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - East King County

EAST KING COUNTY	Start studying future transit projects now. We can't delay the next big light rail projects if Ballard and West Seattle are going to take 22 years.
EAST KING COUNTY	One of the areas that attracting more and more residents in the recent years is South of Bellevue (from Somerset to New Castle), with heavy traffic route such as Coal Creek Park Way and Forest Drive. But currently there is no regular public transit available on those routes. There are many seniors and new immigrates living in these area who are not able to drive. Without public transportation service, their life become so much miserable. It is unfair for them to pay higher tax but not get benefits. Please consider adding a regular bus route onto Coal Creek Park Way or Forest Drive. Thank you for considering all the seniors and disabled residents!
EAST KING COUNTY	I live in Sammamish where transit service is limited and basically terrible. Limited routes, and nothing at all on weekends. Sammamish is not even mentioned in these proposals. There are lots and lots of people in Sammamish who take the bus and more who would do so if there were options---but the options are so very limited. Add some more buses and new routes for Sammamish--expand daily service and add something for weekends, please.
EAST KING COUNTY	good connectivity options from Central Issaquah to Issaquah Highlands and even Sammamish
EAST KING COUNTY	Suburban and outlying areas with heavy traffic flows into and out of Seattle and Bellevue should be serviced by routine buses to highspeed bus transit stations via vans, high speed buses service to light rail, light rail to passenger trains between city centers across the state. I should be able to walk from my house to the closest arterial, catch a van to the high-speed bus to whichever light rail center is closest to where I want to go and then take that area's van to my destination, or light rail to passenger train to city and their transit network -- no CARs!
EAST KING COUNTY	The project should extend rail to the Samammish Plateau and it should be completed in 5 years. Anything that does not include both issues will not be supported.
EAST KING COUNTY	There is so much growth in Issaquah/Sammamish that needs to be addressed. Don't forget the suburbs! We need to invest so much more in light rail and other mass transit to even come close to the transportation options that already exist in other areas such as the Bay Area, Portland, DC, Boston, etc. Good transportation options would help solve so many issues such as commute time, quality of life, pollution, housing costs, etc.
EAST KING COUNTY	We need more rapid transit and we need it faster. The economy of the region will suffer significantly without more transportation. Quality of life for puget sound residents will suffer significantly without more efficient transportation.
EAST KING COUNTY	We need a better public transit system! It's important because of climate change. We use fossil fuels much more heavily than we need to because of our limited transit system.
EAST KING COUNTY	What's the logic of not building the light rail in the eastside (from Everett to Bothell to Bellevue to Renton to South Seattle) making a complete light rail loop around Lake Washington? The biggest problem I have right now is if I were to take a job in Seattle, it'd take me forever and multiple bus connections to get to Seattle departing from Bothell Canyon Park area. Having rapid bus in the eastside is better than none, but it doesn't solve the problem long term.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - East King County

EAST KING COUNTY	The East side (Bellevue, Kirkland, Redmond, Issaquah and Sammamish) are a large source of traffic feeding into Microsoft and Seattle. Traffic is a large issue due to lack of bus services that feed into the system from further out, even as far as Fall City and Snoqualmie. The population is pushing further east as rent and home values rise. NOW is the time to plan and at least reserve spaces for infrastructure and plan for the FUTURE.
EAST KING COUNTY	Add a Sounder station to Elliott Ave. West. This would serve employees working at Holland America, Amazon, Expedia (coming in 2019), F5, and Zulilly. Traffic from Elliott Ave to King Street makes shuttles and the bus unreliable connections.
EAST KING COUNTY	Link light rail should run along the entire east side, from Bothell to Kirkland to Bellevue.
EAST KING COUNTY	With the growth that you are seeing in the north end eastside, (Bothell, Woodinville, Kenmore), possibly adding a rail station out there might be a great idea. and allow it to comedown the 522 corridor, since that road has become a major highway since the toll on 520.
EAST KING COUNTY	Light rail over the new 520 bridge should be added.
EAST KING COUNTY	There needs to be better transit between the Eastside suburbs. Redmond is home to large employers but the only rail/rapid bus service goes to Bellevue. I work in Redmond and a LOT of my coworkers live in Northeast King or Southeast Snohomish Counties (Bothell, Mill Creek, South Everett, Monroe). This plan would still double an 8-mile commute from Downtown Bothell to Redmond (I'm purchasing a home in downtown Bothell so this will be my future commute). Even with the amazing ST3 improvements, I'll still end up driving from Bothell to Redmond rather than bus/rail all the way to Bellevue, and then on to Redmond because transit will extend my commute time so much.  RE: project completion timelines - is there any way to speed up light rail to the Eastside? We need it yesterday, so 10-15 years is a frustratingly long time.
EAST KING COUNTY	Concentrate on the core first. When South Bellevue, Newcastle and Renton are completely forgotten there is a problem. Renton is the 8th largest city in our state and is growing rapidly. It is also the 4th largest city in King County and all we are going to receive in 25 years of paying \$220 each is one bus stop?!?!? There is no way I can support this cause. There is rail going all the way to Everett which only has 4000 more people than Renton. Maple Valley, Black Diamond and most of Kent come through Renton to get to work everyday too. Let's rethink the priorities first. I have sent letters to our legislators Bergquist, Hudgkins and Hasegawa and they all have responded in not supporting ST3 due to this oversight. Please rethink your study.
EAST KING COUNTY	Light rail connection between Redmond and Seattle.
EAST KING COUNTY	It is critical to provide parking that is abundant and that costs next to nothing to encourage people to access buses and light rail. I would never have started to take the bus (12 years ago) regularly if I could not park for free at a transit station in Redmond. We want the cars off the main roads, but we do need somewhere to put them while we are on transit. Not everyone is comfortable or able to walk 1 mile to or from a transit stop. I don't see provisions for this in the plans.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - East King County

EAST KING COUNTY	On the map it looks like there is a plan to run light rail across the 90 but that wasn't listed. I think having light rail from Bellevue to Seattle and additionally to the airport would go a long way in relieving the traffic on the 405 and the 90
EAST KING COUNTY	We should add a light rail around Lake Washington and include Kirkland and Woodinville. It should come out of the tax dollars we already pay. 25 years is too long. Make it a priority and get it done quicker.
EAST KING COUNTY	Even if it takes longer, rapid transit/light rail is always preferred to bus systems. Majority of the general public will not use bus systems. The 405 corridor between Everett and Renton/SeaTac should be #1 priority for this. Other major metropolitan areas rely heavily in train/light rail with bus systems as a supporting service.
EAST KING COUNTY	additional parking at all Park & Ride locations
EAST KING COUNTY	I would like to see this plan include light rail that is accessible to all major cities around Lake Washington. The current plan doesn't show light rail being available between Renton and Bellevue. It's crucial to connect light rail between these cities due to only having 3 lanes on I-405 between exit 4 and exit 10. This is a major bottleneck that needs rapid improvements beyond increased bus service.
EAST KING COUNTY	Light rail near 405 to alleviate traffic. If traffic is bad enough to mandate tolling, why would you add more buses instead of adding light rail? The 8-year timeline for the rapid line buses is ridiculously long. If it takes that long, forget it and build light rail. The area north of Bellevue and south of SR 522 is left with very little improvements compared to everywhere else but we are expected to help fund light rail while not getting any benefit for our neighborhoods.
EAST KING COUNTY	We need mass transit from the Eastside to the stadium area. On a gameday on a weekday, we left our house in Bothell at 5 for a Seahawks game at 7 and arrived at the stadium at 8. I would love to be able to drive to Bellevue or take a link light across one of the bridges that drops up off at the stadiums
EAST KING COUNTY	I'm curious why Renton seems to have the least proposed changes. Unless I missed something in the proposals, it seems that there are only one or 2 projects included in the scope for Renton. I believe a light rail station should be added in Renton. We currently have to drive south to catch the light rail to go north, which is inefficient, and doesn't help traffic in the corridor between Renton and Tukwila. Our buses are consistently late and standing room only. Please add some more projects to aid the congestion in Renton.
EAST KING COUNTY	no comments
EAST KING COUNTY	Light rail from Kenmore/Bothell 522 corridor
EAST KING COUNTY	Light rail should be extended to Snoqualmie, including adding a stop at Issaquah Highlands, to support extensive current and projected population growth along the I-90 corridor. Parking at both the Issaquah Highlands P&R and the Issaquah P&R should be expanded to further encourage commuting. No P&R use fees should be collected for a select number of P&R spaces as this dis-incentives the success of increased P&R use and increased commuting.
EAST KING COUNTY	It's too bad there is no plan to include Kirkland and Bothell in the light rail system. I assume this is a cost-prohibitive item. BRT seems like a decent alternative but will suffer from congestion, like everyone else on the I-405 corridor.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - East King County

EAST KING COUNTY	Closing the loop to include light rail from existing Tukwila rail station, through Renton to Bellevue needs to be looked at, so to benefit these communities and create accessible seamless light rail coverage instead of planning bus as a long term solution to support these areas.
EAST KING COUNTY	Connect the newer communities in Bothell, Woodinville, Mill Creek and Snohomish to rail
EAST KING COUNTY	The plan is short sighted. We are doing nothing about transit commuting from Eastside to Seattle and vice-versa. Where is the light rail across I-90 for Renton residents? For Bellevue residents? We're not even considering serious investments in rail, subway or underground options across the lakes. Are they impossible? cost prohibitive? Even if we increase greater Seattle population 50%? 100%?
EAST KING COUNTY	1) These questions are mostly about the priority of the order in which routes will get added. This survey should accept much more feedback about the overall plan, not just the priority of the proposed items in the plan.  2) The proposed transit solution for Kirkland is a DISGRACE. I know this is also the fault of the City of Kirkland, but in the long term the plan is TERRIBLE for Kirkland residents. WE NEED LIGHT RAIL IN KIRKLAND on the Kirkland Corridor! It is a shame that a vocal minority of land owners across the corridor threaten to leave Kirkland in the Dark Ages of Transit.
EAST KING COUNTY	Add light rail service to Kirkland!
EAST KING COUNTY	We must include a light rail connection from Bellevue to Everett in order to keep things balanced. I don't mind paying for the ST3 draft plan but I'd like to make sure that it will serve the areas where I live (light rail).
EAST KING COUNTY	I would like to see the link light rail extend up 405 through Kirkland. I would use it often if I could get from the Totem Lake Transit Station (or thereabouts) to SeaTac airport. My big concern is the increased taxes, of course. Our taxes are already incredibly high and increasing them puts an additional burden on already strained resources. Surely there must be another way to raise the money--or reduce other taxes. The suggested reduction in taxes when completed is something that I have never seen happen in the 35 years I have lived here. It's an empty promise.
EAST KING COUNTY	Where does Sammamosh fit in all this. Sammamish taxpayers pay a huge burden and see nothing. It's extremely difficult to get to Seattle by bus/transit from Sammamish.
EAST KING COUNTY	Light Rail from Bellevue to Totem Lake should be included.
EAST KING COUNTY	I'm extremely disappointed in the lack of light rail through Kirkland. I commute by bike daily on the Cross Kirkland Corridor and expanding that trail to include light rail would be a huge boon to the Kirkland area. With business continuing to expand in downtown Kirkland traffic problems will only get worse. I don't see BRT solving the problem with the lack of grade separated lanes that could service downtown Kirkland without getting caught in peak commute time traffic.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - East King County

EAST KING COUNTY	<p>Kenmore is choked with traffic</p> <ol style="list-style-type: none"> <li>1. on Juanita Drive by vehicles avoiding the too-high fees on the Evergreen Point Bridge. Those fees need to be lowered to get vehicles off neighborhood arterials such as J. Drive.</li> <li>2. on SR522. BRT will not provide enough relief on this major connector. Look at the Light Rail plan. Which quadrant has been completely ignored for the future? the northeast quadrant, of course. Boo!!!</li> </ol>
EAST KING COUNTY	<p>I would love to see better East&lt;-&gt;West connection options from Kirkland to Seattle. As it stands, every time I visit friends there, I end up driving because I know that the bus stops before midnight. I understand that this is an outlier in the grand scheme of ST3, but with the city continuing to sprawl and expand, I think it is important to consider access from the suburbs into the city at all times of day. It would certainly get me off the road on a weekly basis.</p>
EAST KING COUNTY	<p>I see no emphasis on direct, rapid transit to/from South Lake Union, but extreme building is continuing without adequate transit in place or planned. People come to this rapidly growing business center from many communities not highlighted/supported in the ST3 plan. Most current transit routes are oversubscribed, such that riders have to wait for multiple buses to get a seat, and/or require transfers. Thus, many of us who would use public transit instead drive a personal vehicle. And, the streets that feed into Mercer have poorly timed traffic lights; many are further impeded by the SLU tram. If the city is going to allow/encourage the tax base in this area to continue rapidly growing, more and better public transit access should be prioritized.</p>
EAST KING COUNTY	<p>Light rail should go down the 522 corridor.</p>
EAST KING COUNTY	<p>Leaving Renton out of the plan is unacceptable.</p>
EAST KING COUNTY	<p>There should be light rail from Redmond to downtown Seattle over 90 and 520</p>
EAST KING COUNTY	<p>Should be bring the light from Everett to Bellevue as it is highly likely the GMA in South Snohomish County will be pushing East so planning now for the growth in the Clearview Woodinville area is import.</p> <p>It is also silly not to include BRT to Woodinville to capture those using the HWY 9 corridor.</p>
EAST KING COUNTY	<p>Light rail to Kirkland &amp; Bothell seems vital, despite the local councils' initial objections. Don't leave those towns behind.</p>
EAST KING COUNTY	<p>Light rail should be added to the entire 405 corridor instead of simply adding busses, which will only slightly help the worst traffic in the entire Puget Sound region. The 405 corridor is simply growing too fast for this to be the only "help" that is planned at this point and adding light rail should be a much higher priority.</p>
EAST KING COUNTY	<p>I-405 Transit stops at Exit 17. More transportation from Houghton Park and Ride, or Houghton Freeway stop, direct to Seattle.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - East King County

EAST KING COUNTY	After reading the plan. I think at you need to add North South Rail solution for the Eastside from Lynnwood to Renton via Woodinville, Kirkland and Bellevue. The growth in the Bothell is outstripping the infrastructure of a road and buses. We already have the trail pathway in place and it would all allow access to the cities, business and to have three separate trains running north and south. Sounder to the west, I-5 light Rail, and Finally the rail line that runs from Woodinville to Renton. A solution that allows East west connection and North South connection.
EAST KING COUNTY	gimme dem trains (please don't throw out my survey, I think that easy access to light rail is essential to healthy growth of the city as a whole)
EAST KING COUNTY	Light rail down the I-90 corridor
EAST KING COUNTY	These questions are too broad to answer. Sometimes, it is so much interconnected. For example, I live in 98028 and the light rail to Tacoma and Rapid bus line on 522 appear in the same question, How should I answer?  But, It is a great effort by all organizers to improve the transportation in Puget sound. I truly admire these plans and initiations.
EAST KING COUNTY	We need light rail to Kirkland! The traffic through the Kirkland corridor is horrendous!!! Either that or buld a new parking structure at the Kingsgate Park & Ride, as that P&R fills up by 7 am. That's how many people rely on the express buses going downtown; speaking of which, the buses end WAY too early in the morning. We could use express buses from Kirkland to downtown all day.
EAST KING COUNTY	Sammamish is a large and still-growing area. Mass transit options are very limited here. This plan would be quite costly (likely considerably more than the \$220/yr. average mentioned above - on top of the current taxes) for Sammamish residents, without adding service here. In fact, I have read that it would make mass transit commuting more difficult by requiring people to change from bus to train in Bellevue en route to Seattle.
EAST KING COUNTY	There are still a lot of areas, like by my house along HWY 202 between Redmond and Fall City that don't have access to basic bus service but have roads that are increasingly filling with traffic due to development in areas all around us. We even have a high school close by and students are unable to use mass transit. It would be great to include bus service in these areas to the ST3 plan, especially where you have rural corridors like ours that King County would like to protect. Bus service would really reduce traffic in these areas and improve environmental conditions. Everyone in our household would use the bus to commute if we had bus service close by. Instead we all drive separate vehicles.
EAST KING COUNTY	Renton to Bellevue light rail
EAST KING COUNTY	Please bring light rail to Renton.
EAST KING COUNTY	I travel the world over and always discourage to return home to the worst mass transit system: buses! Build the ST3!!! Seattle has had this opportunity for decades... get on with it!!!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - East King County

EAST KING COUNTY	<p>As development begins to ramp up in Kirkland and east side of King County, I believe that light rail should expand further north on the East Side from Bellevue to Totem Lake as originally planned. Totem Lake Mall is currently in the process of redevelopment and is due for reopening by late 2018. The City of Bothell is also currently undergoing major redevelopment. The East Side as a whole is growing at a rapid rate as Puget Sound Energy is also undergoing major upgrades to its infrastructure to serve surges in population and business. North of East Side needs light rail and access to transit. UW Bothell is a growing educational force in the region.</p>
EAST KING COUNTY	<p>I and all of my Kirkland neighbors that I have spoken with are extremely disappointed to have seen the Cross-Kirkland Corridor light rail line removed from the ST3 plan. Transit north and south on the Eastside is nearly as imperative as in Seattle, yet the voices of a few that live adjacent to the corridor who oppose transit on the corridor with their NIMBY attitudes somehow convinced the city council that Kirkland as a whole was opposed. This is not the case and is a huge mistake. It would be extremely interesting to see a poll taken by all Kirkland residents as to whether or not we support light rail on the corridor. Just last year our city council recently misjudged Kirkland residents' desires and tried to force an Aquatic Recreation Center upon us, now they're opposing this great opportunity that most of us support.</p> <p>I can't imagine continuing to commute from Kirkland into Bellevue over the next 30 years and to see how bad traffic/transportation will become. We've expanded 405 to the maximum width available along most of the freeway, yet travel speeds are just barely tolerable. Please reconsider adding light rail through Kirkland. I see this line as the backbone to all future light rail expansion north of Bellevue on the Eastside. As a final point, the residents of the city of Kirkland will be contributing significantly to this project (I've seen numbers approaching ~\$300 million over 10 years), yet nothing but a BRT on 405 will even come through our city. Yet this line is redundant with other lines that are already available. The future of travel does not lie in buses but in light rail.</p>
EAST KING COUNTY	<p>I think that light rail segments should be added to create a "loop" around the north end of Lake Washington, i.e., from Bellevue to Bothell, and through the 522 corridor to Seattle. Incidentally, I prefer a SR522 alignment over the proposed SR522/NE145th St alignment. I think it's more important to serve the rapidly developing Lake City Neighborhood than the NE 145th St Corridor.</p> <p>I imagine that similarly a "loop" around the south end of Lake Washington would be attractive. I note the absence of Renton in light rail planning.</p> <p>In general, I would be much more supportive if the projects would come on line FASTER. I'm personally willing to pay more in taxes if our urban form were being shaped more by transit than the endless highway expansion. Transit is not getting ahead of growth; it's falling behind, in my opinion.</p>
EAST KING COUNTY	light rail for SR 522

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - East King County

EAST KING COUNTY	Due to the rapid growth of the Sammamish area it should be included in your plan somewhere.
EAST KING COUNTY	Light rail to extend up to not hell and woodinville from Bellevue Redmond Kirkland.
EAST KING COUNTY	Light rail extension to Bothell/Woodinville
EAST KING COUNTY	I think that the light rails are really great. In the future I think it would be really great to be able to have a light rail system from Bothell to Seattle. Although I realize this idea is not very resonable at the moment, I think it would be a dream :)
EAST KING COUNTY	<p>I don't think these projects do anything to help get light rail to the north end of the east side, where it is dearly needed. Buses are great, but still have to travel on the main raods, even with special lanes, etc. Light rail along already set aside tracks would have been the best and fastest use of money and time. Could very easily have taken the east side tracks that were in place, convert those to light rail, and had a line running from Renton to Snohomish in a very short period of time. Magically, it would have served easy access in Maltby, downtown Woodinville, Central Kirkland, near downtown Kirkand, and close to downtown Bellevue, right down to downtown Retnon, and could easily have been extended to reach Tukwila.</p> <p>I also feel that the length of time to build these projects is way to long. If they must be built, then so be it, but any project that will take 25 years to build out is WAY too long or too complicated.</p>
EAST KING COUNTY	I am in favor of light rail along the old railroad right of way from Bellevue to Woodinville. This should be considered in ST3 final plan. Population density is already very concentrated along this corridor. New housing development is expected in Totem Lake. One option would be for the light rail to be on the lower elevation side of the right of way. There would be less impact to the neighborhood. There could be mitigation by lowering the light rail and putting a lid on it in the controversial south Kirkland neighborhood. Our region has spent 3 billion dollars on a replacement highway in downtown Seattle. Building a wall or a lid along a mile section of the Cross Kirkland Corridor to accommodate transit, ( not cars) would be inexpensive in comparison.
EAST KING COUNTY	Light rail to Kirkland should be built, despite the little group of people opposing it. Most of the city supports it
EAST KING COUNTY	I'm interested in light rail now vs years and years from Bellevue to airport and downtown Seattle - sooo many delays - just build it. Downtown bellevue needs light rail - thank you
EAST KING COUNTY	More link light rail using existing pathways should be considered. For instance, along Willows road to connect Totem Lake and downtown Redmond. Bellevue is definitely a hub on the East side, but much of the traffic ends up in Redmond (for Microsoft), and traffic heading North, East, and South from Redmond (not just West) is awful. Providing ways to connect Redmond with Kirkland, Issaquah, and other communities may help alleviate some of the worst Microsoft traffic.
EAST KING COUNTY	There is not much investment to provide additional park and rides. The current transit options are not fully used because of lack of good park and ride and last-mile commute options.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - East King County

EAST KING COUNTY	Light rail should not bypass Kirkland as it runs from Redmond to Bellevue. Kirkland is growing rapidly and needs more than just bus service to lessen our clogged streets.
EAST KING COUNTY	There is not enough rail connectivity added to Redmond. Redmond having such a big economic input as far as businesses will not get enough rail coverage for the cost that the project will impose on the residents.
EAST KING COUNTY	the light rail to Issaquah, Redmond and Bellevue is urgent, I would not wait 25 years!
EAST KING COUNTY	Transit of any kind (bus route is fine) from Overlake Transit Center to UDistrict and Fremont.
EAST KING COUNTY	Please reconsider light rail to Kirkland. We can't be the only major city on the east side without access to light rail. This just seems like a huge issue and I'm not sure how ST3 can be approved as is.
EAST KING COUNTY	Dissapointed thatt there is no idea of 405 rail, though BRT is something. I have heard that there are plans for parking garages at Park and Rides (esp Totem Lake) as a huge deterrent to transit on the east side is lack of spaces after 7:30am, but I didn't see that addressed. Additionally, cities/municipalities should be looking at smaller bus services to get people to transit centers to further unburden neighborhood streets and create easier access to transit centers.
EAST KING COUNTY	Plans to run light rail on east side from Lynwood to Renton through Bellevue? Use the old train rail space??
EAST KING COUNTY	the ability to travel seamlessly from Kirkland/Bellevue to SeaTac airport in a 30 to 40 minute commute.
EAST KING COUNTY	Light rail on South side of Lake Washington through Renton
EAST KING COUNTY	Need to serve Sammamish.
EAST KING COUNTY	There needs to be an express bus route from Canyon Park to Eastgate park and ride. Also, there should be light rail access from Bothell. So many commuters live up here.
EAST KING COUNTY	BRT along SR169. The options for using transit to GET TO the Renton transit center and Tukwila Sounder are not realistic.
EAST KING COUNTY	Kirkland downtown area should be added along with Juanita area to solve the traffic jam problem.
EAST KING COUNTY	A light rail spur or other easier access to the light rail from Renton to Seattle should be added. Consideration of the non-driving population should be added to the plans. Thank you.
EAST KING COUNTY	Study adding Link Light rail to Lake City and along state route 522 east to Woodinville. Add badly needed parking along 522 in Kenmore, Lake Forest Park, which is already beyond capacity and creating hardships in an area underserved by transit, example: elimination of route 306
EAST KING COUNTY	Getting light rail or bus rapid transit to Issaquah is critical, as the only alternatives to go east from 405 are through Redmond to the north or Maple Valley to the south. I-90 is getting overcrowded at rush hour, with no real fix in the works. If not light rail, a bus rapid transit that would go to either downtown Seattle or downtown Bellevue would help.
EAST KING COUNTY	25 years is a long time...but 25 years will pass whether we build more transit or not!!! Let's get going, for Pete's sake! Also, why does every light rail option bypass Renton? We have the worst car traffic in the state along I-405, with massive amounts of new home construction continuing.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - East King County

EAST KING COUNTY	The eastside is growing rapidly and though the included projects help to alleviate the traffic, it ignores the commuters going from Issaquah and Sammamish going directly to downtown Seattle. The 554 is helpful but does not run during the day and has limited buses traveling to Sammamish. Since light rail is unlikely to go up to the plateau, regular service to/from Seattle would be greatly appreciated.
EAST KING COUNTY	I would like to see light rail brought to Kirkland. I take the bus occasionally to SEATAC and work, and will go out of my way to take light rail as it is more reliable in terms of schedule.
EAST KING COUNTY	I admittedly was skimming, not reading carefully; is there truly no discussion of rapid transit across 520 and/or I-90?
EAST KING COUNTY	Why can't a light rail be built alongside I-405 from Everett to South Seattle?
EAST KING COUNTY	Light rail between Bothell and Bellevue!
EAST KING COUNTY	We are moving to Woodinville soon; I only saw 1 project that serves the Woodinville area. I wish there will be more projects serving Woodinville because it is a growing neighborhood!
EAST KING COUNTY	Sr 520 corridor needs clear focus with rapid bus
EAST KING COUNTY	Issaquah/Eastgate to Downtown Seattle
EAST KING COUNTY	I believe a light rail should be added across SR 520. This would help limit the amount of traffic on the bridge that expands to 6 lanes but at the end of the bridge is reduced again. Fewer cars will allow for traffic to flow much easier into and out of Seattle.
EAST KING COUNTY	I am a significant taxpayer who lives in Sammamish, which is not directly affected by any of these proposals, but I very strongly support this initiative. There is almost no tax increase that I would not be willing to pay in order to see this important work for our region completed as quickly and efficiently as possible.
EAST KING COUNTY	Increasing enforcement of cars blocking the bus lane on 2nd Ave in Downtown Seattle. The buses are often blocked by cars turning right onto 2nd Ave which negates all benefits of the transit only lanes during rush hour.
EAST KING COUNTY	Parking garage at the Kenmore park and ride  i go to the park and ride to bus and end up driving at least 50% of the time because there are no spots after I drop my kids at school (8:25am M-F)
EAST KING COUNTY	Extend light rail service to (at least) south Kirkland P&R
EAST KING COUNTY	Increase parking at ALL stations especially at suburbs (Bellevue, Issaquah, Auburn, Lynnwood, Woodinville, etc)
EAST KING COUNTY	Mercer Island
EAST KING COUNTY	Light rail in I-405 corridor added between Lynnwood and Bellevue, with a hub to other light rail lines, with sensible access points and parking along the way.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - East King County

EAST KING COUNTY	The light and conventional rail plan is not nearly comprehensive enough to be a true "regional" system. This piecemeal approach to rail that ST is doing and the length of time it is taking to complete the links is very frustrating. Just bite the bullet and let's do a true regional system now. That would include light rail from Lynwood to Renton via Bellevue, from Seattle to Woodinville via Bothell Way, in addition to the other ST3 light rail routes currently planned. We need high speed rail, for both people and products (we need to get both moving faster), from Portland to Vancouver. The plan to run the south link from SeaTac along I-5 instead of Highway 99 is a huge mistake and will continue reliance on cars instead of facilitating that growth of urban cores.
EAST KING COUNTY	Communities need to link bicycle/pedestrian pathways such as the Kirkland trail w/ Woodinville & link to Sammamish trail. And link to new 520 bridge/ trail & continue that continuous link from the 520 bridge along 520 East. And link the Kirkland trail into Bellevue to the new rail proposal.
EAST KING COUNTY	<p>Rather than rapid bus transit on the I-405 corridor create a north-south light rail line. Existing train access already exists from south Bellevue into the Renton landing area. Why not use this real estate? This would serve the largest employer in the area, the Renton Boeing plant as well as a large commercial area in the landing. This could likely be an above-grade line. From the landing station extend to the new south Renton park and ride and then over to the current Sounder/Amtrak station in Tukwila. This links the north-south Sounder train via South King County to the Eastside. It is badly needed as evidenced by the stretch of I-405 from Renton through Bellevue and then up to Bothell. In later years this line could be extended north along I-405 and eventually connect up the spine in the Lynnwood area and in the south from the Tukwila Sounder station over to Tukwila International Blvd station and the airport. I view this as a far better use of funds than the proposed line between Bellevue and Issaquah.</p> <p>Rapid Bus Transit on I-405 is dicey at best as it will always have to compete with traffic which is not likely to get better in the future.</p>
EAST KING COUNTY	Need more trains on south line, including additional scheduled trains from Tacoma north in afternoon \ Seattle south in morning. Also need later train from Seattle in afternoon for example 7pm departure instead of last train at 6:20pm
EAST KING COUNTY	Renton Highlands and Fairwood
EAST KING COUNTY	More bus routes or some form of public transit option for Lynnwood/Shoreline Southbound (Seattle) commuters. As a Lynnwood resident, it is a very long bus ride (2+ hours) to get into Queen Anne/Ballard and often quite difficult (1.5+ hours) to get into Downtown Seattle via bus.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - East King County

EAST KING COUNTY	The I-405 issue is the most important issue facing us. Instead of extending the plan from overlake to redmond downtown or from Bellevue to issaquah, we should consider putting money into Bothell to Bellevue plan. I find it difficult to support a plan where the impact is low. There are railway tracks and lines between Bellevue, woodinville and redmond even today although unused. A dinner train used to run through those tracks until about 8 years ago. I would strongly support reusing that infrastructure. It might actually impact the I-405 traffic as it is easy for people who live in Bothell to use 522 and get to woodinville where those tracks end and catch the train from there. It might actually make a difference to the 405 traffic as a lot of people commute from Bothell to Redmond/Bellevue. I would also strongly support paying for improving that infrastructure and using it as it can make a difference in a year or two as opposed to 25 years from now as it is planned. In the current proposal there is no solution for i-405 and I dont want to support a cause that does not address the most burning problem at our hands.
EAST KING COUNTY	Seems logically to design a loop like most major cities have in their transportation systems. Why not close the loop in the South as well, connecting Tukwila and Bellevue via Renton, Newcastle, Factoria, and possibly the proposed issaquah route? Renton area is growing incredibly fast and is going to only make traffic on 405 and Coal Creek Parkway worse and worse in coming years. Buses don't seem like more than a little bandaid and will not improve the terrible commute we already face in this area.
EAST KING COUNTY	There is a need to connect Olympia to Everett on a single rai system that can be accessed regularly by residents along the most populated corridor in the Sound transit region, not just along the leak lines along the water. We are 50 years behind most major metropolitan regions
EAST KING COUNTY	you should include a Bicycle Only Freeway system, that connects Transit Centers.....similar to what they have in Bogota, Colombia and in Denmark.
EAST KING COUNTY	Anything on the Cross Kirkland Corridor. As a Kirkland resident that lives west of 405, I see very little benefit being added for my City through several ST plans. I'm an engineer that strongly supports transit, but I feel that my City has been passed over and left out multiple times. Only locating funding in the 405 corridor addresses bypass traffic rather than trips integral to my neighborhood and community in the Juanita and Downtown Kirkland areas.
EAST KING COUNTY	I don't believe this is aggressive enough. We need so much more transit to make it truly useful for the entire region while supporting the anticipated population growth.
EAST KING COUNTY	Expand I90 light rail east to Snoqualmie vallley hospital, and North Bend.
EAST KING COUNTY	We need a light rail line from Southcenter thru the Landing in Renton up to Newport Hills P&R and into Bellevue that way.
EAST KING COUNTY	I would like to see a future light rail line connecting Southcenter, up thru Renton and The Landing, to the Newport Hills P&R, and into Bellevue from the south.
EAST KING COUNTY	I know buses need to be part of the plan, but no rail through Renton?

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - East King County

EAST KING COUNTY	Please include projects to improve the traffic on I-90 during rush hours between south Bellevue/Issaquah and Seattle. The existing plan calls for building link light rail from Issaquah to Bellevue downtown, that does not help with commuting times between south Bellevue/Issaquah and Seattle.
EAST KING COUNTY	There should be a light rail extension along the 405 corridor at some point from the Tukwila station, Renton Boeing, Bellevue. Also, the way the population is climbing in the area it is really discouraging to hear some of these projects won't be finished for 17-25 years. I'll be dead by then.
EAST KING COUNTY	Bus service only along I-405 and WA-522 / Lake City Way is not acceptable. During weekday morning and evening commuter hours, Lake City Way operates at a crawl from Kenmore to Seattle. The regular lanes of I-405 back up and slow to a crawl on a daily basis, and the HOV-Toll lanes join them on a regular basis. There is no space on the roads to add more buses today, let alone 25 years from now. Need a light rail plan for the full length of the I-405 corridor and Lake City Way, tying into the ST3 plan the currently only supports the I-5 corridor and wealthy business interests in Bellevue and Redmond. Light rail along I-405 has to happen at the same time as the light rail extending along I-5 under the ST3 proposal. The Puget Sound region is expanding in population extremely rapidly and the current infrastructure can barely handle today's population. Long range buses (BRT along I-405) are a partial and very temporary improvement at best, larger capacity light rail is the only way to effectively take pressure off the roads. All of the light rail expansion proposed in the ST3 plan is absolutely necessary, but it's not enough. You can't leave the I-405 and Lake City Way commuter corridors off the plan for light rail.
EAST KING COUNTY	Please reconsider utilizing the Cross Kirkland Corridor or please consider other transit improvements beyond BRT for the Kirkland area. Especially the Finn Hill neighborhood of Kirkland. We lost several of our bus routes with nothing to replace them, making car trips pretty much mandatory for the neighborhood.
EAST KING COUNTY	The Kirkland rail corridor has been completely left out of this project! We were promised light rail when the corridor was purchased. My support is contingent on this. I am disappointed that a small, vocal minority has been successful in getting this off the plan!!!
EAST KING COUNTY	You took a ton of money 20 years ago and have barely delivered anything usable. You need to put forth a concrete plan with penalties if you don't hit milestones.
EAST KING COUNTY	Light rail to Kirkland (across cross-kirkland corridor)
EAST KING COUNTY	PARKING MUST BE AVAILABLE.
EAST KING COUNTY	transit in Kirkland. Our city has been shut out on meaningful transit in the past and it looks like we will again even though Kirkland has some of the worst traffic and highest density in Puget Sound.
EAST KING COUNTY	Link light rail to the east side to serve Redmond, Sammamish Issaquah should be considered given the increase in housing and average increase in the number of commuters from east side to Seattle Downtown.
EAST KING COUNTY	Please make all this come faster and gather more taxes. We simply cannot afford to hold back and wait. The time we all lose commuting is time none of us can ever get back. Also, parking is a HUGE problem at park and rides. This must be fixed! Mercer island park and ride is in dire need!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - East King County

EAST KING COUNTY	transit in Kirkland!
EAST KING COUNTY	Add Kirkland to the plan! Use the CKC!!
EAST KING COUNTY	I don't live near any bus routes, so I think it is very important to make sure there is adequate and safe parking at the stations. I think this is key if we are to get more cars off the roads. I also think you need to do a much better job of analyzing the existing traffic patterns, since the 405 tolling has caused more congestion on 405 and the side streets.
EAST KING COUNTY	In order to vote in favor there would need to be a rail line going all around the 405 corridor including a station in Renton
EAST KING COUNTY	Increase access from unincorporated king county (i.e., 98053), so that there is greater access to the proposed services and less need for parking.
EAST KING COUNTY	Light rail up the 405 corridor to Kirkland and beyond.
EAST KING COUNTY	Extend light rail up the SR 522 corridor to Monroe. Extend service at least as far north as Marysville. Extend service at least as far south as Olympia.
EAST KING COUNTY	As both a King County Metro and Sound Transit customer. I would like to find out if and when this plan is finalized if there could be away to either use the Link Light rail or King County Metro transit to make it possible for those Metro Sound transit to be able to have a safe way of going to South Center mall in Tukwila if I feel like going to shopping on certain weekends or Holiday's.
EAST KING COUNTY	More options for getting from Kirkland/Bellevue/Redmond to downtown seattle via 520.
EAST KING COUNTY	A light rail stop in Renton along 405.
EAST KING COUNTY	Your time frame is too long. 405 and 167 need immediate help not 8 years from now. You should add light rail on the east lake washington corridor. The railroad bed is already there all the way from Renton to Woodinville. The committee hasn't even scheduled s hearing in south east king county so apparently our opinion doesn't count even though the transit authority will tax us for this project. How can I support something that will take too long to complete and doesn't Address SE King county needs or even the needs of northwest pierce and doesn't provide adequate parking so we can use the transit system.
EAST KING COUNTY	I wonder if this will garner support given the long history of the influence of the anti-tax cadre in the state. As long as we are asking for money, why not shoot for the moon. In my uninformed opinion, it makes sense to me that light rail should go along the 405 corridor instead of improved bus service. It seems that If we circle Lake Washington with train and include extensions east to Issaquah and Redmond, as well as north and south (also to West Seattle?) with light rail, then we have a complete rail system. Of course, this is likely way beyond the \$50 billion being asked for the suggested work and so dead because of the aforementioned strong anti-tax group.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - East King County

EAST KING COUNTY	<p>Would loved to have seen light rail on the cross Kirkland Corridor, connecting South Kirkland P/R to downtown Kirkland on the ST3 proposal. While I do live on the trail and use the trail frequently, I deeply believe that adding light rail is a much needed improvement. While I respect our neighbors and the SaveOurTrail campaign, they do not represent all of us who actually live on the trail and want light rail. I was personally in favor of the proposal put forth here: <a href="http://seattletransitblog.com/2016/03/14/a-grand-bargain-for-kirkland-in-st3/">http://seattletransitblog.com/2016/03/14/a-grand-bargain-for-kirkland-in-st3/</a> - even better if an option, though I understand the reasoning against it, would be to connect South Kirkland P/R directly to the University of Washington station.</p> <p>However, if light rail on the Cross Kirkland Corridor is simply not possible due to the public outcry against it (which may be a true vocal majority or a very vocal minority) then I do support ST3 in its current iteration.</p>
EAST KING COUNTY	A light rail extension to Sammamish
EAST KING COUNTY	I can't believe you have no plans for light rail on I-405 from Bellevue to Renton, the most congested freeway corridor in the state. Why won't you upgrade the BNSF right of way for light rail use?
EAST KING COUNTY	The thought that in 25 years we won't have light rail connecting all of 405 to I5 and across Lake Washington to Seattle is UNTHINKABLE. You can't honestly think that more buses on the 405 corridor is a viable solution. 405 is horrific and the idea that someone from Kirkland or Bothell will have to bus to get to a light rail in Bellevue in order to get to Seattle, is ridiculous. We need to see a holistic plan that is a long term solution. A truly regional light rail is the only long term solution. We are so far behind every other world class city in most countries of the world. Seattle should be an example of innovation and technology, not a patchwork of dysfunctional bus lines and a 25 year plan that is outdated before it begins.
EAST KING COUNTY	Ballard to U District
EAST KING COUNTY	Light Rail along I-405 corridor from Tukwila / Seatac to Bellevue / Bothell / Lynnwood
EAST KING COUNTY	The light rail should be connected to Kirkland/Redmond to help alleviate Microsoft traffic that bypasses the freeway and uses 85th street as an alternate route. It should also connect Bellevue to Lynnwood to help with 405 congestion as additional bus service doesn't help with so much traffic causing a parking lot on the freeway.
EAST KING COUNTY	East side route to include Tukwila Renton Bellevue kirkland Bothel
EAST KING COUNTY	East side needs light rail not bus service. We need light rail to the airport, across the bridges and down 405. Bus service is not acceptable. With all the money this state has spent on studying transit issues, we could have had a light rail system that could have been a model for other cities. We are so provincial in our government in WA it is ridiculous! Grow up. Seattle area will continue to grow and we need to meet that growth forward thinking and action.
EAST KING COUNTY	Extend light rail to downtown Renton and Renton Highlands.
EAST KING COUNTY	Why isn't BELLEVUE in the Light Rail plans?!!!!!!
EAST KING COUNTY	Is there already s plan to extend light rail across new 520 bridge on lower level?

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - East King County

EAST KING COUNTY	Transit (either LRT or BRT) along the Cross Kirkland Corridor should be considered - this was removed from consideration because of a very vocal minority.
EAST KING COUNTY	Light rail connection from Tukwila to Renton. Eventual extension of light rail along I-405 connecting Renton, Bellevue, Lynnwood.
EAST KING COUNTY	- Regional Express buses connecting Downtown Redmond - 405 BRT - Downtown Kirkland - Google Campus - S Kirkland Park and Ride - UW Station - Brooklyn Station with stations and other improvements to improve speed and reliability.
EAST KING COUNTY	Additional parking at Lynwood and Mont Lake
EAST KING COUNTY	I don't know if you plan to improve neighborhood bus service, but I don't want to drive and park before I take rapid transit. Right now, I cannot use the Lynnwood park and ride because it is often full when I want to use it. The bus service in my neighbor hood could be easily improved. If there was a loop made that might take 5 minutes at the most, I could use the bus to get to the park and ride. I have asked about this and was told that it would not happen because it would cost too much. The transit person who told me this said that rider fares don't pay for a change like that. This was awful news to me, so I continue to drive my car everywhere. PLEASE IMPROVE NEIGHBORHOOD BUS ROUTES SO THAT WE CAN USE THE MASS TRANSIT WE NOW HAVE!!!!!!!
EAST KING COUNTY	PLEASE ADD LIGHT RAIL TO THE I-405 CORRIDOR! DELIVER A TRULEY REGIONAL TRANSIT PLAN! Connect both ends of I-405 (North and South) to I-5 by running light rail all along I-405. This will reduce the CHRONIC congestion on the East side. Then we will really have a regional solution and not piecemeal. NOW IS THE time to do this because voters are ready to "step up" to a comprehensive plan! PLEASE RESPOND.
EAST KING COUNTY	Bellevue to Issaquah should be extended to or go via Sammamish to cater to more population. Alternatively, there should be more parking in the transit stations in Issaquah. Similarly, DT Redmond could be extended to an area near Union Hill to have a better parking facility.
EAST KING COUNTY	Please add light rail to Sammamish
EAST KING COUNTY	Stop in Mountlake Terrace for light rail.
EAST KING COUNTY	Light Rail from SeaTac to Everett via Lynnwood.
EAST KING COUNTY	Redmond-Bellevue-Downtown Seattle
EAST KING COUNTY	Bellevue to Seattle, Bellevue to u district
EAST KING COUNTY	Additional transit options, or at least increased parking and bus reliability should be added or investigated from the Newcastle/Renton Highlands neighborhoods into Downtown Seattle and Bellevue. Currently it is easier to drive than take public transportation and for individuals living areas of less impactful urban sprawl there should be adequate options for taking public transportation.
EAST KING COUNTY	Been a tech city we are so behind on transpiration.
EAST KING COUNTY	All plans are good but we desperately need improvements NOW with the traffic congestion and the housing going in EVERYWHERE. 25 years is too late...
EAST KING COUNTY	There need to be better public transit options between Seattle and Olympia.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - East King County

EAST KING COUNTY	More trains, something that follows the interstates so that a bus wouldn't be needed.
EAST KING COUNTY	Nothing in here about linking Sammamish to either Issaquah or Redmond. Put something in place to get from Sammamish to a light rail station.
EAST KING COUNTY	I-405 light rail to UW Bothell from Bellevue.
EAST KING COUNTY	Create more incentives or barriers to single-car commuting on highways and more opportunities for parking at light rail/train/transit centers. Create and maintain a government funded bike-share program county-wide. Offer vouchers for scooter/small motor vehicle commuters (ie. vehicle trade-in programs to increase more people on bikes/motorbikes and less in cars.) More opportunities and access for southeast King County to use public transportation and/or have safe pedestrian & bicycle infrastructure.
EAST KING COUNTY	It would be great to have Link light rail cross over the 520 bridge as well. Also, I think it would be super important to ease the transition for buses going from 520 Eastbound to I-405 Northbound specifically. A stop on the I-405 at 85th street would also be a great idea. There are currently a good number of buses using the I-405 corridor, but stops are so limited it makes it hard to access them without driving to a Park&Ride (which is not an option for me). Also why not consider link light rail along I-405 instead of Rapid bus? I was also hoping to see a Link light rail station closer to downtown Fremont.
EAST KING COUNTY	I am very disappointed that ST decided not to pursue BRT on the Cross Kirkland Corridor. The arguments for this option over the BRT on I405 were quite compelling. It is my understanding that wealthy homeowners were able to shout down the rest of us and force the Kirkland City Council to take the CKC off the table. Meanwhile ST retains their right of way so now what?
EAST KING COUNTY	Either in addition to Express Buses along the I-405, there should be strong consideration to use the unused railways that run along the I405 corridor to create a Train or Link service that can take passengers from Tukwila to Woodinville. Since the majority of the infrastructure is there - isn't there SOMETHING that can be done to help this horrible stretch of road on the growing Eastside?
EAST KING COUNTY	Light rail serving Kirkland is very important.
EAST KING COUNTY	The 545 bus Redmond/Seattle is highly over crowded. Can we please discuss options to add more buses or add a light link from redmond to seattle. The tech employers are hiring people from india at alarming rates and overflowing the 545 bus. Please help!
EAST KING COUNTY	Light rail from Seattle to Redmond via Hunts Point (ie 520)
EAST KING COUNTY	The Burien to Bothell Rapid Ride should be sure to include a stop in Factoria (405/I-90 intersection) Factoria is a major intersection and needs a medium sized transit center. There are major employers in the area. I would be daily rider if I could take a bus from Renton to Factoria. Currently I would need to travel into downtown Bellevue to transfer. Unacceptable for long term future planning.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - East King County

EAST KING COUNTY	<p>I currently reside in Downtown Renton and feels the need to have a better bus routes to go to Bellevue and Seattle for work. Normally, the 143 and 566 runs every 15-30 minutes on a weekday but stops after a certain time. These buses should be running as an Express Bus which is every 15 minutes since a lot of people depend on this to get to work. At the same time, there were news of switching the Transit Center - instead of switching it to a location that is 1 mile away - there should be another a 2nd Transit Center in order to accomodate more folks to use the bus lines. It doesn't make sense when something that is working perfectly gets changed and most of the time, people who order these changes aren't the ones affected by it. There is no media or survey that checks-in with people like me who's going to be affected on every single decision that you guys will be making. Isn't it possible to add more stops and services? This has been the complaint for the most part since the buses run late 60% of the time.</p>
EAST KING COUNTY	<p>A better alternative needs to be provided for 522 to I-405 (Kenmore to Bellevue) route - mores buses are not enough. Need to add light rail and/or Lake WA water taxi routes.</p> <p>Timeframe is too slow - especially if best answer is an 8-yr wait for enhanced bus service at best. Water taxi or light rail answer is needed immediately!</p> <p>Would rather fund mass transit through vehicle license/registration use fees, not increased sales &amp; property taxes. Vehicles should pay for transportation improvements.</p> <p>Better light rail/train/water taxi system is needed to reduce congestion. Buses are unpredictable/late and still travel via roadway. Parking/transportation to bus stop is grossly insufficient to make bus or any other mass transit method of travel a reasonable and/or enticing for people. Many people who don't ride a bus now, won't ride a bus later.</p> <p>I would travel by light rail/train/bus/water taxi everyday if I could reasonably reach station/stop and conveniently get to my destination.</p> <p>Our current (and draft planned) mass transit system is disappointing and insufficient for current and future needs.</p>
EAST KING COUNTY	<p>Light rail across 520 would make this single biggest impact for me. I expect the transit times between Overlake and Seattle to only be competitive with car during peak rush hour. Would also like to understand the cost of a more agrees ice roll out (timing) or a broader roll out in the current schedule.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - East King County

EAST KING COUNTY	We should be developing the plan to add light rail to the 520 bridge. that will open up a huge amount of efficiency/optimization options. recognizing that the 520 bridge itself is a long way from complete, it's still the right time to get a provisional plan in place and begin to build support. in particular, i was pleased to see the bridge has design that allows light rail to be added at some point, ideally without reducing traffic/HOV lanes. i'd like to see that in the long range plan, even if its just prospective. overall, i am very pleased with light rail (especially as it is now coming to east side) and expect it will strongly grow in popularity as more stations come on line.
EAST KING COUNTY	Light rail from Bellevue/Redmond to Seattle via Renton, and Light rail Auburn to Seattle via Tacoma. Moratorium on transfer of railway right of ways. Add a surcharge on all parking in Seattle and Sea/Tac for non-city residents, with funds going to light rail.
EAST KING COUNTY	I will not vote for this plan unless you add a rail option for Renton. The Eastside rail corridor should be an option for light rail. It would be more affordable than planning all new lines and would be completed in a shorter timeline. I will be actively campaigning against ST3 in south king county unless this or some other form of rail is added for the residents on the southeast side of the lake. The worst traffic is along 405 and the s-curves and the buses and rapid rides do not cut it. This is a major failure of Sound Transit to not have a reasonable option for this area. I have already organized a large contingent of people from my neighborhood that are ready to campaign against ST3 barring better options for our area.
EAST KING COUNTY	In south Renton, going to downtown Seattle takes forever. Bellevue to Seattle is easier to drive and takes less time, yet there is no rapid ride or express bus to get from Renton to downtown Seattle. I would strongly support improvements for additional transportation from Renton to Downtown Seattle, and better parking in park and rides. Just taking the bus alone (to the last stop in the transit tunnel in downtown Seattle), takes me 1 hour and 15 minutes, not including the additional time to try to park and walk to a bus station. I don't have a lot of time to be with family during the week because of my commute, and Seattle and Bellecue are both too expensive to live.
EAST KING COUNTY	Please don't leave out rail from Bellevue over 520 - it will be needed before it's constructed, even if included in this plan.
EAST KING COUNTY	We desperately need light rail from the Eastside (Issaquah) to downtown Seattle! I-90 is bad and only getting worse. I'm disappointed we're on a 25 year timeline?! why is this not more urgent, and why are companies like Amazon etc not footing some of the bill? they are bringing these traffic headaches upon us and should contribute to the solution!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - East King County

EAST KING COUNTY	The BRT along 522 is greatly needed but there needs to be additional parking opportunities along that route in order for the public to use it. The Kenmore park ride lot should be a multi level structure such as Mountlake Terrace freeway station, which is also filled much of the time if you are not there first thing in the am. Commuter parking in Kenmore is almost none existent past the early morning. I often try Kenmore, then either Northgate Transit station or Mountlake Terrace. Sometime I just end up driving for lack of commuter parking even though my employer provides a free Orcas Pass that I would prefer to use than drive.
EAST KING COUNTY	More Kirkland options, possibly light rail.
EAST KING COUNTY	When will the Mercer Island station be made to provide a better connection.
EAST KING COUNTY	I live in Kirkland and think that BRT is not as environmentally friendly in the long term as compared to light rail. The people against it are rich elitists who don't mind driving and have the resources to do so.
EAST KING COUNTY	More gas taxes!
EAST KING COUNTY	Bring the light rail to the south end of the eastside, Renton!
EAST KING COUNTY	After using rail in England for 2 weeks, getting people out of their cars and changing their mentality is the biggest step. We will adapt and rail is our future.
EAST KING COUNTY	Once again there is no significant transit dollars proposed for Kirkland despite being one of the most densely populated and growing cities that ST serves. In addition, ST3 would tax Kirkland citizens 100's of millions of dollars over 25 years with nothing remotely close to those dollars resulting in transit as a return.
EAST KING COUNTY	Light rail on the 405 corridor, the bus might further congest car traffic
EAST KING COUNTY	Consider more park and ride areas associated with the proposed and existing transit stations.
EAST KING COUNTY	We will not vote for this unless it includes a rail option for Renton. Express buses do not cut it. Use the eastside rail corridor if you have to.
EAST KING COUNTY	There need to be more number and frequency of bus (and/or train) service from Redmond and North Sammamish to Seattle downtown.
EAST KING COUNTY	MOVE FASTER. Your snails pace kills all momentum. Quit being so governmental and get er done.
EAST KING COUNTY	No significant improvements to travel from Kirkland / North-Kirkland to downtown. Increase buses on route 255 and add late night service
EAST KING COUNTY	Parking is very important. The both Tukwila stations fills up by 6:45 am (link) and 8am (Sounder) every week day. A large parking garage or convenient parking access would save many of us from having to drive farther in to Park at the limited number of spaces at Mt. Baker or other lots. Additionally, more rapid bus access from the Benson Hill area of Renton to the stations would save many of us from having to the station at all. At the moment it takes between 35 and 45 minutes, plus several transfers just to get from the hill to either lot by bus. Instead I drive what takes 10-20 minutes and use up a space at one of the lots. Transit is very important to me and I will support measures that will improve this, I just hope issues like parking are taken in to consideration as the lack of parking limits our ability to use the stations at reasonable times.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - East King County

EAST KING COUNTY	(1) The Juanita and Finn Hill area of Kirkland continues to be completely ignored. The only way to get out of this neighborhood is to take a local (not Express) bus, or drive over to 405. An Express bus system around Lake Washington must be implemented to complement, including an Express Bus on Juanita Way NE. (2) Please explain why bus rapid transit (BRT) service on I-405 between Lynnwood, Bellevue and Renton would come online in eight years. Why so long?
EAST KING COUNTY	More frequent routes from Bellevue to Downtown Seattle.
EAST KING COUNTY	Why is there no light rail plans for the 405? That's where the congestion is and buses are not reliable through freeways. We need light rail asking the 405!
EAST KING COUNTY	Please include Kirkland in the plan for light rail!!! Our city is so congested and will be cut off from all the surrounding cities under the current plan. Please don't bow to the pressure of a few very well-founded and very loud voice of the "save our trail" group while all of Kirkland suffers. I use the CKC almost every day for biking or running and would absolutely LOVE to see light rail added to the trail.
EAST KING COUNTY	Please continue to try and get light rail service from Bellevue to Kirkland
EAST KING COUNTY	Your plan does almost nothing for Kirkland. We need light rail through Kirkland and a community transit system to take people from the neighborhoods to major transit stations. With you plan, it is still more convenient for me to drive to work than take transit.  The implementation timeline is far too long. It should not take 8 years to get BRT on 405.
EAST KING COUNTY	It always seems that we are a patchwork system. We need light rail from Tukwila to Everett up I-5, 405, 90 and 520 connecting all of our major cities. This plan is a step, but the timelines are loooooong. We need to cut the waste put if construction such as wasted labor and complete these projects much faster to be useful.
EAST KING COUNTY	I will only vote for funds if project includes rapid bus or light rail on Kirkland corridor. Do not let a vocal minority of homeowners dictate the future if a whole community.
EAST KING COUNTY	I think there should be light rail to Totem Lake in Kirkland.
EAST KING COUNTY	You are missing the low-hanging fruit. We need more or larger parking garages and park n ride stations as well as more buses running during rush hour and other times if demand warrants. Current buses and parking lots are FULL with dysfunctional outcomes such as people driving AWAY from their commuting destination in order to get a parking spot or be able to sit on the bus instead of sanding for 30-60 minutes. Buses often pass waiting customers because thy are full. Rush hour express buses end too early, at about 7:30 am and local buses from the hinterlands just take too long to get to downtown Seattle. Great stations like Clyde Hill has NO parking lot and others like Evergreen Point and Kingsgate have a out 1/4 the space demanded and fill up very early in the morning. Houston Park n Ride is an awesome location but does not have buses that go to Seattle. Too much reliance on I-405 corridor which causes backups at ramp cross-streets. I am in favor of BRT on trail corridor. (Rail is too expensive and right of way is too narrow). We need a direct merge overpass lane from 520 e and 520 w onto 405 northbound express lanes.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - East King County

EAST KING COUNTY	My only disappointment is that powers in charge didn't start light rail 25 years sooner!!
EAST KING COUNTY	Light Rail to Renton, Southcenter  Go bigger, build light rail much, much faster.
EAST KING COUNTY	The light rail system needs to better serve the Eastside. I'd like to see a light rail line running alongside 405 and linking the Eastside to the Seattle lines alongside I-90.
EAST KING COUNTY	There is currently no weekend bus service in Sammamish. Also, no mid-day service in Sammamish. Increase and improve transit service in Sammamish, please.
EAST KING COUNTY	emphasis should be on expanding the eastside to relieve traffic congestion on 405. More options for Renton.
EAST KING COUNTY	Ignore the naysayers: utilize the existing (former Burlington Northern) rail transit right-of-way from Bellevue to Woodinville to construct a modest light rail or trolley system. Just because the City of Kirkland built a lovely Cross Kirkland Corridor does NOT mean the NIMBY residents now own this easement. No, they don't, and Sound Transit should use it, sometime in the next 25 years. Please.
EAST KING COUNTY	I am extremely concerned about the lack of plans to get people across the lake from Kirkland/Redmond area to the booming South Lake Union area. Currently you would have to take light rail down and across 90 to Chinatown then have to get from there to South Lake Union. Given the explosive growth of SLU, and the volume of people having to drive across 520 every day since there are not more viable transportation options, I would highly recommend thinking about this.
EAST KING COUNTY	Absolutely nothing about transit other than buses from 520 to Lynwood. Bottle neck city up 405 to Lynwood yet you think that only needs buses. Really? There's UW at Bothell and Kirkland itself is becoming a major hub with Totem Lake getting revamped. The Canyon Park area too is a mess and you can only think of buses. This is a major area where so many drive single in cars.
EAST KING COUNTY	All people do not walk to a bus line or a rail drop. This part of the world on cars to get them to the bus or rail. We need more parking. We pay much attention to the bus traffic and how many are on board. NOT. The transit system as it is now does no pay for itself, it is state funded
EAST KING COUNTY	Consider adding parking to transit stations: eg Overlake Park and Ride is full every morning before 7:30am and many would-be riders can't make it there in time. They are left with either driving their whole commute (making traffic on SR-520, I-90, and I-5 worse) or taking the local metro busses from their homes, which can mean inconvenient walking, transfers, and wait times and can add hours to their commute.  For instance, from my house, I can either wake up early and drive to the park and ride before seven, and catch my bus to the U-district, and arrive 1-2 hours early, catch the metro route 249 to the transit center which runs very rarely and takes almost an extra hour, or sleep in and drive across the I-90 or SR-520 bridges during the worst part of rush hour, and then pay a ridiculous fee to park at school. If I could drive to the park and ride even an hour later, my commute would be significantly improved.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - East King County

EAST KING COUNTY	I'd love to see light rail extend down MLK/900 through Renton and continue down 167 or even 515 or 169. Renton, especially the Cascade-Fairwood area, is not well connected to quick transit. I actually chose not to live down that way because of how difficult it would be for my wife to commute to work in Seattle by transit.
EAST KING COUNTY	More space for park and ride, generally and also more bike parking...thanks!
EAST KING COUNTY	A light rail line should be added between Tukwila and Bellevue, and get away from 405! follow Coal Creek Parkway etc. and hit neighborhoods/business centers in Renton, Newcastle, Newport Hills, and Factoria. Keep the BRT for the near term, but don't delay the light anymore 25 years is depressing as it is...
EAST KING COUNTY	why would the tram not be extended up 405 beyond Bellevue? Even with an extended bus service the routes would still be dependent upon roads in those areas, not to mention the construction of 405 for toll lanes just completed. Therefore I'm not a big fan on voting to rip it back up again for a metro passing lane. I would rather see a train.
EAST KING COUNTY	The only project I would support with my vote is light rail and or commuter rail from the station in Tukwilla to Bellevue and Redmond. The rail line already exists and could be upgraded and put back in operation with much less funds than some of the other projects. What should be done first is the most economical. To take 8 years to upgrade bus service on 405 is not reasonable especially when the rail line already exists and when buses use the car pool lane between Renton and Bellevue sometimes it takes up to 45 minutes to go 10 miles. Why isn't the existing rail line included in the this plan?
EAST KING COUNTY	RAIL TRANSIT IN KIRKLAND/BELLEVUE. HOW COULD YOU SPEND ALL THE MONEY ON A NEW 520 BRIDGE AND NOT PLAN FOR IT TO HAVE RAIL ACCESS?
EAST KING COUNTY	522 needs help. Light rail on 522 between UW Bothell and UW Roosevelt is missing. SR 523 and SR522 at LAkeCityWay and 145th is horrible bottleneck - basically an unplanned traffic meter that backs up traffic for 5 miles daily to Bothell. Help. Please help with grade separation at 522/523 interchange. Busses would not need dedicated lane of traffic could flow N/South
EAST KING COUNTY	Not including light rail across Lake Washington on 520 is the biggest gaffe that's been made to date. This should have been planned for a decade ago. It needs to be in the plans now.
EAST KING COUNTY	We need improved transit routes between the South Kirkland Park and Ride and our Kingsgate communities.  Bus routes going between the Kingsgate P&R and South Kirkland P&R take 35+ minutes to go ~7 miles. Examining our northern Kingsgate communities the routes get only less direct and much more time consuming (i.e. I-405 & Brickyard to South Kirkland P&R), typically taking 60 minutes to go ~9 miles.  That's an average of 12 MPH or less for either route.  I think there is a large, less-vocal user base in Kingsgate looking for solutions vs. fewer more-vocal Kirkland residents offering resistance. Kingsgate and the Totem Lake Mall are poised to grow.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - East King County

EAST KING COUNTY	Bothell rail service to Redmond/Bellevue please!! And the Great Wall of China took only 5 years to complete.
EAST KING COUNTY	Busses on the 405 corridor in the south end are a poor Band-Aid for large problem. personally I wont vote for any project that doesn't add light rail along the sound end 405 corridor. If that was included in the project I wouldn't care how much it cost or how long it took. As of now with this project I will never see light rail from Renton to Bellevue and going through Seattle doesn't count.
EAST KING COUNTY	Kirkland tax payers are not getting their money's worth. SoundTransit keeps taxing Kirkland and we do not get any useful projects. Put light rail on the cross Kirkland corridor.
EAST KING COUNTY	Please add more accessible transportation in Renton such as the light rail. There's so much congestion on i405. Adding one bus rapid transit will not make a significant difference in the traffice flow.  It's unsafe to walk to some bus stops in Renton as well as biking around the city. Please add accessible biking lanes.
EAST KING COUNTY	We need light rail from the east side (issaquah, bellevue, Kirkland and Redmond) to Seattle!
EAST KING COUNTY	A stop is needed north of NE 51St at the Microsoft Redwest complex. I believe that the construction schedule is decades too slow and too expensive. I also believe that express buses are a waste of money. The East Side rail link needs to be resurrected and converted to commuter rail and intercity use. It is difficult to get to Seattle to catch a train to Portland from the East Side. Express buses lack sufficient evening service which makes trips into Seattle for cultural events very difficult by transit.
EAST KING COUNTY	I live in Sammamish and commute to downtown Seattle. This whole plan still provides no better commuting option for me. Sammamish is totally unconnected to everything and going from Issaquah all the way into Bellevue and back out again to go across 90 into Seattle is ridiculous, so I doubt I would use any of these options at all. This plan caters to very specific employers - Microsoft, Boeing, Amazon, etc. If you don't work for one of them and/or don't live in one of the chosen cities, you can't use any of this public transit.
EAST KING COUNTY	Better service for downtown Kirkland to go north or south bypassing existing back-ups
EAST KING COUNTY	renton to bellevue railroad
EAST KING COUNTY	Train service should run on the I-405 corridor instead of BRT. Seattle seems to be following the same mistake as California bay area transit where the transit is concentrated only on one side of bay.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - East King County

EAST KING COUNTY	<p>A new 4 lane bridge to displace traffic off 522 and connect West Kirkland to Lake City/Sandpoint. A corridor between 145th and 125th in Seattle, and 145th and 141st (Holmes Pt).</p> <p>Add the additional lanes in the original Master Plan for 405, from Lynnwood to Renton. Add 2 lanes Mukilteo/Lynnwood through to 522 to account for growing population outside of Seattle due to housing costs and people moving to cheaper areas.</p> <p>25 year plan to reclaim land from Renton to Bellevue, and create a new North South highway bypass and/or space for light rail to run.</p> <p>Plan to build another freeway east by Issaquah/North Bend to allow for additional population growth. Like the rumored 605 plan.</p> <p>Create no lane changing zones where space in lanes allow. Force people to drive straight, plan early for exit. This could keep traffic going farther in one direction from dealing with changing speeds and space between cars as people try to cross 3 lanes of traffic to get to an exit.</p> <p>Build new P&amp;R garages to provide for current and future population growth in key areas: Kingsgate, 72nd and 85th, Brickyard, Kenmore,</p>
EAST KING COUNTY	Light rail on 405 from Wilbur ton to Totem lake
EAST KING COUNTY	Light rail should be added (instead of rapid transit) from Everett, through Bothell, Kirkland, Bellevue, and end at Seatac Airport.
EAST KING COUNTY	I think adding rail or bus on the Cross Kirkland Corridor is as important if not more so than rapid buses on 405. I am disappointed this is not part of the proposal.
EAST KING COUNTY	Still not seeing enough relief for critical east-west flow, which because of all the water is our biggest difficulty as a region.
EAST KING COUNTY	We need something better than "rapid bus" on 405 through kirkland. We need light rail connecting Kirkland to Bothell, Bellevue, Redmond... North-South traffic through Kirkland is disastrous, and we don't have direct bus service to major places of employment. 45 minutes and two buses to go 6 miles is ridiculous. Light rail along the existing CKC shouldn't take THAT long to build -- it is already graded for rail after all.
EAST KING COUNTY	Redmond or Bellevue to UW light rail needs to be added sooner.
EAST KING COUNTY	Lynnwood to Renton needs light rail. BRT is better than nothing, but not good enough. The northern area (Bothell, Kenmore, Lynnwood) is being developed at a pace that the current transportation system cannot support. We need to plan for the future, not for the present. I support BRT as a fall back option, but would strongly support light rail.
EAST KING COUNTY	I think the existing rail ROW along the eastside (Renton-Bellevue-Kirkland-Woodinville-Monroe) should be utilized for light rail and be part of ST3 package. This is existing infrastructure that can be quickly utilized by ST.
EAST KING COUNTY	Kenmore needs a light rail stop.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - East King County

EAST KING COUNTY	<p>I don't see any obvious bus or light rail support for Bellevue to UW. As a professional that would like to take classes at UW, and with kids to hit college in about 8 yrs, this route impacts our family greatly.</p> <p>ALSO, PLEASE KEEP IN MIND OUR BELLEVUE HIGH SCHOOLERS USE PUBLIC BUSES. I capped that because I don't think neighboring high school districts are so dependent on our public bus system. I often worry about the safety and bus availability for our now 11 yo.</p>
EAST KING COUNTY	Add a light rail station in Renton area for commuters to Bellevue and Seattle
EAST KING COUNTY	Add light rail from Downtown to Lynnwood transit center to this plan NOW. Build more parking spaces at Lynnwood transit center.
EAST KING COUNTY	Light rail to renton
EAST KING COUNTY	<p>Do spread out bus and trains connections with safer and full sidewalks and bike paths to encourage people to walk and bike to stations? If we can get more people moving it helps in many ways. Have more restrooms, water fountains and even cafes located next to stations to encourage people to be near the stations of our transportation systems. Haven't you see New York city subway, Amsterdam airport and other cities in the world, who connect people to get to the airport by some transit instead of drive an inefficient vehicle. Why not study other systems, but watch out for Frances recent problem with size of new trains and old stations?</p>
EAST KING COUNTY	General connectivity between Seattle and east of the lake (Kirkland, Bellevue) at the two bridge connections should be prioritized
EAST KING COUNTY	Light rail needs to extend across the 520 bridge and also along the 405 corridor from Lynnwood to Bellevue.
EAST KING COUNTY	Direct bus line between Redmond and Woodinville is urgently needed.
EAST KING COUNTY	<p>Overall the timeframe for all of these is far too slow. We need the ST3 draft within a year, and to begin construction next year on the top priorities. Fast track! We can do it!</p> <p>Link rail from Seattle to Bellevue/Issaquah should be given higher priority. 25 years is far too long. My dream would be for my children (age 2 &amp; 4) to be able to jump onto the link rail and quickly get into the City. This shouldn't be a driving or bus necessity. The I-90 / 520 corridor is at a standstill already and it's not going to improve within the next few years, let alone 25!?! </p>
EAST KING COUNTY	Sr522 needs more attention.... Add light rail or more buses that efficiently move commuters down this corridor to downtown and back.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - East King County

EAST KING COUNTY	Adding light rail to Kirkland would also benefit a lot of people that have to travel to Bellevue, Redmond and Seattle. As a commuter that constantly travels from the Totem Lake area to Seattle, I would strongly use light rail if there was the option. In the current plan there is no addition of transit to the Kirkland area other than buses, but buses are neither reliable nor environmentally friendly, they get stuck in traffic with the rest of cars and can accommodate a small amount of people. Several neighbors have also shown their support for a dedicated light rail to serve our area. We would use more transit if a fast, reliable way to get to work is available.
EAST KING COUNTY	Please include the option for light rail on the Eastside Rail Corridor/Cross Kirkland Corridor from the Wilburton (NE 8th) Station through the S. Kirkland P-&-R, near downtown Kirkland, to Totem Lake.
EAST KING COUNTY	It is irresponsible not to have a direct rail line from Issaquah to Seattle. Any plan making a mistake that big (Issaquah is a gateway to rapidly-growing outlying towns such as Snoqualmie) makes me inherently suspicious of other conceptual flaws. Therefore, I will vote against the plan until you rectify such an egregious error.  I also think conceptually, you should explore monorail lines adjacent to existing freeways/corridors, as an alternative to acquiring land for more traditional (i.e., 19th century-technology) rail lines.
EAST KING COUNTY	This plan is YEARS behind...when Salt Lake City had the olympics they moved FAST and completely redid the freeways and added light rail. We need light rail and improved 405 access YESTERDAY! I can't believe this is a 25 year plan! Get moving and let's get this done in 10!
EAST KING COUNTY	Light rail between Tukwila to Bellevue through Renton
EAST KING COUNTY	You missed the boat on the eastside population centers where a good deal of your taxes come from. Thanks for the buses, but no thanks. We all know they will be stuck in traffic. This plan is too short sighted, to Seattle centric and won't be getting my vote.
EAST KING COUNTY	I feel efforts to relieve traffic congestion in the South Eastside communities like Renton, Kent, Auburn pale in comparison to all the investment more affluent communities North and west of I90 are going to receive in this proposal. I405 and hwy 167 are always backed up and no relief is in site with this plan.
EAST KING COUNTY	I support light rail on the Cross Kirkland Corridor!
EAST KING COUNTY	First of all, I live in Renton and I am also a business owner in Renton. I collect sales taxes based on where I deliver products that I have sold. I am the one that sees just how much money the RTA garners from my customers and yet still no projects are on the docket to be built to benefit the city of Renton.  This is a travesty! We as citizens of Renton have paid a lot of money in to the coffers of the RTA and have nothing to show for it. Get with the program! We have Boeing and PACCAR here, they build and ship a lot of product out of Renton. They also have a very large workforce, which I am sure a good amount of those people would like to ride a light rail system as opposed to try driving to work or sit in the parking lot we call I405. Stop thumbing your nose at Renton and make something happen.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - East King County

EAST KING COUNTY	Renton, why don't you have Renton listed as a light rail project? If you've ever been trying to get onto, or off of I-405 around the Boeing plant, it is challenging from about 12:30p until 5:00p. Have you seen how many workers the plant has, not to mention Paccar, and have you ever looked at the amount of parking they need for their workers?
EAST KING COUNTY	You have failed to address the HWY 169 corridor and the volume of traffic and continued growth in SE King County/Maple Valley are and the volume of traffic. You continue to expand and propose expansion where traffic usage of existing infrastructure is low and times to get from farther than 15 miles outside of destination. Is twice as long via transit as it is to commute in personal vehicle. A flawed plan, and would not and do not support continued taxation to all without serving a major area of current and proposed growth along the HWY 169 corridor of which covers 5 legislative districts.
EAST KING COUNTY	How about light rail from Bellevue to Seattle?
EAST KING COUNTY	Renton is the 4th largest city in the state and has a major employer, yet is once again left off the plans for light rail service. We even have a rail corridor that is unused. I guess we only count when you collect our tax money. Service should connect the cities around Lake Washington, relieving traffic on I-5 and 405 before branching out. When my kids were going to Bellevue College for Running Start bus service took over two hours each way from our house in Renton. Express bus service still has to deal with gridlock traffic on 405. These projects should have been completed 50 years ago, but we have to wait 8 more for inadequate service!
EAST KING COUNTY	Light rail to Kirkland, please...
EAST KING COUNTY	More bike lanes!
EAST KING COUNTY	A lightrail should go from Tukwila to Renton to Bellevue
EAST KING COUNTY	Many people are riding buses which is great. Unfortunately, there is no parking at Canyon Park park and ride after 6:30 am, I think a priority is to build parking spaces there and also at ASH way park and ride
EAST KING COUNTY	In my opinion too much focus is being put on routes from very southern locations (i.e. DuPont) into Seattle versus Eastside into Seattle where there are a significantly higher number of commuters. Focus on getting efficient rail from the Eastside into Bellevue and Seattle
EAST KING COUNTY	More services need to be added to the city of Renton, not just in downtown, which is not easily accessible for residents coming in from the east.
EAST KING COUNTY	Kirkland needs light rail on the Cross Kirkland Corridor connecting to Bellevue and up into Woodinville. I would also like to see these projects funded with a less regressive tax than sales tax, but I understand that that would take a larger overhaul of WA state taxes than is in the scope of this project.
EAST KING COUNTY	I highly support transit in our area. But if there is no light rail plan for Renton, I will not vote for any of this. Support Renton or lose my vote!
EAST KING COUNTY	Cycling maps, signs, and lanes should be added everywhere and more secure bike storage options should be implemented.
EAST KING COUNTY	Direct connections from Tukwila Amtrak/Sounder station to SeaTac airport.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - East King County

EAST KING COUNTY	There is no light rail plan for Renton. This should be added to the ST3. Just looking at the traffic and number of people live in Renton, this should be on the list.
EAST KING COUNTY	Parking, parking, parking. Kenmore is maxed for park and ride lots. We need more. And a few extra buses is all Kenmore gets after being used as a go around to avoid 520 tolls for years? Really? How about a little consideration for this fast-growing area?
EAST KING COUNTY	Add a Lightrail line running North-South through the Eastside. The population of the Eastside is greater than that of all of Seattle and the traffic on a typical weekday during rush hour on Interstate 405 and its surrounding arteries are abysmal at best. Simply expanding bus service, which is what the current plan calls for, will not be enough to alleviate the traffic, as bus service is heavily impacted by traffic, unlike Lightrail, which has its own right-of-way. The booming economies of Bellevue and Redmond in particular will only add the congestion. Lastly, the majority of people in the Eastside do not commute to Seattle, but actually commute within the Eastside for work. Therefore, why should Seattle, which has a smaller population than the combined Eastside get a Lightrail spine, while the Eastside must settle with expanded bus service from the current plan?
EAST KING COUNTY	(1) There still seems to be very little in the way of enhanced light rail services to SE King County (Newcastle, Renton, Kent, Auburn, Covington, Maple Valley, etc.). (2) There needs to be parking at the light rail stations.
EAST KING COUNTY	Light rail to renton
EAST KING COUNTY	The problem is you are not building park and rides next to the rail lines. I am willing to drive to the light rail station, but I won't ride the bus there. Why? Because it takes WAY TOO LONG. While you may imagine that people have all the time in the world and that riding the bus and light rail is some kind of dream world where you can read/relax/get work done as your commercials seem to indicate, this is simply not the case. How do I know? I've tried it many times. Busses/trains are too crowded. Wait times are too long. It would take me over 2 hrs EACH WAY to get from my home to my work if I only depended on transit. I don't have time for that. No one does. So if you can't meet me half way by letting me drive my car to a park and ride so that I can take ONE train/bus without having to transfer, I simply won't be able to take transit. I wish I could.  Also, what the hell? No light rail in Renton for over 25 years? Am I in Bizarro world? If any community NEEDS light rail, it's Renton. Trust me on this one.
EAST KING COUNTY	Remove improving all bus routes and replace with light rail - why spend money on bus routes when they will just be light rail in 50 years
EAST KING COUNTY	Light rail on 520 bridge to kirkland
EAST KING COUNTY	We need more parking at the existing park and rides. People in the suburbs would use existing buses more if there was adequate parking. Walking, biking, or busing to the transit centers isn't viable. South Bellevue Park and Ride fills up by 7am - so much potential to reduce traffic on I90 if you expand this.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - East King County

EAST KING COUNTY	In general, I support mass transit. However, I am not in support of the ST3 proposed plan. the proposed new transit station and better bus lane on 405 do not really address the need for the residents of renton city. Over the last 20+ year, various improvement to transit stations in downtown renton and bus line have not made a dent to the traffic on 405. I beleive the real need is a light rail line going thru the residential areas of Renton and to Bellevue is need badly. This will reduce 405 traffic significantly.
EAST KING COUNTY	I think it is short sighted to not include light rail on the I-405 corridor from Lynnwood to Burien, which will no doubt see a huge increase in traffic volume as the population grows. Buses cannot match either the efficiency of light rail or its reliability of service without having their own dedicated right-of-way on I-405. If buses are simply added to a toll lane on I-405, they will be subject to the unpredictable slowdowns of car traffic.
EAST KING COUNTY	These projects should be expedited and avoid cost-overruns.
EAST KING COUNTY	1) Light rail up the 405 corridor 2) Build the light rail sooner (have concurrent projects rather than sequential) & Issue bonds to finance the gap in current funding plan vs cost/timing to make light rail happen sooner.
EAST KING COUNTY	Where is Renton in the rail plans?! Renton is grossly underserved by Sound Transit. I quit a job in Bellevue because the transit was abysmal and unreliable. I'd love to use the transit more often to events at Seattle Center/Downtown - but the options are terrible.
EAST KING COUNTY	Light rail between along 167 route to Bellevue area
EAST KING COUNTY	The timeline is too long; we should move more aggressively.  Get the project estimates and dependencies right up front. Don't set up a disastrous project with never ending cost increases and delays.
EAST KING COUNTY	Light rail to Issaquah
EAST KING COUNTY	Please consider bus service between Woodinville and Redmond and Kirkland, due to high tech-industry commute.
EAST KING COUNTY	Light Rail on 520 from Redmond to University of Washington Station = the tolls on 520 where suppose to pay for all of the 520 bridge replacement including light rail - why is not even included in ST3 plan, but only shows it has needing to be studied? The timeline for all projects is too long - allowing buses to drive on the shoulder makes no sense, make capital improvements to get traffic moving so buses can move quicker. I do not currently use mass transit because it takes more than two hours and 3 changes of buses to get my office, and I then I have to attend meetings in different locations and mass transit is not a viable option for this. If the region had a reliable and fast moving system that got you to places faster than driving i would use it.
EAST KING COUNTY	Renton should be connected to the city by light rail!
EAST KING COUNTY	Light rail should go through the Cross Kirkland Corridor where the old railroad tracks were. A light rail through Kirkland would be utilized more than what it is currently is being used for (a hiking/biking path for tree huggers of which there are few).

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - East King County

EAST KING COUNTY	It doesn't make sense to build light rail from Bellevue to Issaquah and Redmond and completely overlook Newcastle and Renton. Additionally there are several right-of-ways that appear to be consistent with routes as described which could lower project costs. Overall I'm strongly opposed to this plan knowing the cost and timeline - \$200/year for something that even if I had access to use still couldn't for another 15-20 years? Certainly tax payers money could be used for something beneficial to those of us on the roads - more lanes and projects WSDOT has been putting off for over 10 years already (I-405 south of Bellevue). Bottom line: I don't feel like I should have to pay for something I'll never use because there aren't any access points around where I live.
EAST KING COUNTY	Really need a light rail extension to Renton. Huge tax-paying population disenfranchised by long (if taking bus to light rail), or time-restricted (if taking commuter rail) Seattle commute. Could easily offshoot current Sea-Tac route in a similar way to how Boston's Red Line train goes to either Ashmont or Braintree. Along Grady Way (via South Center) or an earlier south-east turn onto Rainier Ave towards Renton Transit Center (current one downtown or proposed new one on Grady) both could work.
EAST KING COUNTY	I don't see improvements to get passengers to the light rail - for example in Bellevue. We can get to downtown Seattle but we can't get home on the bus. The bus routes outside of the rapid lines are terrible. We need buses - frequent quick buses - between all the park and rides.  I live on a Major road (North Bellevue Way) and I can't get anywhere on a bus. We are completely neglected in terms of bus service.
EAST KING COUNTY	Rail line connecting Bothell and downtown Seattle
EAST KING COUNTY	Adding light rail in Lynnwood should be one of the first projects to allow for travel all the way from SeaTac to Lynnwood and all the business that is there. That would allow for a seamless ride on the west side of I-5.
EAST KING COUNTY	We need light rail all along the 405 corridor. I commute by car every day RT Kirkland to Everett (Boeing). The current bus schedule does not support my family schedule but light rail (a train every 6 minutes) would be far more flexible.  My spouse commutes everyday Kirkland to Seattle on Metro bus. Light rail across (or around) the lake would be awfully nice to provide options.
EAST KING COUNTY	I wish the Eastside area north of 520 would be addressed. The daily commute from Kirkland south to Renton or southwest to South Seattle are hellacious. There are no good transit options. Why is there no light rail on either 520 or I-90? One way commute has increased from 20 minutes to 45-60 minutes over past year alone.
EAST KING COUNTY	Light rail is needed to connect Kirkland to Bellevue to the south and Lynnwood to the north. BRT on I-405 is USELESS! There is no room. We need light rail. As a citizen of Kirkland I am MAD at our council representatives for not supporting light rail. We NEED light rail if we have any prayer of mobility in years to come. All major corridors are being planned except through Kirkland. It's WRONG. I will not vote for a Sound Transit measure without light rail through Kirkland.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - East King County

EAST KING COUNTY	I feel that with so much traffic added to 522 due to tolls on the 520 bridge and 405, it would be a good idea to add more transit opportunities to Kenmore. We get all the traffic and few benefits.
EAST KING COUNTY	Rather than BRT we need light rail along the SR522 and I405 corridors. The people in north king county will not have any light rail options otherwise.
EAST KING COUNTY	Use a light rail to run from 145th all the way to the airport, high speed busses connecting to it at Bellevue and Issaquah and Tukwila.
EAST KING COUNTY	I would like to see light rail on the 522 corridor. I would also like to see less emphasis on funding from sales tax, since sales tax is regressive.
EAST KING COUNTY	A Bellevue-Kirkland branch of the light rail would further connect the major population centers of the Lake Washington area.
EAST KING COUNTY	The only improvements to Renton are rapid ride routes to Bellevue/Redmond. What about to Seattle?
EAST KING COUNTY	Why only light rail on the "spine" and only spurs within Seattle proper? If anything you need light rail going up the 167-405 corridor. Busses are NOT a solution. They use the same over crowded freeways and roads. They are NOT reliable no matter what proposals you make. Cities that have subways like New York are successful because they are EVERYWHERE, not just along one route. Renton is the 4th largest city in King County yet the only proposal is busses? That is unacceptable. personally I find it insulting that Issaquah gets light rail but Renton or Kent does not, despite both Renton and Kent being many times larger than Issaquah, and having larger employers (Boeing). Personally I think this only benefits the wealthier communities, just like the 405 expansion NORTH of Bellevue, but nothing south. You will not get my vote and I will campaign against this proposal if south King County gets nothing but some extra busses.
EAST KING COUNTY	Construct Bus Rapid Transit lanes along NE 145th St., between SR 522 and the future Shoreline light rail station Construct Bus Rapid Transit on SR 522 and conduct a light rail study for SR 522 Build structured parking garages along SR 522 corridor
EAST KING COUNTY	Construct Bus Rapid Transit lanes along NE 145th St., between SR 522 and the future Shoreline light rail station; Construct Bus Rapid Transit on SR 522 and conduct a light rail study for SR 522 Build structured parking garages along SR 522 corridor
EAST KING COUNTY	I want to see light rail connecting Bellevue to Woodinville and the tech colleges via CKC. Light rail from Bellevue to SKPR should be in ST3. Ultimately, light rail across the north end of the lake may be a simpler and/or faster solution to expand east-west movement than developing 520.
EAST KING COUNTY	Subway lines
EAST KING COUNTY	East side commuters are aging to the horrible commuting traffic. More plans to incorporate new build out areas such of Snoqualmie should be consider in decade long planning
EAST KING COUNTY	Include interactive maps at transit stations to guide passengers from origin to their final destinations.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - East King County

EAST KING COUNTY	It is unfortunate that we have to wait so long for the project to be completed. We need transportation fixes currently in the Seattle area; we don't have time to wait for 25 years.
EAST KING COUNTY	There needs to be a quck option to get from a park and ride in the Redmond/Bellevue areas to the UW district. This could be as easy and affordadable as an express bus that runs frequently.
EAST KING COUNTY	I think the Puget sound is way behind on mass transit, since it has been known that this is a growing area for the last 30 years. Light rails should be in place now, not projects estimated to take another 8-25 years to complete. The urban planning of cities should have included mass transit along the way with rails and express bus lanes, and connecting the eastside to Seattle. The cost to build the toll carpool lanes in the last couple years should be refunded to the taxpayer and one of those lanes should be re-purposed to rail or express bus transit. Many residents of this area have lived in other cities where mass transit has been a way of life for many many years. I have lived in several cities like New York and Chicago, as well as international cities, like London and HK, where you do not need a car to get around, and the cities are much bigger and more populated. These systems have been in place for 40+ years, even older in new York. All urban planning at this point in the Puget sound needs to involve rail and express bus access. We need some talented engineers and planners to get this project going ASAP.
EAST KING COUNTY	Bus transit along the Cross Kirkland Corridor should be included as a high priority. Not necessarily "rapid" transit but local connector transit to the main stem(s). Quiet, small buses with stops every 5 to 10 blocks.
EAST KING COUNTY	I would like to see a light rail station with a parking garage in Tukwila near or at the Southcenter shopping mall. Even better if a single light rail/sounder/bus station could be established.
EAST KING COUNTY	I think this is fantastic news, even if those of us in Issaquah don't see it for a couple of decades.
EAST KING COUNTY	The Eastside has had the most significant growth over the past 30 years, both in jobs and housing. While, understandably, Seattle would like to continue to improve its transit service, it is high time that the more emphasis is on connecting the Eastside, not just to Seattle, but to serving the needs of the local population who want to travel from their homes to another area on the Eastside. It is a lot harder to convince people to get out of their car, if they already have to deal with traffic jams to get to a parking lot close, where you hang around with nothing to do but wait for a bus that runs infrequently.  Consider combining transit centers more often close to destinations like shopping centers. At least if you have to wait a hour or two, you can run an errand or grab a bite while you wait, so less of your life feels like an involuntary waste of time.
EAST KING COUNTY	I think it would be beneficial having a light rail system from Bothell to Redmond/Bellevue. I think the Bus Rapid Transit sounds like a short term fix and I would like to see Bothell to 405 South adding light rail as well.
EAST KING COUNTY	Renton to Seattle, Renton going south

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - East King County

EAST KING COUNTY	<p>Bus rapid transit is an inefficient option on the Eastside. I-405 is already *incredibly* backed up and BRT would make that worse, increasing commute times for motorists and transit users alike.</p> <p>We need light rail on the Eastside ASAP to reduce the area's dependence on cars, specifically in Kirkland. Kirkland City Council's decision to reject light rail does not represent the will of the people. The people of Kirkland want light rail now!</p>
EAST KING COUNTY	<p>I think that the focus between Lynnwood and Bellevue should be connecting lightrail, not BRT. In order to be the most effective, having one system that can connect all of the Eastside to Seattle would make our transit the most like efficient major transit cities such as New York and DC. As our area is rapidly increasing in population, we need to focus on ways to get people off of the road and onto lightrail that isn't beholden to traffic. Having to transfer from bus to train system is more limiting to public transit users such as families, who would be able to easily transfer from one train to another within a train terminal.</p>
EAST KING COUNTY	<p>More needs to be done to address the increase in traffic on I-405 between Bothell and Bellevue. Rapid Transit Bus service will not elevate the bottle neck. Addition light rail options from Bellevue North on I-405 needs to be discussed. Future development of the area is happening north of Seattle/Bellevue and our freeways are unable to accommodate the masses.</p>
EAST KING COUNTY	<p>I voted for ST1; but this plan is total BS. Forget the hub and spoke system of connecting Seattle (the hub) to the rest of the world via spokes. Who needs to travel from Seattle to Tacoma? Who wants to travel from Redmond to Lynnwood via Bellevue, Mercer Island, and Seattle? Or from Issaquah to Southcenter via Seattle? Ditch the Spoke system! Build a Figure 8 light rail system around Lake Washington!</p> <p>Build light rail on the Eastside along the I-405 corridor from Lynnwood to Tukwila and use the Burlington Northern right of way where possible from Bellevue through Kirkland, Woodinville, and out to Snohomish and Monroe to alleviate traffic on I-405 and 522 east of I-405. Forget the bus rapid transit idea!</p>
EAST KING COUNTY	<p>As a Renton resident I am disappointed that we have paid over \$200 million in extra taxes for ST1 and ST2 while much smaller cities such as Issaquah are slated to get Light Rail in ST3 and there is only lip service of basic bus service for Renton. I am leaning towards a NO vote unless Renton has new ST3 service. Renton deserves light rail before Issaquah. Treat Renton equitable or expect a NO vote from me.</p>
EAST KING COUNTY	<p>More transportation is needed in Kirkland.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - East King County

EAST KING COUNTY	The plan takes too long and does not go far enough. Everything must be accelerated to ease traffic conditions now prior to the additional million people that are estimated to move to the Puget Sound area in the next few years (25). Traffic and transportation issues will drive business away, lose jobs and create huge amounts of emissions. Light rail lines do not extend far enough into rural growth areas: Stanwood/Arlington, Puyallup/Auburn/Black Diamond, JBLM, etc. Additional express buses will remove some cars off the road, but not enough, better to invest in light rail and Sounder train options.
EAST KING COUNTY	Reinstate the bus route that goes the full length of Juanita Drive, connecting Kenmore to Kirkland. There is no longer a bus that gets you from Arrowhead elementary school to the QFC and Bastyr University at the top of the hill. This cuts off service to the largest employer in Kenmore (Bastyr), and leaves out the under-served to be able to have food choices. Otherwise, there is an unsafe walk from Arrowhead to QFC on the shoulder of the road without a sidewalk. This is shameful!!!
EAST KING COUNTY	It seems to be a huge oversight not to include Renton in the next phase of light rail! Please add Renton and do right by everyone using the 405 corridor.
EAST KING COUNTY	South Sound is getting Rapid Transit Bus(es) out of this 25 year exorbitantly expensive plan when Northbound I-405 from Tukwila to Bellevue is the worst freeway in the state if not the nation? I think Sound Transit needs to go back to the drawing board with equity, parity and fairness in mind. Not only will I not support this plan, but will actively lobby against it. Living in the south east portion of the sound should not equate to less service.
EAST KING COUNTY	I would like to see a) more frequent service on the sounder train including evenings and weekends. b) reliable bus service to Cottage lake, Duvall and Monroe including evenings and weekends. c) feeder bus's around cottage lake that go through neighborhoods to bring people to the safeway, Woodinville and to other bus routes.
EAST KING COUNTY	Light rail option from south 405 (Tukwila area) to north 405 (Bellevue-Redmond). The commute through the Renton S-Curves is horrible!
EAST KING COUNTY	Mass transit on the east side corridor. Projects must be completed sooner. Don't use prevailing wadge - use lowest bidder contracts!!! Speed up environmental review process.
EAST KING COUNTY	Renton must be part of any light rail network going forward. It's one of the largest cities in the region and a major center for business - it is being shortchanged in all of these plans.
EAST KING COUNTY	Lightrail from Bellevue to Downtown Seattle and to Sea-Tac station.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - East King County

EAST KING COUNTY	<p>The balance of projects with ST3 is difficult to understand.</p> <p>There is no explanation as to "why" on the basis of population growth and traffic growth. I am dismayed that Ballard and West Seattle, both white and increasingly so, get so much love while East-West across 520 and I-90 get essentially nothing.</p> <p>Are we to become like San Francisco, where if you work for Big Tech (i.e., Microsoft) you get mass transit supplied by work, but otherwise you're stuck in a SOV or worse, trying to get a seat on an overcrowded, often delayed bus that isn't reliable enough to get to work on time?</p> <p>This is already the reality. I get that a lot of money is required; fine, I can afford it. But what I don't get is why these routings have been chosen, and why the capital intensive light rail is favored when RBT is faster to construct, is more appropriate to Puget Sound's hilly terrain, and has a lower TCO.</p> <p>And when the money goes to projects I'll never use -- I live off of 520 -- and with no rationale to why certain groups and areas benefit -- I have to say no.</p>
EAST KING COUNTY	<p>The S-curves in Renton need some attention and I believe none of the proposed plans other than a bus service really help with that continuous congestion. THIS IS ONE OF THE WORST SECTIONS IN THE ENTIRE METRO and is NOT under consideration for light rail service under the proposed plan. 405 south of 90 needs a lot of help. Now.</p>
EAST KING COUNTY	<p>light rail through Kirkland should be considered despite a small number of people pushing to prevent the cross Kirkland corridor from being used for mass transit</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - East King County

EAST KING COUNTY	<p>The solutions you developed seem like poor fits to the problems. I think connections between Seattle and Everett, downtown and Ballard, north-south along the eastside are essential, and the timeline for these is crazy long. I also dislike the large amounts of parking, an indication that this isn't actually solving the problem it seeks to solve.</p> <p>I live in Kirkland and there's nothin' here for me. This plan moves people from other areas past Kirkland without good ways for me to access the transit. Have you ever tried walking from downtown Kirkland up to the freeway for the 85th exit? No one's going to do it, it sucks even on a bike -- and the car-oriented nature of the area makes it unpleasant -- there's not even a sidewalk all the way up Kirkland Way from downtown. I live in the Highlands neighborhood, but the closest bus stop is a mile walk, with one bus that services it -- I was really excited about the prospect of buses on the CKC, an easy walk from my house. Essentially, I want to get from Kirkland to downtown Seattle and from Kirkland to the airport -- and this proposal makes neither of those destinations better for me on transit. It takes an hour and a half to take bus and light rail from my house to the airport -- I've done it and I'm over the hassle, it barely saves any money for a weekend trip. Why isn't there anything across 520? A future investment plan...what, so in thirty years you can develop another thirty year plan to maybe connect my neighborhood with UW? I'll probably be dead by that point.</p>
EAST KING COUNTY	PLEASE GIVE OPTIONS FOR THE 405 CORRIDOR AS SOON AS HUMANLY POSSIBLE!!
EAST KING COUNTY	There needs to be better connectivity from Newcastle to downtown Seattle and Bellevue. At the very least a bus station with park and ride facility should be added in Newcastle as part of the I-405 BRT plan.
EAST KING COUNTY	Please consider adding light rail to Kirkland as well. I know several Kirkland residents were very vocal about not wanting light rail on the CKC, but they do not speak for all of us, and we need light rail service in Kirkland too!!!
EAST KING COUNTY	Build more freeway lanes. Stop investing huge dollars, almost always going over budget on pipe dreams of mass transit usage.
EAST KING COUNTY	I'm very unhappy that Kirkland has been bypassed in the light rail planning. There are major new projects under development here, and focusing on I-405 BRT will not be adequate to address the growing need. An alternative to I-405, which is now and will always be a disaster is desperately needed.
EAST KING COUNTY	Rail or bus-not-in-traffic across 520 between Seattle + U-district and Redmond + Kirkland.
EAST KING COUNTY	I think that the transit system in seattle is very good. I think more focus should be included in connecting other cities like issaquah to Everett or marysville to Lynnwood or issaquah so that people can start to use transit daily to go everywhere quickly instead of taking transfers and waiting traffic. Please please please make it easier to get from everett to issaquah and both easier!!!!!! Do NOT build any more tolls!!!
EAST KING COUNTY	full P&R's discourage people from using transit. Increase P&R capacity and/or prevent non-transit people from using P&R's (for example eastgate P&R is filled up with Bellevue college students)
EAST KING COUNTY	Add light rail or commuter station for Renton to Seattle. Bus is not reliable when they do not have exclusive lanes especially at the I-90/I-405 interchange.
EAST KING COUNTY	167 and 405 is much worse traffic than the proposed light rail routes and already has a rail corridor.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - East King County

EAST KING COUNTY	<p>While working on building light rail lines, improve express bus service first. Bus service is less expensive and more flexible than light rail and should play a major role in moving people around our region.</p> <p>Additionally, City of Sammamish residents have gotten almost nothing from the Sound Transit plans yet most homeowners in Sammamish live within the ST taxing district and pay more in ST taxes than many others. Something simple like having direct bus service from the Bear Creek Park and Ride to UW and downtown Seattle would go a long way in appeasing us. Why must all 545 buses go from Bear Creek to Redmond before getting onto 520, thus adding at least 20 minutes to the commute in each direction. Why not have the buses go from Redmond to Bear Creek and then get directly onto 520? Apply the same idea to the reverse commute.</p>
EAST KING COUNTY	<p>Why are you not proposing light rail for I-405, which is one of the most crowded highways of the country! At least bus rapid transit could be implemented more rapidly. If you're not putting in light rail there, can you also double deck I-405 with earthquake proof construction? Please also add a parking garage to the Canyon Park park and ride.</p>
EAST KING COUNTY	<p>Kirkland light rail and 520 bridge light rail need to be added. Plus assessing home owners more property tax is in acceptable.</p>
EAST KING COUNTY	<p>Add parking to all congested/highly used park and rides that Sound Transit services.</p>
EAST KING COUNTY	<p>Sammamish is totally left out. Present bus service to Sammamish is unacceptable.</p>
EAST KING COUNTY	<p>Provide restrooms at all stations in case I [explicit] my pants again.</p>
EAST KING COUNTY	<p>It's interesting that Sound Transit expects Kirkland residents to support a plan that does not support Kirkland residents. Bus Rapid Transit on the Cross Kirkland Corridor (an exclusive right-of-way by the way) provides more opportunities for connections to residents than your proposed express bus on shared HOT lanes. Don't mistake the noise of green shirts as the actual opinion of Kirkland residents. Their arguments are biased toward selfish desires for a personal park system filled with weeds. If Sound Transit expects Kirkland residents to support this plan, then we need to see more reasonable projects on the plan that provide more opportunities for our future generations. By the time this system is fully built, most of us will be retired or dead, let's not mistake who this plan actually benefits. Just so it's clear what is being suggested I'll reiterate my suggestion. Please re-establish Bus Rapid Transit on the Cross Kirkland Corridor on the ST3 Plan. The thousands of votes of bus riders has more weight than that of a few dozen green shirts.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - East King County

EAST KING COUNTY	The major bus rapid transit projects should be largely converted to light rail projects especially on the 145th Street to Woodinville and the Bothell to Everett routes. The Sounder commuter rail service needs to be expanded to Olympia and Centralia and Orting to the south and to Mount Vernon and to Monroe and eastward to as far as Leavenworth to the east over the Stevens Pass and to Cle Elum to the east over the Stampede Pass route. Several more counties will need to be added to the Sound Transit system network. The light rail prosal to Ballard from downtown Seattle needs to be extended to the north to connect to the Shoreline route. It is also necessary to obtain some kind of outside non-conventional financing because the present timelines live within the present budget constraints. However, the proposed project implementation schedules do not adequately meet the increasingly crisis traffic conditions in the Puget Sound area which are leading to the growing problem of increasingly astronomical increases in housing prices in Seattle and increasingly throughout the area. Thank you
EAST KING COUNTY	You need to get light rail into Renton. There are no plans at all for Renton other than bus service. If your not going to bring light rail to Renton at least build a parking garage at the international station in tukwila!
EAST KING COUNTY	This current ST3 Draft Plan is deficient because it provides for no North-South light rail corridor on the East Side. This is a complete failure of imagination and planning. I can't understand how anyone could possible create a long-range light rail plan for Seattle and not include a North-South light rail corridor on the East side from Renton to Bothell, at the very least. Can you imagine the New York City Subway station that doesn't have subway service on the East Side of Manhattan. It's inconceivable! I don't buy the argument that the north-south Rapid Ride Bus routes along the I-405 corridor will fill this need. That's wishful thinking and incredibly short-sighted. As much as I support long-range planning for light-rail and mass-transit in Seattle, I don't see how I could possible support any plan, or be inclined to support any tax funding for a project that does not include the North-South Light Rail corridor on the east side. How in heaven's name was that omitted from this plan. Just a terrible, terrible shortcoming, and the planners who have put this plan forward should be ashamed.
EAST KING COUNTY	I'm seriously considering voting against this proposal as it give nothing to the NE King County area. Specifically Bothell is once again left out of any substantive improvements and stuck on Highway 522. I pay considerable taxes to Sound Transit right now and get nothing but crowded buses going down 522, don't see that that will change with this proposal. I don't mind paying more in taxes but I want to get something for it. It seems like all my tax money is going to Seattle, and South or North not where I live.
EAST KING COUNTY	More parking at current transit centers (Lynnwood)
EAST KING COUNTY	A light rail along the I-405 corridor-- traffic is an absolute nightmare, and the tolls for carpool can get really steep. As housing prices increase, more people will look to move to Renton/Bothell/Mill Creek, and traffic will get worse.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - East King County

EAST KING COUNTY	<p>1) Re-purpose I-405 toll lanes to be Light Rail (preferred) or BRT service (2nd best)</p> <p>2) Vastly improve regional bus service Eastside / South Snohomish County intended to eliminate the need for P&amp;R.</p> <p>3) Vastly increase parking at highly utilized P&amp;R lots full by 8AM or earlier (Multi-level garage parking)</p> <p>4) Cut timelines for bringing BRT service on-line by 1/3 or 1/2. 8 Years out is ridiculous! (Coordinate BRT with existing tolling lanes to make this happen)</p> <p>5) I will be retired/dead in 30 years. Projects that far out help the future of the region, but do not solve my commute pain today.</p>
EAST KING COUNTY	<p>With all the additional traffic through Kenmore on Juanita Dr and 522, due to 520 tolls, more needs to be done to relieve this congestion. This congestion has had a HUGE effect on my ability to leave my home or get back to my home . Why not have light rail through this corridor?</p>
EAST KING COUNTY	<p>Kirkland is essentially left completely out of the ST3 picture, with the exception of a bus stop too far away from the downtown area. This is unacceptable. While I support the idea of large scale expansion of mass transit, it will be a tough sell to get my vote when a city in such close proximity to Seattle is bypassed for all transit opportunities for the next 25 years.</p>
EAST KING COUNTY	<p>Grow existing Bus park and ride lots to accommodate more parking. Mass transit is worthless if you can't park to take bus or rail. When living in remote parts of County, you drive to closest Bus or Rail. When you arrive, lot is full often by 7:15 am. Additional parking should be a priority. Also consider adding drop off points. Current Transit Centers (aka Redmond, Bellevue) do not have any drop off points. Bear Creek Park and Ride is same situation. No place to drop off a rider especially when no parking is available.</p>
EAST KING COUNTY	<p>The whole process needs to be sped up, do it all in 10 years</p>
EAST KING COUNTY	<p>PLEASE Add Lightrail from the Eastside (Redmond) over the new 520 bridge to Montlake Lightrail station.</p> <p>Please add add more long distance busses and frequency: e.g. the 545 is ending at Redmond BearCreek, lots of people are coming from NE Novelty Hill Rd. - the whole road is mostly blocked.</p> <p>Please build a Lightrail ring around Lake Washington.</p> <p>Please plan ahead that the amount of people in the next 10 years are double.</p>
EAST KING COUNTY	<p>Increase light rail frequency from 10 minutes to 5 minutes</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - East King County

EAST KING COUNTY	<p>The most important value of transit is its contribution to reducing carbon dioxide emissions. That goal should be kept in mind in all aspects of planning. In that respect, consider the following points.</p> <p>1) Recognizing that suburban sprawl is inevitable, do what you can to discourage it.</p> <p>1a) Projects that make urban life more attractive are the best, so prioritize Ballard and West Seattle.</p> <p>1b) At suburban stations, do what you can to encourage walking or biking to the station rather than building homes even further out and driving to the station. Eg limited or expensive parking, bike sharing.</p> <p>1c) Work with local planners to encourage high density housing in station neighborhoods.</p> <p>2) Prepare for and encourage electric cars.</p> <p>2a) Every parking space should have 110V outlet – an inexpensive way to allow a commuter to recharge while at work.</p> <p>2b) Reserve many or most of the spaces for EVs.</p> <p>2c) Discount EV parking.</p>
EAST KING COUNTY	<p>Conversion of the cross-Kirkland corridor for mass transit uses, such as BRT or light rail.</p>
EAST KING COUNTY	<p>I feel that Issaquah residents need reliable light rail transportation to/from where they need to be going daily. I also support the other projects for the near future.</p>
EAST KING COUNTY	<p>There is still a distinct lack of support for East/West movement. It shouldn't take 3 buses to get from Kenmore to across I-5 from Northgate. Please consider that folks aren't just trying to move from North to South and vice versa.</p>
EAST KING COUNTY	<p>Until the rail line between Renton, Bellevue, Redmond etc is used for commuter rail I will strongly oppose any new taxes. This rail line exists and would be the fastest way to provide alternative commuter service along the 405 corridor at least between Renton and Redmond. Also creation of parking at the rail stations is needed. Currently when we try to use the available parking in Renton to take the bus to Seattle it is full after about 7:30 AM and so when we need to go down at 9 AM there is no place to park. Taking 8 years to provide a shoulder lane on 405 is a joke. This plan totally ignores anyone east of 405 that works in Seattle, Bellevue, Redmond and Kirkland, particularly those that live towards Maple Valley where major subdivisions exist and are planned. If any of the "planners" looked at a rail map of Puget Sound from the 1950s, all the rail lines would make ideal commuter rail but now many have been or are being considered for bike trails. For example I drive to Maple Valley all the time and the most bikes I have seen including the weekend on the old rail line bike trail is 6. It is a waste of right of way and the population in Maple Valley and Black Diamond is growing rapidly.</p> <p>Until the old rail lines get used for mass transit in the form of commuter services I will strongly oppose and lobby against any plan that does not address SE King County workers commuter needs.</p>
EAST KING COUNTY	<p>The light rail option along the I-405 from Bellevue to Lynnwood should be included as there is little room to expand bus service when all the lanes are at a stop and the highway has reached capacity. Short sighted to not include this critical piece of infrastructure especially since the rail corridor is there and the longer it is not used for transportation, the more difficult it will be to overcome objections of voters to no longer have their walking/bicycling paths.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - East King County

EAST KING COUNTY	Express Bus Service should be added which connects north Kirkland (Brickyard) to downtown Seattle. Right now the only option is the 255 bus route, which crawls through downtown Kirkland. Can ST3 include an express route which hits Freeway park and rides, then crosses the 522 (or 90) and connects to the Westlake Tunnel?
EAST KING COUNTY	Unless you add light rail along I405 from Renton to Lynnwood, along ALL of 520 and along I90 from Seattle to Issaquah, I won't vote for it.
EAST KING COUNTY	ADDITIONAL PARKING AT EXISTING PARK AND RIDES!
EAST KING COUNTY	There are many great improvements in the plan, but it's hard to support a plan that doesn't include light rail to Kirkland and the 405 corridor. While express bus additions would be great, I don't foresee them as a long term solution. And therefore, increased buses, yes, but a huge investment in special lanes is not the answer. With the exception of a carpool to carpool lane interchanges at 405-520. The cross Kirkland corridor should absolutely not have buses. Lightrail would be acceptable.
EAST KING COUNTY	Light rail serving Renton!
EAST KING COUNTY	There is still limited daily, commuter friendly bus service in my neighborhood. I live in North Rose Hill Kirkland.
EAST KING COUNTY	Kirkland should be added to the light rail plan on the Cross- Kirkland trail.
EAST KING COUNTY	Put Light Rail across Lake Washington on SR 520. That is the biggest glaring omission in your planning, yet it could provide some of the biggest benefit.
EAST KING COUNTY	The right-of-way for light rail already exists on the Renton to Redmond corridor. Not taking advantage of it immediately is foolish and will only make it harder to do in the future.
EAST KING COUNTY	Please add parking to existing light rail stations, it's a nightmare
EAST KING COUNTY	to hell with all the projects except Issaquah to seattle.
EAST KING COUNTY	More light rail to even more destinations. Snag some existing but unused rail lines. Like Woodinville to Snohomish. You've got people find some more.
EAST KING COUNTY	The Cross Kirkland Corridor needs transit in ST3, be it bus or rail. We'll kick ourselves for decades if we don't put it in the plan now.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - East King County

EAST KING COUNTY	<p>As a downtown Kirkland resident, I have to say I'm disappointed by the lack of projects serving Kirkland. I'm sure you've heard a lot of this feedback before, so I'll summarize my points.</p> <ul style="list-style-type: none"> <li>- The "Save our trail" group does not speak for all of Kirkland. I am a strong supported of expanded transit in the city, and I know many more people who are as well. There are always NIMBYs for any project proposal. Please don't let them set the narrative for Kirkland.</li> <li>- I don't think the I-405 BRT stop is very useful for the city. It's simply too far and inconvenient from where people live and work, and forcing an extra transfer from local buses makes it a really hard sell.</li> <li>- I don't get the benefit of light rail to South Kirkland Park &amp; Ride only as part of ST3. SPKR would be a useful stop for a full light rail/BRT line from Bellevue through Kirkland and Totem Lake, but just the segment from Bellevue to SPKR is not particularly useful. From SKPR, you wouldn't take light rail to Bellevue to transfer to another train to Seattle vs just taking the 255 directly. SKPR is not near the large residential and business areas, and people coming from further North wouldn't take a bus to SKPR just to transfer to a train to Bellevue. I'd support rail from Bellevue to SKPR as part of a bigger line, but not just to SKPR.</li> <li>- I do strongly believe that Kirkland needs better transit for the future. Between development in downtown Kirkland and Totem Lake (and Google's new campus), many people move around in the area, and having car-light options to do that will be super important, especially in the future.</li> <li>- I don't get the priority of Issaquah over Kirkland for ST3. I'm really hoping that the influence of "Save our trail" wasn't big enough to materially impact that decision.</li> <li>- Kirkland needs great regional connections - getting from the city to Redmond, Bellevue, and Seattle. I'm hopeful that Metro's Long Range Plan prioritizes better service in those corridors, making is easier to get around without a car, and I'm also hopeful that some changes can be made to the ST3 plan to help Kirkland.</li> <li>- I'm hopeful that BRT on the CKC will make for a great project. I'd support light rail too, but I worry about the connection from the corridor to downtown Kirkland, which would be hard/expensive for light rail, and relatively easy for BRT. I think having one stop at 68th St/Google is too far from Downtown Kirkland, so connecting that system to the Downtown Kirkland transit center seems key.</li> <li>- One other random comment: I would also appreciate more frequent ST540 service from Kirkland to UW, especially in the afternoon. I work in Downtown Seattle, and have been alternating between Metro 255 and ST540 -&gt; ULink recently (540 &amp; ULink avoid I-5 traffic and makes my trip more reliable). However, timing the connection becomes difficult with 20-minute headways on 540, especially in the afternoon leaving downtown. With more frequent headways, I'd take that route on Link via UW a lot more often.</li> </ul>
EAST KING COUNTY	<p>I live in Kirkland a block from the Cross Kirkland Corridor and the Save Our Trails folks do NOT speak for me. I want to see good transit options explored for the Cross Kirkland Corridor - bus, rail, study, etc. Everyone knows the trail was a working rail line not that long ago, and that the existing trail is an interim use. Don't let a vocal minority block a needed resource for Kirkland and neighboring cities.</p>
EAST KING COUNTY	<p>More negotiation with Kirkland and activists groups about using The Cross Kirkland Corridor.</p> <p>More reliance on automotive/transit/gas taxes for funding and less on property taxes.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - East King County

EAST KING COUNTY	We need some service to suburbs (Renton Highlands, Fairwood, Maple Valley) or additional parking. Everything is centered around the people who already get great bus service or "milk routes". I love supporting transit, but be inclusive or lose my vote.
EAST KING COUNTY	Any length you want to go past Redmond's station is strongly supported by me. Currently traffic from downtown Redmond to Woodinville on a weeknight can take an hour, continuation of the Light Rail through Redmond's downtown valley into Woodinville's shopping and Winery corridor would be amazing.
EAST KING COUNTY	Seattle needs this, Bellevue needs this, Everett needs this, Washington needs this. My only fear is that these projects will take too long and our population outgrows what we currently have/what we will build.
EAST KING COUNTY	Rename "University Street" station to something else that won't be confused with "University of Washington" station. Perhaps "Concert Hall" station? I helped a young man yesterday who asked me at the "University Street" station, "Where is the University of Washington"? He had gotten off the train at "University Street" looking for the University of Washington. For new light rail customers, having 2 stations named "University" is very confusing. It does not need to be that way. It will only become more confusing as more and more new customers start using Link Light Rail. This is simply a name change. In the 50+ billion dollars allocated for ST3, it would seem there would be the funds to finally take care of this naming oversight (2 stations named "University"). As some background, the University of Washington used to be located in downtown Seattle, on University Street. The University of Washington moved to Montlake in 1895. Please budget this change in ST3 and fix this naming confusion once and for all, for everyone's sake. Thanks.
EAST KING COUNTY	As a Kirkland resident I'm quite disappointed with the lack connections. My understanding is that getting to downtown will only get more difficult under this plan as the local busses will no longer be a one seat ride to Seattle and will have to transfer on the rail. The fact that Redmond and Issaquah gain rail options and Kirkland does not is extremely unfortunate. I'd love to be able to use transit to get to downtown Seattle, but realistically, from Kirkland, the options are fairly poor.
EAST KING COUNTY	make the highways wider, that should be top priority, buses are lowest priority.
EAST KING COUNTY	Increasing late night frequency on the 522 route from downtown to Bothell would enable customers to attend late evening events downtown and still have the every half-hour ST 522 bus available. Currently the route goes leaves downtown Seattle every hour beginning at 9:30 PM. Even a bus a 10 PM would help. Thanks  1
EAST KING COUNTY	Kirkland badly needs transit on the CKC. Please ignore our bus-addled city council and return trains on the CKC as part of the regional rail network. The citizens of Kirkland will thank you. Maybe not now, for many of them, but they'll eventually realize how immature our council is acting and recognize the social and financial urgency of being part of the rail network.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - East King County

EAST KING COUNTY	The BRT service to Renton does not include enough stops in Renton and does not sound like it will be close to equivalent to rail service. For BRT to work there must be a major commitment to stations, lanes, and equipment, and this does not seem adequately funded by this plan. As a result, it feels like Renton is being passed over.
EAST KING COUNTY	Kirkland BRT via ERC is a great project that needs to be included in ST3. It best serves the need for Kirkland and Eastside with the dedicated transitway which will provide fast trips to Bellevue and Seattle via 520.
EAST KING COUNTY	I would like to see light rail plans extend to include northern cities on the East side such as Woodinville.
EAST KING COUNTY	Light rail across 520 bridge connecting Seattle, Kirkland and Bellevue.
EAST KING COUNTY	<p>Improved transit is essential to the long-term growth and development of the region, and it is because I believe so strongly in our need for better transit that it pains me deeply to be so opposed to ST3 in its current form. I support many of the modifications promoted by Seattle Subway and SeattleTransitBlog.com, and *especially* staying true to the principles that grade separation in urban areas is critical, and that regional infrastructure should be funded regionally. Only with grade-separated solutions that serve not only our high-density urban cores, but also provide lower-density residential neighborhoods with compelling, realistic alternatives to filling our highways and streets with cars can we truly address the long-term needs of our region.</p> <p>For those reasons, it is especially as a Kirkland resident that I am so deeply opposed to ST3 in its current form. It's sad and unfortunate that our Kirkland City Council has allowed the Save Our Trail organizers to dominate the conversation in Kirkland, but Sound Transit needs to understand that the vocal interests along the trail nonetheless do not speak for everyone in Kirkland. As nice as the trail may be, the Sound Transit easement along the Eastside Rail Corridor is an essential part of meeting the long-term needs of Kirkland, and we cannot under-serve the growing residential and commercial neighborhoods in Kirkland with a plan that placates a small number of homeowners by virtually ignoring Kirkland's transit needs through 2040 and beyond.</p> <p>As much as the Kirkland City Council may wish to promote Totem Lake as the city's key area of future growth, it is Kirkland's established and vibrant downtown core that sorely needs transit investment. Between Google's expansion, the Kirkland Urban project, lots of new mid-rise development, and promoting access to the regional gem that is Kirkland's waterfront, it is criminal to ignore the growing transit needs at and around Kirkland Transit Center. Over 90% of people living in Kirkland work elsewhere, and over 90% of people working in Kirkland live elsewhere, and Kirkland's transit infrastructure cannot possibly meet the needs of its residents and businesses without further investment. Rush-hour traffic is already miserable and worsening on Kirkland's smaller streets (relative to car-centric Bellevue). Calling BRT on I-405 an effective solution is preposterous, when neither Sound Transit nor King County Metro have any realistic ideas for how to make an I-405/85th St. BRT station (up a giant hill from downtown, and in the middle of a clover-leaf of on-ramps) accessible to our community.</p> <p>As evidenced by ridership on the Metro 255 bus, Kirkland's greatest need is a strong connection to Seattle and the north-south rail spine, yet that bus will get pushed out of the downtown tunnel as light rail improves. As a non-express bus, the 255 already plods slowly through South Kirkland residential neighborhoods, and yet the solution on the table to serve downtown Kirkland is three-seat</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - East King County

EAST KING COUNTY	We need light rail from renton to bellevue. Right of way already there. Hard for me to support existing plan without this in it.
EAST KING COUNTY	Light rail would be the absolute best for me if there were a loop created by joining the Redmond and Issaquah stations via Sammamish.
EAST KING COUNTY	Transit is very dysfunctional in Renton Highlands to Bellevue, Seattle and other areas. I'm extremely disappointed by the amount of money that Renton tax payers put into this fund to see very little in return. I have to drive my car to be able to get anywhere within a reasonable time. The bus route for me to go from Renton To Bellevue Eastgate to get to work still requires me to drive or bike or walk a significant distance, take 2 to 3 buses and over an hour and a half to go 9.3 miles. Do you know how many people drive between Bellevue and Renton? Why is Renton so underserved?
EAST KING COUNTY	Get rid of cement plant in kenmore.
EAST KING COUNTY	Higher priority should be given to light rail along I-405. I-405 traffic is horrific and light rail would offer real alternatives that buses cannot. Additionally, higher priority should be given to West Seattle to Ballard and Seattle to Everett Lines. New stations should be the lowest priority along existing lines. Sounder service should be converted to light rail along the corridors it serves or greatly extended in terms of service. Sounder service needs to reach Olympia or beyond. Future thinking should consider connecting Portland, Seattle, and Vancouver in a regional commuter rail corridor.
EAST KING COUNTY	Considering the cost of living in the greater Seattle area, a rapid transit system must go further out, for example to North Bend and Snoqualmie and every effort must be made to do this in a more timely fashion. Make decisions based on present needs. Let these decisions be well-researched (how have similar areas done it/with what success) and DO WHAT NEEDS TO BE DONE without consulting everyone who could possibly not like it . YOU are the experts, not the man on the street. Do patients dictate to doctors when and how and where to perform a necessary operation??
EAST KING COUNTY	Transit options for south east King County need to be added. I support transit improvements, but this plan almost completely ignores Renton, Kent, and Auburn with very little justification. Please consider adding additional options.
EAST KING COUNTY	Parking, parking, parking. The P&Rs are always full very early. When I was commuting from Renton (Fairview) to Kirkland (no more, thankfully) the main thing that prevented me from using the bus was that I had no place to park to catch the bus.
EAST KING COUNTY	Project is important, but without LIGHT RAIL from Renton to Seattle, I will not vote for it.
EAST KING COUNTY	We are fortunate to have the economic impact of technology in our area. We need a rapid transit corridor across Lake Washington between our two high-tech centers, Overlake/Redmond and South Lake Union so high-tech employees can move easily between these locations. Light rail from Overlake to SLU should be running back and forth all day long.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - East King County

EAST KING COUNTY	Mass transit plans for the city of Renton seems to be minimal, nearly nothing. With the increasing population of East Renton Highlands, more and more transit options and parking will need to be available for these commuters and no where on the ST3 plans do I see a Light Rail stop for the Renton residents. I find it difficult to support this initiative if there is no upside for myself. The ST3 plan leave us with the same crummy options we presently have.
EAST KING COUNTY	We more parking at Lynnwood P&R We need subway/rail to Bothell and Millcreek  Property/Sales taxes are not a good way to fund transit. Car tab is a better way.  Also need business taxes on larger business
EAST KING COUNTY	I would like to see light rail in Renton area. This would help with 405 traffic
EAST KING COUNTY	I live in Renton and I think it is extremely important to add Renton to the light rail plan! I-405 is a mess and very hard to travel most of the day. We need light rail as much as everyone else and we are not even on the plan! Put it along the freeway Please!!!
EAST KING COUNTY	Renton is totally left out. BRT is a joke & a "bone thrown to satisfy Renton voters to vote yes." The proposed new transit center at Rainer & Grady is a joke, proposed by the lame duck mayor to get crime out of downtown Renton for his bestfriend(s) that own much of the real estate in the area. The current "Metro" garage is mostly empty, Metro buys less space than the demand, and SOUND TRANSIT PAY NOTHING altho their passengers are high users. I will be actively campaigning against ST3.
EAST KING COUNTY	Top priority is add additional parking at sounder Tukwila station. I still cannot believe a parking garage wasn't built when the new parking lot was built a couple years ago. Negotiate a deal with Boeing to allow commuters to park on their property again.
EAST KING COUNTY	increased transport between Kenmore/Bothell to both N. Seattle areas (Ballard) and to downtown. More parking at the stations-- especially the outlying ones. If it is not convenient to get to the stations and find parking, the public won't use them but will drive instead. My daughter-in-law is a student at UW Seattle and often has trouble finding parking at the Kenmore Park and Ride.
EAST KING COUNTY	Link light rail station added to Kenmore.
EAST KING COUNTY	I do not see Kirkland included in this plan. Kirkland morning & evening commute is ridiculous & I "strongly support" adding an extension to Kirkland as you have to other Eastside areas. It is unconscionable to leave Kirkland out of the ST3 plan. It is also doubtful, as much as I support rapid transit, & prefer light rail, that I will vote for an ST3 plan that does "not" include Kirkland

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - East King County

EAST KING COUNTY	Add light rail to Kirkland and Renton. Don't go to Issaquah or Paine Field to reduce cost and allow other projects to happen faster. Won't vote for this currently as it is too big, cost too much and is too slow to serve people in need. Use more buses and dedicated bus shoulders.
EAST KING COUNTY	I live in Kirkland and there's no bus service from my area to a transit center that is convenient enough for me to consider. I have to walk a mile+ to get to the bus, then it stops 100 times. I don't have time for that. I do have time to drive to a park & ride. Brickyard or Kingsgate/Totem Lake are convenient for me. But, there's not enough parking. So, if you increase the buses on the I-405 corridor, you also need to improve access to the buses by increasing the amount of parking at the stops.  Basically, none of these projects helps me on a daily basis, but our region needs them. Go, Sound Transit!! :)

<p>EAST KING COUNTY</p>	<p>The City of Sammamish has not incorporated Klahanie as part of Sammamish. This adds another 12000 and projected 15000 people to Sammamish. The only bus route that went through Klahanie connecting Issaquah and Sammamish was the 927. It was cancelled in the big cuts leaving those of us without cars stranded in Klahanie. There is a low income apartment complex called Highland Gardens across from the Klahanie Plaza. The 927 used to stop there. Now nothing! My suggestion was to reroute the 269 at least twice a week to go through Klahanie on Klahanie Blvd, stopping at least on Klahanie Dr. SE. The timing for this is now excellent as gas has come way down and the City of Sammamish is now widening the Issaquah - Fall City Road to 4 lanes.</p> <p>The incremental cost of the 269 going through Klahanie is negligible considering the fact that there is no public bus stop for a mile from the Klahanie Plaza. There are steep hills for this mile or more to a 269 bus stop. Old people cannot make it. Ideally the 269 should also go to downtown Issaquah via Highlands Ave. and then up Sunset and turn right onto Front Street and continue it's regular route.</p> <p>I talked with Metro planners over a year ago and was told it looked feasible, but then after agreeing to sot it out I was told they decided to do no work on the feasibility. They left us stranded without an analysis. I implore Metro to address and correct this situation. We need bus transportation through Klahanie. Both the Cities of Issaquah and Sammamish dearly want a bus service as well. 228th will suffer from traffic congestion and already is and will will get a lot worse. Using Klahanie Blvd as an expanded route makes so much sense it is hard to argue against. The 927 route was a poorly laid out gravy train of a route that took riders forever to get to downtown Issaquah or the Fred Myers. Of course it was a poor route as it was poorly designed.</p> <p>Please get us a bus service through Klahanie. The poor people need to get back and forth to the food bank! The 269 does not go to downtown Issaquah, however, but at least getting up and down the plateau from Klahanie would help. You need to keep in mind that from Klahanie to Issaquah and Sammamish there are the steepest and longest hills in the whole of King County. HELP!!!!!!!!!!!!!!!!!!!!!! My hips hurt.</p>
<p>EAST KING COUNTY</p>	<p>Light rail from the Eastside, Bellevue or Kirkland to Tacoma via hwy 405 and 167 and 512. Light rail MUST be added to 167.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - South King County

Subarea	Additional Feedback - Project(s) should be added in the ST3 final plan
SOUTH KING COUNTY	Ballard to UW should be added and Ballard to Downtown should be completely grade separate.
SOUTH KING COUNTY	I had seen before a plan to include Burien/White Center on light rail, not BRT. Please consider this again. Burien is growing and access to downtown is fairly limited considering the 1st Ave Bridge and I-5 always being backed up during rush hour.
SOUTH KING COUNTY	Easy transportation from King Street Station to South Lake Union. Currently you need to take a bus to Westlake and then the trolley to SLU.
SOUTH KING COUNTY	Parking at transit stations especially in the South end HAS to improve and soon! Why aren't we utilizing half empty park and rides by creating shuttles to and from train stations?
SOUTH KING COUNTY	You have to make transportation within downtown seattle better, more people would use sound transit if they could get to where they need to go once they reach the city. I commuted on the light rail from seatac to downtown for many years, but it's just become too time consuming and aggravating getting from downtown to south lake union.
SOUTH KING COUNTY	More service should be added between Kent and Redmond as well as options later in the nighttime hours.
SOUTH KING COUNTY	There is very little in the plan to directly benefit residents of the East Hill in Kent. Our transit availability is almost non-existent and this doesn't help.
SOUTH KING COUNTY	<p>Please increase access from rest of south end (especially Burien &amp; Des Moines - areas west of the airport) into Seattle. Additional Rail line would be idea - could run all the way up first/ambaum/delridge and become the W Sea line into the city.</p> <p>PARKING - ST seems to have a vision of people walking and biking to various light rail stations, but the culture that exists here is people like to drive to their neighborhood park and ride and commute into the city. But there are not nearly enough places to park to accommodate the need.</p> <p>If the goal is really to get people off the road and on transit, people need to see it as more efficient and cost savings. Despite traffic, it is still almost twice as fast for me to drive to work as it is to take transit. That inefficiency makes it hard to take transit sometimes. Light rail is nice, but so slow. If we want to compare ourselves to big cities like commercials have been doing (DC, NYC, CHI) the big difference is their commuter systems all work to quickly get lots of people in, out, and around the city. Ours appear designed to leisurely get people from one neighborhood to the next.</p>
SOUTH KING COUNTY	Park and rides.
SOUTH KING COUNTY	Parking for lite rail is critical. All along the route. I end up paying for parking at SeaTac when I use lite rail. I understand the problem (lot would be consumed by airplane travelers), but somehow it needs to be easier for those of us who take the lite rail. I can't park at the Tukwila station either, since it's packed early in the day. Maybe parking lots could be remote and then "mini shuttles" to the "major systems hubs" (like lite rail, Sounder, etc.)? I don't have a great answer. I do agree that we need to do make this transportation system available and accessible. And we can't wait "until we really need it". It's infrastructure and it takes time to make it happen. Thank you!!!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - South King County

SOUTH KING COUNTY	Renton and Burien should have light rail stations. First Hill and Belltown should have light rail stations. UW to Ballard should have a light rail station. Better funding package should be added to get studies and construction started and completed sooner. Sounder should connect riders to light rail at or near airport station
SOUTH KING COUNTY	You NEED to add a Renton or Kent link light rail stop.
SOUTH KING COUNTY	Why no sounder connection at Boeing Access Road? Is there going to be a Sounder night train so South sounders can take the train to Mariners games on week nights or other Seattle nighttime events. Why does everything take so long to build? Shouldn't the priority be with the routes that would move the most people like Ballard and West Seattle
SOUTH KING COUNTY	I wish that routine (every 30 minutes?) bus service to/from Orting was in the final plan. This would greatly help alleviate traffic.
SOUTH KING COUNTY	West Seattle Light Rail should at least extend to White Center, if not Burien.
SOUTH KING COUNTY	Lightrail to Kent. While this may seem out of left field I believe the region most likely to expand with housing and business is Kent. Bigger businesses will move out of town given the bottlenecks tech is bringing. A lot of people in tech are having kids and buying houses. There is a grater overturning south than north or east at this point. Let's either add light rail to Kent or for heavens sakes expand the hours of operation for the sounder. Right now I'm forced to head home right after work. Downtown is losing the opportunity for me to eat dinner, go shopping, etc on a weekday night and instead I need to run to catch the last train to Kent. We're better than this.
SOUTH KING COUNTY	Lose the billion dollars in parking and add the line from ballard to uw, preferably earliest in the timeline.
SOUTH KING COUNTY	None of your plans reach into my community! I live in Covington - southeast King county. It's like Covington and Maple Valley don't exist. Housing here is growing exponentially. Where is our transit??? Despite that I fully support the plans you have - I would just like to be included in them.
SOUTH KING COUNTY	Expand the Sounder Commuter Rail to operate outside of commuting hours and to operate on weekends. Taking the Sounder train to/from Seattle during the weekend would be a huge benefit to many of us living outside of Seattle. Also, running trains before and after commuting hours would allow more people to access these services (like all of the construction workers that start their workday in Seattle at 6am, who currently drive in from South King Co.). It would also allow people to stay in Seattle for dinner or a movie, then catch an evening train back home.
SOUTH KING COUNTY	I really wish you would consider more transit options for Burien. My express bus to downtown Seattle is packed every morning. There is opportunities for denser development in Burien/White Center and based on the ST3 plan that area seems to get only minimal consideration for further transit options.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - South King County

SOUTH KING COUNTY	<p>East West lines from Ballard to UW should be included in the ST3 plan.</p> <p>Sounder service (heavy rail) should be augmented to an hourly rate throughout the day. Sounder parking garages in the suburbs need to be expanded - they currently fill up by 7am most days. No parking at the suburb stations = no riders on the later trails. Light rail should not be used as the spine from Tacoma to Everett - that is the purpose of heavy rail Sounder train. The trip from Everett to Tacoma on Light Rail in this proposal would take 3 hours! I can fly to LA quicker than that. Similar Sounder service, if available, would take 50 minutes.</p> <p>Finally - the entire timeline of this proposal is preposterous. 8 years to add bus lanes - lanes that people aren't interested in? 22 years for transit to Ballard?? This isn't even true grade separated transit, clearly the authors of this plan have not thought this through very well.</p> <p>Sound Transit has made a series of terrible compromises in ST3 and will find it very difficult to get collective voter support. The region desperately needs transit, but ST3 is not the answer.</p>
SOUTH KING COUNTY	<p>Please include service to Delridge and White Center. These communities are in great need of better service. You already [explicit] us by [explicit] up the old 120 route so now it take 15 minutes longer to get downtown and then by ending the Rapid Ride route at Westwood Village. And now you want to leave us just out of reach of the light rail too. Please stop [explicit] us over.</p> <p>I used to ride transit every day. I had to stop when you added 15 minutes to the 120 route time to get downtown. If I drive, it takes 20 minutes to get downtown. It take more than twice that on the bus. All I want is light rail down delridge so I can get to work faster again.</p>
SOUTH KING COUNTY	<p>I would love to see a Link light rail expansion into Kent. The sounder does not run during the times that I want to use it.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - South King County

SOUTH KING COUNTY	<p>1. parking for buses. When will this be done and how will it be funded? Yes, population is growing. Yes the roads are crowded. But most people are still going to ride buses for public transit, not train. 2. bus lane capacity. can't tell what WSDOT is assumed to pay for, and what's a part of ST3, but for the 405 corridor, it seems like buses on shoulders is the key assumption. So how will that actually work when there's a car in the shoulder area? 3. the "last stop" seems to drive up the cost quite a bit. Stop on the south side of the Ballard bridge and save a lot of money by not having to build a drawbridge. Instead of building a bridge for West SEattle, instead build the BOeing Access Road station, the SODO transfer center, then run buses from a variety of locations to those places instead of to the junction. This gives more flexibility and gives us something better sooner, critical with way the viaduct is being replaced by less capacity. And also, the line from Kent Des Moines Road to points south seems like a complete waste. It will be too slow to go to SEattle, it will be too lightly populated to get a lot of riders unless SOund Transit is going to condemn a lot of single family homes, and it seems like the only rationale for the project is you need to spend a certain amount of money in order to maintain subarea equity. Do something that would actually help people, like running trains on the old Dinner train route.</p>
SOUTH KING COUNTY	<p>Stick to the plans and evaluate connecting the whole region along I-5 corridor. Olympia to Everett. Also make the hours of operation align with peoples lives and the hours they work and play. I could have used the train to go to Seattle for work but chose not to because it didn't allow me to do anything after work in the city Happy-Hour, shopping, gym work-out. ) Also, it took me just as long if not longer to ride light rail and the buss as it stopped every 10 seconds somewhere. I could have driven faster.</p>
SOUTH KING COUNTY	<p>There is a desperate need for more parking at Kent Station. I commute to Bellevue via ST route 566 or 567. My departure time is not set by when I want to go to work, but by when I have to get to Kent Station in order to get a parking space (it's usually filled up by 7:00 or 7:15 AM. Also, although I greatly appreciate bus service to Bellevue, I have a complaint about the busses arriving late at Kent Station. If Sound Transit is going to contract out to Pierce Transit, there should be a provision that any routes that start and end in King County, should have busses that are parked overnight in KING COUNTY, NOT LAKEWOOD! It is hard to explain to coworkers in Bellevue that I am very late to work due to an accident in Tacoma, when I live in Kent!! Also, how come Kent does not have any RapidRide options? Kent has the 4th largest population in the Puget Sound area, much larger than Renton, for example. When I work late, or attend a Mariners game, I have limited ways to get home, especially leaving Bellevue after 8:00 PM. My employer does provide free parking, but I prefer to "Go Green" and use mass transit. This may change, as using mass transit is becoming more challenging for me.</p>
SOUTH KING COUNTY	<p>I support a big plan. Timeline is way too long. I don't see dates on existing or new projects that are aggressive. I would like more urban routes that would fully use the capacity, rather than completing the spine in suburban areas. This would allow us to focus growth on those areas. I oppose a large part of the funding being car tabs, instead I would focus on other taxing options.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - South King County

SOUTH KING COUNTY	I really support expanding the coverage from West Seattle through White Center to Burien, waiting any longer on this will severely impact traffic on 1st Ave bridge and add further to the gridlock on the West Seattle bridge. Have a good one!
SOUTH KING COUNTY	Focus on king county as a whole. Better coverage in maple valley/covington rather than focusing on snohomish/pierce counties if they are not going to contribute.  Also, increase sounder train frequency, not just commuter hours.
SOUTH KING COUNTY	1. Light rail needs to be added from Tukwila out through Renton headed towards Covington. 2. light rail needs to be added along the 405 corridor between Tukwila and Bellevue ASAP. 3. One again you have completely ignored SE King County Remember who the original supporters were. If not we will not support you any more.
SOUTH KING COUNTY	Weekend sounder service would be really cool: much faster than light rail, tracks are already there...
SOUTH KING COUNTY	It would be nice to be able to get to downtown Seattle from Kent East Hill other than from 7-8:30 am and only on weekdays. Not sure if this is a consideration, but perhaps running a shuttle bus around the neighborhoods to the train stations every 30-45 minutes, and running the trains on weekends and more frequently during the week would serve well.
SOUTH KING COUNTY	The Sounder train services should run all day connecting the bus routes at stations.
SOUTH KING COUNTY	More parking at the south end rail stations
SOUTH KING COUNTY	Burien should be on the light rail after West Seattle, a fast bus that goes totally out of the way to downtown makes no sense and Burien urgently needs to be better connected!
SOUTH KING COUNTY	Please consider Light Rail into BurienTransit Center in the future.
SOUTH KING COUNTY	Rapid ride should serve the Growth Management designated urban center of Tukwila, WA as it transitions East.
SOUTH KING COUNTY	Parking garage at Tukwila Link station.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - South King County

SOUTH KING COUNTY	<p>Why is Federal way and the surrounding community being excluded, when considering project importance?</p> <p>Why is the South King County area being "thrown crumbs" as in rapid ride (which is becoming a rapidly long ride AGAIN)?</p> <p>Why did I vote for sound transit, with the PROMISE of train service in federal way when I am being told, "there is no more money" for South King County?</p> <p>OTHER:</p> <p>Why did every train station (with the exception of Tacoma) south of King Street station and north of Lakewood, DISMANTLED?</p> <p>Why were the train tracks also DISMANTLED?</p> <p>Why were the train tracks DIVERTED?</p> <p>Why are you spending BILLIONS, to place the SAME tracks within the SAME AREA?</p> <p>Why are you spending BILLIONS to build train stations AGAIN?</p> <p>Do you have a hatred for Amtrak?</p> <p>AND OTHER:</p> <p>Why waste MANY BILLION dollars (including cost overruns) on sound transit?</p> <p>Why not waste the BILLIONS on FREE higher education for the entire population in Washington state? Instead of creating "MAKE WORK" projects.</p>
SOUTH KING COUNTY	<p>It's unfortunate that most of West Seattle and all of White Center are left out of this plan. There is already fast and reliable bus service from the West Seattle Junction to Downtown Seattle. There is NOT fast and reliable bus service from White Center through Delridge to Downtown Seattle. In the current plan, it seems like the poor people who live in Delridge and White Center will have to exit the train at Delridge and take the bus home while the rich people who can afford to live in the Junction have a faster and easier commute home. This will further polarize the area's residents and decrease access to the rest of Puget Sound for lower-income residents of White Center and the Delridge neighborhoods.</p>
SOUTH KING COUNTY	<p>Extend rail to south east king county ... Covington, maple valley, black diamond and auburn.</p>
SOUTH KING COUNTY	<p>Extend Light Rail from Tukwila Interurban Station to Burien Transit Center. Otherwise there is NOTHING in the plan that benefits a retired individual living in Normandy Park.</p>
SOUTH KING COUNTY	<p>Light rail West Seattle to Burien</p>
SOUTH KING COUNTY	<p>I commute from Kent to Seattle, Monday through Friday. When I take the Sounder in to the city, I have to catch the streetcar now to get to Swedish. However the streetcar is very inefficient as it is in with regular traffic. I would like to see it get its own lane, I think that this would speed up the commute.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - South King County

SOUTH KING COUNTY	We really need a rail system that connects us from Everett to Seattle to Tacoma and Olympia... either the light rail or the sounder. Sounder also should be available more than Monday through Friday, there could be limited service on the weekends but there really should be service available. Also why is Burien being excluded from the light rail system, we should go all over this state using one or the other of our rail systems.
SOUTH KING COUNTY	I love the light rail, and I would like to see it extend all the way down to Vancouver, WA, or at the very least, to Olympia, WA.
SOUTH KING COUNTY	Rail lines already exist along I-405 from Renton to Bellevue. There is no room to expand bus right of way. WE MUST use these lines for either light Rail (Sounder) or convert to Link. Before I can support such an expensive and risky project.
SOUTH KING COUNTY	Servicing higher income neighborhoods such as West Seattle instead of lower income neighborhoods such as White Center is not good planning. Please consider adding White Center to the initial stages of development. Thank you.
SOUTH KING COUNTY	I would really like to see a Federal Way rail station added with the capabilities of going both North and South. In addition, the time frames for the future are so far out for me, I will almost be retired by then. I suppose they should have done it when they had the chance. Sound like good changes, I hope the ease of bicycle and pedestrian use will be an easy one.
SOUTH KING COUNTY	Light rail to SE King County (i.e. Auburn, Maple Valley, Covington, etc.).
SOUTH KING COUNTY	Ballard to university to make a rail circuit
SOUTH KING COUNTY	I live east of Kent and there is no way to easily get to light rail which runs west of I-5. A light rail link from the Maple Valley area through Kent to the planned or existing light rail line west of I-5 would make light rail more usable.
SOUTH KING COUNTY	Those of us in South East King county really need improvements to all our transportation options and I see none of that here, there isn't a single line that stretches from the obvious corridors out here to us. I strongly support Sound Transit but I have a very hard time voting that support and giving my money to a plan that shows zero consideration to cities like Black Diamond, Covington, and Maple Valley; these cities are expanding rapidly and our roads are already insufficient to meet the demand and the current options for using the bus to reach the main corridors and the likes of the Sounder or Link light rail are beyond pathetic. It would take almost 3.5 hours, each way, for me to use public transit to get to my job in Redmond - I find it hard to continue helping everyone along the I-5 and I-405 corridors with my tax money when I'm seeing no benefit at all from the plan for my neighbors and myself out here.
SOUTH KING COUNTY	What are you waiting for!!!!!!!
SOUTH KING COUNTY	Light rail line from Covington, Black Diamond along Kent Kangley road/272nd to Kent Station and possibly Federal Way.
SOUTH KING COUNTY	MUCH more parking needs to be added. Too often, parking centers are full by 7:00-7:30 am, preventing many people from using public transit. I would love to drive to Tukwila and take the light rail into the city, but the single level of parking fills very early so I end up driving the whole way in or taking the bus.
SOUTH KING COUNTY	Add more planning and study funding for expansion to Burien.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - South King County

SOUTH KING COUNTY	There needs to be more done for the kent/auburn area, especially auburn considering there really only being a few ways to get north. The commuter rail doesn't run often enough, there aren't enough buses, the metro 180 is constantly late and overfull. I know some of it has to do with the auburn city council (or has in the past) but those barriers need to be broken down so that we can have more regular and reliable access north, or anywhere really. The ST3 plan over all is great except for the lack of consideration for this area of the county. There is huge ridership here and more access is absolutely necessary.
SOUTH KING COUNTY	Please consider adding rapid transit or other shuttle from auburn/Kent/Renton to take people to light rail stations when sounder is not running (during off peak times). Only option now is slow metro busses to downtown.
SOUTH KING COUNTY	Allow for extended hour and weekends for Sounder trains.
SOUTH KING COUNTY	Pick up the pace getting link to Federal Way, we voted to increase our property taxes several years ago on the promise that Link would be coming to Federal Way within about 10 years, that was about 5 years ago. Instead, our money is going to light rail projects to the north and east, and only as far south as Angle Lake. Not even close to Federal Way. As stated in the first question, I don't use public transit. But only because it doesn't serve me. Federal Way (Twin Lakes park n ride) to the Airport via public transportation would take me over an hour. I can drive it, depending on the traffic, in about 15 to 30 minutes. I would definitely take it if light rail came to Federal Way. Also, we really need the trains running 24 hours a day, just stagger the train usage in order to get in the required maintenance.
SOUTH KING COUNTY	I'm not sure if it was mentioned in the draft, but please please PLEASE add a route from Federal Way to University District as the ride there on a normal 197 bus route takes ~2hours one way. This would save so much time and allow for people to commute to get their education.
SOUTH KING COUNTY	I live on 200th street and normally ride the bus to downtown from the Burien transit station. I will probably not switch to light rail when the station on 200th opens because the ride downtown will be significantly longer on normal traffic days. I think you need better options from Burien/ Des Moines into downtown. That seems totally left out of this plan.
SOUTH KING COUNTY	There really, really needs to be a rail option up the 405/167 corridor -- merely adding buses is a band-aid measure. Rail is still the future of high speed transit, and the congestion along the east side commutes is already appalling. The expansion of high tech industries on the east side of King County is only going to aggravate this congestion.
SOUTH KING COUNTY	Kent East Hill should be added. I used buses to Boeing Renton Plant but they just consumed too much of my day. That was in the 1970s. To take a bus to work I could start 2 hours before and get home 2 hour after work. The bus scheduling was that bad. Or I could drive to a main route and take twice as long as commuting by car all the way. My neighbor took the two hour route to her Bellevue job. I gave up after a time I wanted more of my day with my family. I don't see that your new plan after some forty plus years has improved a single part of that poor metro service to Kent East Hill. As it has for decades under other plans, ST3 just serves a north south corridor. It is expensive for no result for a Kent East Hill resident, so I see no reason to support it.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - South King County

SOUTH KING COUNTY	Light rail service from the West Seattle Alaska junction to White Center, Burien, and the Airport.
SOUTH KING COUNTY	there should be an extension from the Tukwila station to Burien, White Center, then on to West Seattle to hook up with that line.
SOUTH KING COUNTY	<p>You need to add service to the south end of West Seattle OR move the north end line to the south. All of the money ALWAYS goes to the north end. It's the south end that suffers. There should be light rail from downtown through White Center and into West Seattle via Roxbury. This will improve very long commute times that the north end of West Seattle does not suffer AND it will have a dramatic revitalization impact of this area, too.</p> <p>I don't like how your questions are asked. They give no room for comment on answers that I would prefer to mark as no, but won't because your system would misunderstand. Like the Light Rail line from downtown to the north end of West Seattle. I agree there should be light rail from downtown to West Seattle BUT NOT TO THE NORTH END.</p> <p>Thank you.</p>
SOUTH KING COUNTY	Light rail is needed from Auburn and Kent to Seattle and another line to Bellevue on the eastside. A line connecting these with a line to SeaTac would be a good addition.
SOUTH KING COUNTY	Please fund the study of connecting West Seattle light rail down to Burien. There are so many low-income people in this area who need transit access, especially something reliable and NOT dependent on the West Seattle Bridge, which is a nightmare just as often as not. People of color are already underserved by transit, so the new station at Graham St should be another priority.
SOUTH KING COUNTY	Keep up the great planning and dedicated work. Sorry, I don't have more helpful details or suggestion to give better input.
SOUTH KING COUNTY	SEATTLE IS GROWING RAPIDLY WE NEED TO ACT NOW.
SOUTH KING COUNTY	Light rail to Burien...and or exoress buses all day Burien to Seattle and return.
SOUTH KING COUNTY	Mass transit needed along the 167 & 405.
SOUTH KING COUNTY	Transit station in Tukwila - where one can get off the Sounder Train or bus from Kent and then get on a Light rail or Link.
SOUTH KING COUNTY	Light rail service to point defiance and Olympia
SOUTH KING COUNTY	<p>What about SE King County?</p> <p>Until the gerrymandered lines for light rail are altered I will always vote NO. This boundary was created so Tacoma, Seattle, and Everett could get light rail. All areas of the three counties should be included or a least the major urban area (for example in King County- Maple Valley, Covington, North Bend, etc.).</p> <p>I also doubt any government agency can estimate costs over a 25 year plus time period!</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - South King County

SOUTH KING COUNTY	Light Rail access from Burien to the West Seattle Junction.
SOUTH KING COUNTY	As a resident of Covington, you want to raise my taxes to pay for transportation for all areas, except the Kent - Covington - Maple Valley - Black Diamond corridor? Transit options in this area, and up toward Bellevue, Kirkland, and/or Issaquah don't exist in any convenient form. Meanwhile the "Urban Growth Plan" is pushing more people into these "bedroom communities" - with no good way to transit to work.
SOUTH KING COUNTY	We need options to get those on the south end of West Seattle and Burien near a light rail station. Extend the light rail south from the West Seattle Junction to the Burien Transit Center.
SOUTH KING COUNTY	Include Burien and white center in light rail. connecting to the airport
SOUTH KING COUNTY	Believe in providing reliable transportation. That helps relieve and improve schedule times and existing stops. My experience is that many schedule times become hour estimates all while driving independently times are greatly reduced to half the wait and travel time by current public transit time. Along with occasions had to wait longer due to no available room on some parts of transit times to ride.
SOUTH KING COUNTY	Under-served areas need attention first. I live in the White Center area mass the transit is lacking. Light rail systems are a good idea, but metro service that is already in place, but that requires more buses, more routes, less fees, etc., needs attention first. I also think that there should be a higher road tax, especially for those who consistently operate single-occupant vehicles and who are too lazy to take the bus. If possible, households should be limited to one vehicle for every two adults. Less cars on the road, more people out taking mass transit, walking or cycling. The more people out in the neighborhood commuting to and from work on mass transit the safer the neighborhoods are as well. we have become a "me-first" insulated society.
SOUTH KING COUNTY	Need to extend light rail to Olympia
SOUTH KING COUNTY	Please bring light rail to Burien.
SOUTH KING COUNTY	A light rail system going east into Maple Valley from the Kent downtown area. Link the Sounder train to the communities east (Maple Valley, Covington, East Hill of Kent). That area is congested with little infrastructure for traffic management. Thousands in those areas could then move North-South along the established access to jobs. There is a high incidence of low income families along this route that could have many new job opportunities open to them with this transportation support.
SOUTH KING COUNTY	Adding this tax that the majority will not use is irresponsible! All board members should resign starting with Dow!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - South King County

SOUTH KING COUNTY	Sounder service should be increased to support regular service through the Kent Valley to Sumner not just daytime commuting hours. If Sounder service hours cannot be expanded, then a light rail link should be run through the Kent Valley. South King County has continually gotten the short end of the stick when it comes to regional transportation support. Bus service is spotty and inconsistent unreliable in South King County. All the I-405 improvements are north of I-90. Will you please have a heart and improve the rail service through the Kent Valley, not just part time Sounder service. We are getting shafted here in Kent!!
SOUTH KING COUNTY	Within west Seattle to connect through to burien.
SOUTH KING COUNTY	Why is the Kent East Hill area ignored in all the last three plans? There has been no additional service and no plans for a BRT service to the area -- nothing. I have not taken KC Metro in over 6 years when my commute doubled from 45 minutes to 1 hr. 30 minutes one-way, minimum. Since then, I have been driving in to work (North Boeing Field) which has been averaging about 40 minutes one-way.
SOUTH KING COUNTY	I think a sounder station with access to the waterfront on Alaskan Way would be very beneficial to commuters from both the South and North end and to residents in Belltown and surrounding areas.
SOUTH KING COUNTY	Burien needs a light rail solution. It's a relatively short distance (8 miles) from Burien to Seattle. I would be happy to pay an additional sales tax and/or property taxes if light rail was built/being built in Burien (connected to downtown). Otherwise I prefer not to subsidize a system that I can't utilize.
SOUTH KING COUNTY	I will say this again Kent always gets the short end of it all. Train service should be extended through weekend. And light rail should also be an option.
SOUTH KING COUNTY	Increase the frequency and times that the Sounder train runs. Make it more than just a commuter train!
SOUTH KING COUNTY	There is a rail bed that goes from Tukwila to Woodinville that is not being used, why is it not being used for light rail? To go from Renton to Bellevue, via Seattle is ridiculous. A light rail train should be added from Tukwila to Bellevue.
SOUTH KING COUNTY	Burien to West Seattle Light rail
SOUTH KING COUNTY	Living in East King County, I would like to see Sound Transit eventually expanded to the Covington/Maple Valley area.
SOUTH KING COUNTY	PARKING is a serious issue at all Sounder Train Stations, at least in the south end. FREE PARKING needs to be expanded either by adding lots and/or garages, or having shuttles to/from nearby park and ride lots, shopping malls, other available parking options.
SOUTH KING COUNTY	Should defiantly add federal way to the light rail line
SOUTH KING COUNTY	ADD PARKING AT THE CURRENT AND FUTURE LIGHT RAIL STATIONS. People would be more inclined to use the light rail system if there was convenient parking available to them. Currently there is parking at Tukwila and that is so inconvenient.
SOUTH KING COUNTY	Burien to west seattle rail, and all of the plan should be done at a faster pace

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - South King County

SOUTH KING COUNTY	West Seattle to Burien link is more important and should be in this proposal.  Timing is frustratingly long. It seems that by the time these projects are completed they will be hopelessly over utilized.
SOUTH KING COUNTY	I really can't believe access to Boeing was never included in the first project. Also- there needs to be a better rail system in place all day long. People can't go into the city to attend events daily so you're losing money that way and it's a standard part of any rail system. Your visions are short sighted and spending more money on reports is a ridiculous waste of money. More rail and less reports but do focus on the southend cities.
SOUTH KING COUNTY	Light rail access kent/Renton and down 167 to Seattle
SOUTH KING COUNTY	Light rail from Tukwila link station, to Southcenter Mall, onto Renton. Extend West Seattle light rail thru to Burien, and from there onto Tukwila link All these propositions I believe eliminate the need for Rapid Ride C & F lines. and I believe it will bring out the 'under-serviced' metro & Transit riders onto regular usage
SOUTH KING COUNTY	One of the biggest objections for me to use Link Light Rail is the amount of time it takes to get from the Airport to Downtown. There are to many stops and it takes to long. I look forward to the extension station toward Federal Way but I don't see how it can get me downtown in a reasonable amount of time. I would recommend that you look into developing an Express train option that skips some of the stations between the Airport and downtown to get the commuters from the further suburbs into downtown in a reasonable time. Time of commute is one of the most critical parts of my decision process. Time is our most valuable asset.
SOUTH KING COUNTY	I do not see a train across Lake Washington to Downtown Seattle which I would support. Also how do you know by the time all the projects are complete they won't be obsolete?
SOUTH KING COUNTY	Not having parking at light rail stations is the most hideous oversight ever.
SOUTH KING COUNTY	We need to make the light rail a universal thing from Olympia to Everett. Right now, the biggest group of people who would use it(Microsoft employees and other tech business in Bellevue and Redmond) can't.
SOUTH KING COUNTY	Burien, white center/west seattle, southcenter
SOUTH KING COUNTY	We need all day Sounder service from Tacoma to Seattle and back
SOUTH KING COUNTY	Based on cost-per-rider analysis a Ballard-UW/U-District light rail line should be extremely high priority
SOUTH KING COUNTY	Light rail in Renton/Kent!!!
SOUTH KING COUNTY	There has never been anything really done from the Auburn/Kent Valley to the Bellevue/Redmond area. Hwy 167 and I-405 are horrible during morning and afternoon commutes and I-405 is horrible all day long. There really needs to be more options for those of us who live in that area and would like to take light rail or the suggested bus rapid transit option.
SOUTH KING COUNTY	I know it isn't happening, but I feel compelled to say, since it would make my life super simple - light connection from Seattle to Kent, or more frequent Sounder server service with regular weekends.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - South King County

SOUTH KING COUNTY	Definitely need some sort of transit system along the Maple Valley Highway area. Connecting Covington and Maple Valley to the I-405 corridor.
SOUTH KING COUNTY	Light rail from Burien to the airport.
SOUTH KING COUNTY	There need to be better transportation options for South Sound (Federal Way/Kent area) to Bellevue.
SOUTH KING COUNTY	<p>The plan doesn't seem to address a few issues:</p> <p>The southbound Sounder is filling up to standing room only on many trains. Instead of making the trains longer, which requires platform modifications, more frequent trains would be nice.</p> <p>It would also help if there was an ST Express bus that emulated the Southline Sounder train outside of the Sounder's working hours. That way, if one works late, they just get on the bus that stops at the train stations (Seattle, Tukwila, Kent, Auburn, etc). This could help speed up / replace some of the existing bus alternatives by offering an express option that would take significantly less time than the current bus options. For example, the bus route that runs outside of the Sounder's hours from Seattle (King Street) to Kent Station take three times longer than the train (one hour instead of 20 minutes). The bus route from Seattle to Tukwila Sounder station requires a transfer and takes ~4 times longer than the train service (~60 minutes instead of 15 minutes). One of the best ways to get people to use the Sounder is improve the parking options and make more bus options available outside of peak hours so they do not worry about being stranded if they have to stay late.</p> <p>Thank you</p>
SOUTH KING COUNTY	Maple Valley needs to be added. There is no plans for some of the larger outlying areas.
SOUTH KING COUNTY	<p>If the city of seattle wants a basketball arena in their preferred spot which would be seattle center, (ballard line), then they should start the light rail project right away. Traffic would be a disaster without it. No way It should finish in 2024. Start now and when the arena gets done, at least people can see the traffic problem being fixed.</p> <p>Also to make money at seattle center, people dont want to look around for parking. So if you want seattle center to have more tourist people coming to events there, you have to make it easier for people to get there to make revenue.</p>
SOUTH KING COUNTY	South center mall to downtown Seattle link rail
SOUTH KING COUNTY	We need light rail that includes Burien. Please bring back the extension of the ST 560 bus from Burien into Alaska Junction in W. Seattle. Burien commuters really need this one. It made no sense to me that it was reduced to Westwood Village.
SOUTH KING COUNTY	Light rail to Kent Station or bus service that operated until 2 am.
SOUTH KING COUNTY	The light rail extension from Angle Lake to Federal Way should follow the original design; not the cheaper redesign which is not pedestrian friendly.
SOUTH KING COUNTY	West Seattle line should extend to Burien. All light rail should progress faster.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - South King County

SOUTH KING COUNTY	Since Burien Transit Center is only a couple of miles away from Tukwila Station adding light rail to Burien makes sense especially if you follow the path of SR-518.
SOUTH KING COUNTY	Where are the Flying Cars?
SOUTH KING COUNTY	I feel that there should be multiple Link lines. Adding stations is great, but no one is going to use the link if it takes 2 hours to get from one side to the other. The current link takes me 45 minutes to an hour to get to westlake from Tukwila which in my opinion is way to long considering its only about 13 miles. Adding multiple lines with each having less stops would greatly cut down on time and increase the popularity. As the link is right now it's only practical to to use during rush hour because any other time its faster to drive, by cutting down the time it takes to reach the final destination it would increase popularity. I know personally if I could get from my home in kent to downtown the same speed or faster I would 100% choose the link over driving, but aside from rush hour driving is significantly faster.
SOUTH KING COUNTY	Sounder service throughout the day.
SOUTH KING COUNTY	We need to move NOW. These projects should have been underway decades ago and should be should be renewable energy driven transit!
SOUTH KING COUNTY	Need more bus service in Shorewood neighborhood. Extend times for 113 bus so students and others may get home safely late at night through dark neighborhoods with few sidewalks, little lighting and higher crime. Walking from Ambaum or Roxbury to Shorewood neighborhood is not safe.
SOUTH KING COUNTY	Stations in and around Renton should be added and connected to the spine as well as Burien. There is a proposal to study Burien but it should be a full fledged EIS so that can save time and construction can begin sooner. Again, adding a light rail station(s) to Renton would be most helpful.
SOUTH KING COUNTY	The west seattle light rail option should be extended to Burien and then to connect to the existing line in Tukwila or SeaTac. A loop would greatly serve all in South seattle.
SOUTH KING COUNTY	Travel on light rail from federal/Tacoma in proposed light rail will take to long to be useful. Development of express trains that do not stop at every station would be beneficial. Also light rail from Tacoma to fort Lewis would significantly reduce traffic,
SOUTH KING COUNTY	1. Have Light Rail go up to Bothell from Bellevue. 2. Have the Tacoma streetcar go all the way to Sumner. 3. Have Light Rail go from SeaTac to Burien.
SOUTH KING COUNTY	Sound Transit needs more Park and Ride lots desperately!!!
SOUTH KING COUNTY	Light rail to Burien should be added.
SOUTH KING COUNTY	Light Rail to Federal Way and beyond southward.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - South King County

SOUTH KING COUNTY	The "Future Investment Study" for the light rail link between West Seattle's Alaska Junction and the Burien Transit Center should not only be moved up in time but should be a part of the Sound Transit plan. The potential area to be served is one of the most rapidly growing in the Puget Sound region much of it composed of people of low income who depend on ST to get to work in downtown Seattle and elsewhere. Appears as though the current ST plan favors areas of high income that are more likely to be able to afford alternative transportation.
SOUTH KING COUNTY	Put Burien on the speed line.
SOUTH KING COUNTY	More love for 405 traffic from Tukwila through to Kirkland!
SOUTH KING COUNTY	I'd like to see more investment throughout the Kent, covington, auburn, five, maple valley areas particularly in bus work to and from plotter points of rapid transit. Parking at Kent and auburn is already an issue and I and many I know feel if we had a more efficient way than driving to the train/bus stations we would use that. I also feel like rapid bus lines have been neglected from the east side of I-5 in all of the planning. From kentwe literally ha e the 150 that runs frequently enough to make commuting okay but it makes more than 30 stops and take more than an hour to get to seattle, usually 1.5 hrs. This is discouraging. Increases in population is huge, but we have the 150 and the train. It's a bummer for all south king county folks and north pierce county. We often feel cut off. Even the buses to Bellevue from here often require us to go to Seattle then catch another bus across one of the bridges.
SOUTH KING COUNTY	Kent to Seattle express bus.
SOUTH KING COUNTY	Tukwila to Bellevue Light Rail and Alderwood to Bellevue
SOUTH KING COUNTY	A lot of people live in South King County and work on the East Side, and currently, it's very difficult and time consuming (generally requires you to go to Seattle first) to get from, for example, Kent to Bellevue. I'd love to take the bus but it takes me more than twice as long so I don't.
SOUTH KING COUNTY	Would it be to add a commuter rail station in downtown Renton via the east side rail corridor?
SOUTH KING COUNTY	Need to add additional service to White Center
SOUTH KING COUNTY	Sound transit has never, I repeat never been interested in reducing commuter traffic. They have only been interested in supplying a light rail line to the lower income people living in east Seattle hills area. It was never designed to go to any place were people work. Please take your liberal ideas someplace else as our traffic issue in #2 in the nation and Sound Transit couldn't care less. Stop wasting tax payer's money and please stop what you are doing because it does nothing to relieve our traffic situation. Our traffic gridlock is mainly caused by middle class people just trying to get to work and Sound Transit doesn't care about the middle class people, they only care about the lower income people. You rejected even the most simplest ideas that could have reduced our traffic problem, but you didn't listen to them, because you had your agenda and it didn't care less. Please just dissolve and go away.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - South King County

SOUTH KING COUNTY	Seems to me when I lived outside the city I had faster commutes via bus, more options and more times. Seems like if we start at the heart of where everyone is heading, start building there and slowly keep adding, much like what is happening down by South 200th, slowly expanding and adding, you get folks closest to the city out of their cars first, and then slowly keep adding and getting more people out of their cars. At is if you keep extending it from say Everett and DuPont, you are only promoting people to keep moving further and further out while development close in keeps growing without transit. I say Impose a development higher tax for people building new stuff in areas that don't have the transit, so it pays for it. I personally love how development in places like San Fran where the Bart was played into growth as development was...and Portland. What can we possibly learn from these places. I've been voting yes for this since 1980. And yet, even with this plan, I will still not be able to have any rapid anything that serves my neighborhood.
SOUTH KING COUNTY	There needs to be either light rail train service running north and south on the east side. I commute from Fairwood to Redmond every day and I am sick of it.
SOUTH KING COUNTY	405 south of Bellevue to 15 needs to have higher priority, even with light rail options, and Bellevue connections to Seattle and Tacoma need to be strengthened. How does one get to Tacoma from Bellevue? And why don't the station options in Tacoma land one in the main downtown area, within walking distance to UW, the Museum and Performing Arts districts? In addition, evening schedules need to be added so the cities around Seattle can be served better, to support their nighttime activities.
SOUTH KING COUNTY	I would like to see Link light rail out to Kent and Auburn. I like to shop in different areas - Federal Way, Tukwila, Seattle. I don't want to always have to take my car to shop and the Sounder train doesn't run on weekends. Can we get more than just bus service to these places from Kent and Auburn?  You probably know already that many people who work in Seattle live in Kent, Auburn and surrounding areas. I think they would appreciate the opportunity to go shopping, to movies or other entertainment, or out to eat/socialize without having to worry about fighting traffic or finding a parking space. A project like this has the potential of taking cars off the road and providing opportunities for businesses near any link light rail station serving these areas.
SOUTH KING COUNTY	Kent, Renton, Auburn East hill area is completely absent from your Light Rail plan. I am strongly opposed to any plan you come out with and strongly opposed to paying for any plan you come out with until your plan includes light rail access on top of east hill, Kent, East Hill Renton and East hill Auburn. These areas are lacking service completely and need to be moved to the top of your list.
SOUTH KING COUNTY	We all need rail service from south and north sound along EAST side of Lake WA. I-405 is a disaster and has been for many years. Throw G buses at it has NOT done the job!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - South King County

SOUTH KING COUNTY	<p>What about SE King County - Renton, Covington, Maple Valley. Oh I forgot :) Covington and Maple Valley are not in the RTA because you made a gerrymandered district many years ago based on an advisory vote. Until you get all of Pierce, King, and Snohomish counties in the RTA I will not vote for any additional taxes and will actively voice my opinion against such increases. As a minimum ALL major metropolitan areas must be included. Residents of these areas are traveling to RTA service areas, taking up parking spaces but yet do not have the tax burden. Revise the boundary for future tax requests!</p> <p>I also doubt government's ability to have a 25 years plan that can be financially managed. We already did not get what was promised in a 10 year plan.[]</p>
SOUTH KING COUNTY	<p>Working with the public for three years is not enough time at all. These taxes are way too high and the plan will not benefit those regions and people that need it most. This is catering to the new Amazon employees that do not care about Washington's long term transit health and therefore I will be voting against this poorly thought out plan on this November's ballot.</p>
SOUTH KING COUNTY	<p>Please build Light rail and or BRT from Burien through White Center to West Seattle and/or downtown.</p> <p>These local residents need and want transit now. Ignoring the local urban areas of Seattle for other less urban projects is a problem for me. There's going to be light rail from Tacoma to downtown Seattle before White Center to downtown Seattle. Weird, right?</p>
SOUTH KING COUNTY	<p>Light rail from Kent to Bellevue.</p>
SOUTH KING COUNTY	<p>We need access to mass transit on Kent's East Hill. This is ridiculous that the light rail is on the West Hill. 25 years is way too long for a transit plan.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - South King County

SOUTH KING COUNTY	<p>Once again you have ignored this states most congested corridor, I405 between Bellevue and Renton. This stretch is this states most congested highway. You cannot travel on this road between sunup and sundown without being stuck in traffic. A few extra buses traveling on the shoulder will not significantly reduce the congestion on this road.</p> <p>It would be better to cancel light rail to Issaquah, and the planed shoulder lanes on I405 and spend the money on light rail between Renton and Bellevue. Better yet, Tukwila station and Bellevue.</p> <p>A park and ride station in Renton, near I405 and SR167 would serve a large number of commuters and make a significant dent in the I405 traffic.</p> <p>I don't know who payed off who to get the Redmond / Issaquah extension. This line will provide very little return for a substantial investment.</p> <p>The proposed light rail station at Boeing access road in Tukwila should be abandoned. There are no homes or businesses within walking distance.</p> <p>The Sounder line is a total bust and I do not endorse pouring any more money into this boondoggle.</p>
SOUTH KING COUNTY	<p>Just do it! This region needs a light rail system / train system like New York, London, Paris etc. Leaders have kicked the can down the road for at least 50 years in this area it's time to act!!</p>
SOUTH KING COUNTY	<p>As a Burien resident, I'm disappointed to see there are no plans to extend light rail from West Seattle through Burien to the SeaTac and the main north-south light rail line. With housing prices so high in Seattle, and WSDOT planning to connect SR 509 to I-5, I would expect to see my area experience more growth, and arterials becoming more congested, in the coming years. Connect Burien with the rest of the light rail system, please. Unless all rapid ride and express busses are in dedicated lanes, they will just sit in traffic, so rail seems like the way to go to move people efficiently.</p>
SOUTH KING COUNTY	<p>More parking at all transit stations would help ridership, parking fills up far too quickly.</p>
SOUTH KING COUNTY	<p>We should be looking at light rail for major routes utilizing the old rail lines on the east side and stop supporting long bus routes but rather use light rail to be the backbone of of Street transit and buses to spoke off. There should be a continuation of light rail to lower income neighborhoods that circle into current plans like continuing from Ballard to northgate and West Seattle to white center and connecting through burien and seatac</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - South King County

SOUTH KING COUNTY	Extending the WS rail line to Fauntleroy/CA would be more appropriate long term planning based on this areas growth (actually to Westwood Center based on growth). Personally, I would like to see buses removed from Seattle and all Seattle transit be rail. Keep people in Seattle moving quickly within the city and keep them "in" the city 24/7. And yes, West Seattle is part of greater Seattle. Double decker RR Buses should be used to connect people from the exterior (Lynnwood, Shoreline, Everett, Tacoma, Burien, Issaquah) to the end of the Seattle rail line. There people can transfer to rail until rail is extended. Fill up Seattle with rail THEN extend out.
-------------------	--

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - Pierce County

Subarea	Additional Feedback - Project(s) should be added in the ST3 final plan
PIERCE COUNTY	The Sounder doesn't run frequently enough to be truly useful to the region. I know it is limited because it uses the heavy rail lines, but this is the biggest problem with why cars aren't getting off the roads. Buses will not fill that gap. Don't add more buses! Focus on the rails...yes more light rail. Maybe the Sounder project needs to be cancelled if it cannot run frequently on all days and nights. People will use their cars if buses are the only option. The Sounder rail from Everett is too prone to difficulties with landslides. This makes it too unreliable. Sounder is a problem. Buses are NOT the answer. I would gladly pay twice the requested amount if it meant a system that would actually work.
PIERCE COUNTY	Expand parking across all of the South Sounder line as soon as possible.
PIERCE COUNTY	Parking in Sumner, bus service from Orting to Sumner with parking in Orting. Fix current Sounder trains so they no longer break down multiple times in a week.
PIERCE COUNTY	There needs to be a transfer from Sounder Southline traffic to light rail prior to Seattle so that Light rail remains an option for folks that work elsewhere e.g. Redmond and want to use rail. E.g. Tukwilla.
PIERCE COUNTY	Add a northbound sounder station in Ballard.
PIERCE COUNTY	512 corridor light rail, more parking at Sumner and Puyallup
PIERCE COUNTY	You need to add High Speed Rail, Regular Rail or Light Rail between Seattle & Olympia. The freeway is horrific due to lack of lanes and increased population. Please add some sort of rail system to your plan. We are so far behind other countries with this it's laughable. There are many people that could take advantage of riding the rail instead of sitting on the PARK & RIDE (So called Freeway). It may actually cut down on unemployment if people could commute in a fast efficient way. People outside of Olympia could commute to work for state jobs and people outside of Seattle/Everett could commute to jobs from other cities. It may cut the unemployment rate down.
PIERCE COUNTY	PARKING!!!!!! Expanding services does no good if there is no place to leave our cars. I live a good 3 miles from the closest bus stop and there are no park and rides that will get me to the train station. I have been riding the sounder since 2007 and PARKING is your biggest problem you need to solve. And, not charging us for it. I already pay taxes and my fare, no reason to also pay parking. FIX YOUR PARKING PROBLEM
PIERCE COUNTY	Add weekend train schedules, and late Friday night trains to allow for opportunities to see theatrical productions or concerts.
PIERCE COUNTY	More sounder service: add a 4:30am (TAC) and 2:30pm train (Sea)
PIERCE COUNTY	Living in the South Sound, having an alternative option to driving into the city would allow more people stress free access to culture, entertainment, & work opportunities. A greater weekend service could also prove beneficial to local businesses and communities - relieving crowded Seattle neighborhoods & enhanced benefits to suburbs.
PIERCE COUNTY	We need to link Everett, Seattle, Tacoma, Bellevue and Olympia. You should be able to get on a train in any of those cities and have it take you to any of those cities. My personal commute is Tacoma to Bellevue -- why? I can't afford to live in Bellevue. Housing is simply too expensive for me there. I'm an IT professional and that's where the jobs are.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - Pierce County

PIERCE COUNTY	Parking structure at summer station; link light rail (sumner to orting), thank you!!
PIERCE COUNTY	Light rail should come down to the water front and Point Defiance Park, two of the most attractive locations in Tacoma. There is not enough parking to accommodate the amount of people that would like to have better access to these locations. Especially with the addition of Point Ruston and all it has to offer it would be great if there was at least bus service to this area.
PIERCE COUNTY	Consider extending light rail down Pacific Ave in the Tacoma area all the way to the end of the current pierce county route 1. Spanaway and frederickson are growing fast too.
PIERCE COUNTY	Sounder to Orting
PIERCE COUNTY	Light rail should work with existing transit centers and park-n-rides.
PIERCE COUNTY	More frequent sounder trains
PIERCE COUNTY	Highway 162 between Orting and Sumner is a bottleneck for much of rush "hour". There isn't another practical route to take, and no plans or money to expand HWY 162. Some type of public transport (there is currently none) would help a lot. If people could get to Sumner, they could catch the light rail. As it is now, there's not enough parking at the Sumner Station, and with traffic on 162 being so heavy, it's easy to miss the Sounder. I certainly don't want to get taxed if I get zero benefit, would you?
PIERCE COUNTY	<p>Overall I think the proposed ST3 package is an excellent plan. I would like to think this will get approved and in 20 or fewer years (before ST3 finishes build-out) we will have an opportunity to vote on an ST4 package of projects that might include study corridors highlighted in ST3 with those projects completed in a 2046 or 2051 time frame.</p> <p>My disappointment in the ST3 package is that light rail extension south of the Tacoma Dome was not included in the package. My vision is that beyond the dome, light rail needs to serve downtown Tacoma (perhaps just south downtown) and extend at least as far as Tacoma Mall. The Tacoma Mall area is identified as a regional growth center and downtown Tacoma has incredible capacity for employment and housing growth. Light rail to Tacoma should not be viewed solely as a commute solution to Seattle or a quick trip to Seatac, but as a means to draw people from other communities to employment opportunities in Tacoma/Pierce County. As such the Tacoma Dome station, while a critical multimodal destination, should not be viewed a terminus and would need to be sited and designed to allow for easy extension further south.</p> <p>Ideally the ST3 package would include this extension as a project to be completed in 2041. At a minimum, I feel we should add light rail extension from Tacoma Dome serving downtown Tacoma and to Tacoma Mall as a study corridor (with study funding) in the ST3 package to help ensure the long-term vision and planning and it's likelihood for inclusion in a ST4 proposal.</p> <p>Thanks!</p>
PIERCE COUNTY	Additional bus service past Bonney Lake into Buckley, Enumclaw, and West to Orting.
PIERCE COUNTY	Highway 162 congestion is dome of the worse in this area. Would like to see mass transit added to Orting much sooner

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - Pierce County

PIERCE COUNTY	There should be some link between the southeast lines covered by Sounder and bus services into the light rail for those travelling further north. Currently there is no clean plan to do that. Current and future station dependencies should consider this option.
PIERCE COUNTY	BRT on Meridian Avenue from Graham to Puyallup
PIERCE COUNTY	lack of bicycle capacity on Sounder Trains. Need additional car dedicated to bike space. I would cycle more often if this wasn't a problem.
PIERCE COUNTY	Would nice for rail transportation all day between Tacoma and Everett. We would like to be able to the 5th Ave and the like in Seattle via rail. And in today's world we would have to stay in hotel for the night!!!
PIERCE COUNTY	Rail needs to go all the way down to Tumwater. I worked at the Dept. of Revenue for four years and commuted from Puyallup to Tumwater and the traffic between Tumwater and Tacoma in the evening is a nightmare. You fail to realize how many people work for the state and commute from as far away as Ballard to get to their state jobs in the Olympia area.
PIERCE COUNTY	You have completely ignored the South Hill, Puyallup area in your planning.
PIERCE COUNTY	I would love to see the Sounder Train run earlier than 3pm out of Seattle going South. I think the reason there is so much traffic before 6am that those that have to be to work at 6-630am or earlier are not able to catch the train before 3pm so that something that needs to be consider when expanding this project. Good Luck with this project and it's about time!
PIERCE COUNTY	The Canyon Park business park in Bothell is huge and keeps growing, contributing to the awful traffic on 405. Because the transit options are so limited and crappy, businesses here give no incentives to CHOOSE transit. It's a traffic nightmare. A light rail station here would make a HUGE difference. Currently there is no transit connection from Tacoma to Bothell that doesn't take >>3 hours. A light rail connection to downtown Seattle would change my life!
PIERCE COUNTY	There is a need for link rail between Seattle and Redmond across SR 520. At expected population expansion rates one line gong Seattle to Bellevue to Redmond maybe to Kirkland is simply not enough, and the busses are not yet reliable enough to be considered a long-term alternative. Reducing commuting time and effort means having transit routes that match the most convenient car commuter routes. I see the value in public transit, and I want to support this measure, but without a plan for a light rail route across SR520, only a plan to "investigate", I wonder if ST really has a good understanding of larger regional needs.  Furthermore, I believe we need a commuter train connecting the Eastside to the South Sound (Kent, Federal Way, Tacoma). For a long-term transit plan, ST 3 is still reliant on Seattle as the main hub of all activity, which adds unnecessarily to commute times. Having a link between the Eastside and the South Sound, or a plan to study the effects of one, allows those regions to grow more independently of Seattle, and to find more reasons to support this package outside of being able to get to Seattle.
PIERCE COUNTY	All day service for sounder trains.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - Pierce County

PIERCE COUNTY	<p>-More Tacoma Link lines are needed</p> <p>-UW-Ballard in a grade separated line is better then West Seattle to Ballard, which can be handled by grade separated BRT and a new downtown tunnel</p> <p>-South Link needs to follow 99 instead of I-5 all the way from SeaTac to Tacoma for more TOD and ridership</p>
PIERCE COUNTY	<p>The plan focuses too much on transit from the suburbs to Seattle and not enough on transit within Seattle. A light rail route needs to be added connecting the U District with Ballard. This is a very glaring omission from ST3.</p>
PIERCE COUNTY	<p>Light rail running the I-5 Corridor. The option of express trains from major hubs would be ideal.</p> <p>The train should also be an option along I-405. Giving up a lane of traffic for a train that can move many more people is the most viable option. This would require tax incentives to businesses to provide additional transportation(bus/van/etc..) once at their location, since alot of Northwest companies are not located within walking distance of major highways.</p>
PIERCE COUNTY	<p>You need to connect the sounder to the light rail in Tukwila. It makes little sense to have the light rail connection a 1/2 mile up the road. This would allow an easier commute to the airport for thoseexample of us who live in South East King and North East Pierce counties. Our options in this plan are to drive, take the sounder to Seattle and then the light rail back to the airport (not realistic) or drive to federal way and take the light rail. In all of those options you are not reducing traffic.</p> <p>You also need to prioritize parking at both the light rail and sounder. People won't take it if they can't get to it.</p> <p>We need bigger buses on the Sumner/Bonney Lake route.</p>
PIERCE COUNTY	<p>This survey is flawed. The respondent will answer based on where they live, so this is really just a test of how well you all do in getting the survey out, and the size of the population. You should base projects of this magnitude and impact on real data, you should study other cities' successes and failures. We have major problems in our region - our population is not inclined to use mass transit - were independent, we like our cars, so you have to make the options attractive. The Sounder is slow and unreliable. Its inconvenient, dropping me off in the SODO. How did the survey writers miss Tacoma to Bellevue?</p>
PIERCE COUNTY	<p>It's a travesty that the light rail station(s) in Tukwila are not anywhere close to the Sounder station. Plans should be made to facilitate greater interconnectedness between different transit systems. As it stands now, in order to get to SeaTac using rail, a Sumner resident would have to take the Sounder to Seattle, then get on light rail to head back down to SeaTac. Perhaps of higher interest is longer operating hours for Sounder, including weekends. Many people work past 6:20pm in the evening (last train departing Seattle). Thank you</p>
PIERCE COUNTY	<p>1) Light rail from downtown Tacoma to South Hill Mall Via JBLM 2) Light rail from downtown Tacoma to TCC and University Place</p>
PIERCE COUNTY	<p>I was hoping, given the 25 year length of the plan, that light rail would be extended all the way to the Tacoma Mall Regional Growth center. Pierce County is a fairly large sub area that got no light rail in ST2. I would like to see light rail extended to the mall area if any cost savings are realized on the Sounder South improvements or elsewhere in the system.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - Pierce County

PIERCE COUNTY	PLEASE, PLEASE give us more options from the south Puget Sound to Seattle, especially Tacoma!!! I love commuting, but sometimes the options just don't work!
PIERCE COUNTY	light rail from tacoma dome to tacoma mall
PIERCE COUNTY	Consider light rail services from Puyallup to the South Hill and Graham communities that are the fastest growing in Pierce County.
PIERCE COUNTY	Funding for facilities throughout the reigon at other transit agencies (Pierce Transit and King County Metro) for double deckers, so Double deckers can be used throughout the region and not just for Snohomish County. Which would help add capacity on many routes .
PIERCE COUNTY	All ground floor lots used for parking at sounder/light rail stations should be expanded into parking garages, especially at the Auburn, Sumner, and Tukwila (light rail) stations.
PIERCE COUNTY	More stations should be added in Tacoma, near the waterway and areas in the city where there are already tracks. The more accessible the transit is, the more people will be willing to use it. Larger cities all have mass transit, if Seattle and the surrounding region is to grow and prosper, the area needs to have accessible transportation for more people.
PIERCE COUNTY	Until a full light rail between Tacoma and Seattle is built, it would be great to increase the frequency of Sounder trains on that line. Weekends would be super helpful, as would later weeknight options since right now it's very hard for me to stay in the city for after work/networking events.
PIERCE COUNTY	Tacoma southward. I want to go to Olympia. Get me there. Also, we have buses...put more on the road. We have trains....make them work better (frequency etc). Use what we have BUSES AND TRAINS. Bicyclists are road kill for motorists.....put your bikes on a bus or a train.
PIERCE COUNTY	Strongly encourage light rail to Orting, perhaps using old railroad rights-of-way (transit trumps walking-trails)
PIERCE COUNTY	Bus service to Midland should be added.
PIERCE COUNTY	Adding additional times that the sounder train runs to and from Seattle
PIERCE COUNTY	Improved website, kept up to date, Sounder runs expanded, and Sounder schedules for 'special events' to be posted on website.
PIERCE COUNTY	Transportation in rural areas of piece county are needed. I would love to ride the light rail to work if their was a station close to home and work.
PIERCE COUNTY	Run Sounder on weekends. Make the light rail go everywhere. Extend at least some schedules in Tacoma so that it's possible to catch a bus home after 10:00am on Fridays and Saturdays.
PIERCE COUNTY	Sounder commuter rail should run longer hours to accommodate later and earlier shift work and mid day travel throughout the region. Look at purchasing the short rail line from St. Clair near Nisqually into Lacey, this line is currently slated for abandonment by BNSF and would be an excellent future asset.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - Pierce County

PIERCE COUNTY	I would take transportation if it was available. I live on Joint Base Lewis McChord and go to school to University of Washington Tacoma every single day. Several people that live near me go there (on separate days and times) and would take it as well.
PIERCE COUNTY	Light Rail to Puyallup from Bellevue along the 167 corridor.
PIERCE COUNTY	Link light rail should be extended to connect Kent, Renton and Auburn.
PIERCE COUNTY	I'm all in favor of this plan, but ultimately would like to see it expanded to run rail (Sounder?) from Olympia to Everett.
PIERCE COUNTY	I see nothing in this plan that helps those in the South Sound in any significant way. You want to extend the rail to DuPont. This is foolish when the services currently provided are dismal at best. Under your new program, I do not see anything that would increase the hours of operation. In 25 years, per your plan, I still will not be able to ride the train from Puyallup to the airport, not will u be able to ride the train on the weekend from either Tacoma or Puyallup to visit museums, etc without having to worry about driving in Downtown Seattle or worry about parking. We have already spent a great deal of money on the existing system, yet it only runs a couple hours a day, during the weekdays. If you want to improve traffic congestion, you need to give Washington drivers an option they can use ALL the time, not just once in awhile. Otherwise, you will never change people's habits from driving themselves to leaving their car at home in favor of mass transit. Stop thinking of just getting people to work and back. It needs to be a total life-change package. After reviewing the current plan proposal, I personally will vote against it as it it short sighted and does not address the rail problems that currently exist. I don't want to take a bus, I want to take a train. Why can't we have a system more like California's BART?
PIERCE COUNTY	We live along Hwy 162 between Orting and Sumner. We are over 80 yrs old and would use transit if it were available in our area on a regular schedule.
PIERCE COUNTY	More public parking at the auburn station and more trains with longer hours!
PIERCE COUNTY	More Airport access. What about light rail from the south sound like Tacoma to the airport. More airport access could mean fewer car parking needs and free up realestate for other purposes. Hate to be a parking lot owner with this idea. I do realize that the bus goes direct to the airport from near McChord. That might be enough though. Me living in puyallup would use rail to the airport about 16 times per year.
PIERCE COUNTY	I think you should make additional parking for the stations as a priority. If you don't get to a station by a certain time there is no parking - what do you do then? Forced either to drive into Seattle & pay for parking downtown or park somewhere on the street or mall & hope that you do not get towed or ticketed. Sound Transit & the city is pushing this easy commute but if we don't have a place to park how do we use it. Not everybody is going to or can walk or bike to a station. I think the citizens are trying to take ST but it is not accommodating all of the citizens that want to use it.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - Pierce County

PIERCE COUNTY	East Pierce County, specifically Puyallup, South Hill and Graham areas are growing and congestion is only getting worse. A large percentage of residents commute to Seattle, and some at hours when the Sounder is unavailable. We need a North-South solution beyond Meridian, Shaw Rd and Hwy 162, which are jam-packed during commute hours especially. Why do we not have a "Puyallup Parkway" for example, for residential traffic only? Where commercial traffic uses a different highway? I've heard the Garden State Parkway in NJ does this successfully.
PIERCE COUNTY	I live in Pierce County and work in Thurston County and so do many other state employees. We would like to see extension of Sounder or Express bus service south to Olympia and especially Tumwater to ease congestion along I-5 through JBLM. With the I-5 expansion project starting in 2017, this should be made a priority. The whole state does NOT revolve around King County, no matter what Seattelites believe!!!!!!
PIERCE COUNTY	Anyway to get to Lacey....it's as simple as adding back one stop at Martin Road. The local transfer is not feasible.
PIERCE COUNTY	Improve parking at the Auburn station, lot is full by 0615. More parking would reduce congestion on 167.
PIERCE COUNTY	There are no projects addressing the increasing the speed of the 512 South Hill Commute between the malls. Without accounting for drive/bike walk time to the transit centers, current bus service takes over 1 hour and 30 minutes during commuting times. In a car, I can get to work in 30 minutes. Even if I had to ride my bike to get from the transit centers, if you can get the commute time down to 50 minutes, I would ride the bus EVERYDAY. I am unwilling to triple my commute time from South Hill mall to Tacoma Mall. This makes no sense. The projects proposed have zero effect on "traffic" for me. I am willing to support things that decrease congestion on Highway 167, 512 and I-5, but all of these northerly focused projects where Tacoma doesn't get addressed for another 10+ years is ridiculous. I do like the TCC portion of the proposal and partially like the faster buses on Pacific, but the route doesn't impact enough riders. I also question why there is no effort to address car pool vans in areas that could be served by one Express bus if times correctly and again make he commute comparable. How are you evaluating rider ship to push them to more of an express bus route that will drive even more rider ship?
PIERCE COUNTY	Collaboration with Metro Parks Tacoma to combine expanded pedestrian and cyclist access of ST3 project to expansion plans/extension of our recreational cycling and walking paths.
PIERCE COUNTY	Add bus service to the areas not served so as to provide access for those who do not have readily available means to get to rail systems.
PIERCE COUNTY	I saw the potential future expansion of a bus to Orting. The Orting highway (SR 162) is a miserable stretch of road that the state refuses to widen. A vast majority of commuters from Orting love the Sounder Station in Sumner but parking is so limited we end up driving into downtown. Adding a bus line at commute times to the Sounder Station Sumner would be incredible.
PIERCE COUNTY	Sounder south should have an express train from tacona to Seattle with no stops. I don't take the train because it stops too much and doesn't go far enough into downtown. A fast train from tacoma to downtown Seattle I would ride.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - Pierce County

PIERCE COUNTY	I live in Auburn and the Sound Transit coverage of this area is abysmal. I cannot travel to and from Seattle for the commitment I have at the Seattle Aquarium using public transport for the times I need. Let's have more Sounder trains during the daytime so we can go into Seattle for less than a day.
PIERCE COUNTY	Extend the commuter rail to Olympia
PIERCE COUNTY	Add a light rail stop in the Sodo area.
PIERCE COUNTY	I think it is imperative to get effective transit from Puyallup/Sumner/Orting to the Eastside .. Bellevue, Kirkland, Redmond. I see no proposals regarding that.
PIERCE COUNTY	I live in Auburn, work in Renton Boeing, yet there isn't a direct route from anywhere south to Renton Boeing -- pretty stupid! Why would I use transit when all of the transfers take twice as long as driving my car in traffic. There are thousands of commuters from Auburn, Kent, Puyallup, Sumner, Tacoma, that all need to get to the same place, yet there is nothing offered direct. I'd really like to know what kind of research is done to figure out what routes to propose. By the time you plan on getting this phase done, I'll be long retired!
PIERCE COUNTY	I would love to see an extension of the sounder train routes down to Olympia, along with additional route times that would allow for travel between Everett and Olympia throughout the day (both directions), and seven days a week. This would allow others beyond just the "traditional" commuters to have travel opportunities that are more cost effective than Amtrak. A trip from Seattle to Tacoma costs approximately \$5 on the Sounder, whereas the same trip will cost \$15-\$20 via Amtrak. And travel for work or pleasure on the weekends is difficult via public transportation between counties.
PIERCE COUNTY	I would love for the Sounder Train to run on the weekends & have more hours. Hopefully with the expanded lines there can also be expanded times to ride the train.
PIERCE COUNTY	They really need to get light rail from Tacoma to Seattle soon as buses are getting over crowded more and more
PIERCE COUNTY	Obviously, finish the main stuff first, but it would be great to connect the light rail to more neighborhoods in Tacoma, like the Eastside and South Tacoma, where incomes are lower and public transportation is more needed.
PIERCE COUNTY	I would like to see Sounder service extended all the way into Olympia, and trains running all day and on weekends.
PIERCE COUNTY	So much verbiage suggesting these proposals are too ambitious. They're not ambitious enough. We need more rail transit. Lots more, and we need the stations to be better connected to other rail lines.
PIERCE COUNTY	At least some basic bus transit should be available in east Pierce County (Sumner, Bonney Lake, Orting).
PIERCE COUNTY	Light link rail service should be added between Auburn and Federal Way
PIERCE COUNTY	Light rail to PUYALLUP. Give us the promised parking in PUYALLUP. Stop ignoring PUYALLUP.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - Pierce County

PIERCE COUNTY	In an effort to speed up travel between Seattle and Tacoma please add Seattle Subway's plan to add the following light rail line: Seatac > Tukwila (Riverton) > South Park > Georgetown > SODO (Lander) > International District > DSTT. This line would trim off significant commute time for South Sound residents and provide a real competitive alternative to Sounder and it's ongoing limitations (parking, frequency, sharing ROW with BNSF). For instance creating this line could possibly make a trip from Federal Way to Downtown Seattle in under 40 - 45 minutes as opposed to the planned 60+ minutes. This idea also creates better access to employment and access to rail for long time under-served socio-economically affected neighborhoods much like the Rainier Valley has been transformed by Link Light Rail. Please add this line ASAP!
PIERCE COUNTY	Please consider addition of bus service from Dupont to Tumwater Department of Health- so commuters could take the rail and then transfer to a bus. Offer work stations/internet connections on all services so employers may consider transit time as work status time.
PIERCE COUNTY	Light rail from Downtown Tacoma to Ruston and Point Defiance should be considered. Mosquito fleet for foot ferries between Downtown Tacoma and Gig Harbor with stops along the way to give options to families visiting the car, glass, history and art museums to get to Point Defiance and Gig Harbor.
PIERCE COUNTY	Gig Harbor should be added to route
PIERCE COUNTY	Light rail or other mode of transportation from Tacoma/Lakewood to Seatac airport
PIERCE COUNTY	It'd be great to see more options to the State Capitol.
PIERCE COUNTY	It seems that the South Sound is ALWAYS the last group to get updated services (ie car pool lanes, updated roads, commuter rail, more lanes) It is fantastic that SR16 & I-5 are getting updated around Fife and the Tacoma Dome however the other areas need to be updated also! SR167 car pool lanes STOP at the Pierce County Line!! Where do you think all those vehicles go? Drive the area from 2pm through 7pm. Traffic is backed up from the Pierce County line on SR167 to Meridian and from the Pierce County line on SR167 onto WB SR512 to Canyon. Also from EB SR512 to Canyon also during that time frame. Please start thinking about us 'poor' folk in the south end...we are just as important as the folks in King and Snohomish counties!
PIERCE COUNTY	The extension of the Link from the Tacoma Dome to the Tacoma Mall Regional Growth Center needs to be included. If not Link, then at a minimum BRT service to the Mall. This very important Center is being totally neglected!
PIERCE COUNTY	Greater access to SEA TAC airport.
PIERCE COUNTY	What happened to light rail to the Tacoma Mall? I could much more support this plan if it included more for Pierce county Tacoma. We pay taxes too. I am a politically active person and when I doorbell my neighborhood what do I say to the citizens when the bulk of the work almost all goes once again to Seattle/King County.
PIERCE COUNTY	Expansion of light rail within Tacoma
PIERCE COUNTY	Tacoma Link Light Rail to central University Place (one more station past the community college)
PIERCE COUNTY	Add light rail service to Lakewood where many people work at Western State a Hospital, Pierce College, and on McNeil Island

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - Pierce County

PIERCE COUNTY	Areas south of 512 are already becoming congested. Pacific ave, meridian and some roads in Fredrickson 10 years from now WILL need more public transportation of some sort. Meridian is already hard to bare. I would consider more transportation in those areas. It seems the busses almost don't do anything.
PIERCE COUNTY	Orting you so need to have the train go to Orting. There are so many of us that simply do not use the train because we have to way to get to the Sumner station and if we could we would have to walk 15 minutes after parking.
PIERCE COUNTY	Weekend service should be added to the sounder and light rail service.
PIERCE COUNTY	A direct bus between Tacoma and Bellevue is needed. Having to get off of the train in Kent and then deal with an ALL OUT RUNNING RACE to the Kent bus in order to have a seat is NOT funny, dangerous, and absolutely unacceptable. Paying the high cost already and then daily having to stress about whether or not I am going to have to stand all of the way to Bellevue is a problem that you could fix today by either incorporating double buses during the morning commute or additional buses for those key hours between 5 and 7. You don't need years to fix this one. You have station agents that are witnesses (albeit they seem to be humored by it). Perhaps you'd take it more seriously if you had to do it every day as well.  On a different note, you do have fantastic drivers.
PIERCE COUNTY	1. Improved routes from Graham <-> South Hill <-> Puyallup. 2. Extended hours for Puyallup bus services (current buses stop at 7pm, some people work later hours!).
PIERCE COUNTY	Puyallupis never mentioned. Folks need a way to get east and west beyond using 512.
PIERCE COUNTY	I commute from 98391 to Bellevue and Issaquah. As far as I can see, nothing in this \$50B plan will help me. And that's a bummer.
PIERCE COUNTY	With all of the projects that have been completed, there seems to be a "feed" Seattle emphasis. With all of expansion in the south sound, you would think that there should be a "stay around" showing. Perhaps getting the business to come to the Tacoma/ Frederickson area would be more of a reality, instead of driving to Seattle.
PIERCE COUNTY	Please add transportation considerations to Olympia. Travel by Sounder or Linked Rail from Olympia to Tacoma, Seattle, Kent, Everett, etc., is badly needed.
PIERCE COUNTY	Better connection between puyallup south hill and the rest of the proposed projects.
PIERCE COUNTY	More busses in Auburn from Station to Lakeland Hills and vice versa. That commute is horrible.
PIERCE COUNTY	Instead of longer trains, longer operating hours are absolutely NEEDED - say one more hour either side of current operating times. The biggest reason we don't use it is the limited timetable and not being able to get home on the train. Anyone with irregular hours in any way cannot use the train system. Buses take too long and only add to the misery of commuters. If the shoulders of freeways become bus lanes, where do people go if they have an emergency? This will only make things worse.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - Pierce County

PIERCE COUNTY	Please consider expanding light rail service all the way to Olympia. While having light rail options extend to DuPont is useful, especially to alleviate some of the JBLM traffic, many people commute to Olympia each day. Right now, there are very few reasonable and reliable public transportation options from Seattle/Tacoma to Olympia. Extending light rail would help to alleviate traffic on I-5, and also provide opportunities to take transit into the capital.
PIERCE COUNTY	Probably some more trains throughout the day from Dupont-Lakewood to Seattle. On Pacific Ave in Tacoma, making service faster throughout that road into and including unincorporated Pierce County. Would it be possible to have more services near Central and eastern Pierce County (BRT/Light Rail)?
PIERCE COUNTY	We need train service or AT LEAST bus service to Graham, WA... Light rail to Graham via canyon road would be amazing and would give a huge community in Graham access to Seattle and Tacoma
PIERCE COUNTY	Light rail service along Hwy 167 corridor to connect with main light rail route between Tacoma and Seattle!
PIERCE COUNTY	They need larger buses for the express routes from Lakewood-Tacoma-Seattle.
PIERCE COUNTY	Auburn Park and Ride Sounder Station. I would 100% take advantage of the Sounder from my work at Starbucks Headquarters (via Company Shuttle from Station) to and from Auburn - if there WAS parking in Auburn and ideally a later train. I also oppose the expense associated with the flyer - the paper is too thick and it could be black and white. To expensive!
PIERCE COUNTY	We need Sounder rail service up the Eastside (I-405) corridor! I live in Sumner and commute to Bellevue. I love the Sounder train but I have to transfer. The freeways are horribly clogged. The buses are too slow. Please, please, please use that eastside trail/rail corridor to run Sounder service. I know light rail is neat, but don't forget about us who live far away. Running light rail further isn't a good option because it stops too much and is too slow.
PIERCE COUNTY	Orting to Sounder Train in Sumner. Graham to Sounder Train in Puyallup.
PIERCE COUNTY	There should be light rail from tacoma dome to the airport.
PIERCE COUNTY	In the future, there should be a rapid light rail service with limited stops. I used to live in Japan and there was regular subway and rapid service between nearby cities. I support ALL rail projects. Rail projects should take into consideration bullet train service, too. In the meantime, we could expand express bus service.
PIERCE COUNTY	Orting is growing fast. Previous construction on 162 DID NOT HELP flow of traffic and accidents. 90% of Orting residents commute long distance, (Tacoma, Seattle, and Further north.) Sumner train station just is not enough! Orting needs bus services NOW! Although, future planning for sound transit would be a blessing for those who commute to Seattle and further north from here in Orting. Today's bus services IN ORTING and ST3 final plan HAS MY VOTE. YES!
PIERCE COUNTY	I live in Tacoma. We need light rail to the airport and to Seattle.
PIERCE COUNTY	Light rail extension to Olympia should be considered.
PIERCE COUNTY	more sounder service from tacoma to seattle especially on weekends and during non commute times during the day instead of any light rail for tacoma area.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - Pierce County

PIERCE COUNTY	<p>We really need express bus service between Tacoma and Bellevue/Redmond. There are a lot of people commuting and they have no options to take transit that doesn't include a long transfer so they just drive.</p> <p>We also need to expand the timeline for the sounder train until Light link is in Tacoma/Federal Way and Everett. Having the limited service in the morning and afternoon really reduces the possibility of taking transit for meetings or trips to the City.</p> <p>Please please please, find a way to reduce the timelines. Isn't that what bonding is for? After talking to numerous people, they are supportive until they find out the timeline and they get disenfranchised. 15-30 years is a long time for people and even the most progressive people are struggling with it.</p>
PIERCE COUNTY	<p>The completion of the eastside corridor from Tukwila/Renton to Woodinville/Snohomish should be added to the plan. This is a high need commuter zone and would truly transform the region and allow for more of a looped system around the Puget Sound instead of always having to go through Seattle. King County, Port of Seattle, and Sound Transit purchased this rail corridor for the Region, it should be incorporated now into the next plan to maximize the congestion relief to this region.</p>
PIERCE COUNTY	<p>As traffic problems illustrate, we are far behind in transit and infrastructure investments for this region. Please make all possible improvements rapidly.</p>
PIERCE COUNTY	<p>Additional bus service along the SR161 corridor to Graham. I currently pay transit taxes but no service exists near me.</p>
PIERCE COUNTY	<p>All Day, Every Day, at least every 60 minutes Sounder South Line Service. Sounder service from Tacoma to Bellevue (or at least a point where you can connect to East Link). You do these two things and your ridership will be off the charts.</p>
PIERCE COUNTY	<p>The rain canopy coverage at many of the Sounder stations to the south is useless and pointless, and needs to be expanded significantly (for example, Puyallup).</p>
PIERCE COUNTY	<p>Please take light rail to olympia</p>
PIERCE COUNTY	<p>Why don't you connect the light rail to the existing transit system? Why isn't the proposed light rail connecting to the existing Sounder train service and the ferries?</p>
PIERCE COUNTY	<p>I understand that the State has pretty much shot itself in the foot in the area of truly effective mass transit by creating "regions" whose boundaries limit where the agencies can deliver service. This is unfortunate. I would use rapid/mass transit more if I had more access to it. I live in DuPont, in no-mans land between Pierce County and Thurston County. What we need is more public transportation that not only goes north to Tacoma and Seattle but south to Olympia. When I worked in Seattle, I used Sound Transit daily and loved it. Unfortunately, it doesn't provide frequent enough service to use for transportation to Tacoma or Seattle for other than business hours.</p>
PIERCE COUNTY	<p>The reality is that a transit system from JBLM/Lakewood yes needs to happen, at the same time...,this needs to have several options during high traffic times to allow people to options for travel</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - Pierce County

PIERCE COUNTY	I think there should be additional running of the sounder train every weekend and not just for sporting events. I also think it should run later as this would give access to other events in Seattle such as concerts.
PIERCE COUNTY	Provide hourly rail service from Tacoma to Seattle station between 6am and 6pm.
PIERCE COUNTY	I think the draft plan is excellent in incorporating major commuting centers to its overall network I think it is missing an obvious one, link rail to the Tacoma Mall. Like the stops in Tukwila that will cover South Center, having mall locations covered by light rail makes commute for people who work there easier, as well as easier for those who want to get into Tacoma from further out on the line.
PIERCE COUNTY	Expanding the freeway and highways that carry 99 percent of traffic and commerce. I-5, 405, 167, I-90 should be the priority for the next 10 years or more.
PIERCE COUNTY	Add service to Tacoma mall area

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - Pierce County

PIERCE COUNTY	<p>I am concerned that there appears to be a disconnect in regards to the Tacoma Mall Center in the current ST3 package.</p> <p>Tacoma has two Regional Growth Centers – Downtown and the Tacoma Mall Neighborhood. A core principle of our policies at every level is that Regional Growth Centers need regional transit service. Transit is an essential ingredient to growth management, Transportation 2040/Vision 2040 and Tacoma’s growth strategy.</p> <p>The Tacoma Mall Neighborhood Center currently has no Sound Transit service. Furthermore, in the current draft of ST3, no Sound Transit service to this Center is proposed. That means you can’t get from there to or from other regional destinations directly. And that would not change for decades.</p> <p>In my view, this is clearly inconsistent with the regional growth vision. We want this neighborhood to play a regional role. Tacoma is planning for double the jobs and triple the population (2040 targets: 15,000 jobs &amp; 10,000 residents). Yet there is no regional transit service. What’s more, given the timeframe of ST3, we’d be making a policy decision that such service would not be added for the next generation or two.</p> <p>I suspect what happened was that when the TMall LINK extension lost out to the TCC LINK extension, there was no alternate/less expensive proposal in the package. That’s the disconnect.</p> <p>In my opinion, we need to add that alternate proposal back in. ST3 should include:</p> <ul style="list-style-type: none"> <li>• <input checked="" type="checkbox"/> Corridor Study for future high capacity transit service to the TMall Neighborhood</li> <li>• <input checked="" type="checkbox"/> The addition of Sound Transit regional bus service to this Center</li> <li>• <input checked="" type="checkbox"/> Once there’s Sound Transit service, several of the open-ended ST3 projects should be brought to bear as well:             <ul style="list-style-type: none"> <li>· Proposed Bus on Shoulder Program: Opportunities along I-5...</li> <li>· ST Express Bus Service</li> <li>· Future System Planning for ST4</li> <li>· Innovation and Technology Funding Program</li> <li>· Transit-Oriented Development Planning Program</li> </ul> </li> </ul>
PIERCE COUNTY	<p>You need to offer at least bus service to Orting until you get the train service. Lots,of people would use transit if they had the opportunity.</p>
PIERCE COUNTY	<p>Rail improvements should extend as far south as Olympia as possible.</p>
PIERCE COUNTY	<p>Public transportation from south communities of Bonney Lake, (where permits to build 9000 new homes have been issued), Buckley, and Orting, which will feel the impact of all those new homes and the additional 10 to 15000 cars they will bring, to the rail station in Sumner. That does not take into account the additional vehicle load of school buses and the commercial growth vehicles.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - Pierce County

PIERCE COUNTY	Light rail station in Auburn to connect the growing number of people taking the train into Seattle with the rest of the Pacific Northwest without worrying as much or at all about traffic or parking.
PIERCE COUNTY	I'd love to see Light rail from Tacoma to Seatac, with the ability to connect to other light rail trains. South Sounders/Tacoma residents are frequent transit users as evidenced by our standing room only on buses and trains. I hate to think of Sound Transit's plan as being overly Seattle-centric, given that we pay into this system too, and unlike Eastside residents who fight Sound Transit projects, we desperately want more.
PIERCE COUNTY	Please look at increasing transit access in Pierce county - Orting/ Sumner/ Graham
PIERCE COUNTY	Serious consideration for service to the Orting Valley
PIERCE COUNTY	Orting heavy rail
PIERCE COUNTY	Orting has been paying for the public transport bond for years and we have no public transport which is needed with the added population that has occurred and/or Hiway between Sumner and Orting is in desperate need of widening.
PIERCE COUNTY	Tacoma has a car museum, museum of glass, state history museum, art museum, several theaters, several waterfront restaurants, the new Point Ruston, and Point Defiance Park, all on or within a short walk from the waterfront. It is a tragedy that there is no water bus to carry visitors and locals to and from those sites. Include Gig Harbor to the water bus route, and the water bus service will actually make money! Public water buses are very successful in Copenhagen, London, Amsterdam, San Antonio, and other cities with unique waterfronts. Tacoma's waterfront is perfect for a water bus service from the foot of the Thea Foss waterway to Point Defiance and Gig Harbor.
PIERCE COUNTY	I really support the efforts to link Tacoma to Seattle via public transit and would also love to see a commuter rail that would connect Seattle, through Tacoma, all the way south to Olympia. I would definitely use this type of service if it was provided.
PIERCE COUNTY	I would rather have a connected western washington and include Olympia to the Sounder expansion then expanding bus routes, etc. Until you figure out a way for people to feel safe on the bus, the majority of washingtonians will not use it, especially for long commutes. You will have the same problem that you have now with people choosing to drive themselves. The answer is not to just offer more mass transit options, it's to offer mass transit the people actually want and the people in the South Sound want an extended train system.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - Pierce County

PIERCE COUNTY	Vast majority if not all light rail projects should be removed. (Tacoma's current light rail is a joke and waste of taxpayer money.) Light rail is too costly and an outdated technology. Its not suited to areas where jobs are spread out and urbanization of the Puget Sound area. Urbanization will continue as housing costs in metro areas increase. Studies have shown that it takes years to implement light rail plans as opposed to much shorter implementation time for BRT. In addition, BRT is much more flexible and operating expenses when considering all aspects are less for BRT. Studies have also shown that light rail costs 12 to 70 times as much per passenger mile as expressways and freeways. The bright ideas fairies like light rail because federal funds subsidize building it and it may cost less to operate as opposed to buses/service which cost nothing to implement but may require a local tax burden for operations. Transit systems with that add light rail require more energy to operate. Light rail generally disrupts traffic thereby increasing congestion. Light rail doesn't get people out of their cars. U.S. General Accountability Office has shown, transit agencies can run bus services as fast and as frequent as any light-rail line at a fraction of the cost of light rail. ST3 is so weighted to light rail that it leaves one with the impression that Sound Transit as a body is opposed to other modes of transportation. It is clear that the "planners" of ST3 have not read all the studies that show the pros and cons (mostly cons) of light rail systems.
PIERCE COUNTY	Should be added to bonney lake Not everyone lives in Seattle
PIERCE COUNTY	We need better light rail service from Tacoma to Seattle in addition to the very limited daily service. There needs to be week-end service between Tacoma and Seattle.
PIERCE COUNTY	Need additional thought to support growth in East Piece and South-East King County as development is happening for additional homes and the transit system is already needing expansion. Please add transit opportunities and accelerate timelines. Costs to riders seem very low. Increase fares and decrease sales taxes that would subsidize. Even with all of these projects I will still be driving my vehicle to commute to work from Puyallup to Enumclaw.
PIERCE COUNTY	I live in Sumner/Edgewood. I work at the airport and would like to see all the stations be able to support light rail directly to the airport. I would like to see that it is easy for me to get to the airport. I don't use light rail at all because there isn't anything that works for me. There are so many people on the south and north ends that need direct transportation to the airport. Right now my only options are the bus lines and I can drive and get there faster as well as the cost doesn't really save me money. I want to see something that makes all these stations commutable to each other like BART in California. I am from California and I am also a flight attendant for Alaska Airlines. I use public transportation on my layovers in Boston, New York, DCA and California. Seattle needs to get on board and actually do a rail system that connects everywhere with in the Puget Sound. I will not vote yes on any system unless you actually show some planning that really truly includes a MASS rail transit system that will benefit everyone. I voted for this system years ago thinking that finally Seattle will get their act together and have decent rail transportation. I have yet to see a system that has worked for me and many of my friends at the airport unless you live in downtown seattle. PLEASE MAKE SOME PROGRESS!!!!!!!!!!!!!!!!!!!!!!
PIERCE COUNTY	quicker route from Tacoma to downtown seattle
PIERCE COUNTY	Orting to Puyallup/Sumner Commuter Train needs to be added

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - Pierce County

PIERCE COUNTY	BUS service between Orting and Sumner, also direct access Sumner to SeaTac airport.
PIERCE COUNTY	Extension of Rapid Ride A to Tacoma All day sounder service every 60 min New sounder line from Tacoma to Bellevue along former east side BNSF line, or via connecting light rail from tyke ills station along 405. BRT will get stuck in traffic and be useless on that corridor.
PIERCE COUNTY	Adding expanded service to Gig Harbor, Port Orchard, Bremerton, Olympia, Tacoma, and nearby facilities. This could include adding light rail service, expanded Sounder Commuter Rail service, Sound Transit Express, and other like programs. Also, Seattle/Tacoma International Airport needs expanded service, or at least increased service times.
PIERCE COUNTY	ST should strongly consider developing projects in underused corridors in order to speed up time to service. In some cases this may mean using alignments that are generally no first pick. But if the option is to get service running <10 years rather than 25 years ... it makes sense for the region as a whole.  Communities will always adapt.  This is particularly true for rail and trail corridors that are underused or not used at all! In particular Seattle-Renton-SCOPA-May Creek-South Bellevue (using DMU type units similar to San Diego and SMART), Puyallup-Orting (divert alternating Sea-Tacoma routes to Sea-Orting with stations at McMillin and Alterdon), and Tacoma-Graham (using Sounder Sea-Everett sized trains), Sea-Covington-Maple Valley (using Sounder Sea-Everett sized or DMU type with stations at Covington Way and at SR169).
PIERCE COUNTY	Increased parking at Sounder Rail stations, especially at the Auburn Station. The parking lot is full by 6:30 a.m. and the City of Auburn has restricted street parking and parking lot parking all around the station. Everyday it's a struggle to find parking and then have to walk three or more blocks to the station.
PIERCE COUNTY	Currently there is no reasonable way to use transit to get from the south end (Tacoma) to the east side. The sounder train and the 590/594 busses are great for seattle but there is nothing to get to the Bellevue area. Please make sure that a bus option is included. Busses need to be running sooner than 8 years. I understand that rail takes awhile and a lot of money but with busses there is so much less investment 3 years is a more reasonable timeframe.
PIERCE COUNTY	Tacoma Dome to Tacoma Mall instead of TCC.
PIERCE COUNTY	1) Additional Express Bus Service should be added in the evenings from Downtown Seattle to Gig Harbor (595). 2) A Peninsula to Downtown route should be included that skips TCC, saving 20-30 minutes of lost commute time. 3) 1-per-day, Express Sounder Trains should be added from end-of-line stations.
PIERCE COUNTY	the only way to clear up traffic on I5 is to increase ridership on mass transit, the sooner the better.
PIERCE COUNTY	Transportation needs in Orting, Buckley and outer Graham needs to be added.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - Pierce County

PIERCE COUNTY	I'm absolutely sold on the necessity of expanding any and all mass transit development in the Puget Sound area. The population is destined to increase significantly, and mass transit is the by far the best means available to absorb this inevitable influx. Developing a well-designed, understandable plan to market ST3 to the voters will be absolutely critical. I'm 100% behind the plan, even though I'll be over 80 years old by the time some of the planned projects that would benefit me are completed, but this isn't just about me.
PIERCE COUNTY	Station in McMillan that connects to Sounder Commuter Rail
PIERCE COUNTY	Add commuter rail trains from Tacoma to Seattle to include mid-day and weekend service
PIERCE COUNTY	I would really like to see bus or rail service to Orting. We have no service at all down here.
PIERCE COUNTY	STRONGLY support extending train services to Orting!
PIERCE COUNTY	Rail service to Orting!
PIERCE COUNTY	You need to connect and spend more in the south end of the transit. There needs to be a link added to the sounder in the Graham/Fredrickson area. Why would anyone want to pay for transit at that expense if they do not benefit from it. Which we won't. There are many, many people commuting to Seattle, Bellevue, and Redmond living in this area, and we want a platform out in this area. I'm sorry but if you already live in the Seattle metro area your commute is already a tenth of what the rest of have, and the need is less. The issue with congestion is all of us trying to drive into the city to get to work. Create better service for the people that actually commute.
PIERCE COUNTY	Sounder service from South Center to Bellevue/Kirkland  More times for the sounder from Tacoma to Seattle. Would use it more often if they had mid day service
PIERCE COUNTY	The more availability and choices we have, the more people will use the mass transit instead of driving to work. This region
PIERCE COUNTY	We support transit investments, due to the many health benefits from transit. More Pierce County area voters might approve ST3 if the plan emphasized the economic, health and other benefits to riders and drivers more, and included investments over the next few years in BRT such as the 590/592/594, 574 and other routes.  We also support transit-oriented development that includes healthy places with ample opportunities to live, work, shop and play within 1/2 mile radius of the proposed stations. We encourage multimodal mobility planning beyond the 1/2 mile radius to ensure people are able to walk, bike and bus to the stations, decreasing the demand for parking at and around stations.  Thank you - Marianne Seifert, Tacoma-Pierce County Health Department Community Liaison, mseifert@tpchd.org.
PIERCE COUNTY	If you rode the sounder or just checked I-5 you would realize that most of the commuters are coming from the south. So why are you not committing more money and improvements to Pierce County?

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - Pierce County

PIERCE COUNTY	You should add more pedestrian and bicycle lanes, so that more people can commute using the sounder, without driving to the stations. That defeats the purpose of taking the sounder, because if you are going to drive to the station, why not just drive to work? Our dad tries to ride his bike to the station, but all of the bike lanes are extremely narrow, and the sidewalks are too. In some areas, there are no sidewalks or bike lanes available. You should add more bike lanes and sidewalks going to the sounder stations. (Specify Puyallup Sounder Station)
PIERCE COUNTY	Why only to Dupont? Many commute from Tacoma area to Lacey/Olympia. Something should be included for that area as well.
PIERCE COUNTY	Seattle to Bellevue Lite Rail should be the highest priority then anything else ... quickly followed with lite rail between Bellevue and Tacoma and lite rail between Bellevue and Everett.
PIERCE COUNTY	We already have the infrastructure in place, thanks to the ST bus system, and you see the demand for the buses and light rail is only increasing. Let's go the next step, build out the light rail system and phase out the bus system, for on-time and stress-free commutes and simple transportation for all.
PIERCE COUNTY	Desperately need a sounder station between tukwila and king st. Myself and many others would take the sounder daily if this were an option. Right now, it adds nearly an hour to my commute time to go to king st., wait for a bus and then backtrack to Georgetown.
PIERCE COUNTY	167- light rail service needed to Puyallup or rapid bus service up 167
PIERCE COUNTY	Run a light rail to the Tacoma Mall, from the Tacoma Dome
PIERCE COUNTY	Many of the existing sounder train stations lack sufficient parking. I take the sounder from Auburn to Seattle and unless I take one of the first three trains of the morning, there's no parking in the lot. I hear the same story from people who take the train from other stations. I think it's important to find ways to encourage people to bike and walk to the stations, perhaps by encouraging new housing construction near the stations.  On the topic of project completion timelines, it would be great if the light rail extensions to Ballard, West Seattle, and Issaquah could be completed early, however it's understandable that these things take time.
PIERCE COUNTY	Use of a gas tax to help pay for the funding would be in line for what is needed
PIERCE COUNTY	More focus on travel between Pierce county & north King county. Many of these proposed regions already have a head start on transit by comparison. For those of us who live south & work north (or vice versa), it a be an ORDEAL! I used to ride the train Puyallup-Seattle, then bus King St-Issaquah. Loved the train, but all of the bus transfers are too time consuming.
PIERCE COUNTY	It should not that long to do all these projects, at the most 10 years. The right permission, right money, right contractors, right overwatch, right consideration of weather and geographical challenges of this area, consider speedy technology methods from other countries, proper project management that is not involved with the bureaucracy of Olympia and corporations and rich individuals but also the population explosion and housing urban sprawl, job sprawl, car sprawl, you name it, its getting crowded here and its taking away from the pacific northwest image of natural beauty and habitat if the developers keep knocking it down and buying up every piece of property and being so indebted and indebting people

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - Pierce County

PIERCE COUNTY	Punch regular Commuter Train through to OLYMPIA and terminate. Connect the Political Capital with the Financial Capital of the state! (Oly-Seattle)
PIERCE COUNTY	Tacoma-Seattle Light Rail!  I support my tax dollars going to a good public transportation system :)
PIERCE COUNTY	I'm extremely frustrated that there's no discussion happening regarding expanding existing service to include reverse-commute options. Particularly on the Sounder Rail North route, where there are currently NO OPTIONS for reverse commuters (one Amtrak in the morning only that most people can't even use DOES NOT COUNT!). It does not make sense to me to have trains just sitting idle in Seattle all day when they could be providing service for those that need reverse commute. I would like Sound Transit to hear the message that IT'S NOT ALL ABOUT JUST GETTING TO AND FROM SEATTLE ANY MORE!!! Please drop the Seattle centric attitude and provide some options for people to commute to other places.
PIERCE COUNTY	In terms of public transit, the widespread availability of bus routes and and runs (along with other forms of transit) should be paramount. My bus (Route 400) only runs until 7 pm and doesn't run at all on weekends, so I can never get home via public transit if I work late, which is pretty inconvenient.
PIERCE COUNTY	It still seems as if some alternate form of transportation should be available from the Puyallup/Sumner area to Seattle. If the train schedule does not work out to your work schedule you have to drive to Tacoma and sit in 512 traffic to get there to take a bus to Seattle or drive to Kent to take a bus to Issaquah and then over to Seattle. Otherwise you can hop a milk run bus that takes forever to get to Seattle. There has to be alternatives like adding more train trips earlier and later in the day and mid day trips or Express buses from these areas to Seattle.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - Out of District

Subarea	Additional Feedback - Project(s) should be added in the ST3 final plan
Out of District	<p>Seattle is the most dense, and will continue to increase in density. It will bear the brunt of the tax base and should be far better served than currently proposed. By pushing the density outward we are just shooting ourselves in the foot. We should grow our urban areas, not our sprawl. UW- Ballard should absolutely be a grade separated line on this proposal.</p> <p>BRT is a loser. It has been shown time and time again it will be more costly in the long run to pay for the labor in a first world country. Let's think ahead for our region. Don't waste our money and set transit back with yet another albatross.</p>
Out of District	Consider parking structure expansion at sites which are near capacity (eg Issaquah Highlands)
Out of District	<p>Continue north bound train to Everett safety from mudslides</p> <p>Double decker buses in the shoulders</p> <p>Show bus times and car times on overhead signs</p> <p>More bus only lanes</p>
Out of District	<p>I noticed there were no project to increase transportation options to Maple Valley/Black diamond areas. These areas are growing quickly. Now I drive to the train station in Kent, and other people I know drive to the station in Auburn. If there were express buses, or other options from this area to other transit points (maybe to Bellevue or Renton to ride the light rail). I am for improving the south sounder train (including offering another later trip in the evening), the fact that its shared with BSNF means that things could change there, and we don't have control of it. If you want to go all in on the light rail, there needs to be ways for neighborhoods off the line to easily connect with the light rail for trips in and out of Seattle.</p>
Out of District	<p>Sumner needs parking</p> <p>Connection from Sumner to Bellevue needed (It would be great if it didn't take 3 hours each way)</p>
Out of District	<p>With the rapid growth that the Snoqualmie and North Bend cities are experiencing, it is imperative to extend the light rail beyond central Issaquah. Stations should be added to service Issaquah Highlands, Snoqualmie, and North Bend. If these additional stations cannot be added then at the very least, the last station in Issaquah will need to have a large parking capacity for commuters to park at if commuting to the light rail from further distances.</p> <p>Given the cost and time required to build the light rail project, why don't we just improve the bus service by having dedicated lanes and more service? It would be much more cost effective and could be implemented sooner to address the current problem.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - Out of District

Out of District	<p>Improve the last few miles. Make transit in the cities better. I live in Carnation and work in Seattle. I'm already satisfied with the speed and frequency of the busses into town, and don't mind going to Redmond or Issaquah to catch one. I tried it for awhile, but now I drive myself. The deal breaker is how much the system inside Seattle sucks. The speed, time it takes to walk to, wait for, and walk from my connection for the last couple miles is what's broken. A train from the Eastside to Seattle would be great, but until what happens in the city at the end of the train ride is fixed I won't be using it.</p> <p>I'd much rather you gave attention to something that can and should be radically improved, instead of a marginal improvement to something that is already being done pretty well.</p> <p>Finally, as a homeowner in rural King county I doubt my taxes do much to support metro Seattle mass transit. I also doubt I get much chance to vote on issues that would raise my taxes to that end. That's too bad.</p>
-----------------	--

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - Out of District

<p>Out of District</p>	<p>To sum up my below comment first; this is a great step in the right direction, but it's A) too slow (this needs to be expedited to keep up with population increase), B) not a complete system, C) not inclusive, and D) rushed.</p> <p>To elaborate:</p> <p>A. Let's face a simple fact, the project timelines you are proposing are, for the minimal expansion being offered, way too long. The expansion needs to happen sooner, and the sooner it happens, the more viable mass transit will become for people. It's very simple. There are ways you can cut red tape, increase cost to speed up delivery, but you need to get these project happening sooner.</p> <p>B. &amp; C To say this is a complete system is a joke, especially when talkie about light rail. Sorry, but it's not. You're biggest problem, you ignore communities outside Sound Transits boundaries. That's a big mistake. To be a truly regional system, you have to include surrounding communities. Communities like Renton, Monroe, Marysville, Lacey/Olympia, Bremerton, Puyallup, Snohomish, Yelm, Orting, Enumclaw, Kent/Auburn, Sumner, Duvall, Woodinville, Arlington/Burlington. None of these communities, even the ones close to Seattle, will be served by light rail under this plan. A lot of you're traffic up and down I-5 &amp; I-405 comes from these communities. You want people to not use cars, then get service to these locations.</p> <p>Furthermore, one light rail "spine" isn't going to cut it. As more stations are added, more spurs completed, your "spine" be as overcapacity as I-5. You need at a minimum two north/south spines for this regional system to have any hope of being successful. And guess what? The eastside rail corridor serves almost all the communities I-405 does, and it's right-of-way is intact. No need to spend billions in right of way acquisition. And a regional trail could easily be included alongside light rail. You could extend this spine north through Snohomish to Everett, and south through the Kent/Auburn valley to Puyallup and Tacoma. And suddenly you have a second LR spine with most of the right of way already in existence. I would suggest you guys begin to study this route, as it'll be far faster, easier and less expensive to build then demolishing homes for a right of way that doesn't exist yet.</p> <p>And a quick note on duplicative services. Having light rail in the Kent/Auburn valley is not duplicative. Sounder trains cannot travel to the east side. A light rail line from Tacoma/Puyallup to Renton then following the east side to Bellevue provides a service only I-405 can serve. And we all know how well the I-405 corridor is handling the regions increased population.</p>
<p>Out of District</p>	<p>Complete all studies first and then do projects.</p>
<p>Out of District</p>	<p>Need to add projects to the Covington, Maple Valley, Black Diamond area And along Hwy 169 to Renton. Currently there are no reliable service options to get residents to a transit center that features BRT, light rail or trains. Cars are our only option to travel. We literally have one bus route. I will not pay for a mass transit plan to rich metro areas that neglect my community for up to 25 years which completely does nothing for my community.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - Out of District

Out of District	If little old Portland can have a train service, north to south, east to west already in place and we are talking 20 years.. seriously.. also buses on the shoulder will just cause more accidents, the buses travel too fast now when traffic is slowed down.. Give us trains on their own tracks or a mono rail and yes it worked all these years with few breakdowns.
Out of District	Extend to north bend. You took away our service and now make most commuters drive to issaquah taking up parking space in the p&r. I have used bus service for over 30 years and find my commute the worst it's ever been. The rural communities are growing due to cheaper housing but we have very limited options for decent commuting.
Out of District	Light rail is the best form of local transit. And, it should be extensive. I wish my native Houston's @METRORail would follow suit.
Out of District	The south east region is ignored and is a major growth area. Maple Valley, Covington etc are expected to pay but will receive no benefits.
Out of District	More projects are needed for East Pierce County. East King County has enough options. Large employers in East King County offer shuttle options for their employees. ENOUGH \$\$\$ has been spent already on East King County.
Out of District	NE light rail should be included
Out of District	I live in Tacoma and work in the Technology industry which is all on the east side. An easier way to reach Bellevue from Tacoma (e.g. Bus Rapid Transit or Shoulder Bus) would be extremely valuable. Right now my only option is Pierce Transit Van-Sharing which is not always reliable and doesn't always get me to where I want to go.
Out of District	Practical East/West routes (Ballard/Fremont/Udistrict, etc) need to be added! This is the biggest weakness of the entire system.  The timeline is also incredibly long.
Out of District	It is embarrassing and disappointing that the Greater Seattle and Tacoma areas do not have established rail services. I believe there should be a rail or bus system from Monroe all the way down 522 and connect to already proposed systems for both Seattle and the Eastside. I lived in London for 2 years. I used their expansive and very useful rail and bus systems everyday. I was never late for work, I was always able to get where I needed to go, and I always felt safe. If I was out for an evening or coming home late from an event, I knew I didn't have to make decisions about drinking and driving or finding a cab home and alternatively I knew I wasn't on the road with other people who made the poor decision to drive home drunk. For a city as large as Seattle is and becoming, it is absolutely crucial a train system is in place as quickly as possible. As someone who lives in Monroe and works in Kenmore, there is without a doubt I would take mass transit to work everyday if it were an option, SR 522 is a mess in the mornings and evenings and I spend about 10 - 15 hours in my car each week.
Out of District	Light rail should be extended to the Mukilteo transit center. The Sounder service is good when it operates, but the current hours of service are too limited.
Out of District	I'd love to see an extension to Snoqualmie area

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - Out of District

Out of District	Extended service hours for ST Route 592, to include midday service that bypasses Downtown Tacoma and Tacoma Dome Station - weekday morning service ends too early considering the demand at Tacoma Dome Station. Also, better service between Thurston and Pierce Counties that are ORCA Card-accessible, such as an ST Route 592 equivalent that connects directly with afternoon South Sounder trips to provide express service to Olympia that isn't affected by Seattle or Tacoma traffic congestion.
Out of District	Adding weekend bus travel and more buses would help NOW. There are no options for weekend bus travel from Gig Harbor which is apart of this system. What is the plan for this area? This area is also growing extremely rapidly but only 3 buses and no weekends! What about from the Purdy Park and Ride or Gig Harbor to the Ferry system for people who need to get to Seattle?
Out of District	Consider an eventual extension of the South Sounder to Olympia/Lacey. Traffic congestion on I-5 from Tacoma to Olympia is a significant problem and drain on resources. The sooner the extensions to Dupont can happen the better but also the service needs to eventually reach Thurston County.
Out of District	You have completely ignored the 100,000 or more people that live south /east of the I5 or 405 corridor that are depending on 2 lane roads to commute to buses or trains to get to work (hwy 516, 169 & others)
Out of District	I would like to see a Ballard-to-U District line on the light rail. That is the biggest transportation pain that I experience regularly, and the geography makes it a perfect fit for underground light rail.
Out of District	Light rail should support ALL local municipalities, (White Center, Burien, Des Moines, West Seattle, Federal Way, etc.). Light rail should run from the Sea-Tac station into Burien. Rapid-Ride should only be used to service areas not close to the light rail stations.
Out of District	Why is SE King county ignored? Nothing for Covington, Maple Valley, Black Diamond, or Enumclaw taxpayers? The county doesn't end in Renton or Federal Way.
Out of District	BALLARD TO UW PLEAAAAASE FFS
Out of District	Extend Sounder to Marysville. I-5 in the north Everett area gets extremely congested already.
Out of District	I think extending the Issaquah line all the way to Highway 18 and having a large park and ride there along with finishing the grade separation and widening of the stretch over Tiger Mtn. would insure that the people in the East King County and Covington Maple Valley area have access to the transit network.
Out of District	We needed this project yesterday!! Completion of this project should be much ealier than 2041.
Out of District	Extend service to Maple Valley/Covington. We already have a rail line available that connects to Auburn. Light Rail in Issaquah sooner than 25 years is my top priority! I would love to see a park and ride at the 18/90 interchange with an express bus to Eastgate or Issaquah light rail.
Out of District	Expansion of full park and ride lots like south everett park and ride.
Out of District	PLEASE CONNECT OLYMPIA, WA to these plans! I cannot believe that OLYMPIA (the Capitol of Washington State!) is left out of all of these plans and that this proposal is being talked about as "finishing" the Sound Transit system! PLEASE CONNECT OLYMPIA, WA by rail and, less importantly, additional bus service!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - Out of District

Out of District	Please please please expand/keep the bus between Olympia and Seattle. It's made my life soooo much better!!
Out of District	light rail on i-405!
Out of District	I don't understand why the state Capitol is being overlooked by this plan. What about Olympia? People in Olympia want to go to Seattle as well, and commute to/from Tacoma and even Seattle. I would like to see a light rail from Seattle to Olympia. That I would wholeheartedly support.
Out of District	Downtown Seattle to Madison Beach : For one thing, it is quite hard for people to get to the hospital district. There's no station near Broadway and Madison, except the streetcar. A Rapid Ride along Madison or something might help. At any rate, the area of homes between Broadway and Lake Washington is surprising unserved by buses or anything.
Out of District	The Kirkland leg to Totem Lake is missing...Why? Without it I'm not sure I can support ST again! How did Issaquah get a rail line and Kirkland DID NOT??? PLEASE ADD IT TO THE LIST OF PROJECTS.
Out of District	There should be a light rail on 405 from Lynnwood to Tacoma. These projects should be paid for by the users (riders) not taxpayers and defiantly not by increasing property taxes. I will not vote for more taxes especially to pay for something I don't use and that does not serve my area. Thanks
Out of District	Put Light Rail on the Cross Kirkland Corridor. As a Kirkland tax payers I am appalled at how little Kirkland is getting compared to other cities in the region for the more than \$350,000,000+ in taxes we will pay over the next 15 years on ST3. Lets review: <ul style="list-style-type: none"> <li>• A \$240M bus stop in the middle of a highway interchange that Sound Transit admits fewer than 1,000 people will use each day and requires pedestrians to cross major streets and freeway offramps to access.</li> <li>• A half mile of bus lanes.</li> <li>• A parking garage allowing a few hundred more people per day to use the Totem Lake Freeway station and a few hundred more for routes 252/257 to downtown Seattle and local service.</li> <li>• New &amp; more buses on 405 but little to no improvements to local service within the city.</li> </ul> BRT on 405 will be almost exactly like today's Express Bus service provided by routes 532&535. All told fewer than 2,500 people will board BRT at the two stations in Kirkland each day. Half of what ride Metro's route 255 today. Get Light Rail on the Cross Kirkland Corridor or consider me a no vote for ST3.
Out of District	It's nearly impossible to take public transit from Tacoma to the Eastside. I don't the current proposal changes this. Thanks for listening!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - Out of District

Out of District	Add more parking space to Ash Way P&R. The parking is full by 8 am weekday. Build a parking building (similar to Bellevue's Eastgate P&R)!!!
Out of District	Please consider an Olympia station!
Out of District	The people living in Bothell, Kirkland, Kenmore, and Woodinville should not have to continue to finance highly costly light rail service to Bellevue and Redmond, when we experience some of the worst traffic in the area. If Microsoft wants light rail, let Microsoft help pay for it. Other than replacing existing Metro routes with a little ST bus service our area has received virtually nothing for its ST investment thus far, and ST3 just promises more of the same. Break the Eastside into north (Kirkland, Woodinville, and Bothell} and south (Bellevue, Redmond, Renton) districts and then come back with a plan that shows we actually get something for our money.
Out of District	It makes no sense not to include mass transit to Olympia to the south and Marysville-Smokey Point to the north. Those areas and traffic flow are terrible. Why fix some and not the others, especially with that big of a pricetag? Let's really plan for the future and include those areas. Puget Sound has been too far behind in mass transit for half a century. Let's not continue to stay behind.
Out of District	The entire length of I405 needs light rail and not bus. 522 from Monroe to I5 desperately needs light rail. Buses should be added in the interim but they need to be added immediately!! Light rail from Monroe to Everett Station needs to be added as well.
Out of District	More above ground/elevated trains (digging takes forever and is expensive) also add something for people in east Seattle
Out of District	Connection of light rail to Olympia
Out of District	Any chance that something could be done to make sounder service between Everett and Seattle more reliable during the rainy season? Frequent mudslides disrupt service. I would also like to see more Sounder service between Everett and Seattle. I currently ride the 510 every weekday and know a number of folks, myself included, who would take the train if there was an earlier run than what is currently available.
Out of District	A couple random comments: Lynnwood Transit Center already fills up by ~7:30am on weekdays. I am sure the experience is similar at other busy transit centers/park and rides around the region. If parking is this bad now, it could easily become the limiting factor in transit usage within ST3's lifetime. Most people really don't want to take 2+ busses or bike/walk too far on their commutes. I know you are planning on adding parking at Lynnwood TC for light rail as well as transit oriented development near stations, but please do not neglect parking improvements (garages like at Mountlake Terrace TC) systemwide so that people can actually use these high speed transit lines easily. Secondly, it would be nice to know why it takes 8 years to add a BRT line. Couldn't it be added more-or-less immediately and then improvements made after it is already running? I am probably just not aware of how much goes into this, but maybe more explanation of why certain improvements take so long would help people swallow the relatively long horizons of ST3. Finally, busses on shoulders is a great idea, especcally for getting a lot of bang for the buck. BRT (and even normal busses) should really have a lane on their own at this point so as to be more reliable like light rail, and using the shoulder means cars won't have to lose a lane to do it. Great idea! Maybe publicize that more to show how ST3 is committed to keeping costs down.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - Out of District

Out of District	Expand in Tacoma sooner. Connect Tacoma to Seattle sooner.
Out of District	Hwy 169 from Enumclaw to Renton should be a VERY HIGH PRIORITY yet it is NOT even being considered!! Try driving on this road during commute times. And bus service is ridiculous and NOT convenient.
Out of District	Add areal light rail on the I5 and 405. For instance take a look of Mexico City or Rumanian subway system an example of what can be done. Where people don't have to have a car in order to transport.
Out of District	Buses should convey passengers from North of Downtown Seattle to South of Seattle (Kent, Sea-Tac, Tacoma, etc.) without need for transfers, and they should be faster than autos when freeway jams (most of time heading South towards downtown Seattle), possibly by a return of the diamond lane on I-5 North of downtown, or use of freeway shoulders. Effort should be made to purchase new buses that are electric.
Out of District	I strongly support all public transit plans and planning studies that will help reduce car traffic, especially through the downtown corridor, by connecting neighborhoods to work centers.
Out of District	Let's get ahead of it. There is not a plan for light rail for the city of Snohomish or up into Lake Stevens, Woodinville, or Monroe. I use light rail for all Sounder games. ( I park at a friends and use the Columbia city station ). My family just went to San Francisco and parked at friends house and rode the light rail into Sea Tac. if it were closer I would get on earlier. Light rail is the way to go. A 25 year plan to get light rail out to outlying areas is just too long. Rob Starritt 425-418-0094
Out of District	Light rail tunnel from Ballard to u district. Light rail up 23rd.
Out of District	Expanded express bus and /or light rail between downtown Olympia and aeattle.
Out of District	(1) Please create a fast efficient option in the Ballard-Fremont-Wallingford-UDist/Ravenna/Greenlake East-West corridor. Light rail would be ideal. (2) The Ballard and West Seattle rail schedules should come online much sooner. thanks!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - Out of District

Out of District	There is a gaping hole in this plan, and that is transit service from South and Southeast King County to the Eastside cities of Issaquah, Bellevue, Kirkland and Redmond. The plan is too Seattle centric, and ignores the tremendous growth that is occurring in these Eastside cities, and ignores the developing population boom in areas from Issaquah and Maple Valley to the south and east. These areas and routes are continually ignored in transportation planning. My commute from Enumclaw to Bellevue has lengthened from 45 minutes to 90 minutes, on average, over the last 15 years. I have always worked in Bellevue, and when I shop or seek out recreation, I usually head to Issaquah/Bellevue/Kirkland. Waiting until 2040 for a rail line to Issaquah from Bellevue is totally unacceptable. Seattle and even South King County already have multiple transit options. East King County service and connections from South and East County to cities on the Eastside is totally absent. Please try navigating these routes during commuting hours, and see for yourselves. Take a look at the amount of employment in Issaquah, Bellevue, Kirkland and Redmond, and Bothell, and then consider that there are MANY people commuting to those communities from Maple Valley and Southeast King County. Issaquah-Hobart Road and Highway 18 are over capacity. Downtown Issaquah is choked with traffic. Maple Valley residents detour through Issaquah in spite of the traffic there because there are no transit connections to the Eastside, and I-405 is even worse than Issaquah-Hobart Road. I am going to find it pretty difficult to support this \$50 billion transit package unless you put a higher priority on getting more service to and from South and Southeast to the Eastside; we cannot wait for 25 years, and we cannot make do with only one light rail spur from Bellevue to Issaquah.
Out of District	Light Rail from Everett to Marysville Washington should be added to ST3 Final Plan
Out of District	These projects have discussed and studied for the past 30 years. Build the damned things, BUT DON'T FORGET THE FOLKS IN RURAL AREA. We don't have adequate mass transit available, which is why I don't use it. I'm over 4 miles from the nearest bus stop.
Out of District	We have waited too long for a reliable mass transit system. The Seattle region would benefit greatly from these improvements.
Out of District	Extend the light rail down 6th ave and down pearl st to the pt. defiance zoo, expanding access for families who have transportation issues. In addition the expansion of the light rail down 6th ave would significantly increase local commerce and decrease drunk driving. As a local I would go out more often and spend more time and money if there was safe reliable consistent transportation and I didn't have to pay for parking.
Out of District	Burien is a major Seattle suburb, It is only 15 miles from downtown, yet the transit options are horrible, burien needs to be connected to the light rail, either from tukwila , or west Seattle
Out of District	Light rail or brt to mukilteo via pane field from Everett
Out of District	Need rail along the 405 corridor. Buses are not enough.
Out of District	Marysville to Everett projects to improve traffic
Out of District	Dupont sounder station the more cars we can remove from JBLM corridor the better. Really only one north south route due to the military base.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - Out of District

Out of District	Better access to the light rail and sounder train would be very beneficial. Parking at the train stations and better bus routes to these sites from more rural areas around puget sound would help ridership.
Out of District	I would like to see better transportation from Downtown Olympia to Seattle
Out of District	also expand into Kitsap...we all need reliable public transportation
Out of District	Light rail down meridian in puyallup
Out of District	We need High Speed transit with 3 stops Everett Station - King Street Station -Tacoma on a dedicated track (not using the current (shared) use of the existing rail. Too slow! Everett to King street in 20 minutes. Use the Heathrow Express as an example.
Out of District	The Tukwilla station for light rail is very accessible, particularly for South Sound commuters who do not live near transit facilities. . However, there is not enough parking. As a result, I never even attempt to use it to travel into Seattle because the probability of finding parking is too low. That station could support a much larger parking area and it would in turn increase ridership. The biggest problem would be getting traffic into the parking structures during peak hours.
Out of District	I think extending Sounder Train farther North would be very beneficial. Possibly to Marysville or Mount Vernon, since many people commute from farther North. I take the Sounder Train and ST express frequently, but that only cuts my car commuting time each day in half. There aren't many easy/frequent bussing or train options from farther North than Everett and traffic through these areas is heavy during large amounts of the day.
Out of District	The provisional status of the 130th Street station, should be a planned, because "provisional means What?"
Out of District	The Ballard to UW line is a must. This should be added to the ST3 plan.
Out of District	I hope that at some point, the Maple Valley, Black Diamond, Enumclaw corridor will be on the light rail plan. 12,000 new homes are slated to be built in the next 10 years in Black Diamond alone.
Out of District	I would like to see sounder rail extent to Stanwood or even Mount Vernon.
Out of District	Your survey did not allow me to select improving the Sounder rail service between Seattle and Tacoma along the Kent, Auburn, Sumner and Puyallup corridor, which you guys always forget and should be the top priority. Lots of voters down here and you just need to increase the frequency - no rails to build.
Out of District	You also need to include growing areas such as SE King County in Covington and Maple Valley especially if you are thinking of 25-30 years in scope. Issaquah is just as far out from Seattle but why are they considered for light rail? The mass transit options in SE King County are poor and the roads are inadequate to handle all the increasing congestion in the area. More developments are being constructed in this area faster than road options to handle the increasing volume. There was a study done in 2010 by WSDOT to provide commuter rail service along the BNSF Stampede Pass line but it lacks funding from Sound Transit. This would be a greatly missed opportunity and would help to ease traffic issues in this area a lot.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - Out of District

Out of District	Light rail to Kent definitely should be added to the project. The Sounder train only services commuters - early morning & late afternoon and does not provide enough parking to use the train. Light rail stations should all include parking - currently SeaTac to Seattle only provides limited parking at the Tukwila stop - a multistory garage is needed. Light rail usage would escalate if parking was provided.
Out of District	What about Olympia??? Every legislative session everyone traips back and forth. Even non session months I drive to Seattle at least once a week for work. DuPont isn't far enough south!
Out of District	Light rail from Lynnwood down the 405 corridor to Bellevue.
Out of District	If the commuter rail ran more often and on weekends, I would be more inclined to use it as it is faster than the so-called rapid ride buses.
Out of District	I would like to see the north bound light rail to extended from Everett Station to Smokey Point, preferably Stanwood. Monroe/Sultan should be part of the Redmond light rail line, or at least part of the Rapid Bus Network. Thank you.
Out of District	Why is there no mention of Marysville or Smoky Point in this 25 year plan? The traffic up here is every bit as awful as anywhere else, especially because of all the growth, why are we expected to pay taxes on this plan when our city and community isn't even mentioned in this proposal?
Out of District	Enhance bus service to move pedestrians from Mukilteo ferry to the I-5 corridor. No available service on weekends now
Out of District	No eastside rail? It all goes to Seattle and Tacoma? Really? They don't need yet another transit option. They have bus, trolley, light rail, trains, monorail, taxi, it just goes on and on you are not solving problems like the 405 mess.
Out of District	please speed up the process of creating light rail from Lynnwood to Seattle and Lynnwood to Bellevue!
Out of District	Improved access to existing light rail facilities -- for examples.... at Sea-Tac airport, where the long, dreary walk exposed to the weather is a deterrent to use; at Mt. Baker and University District stations, where crossing busy streets is required to transfer between rail and buses; in the downtown transit tunnel, where there are no down escalators and the elevators are often (sad to say) used mostly as toilets and smell horrid as a result..
Out of District	As a former Puget Sound area resident, I believe adding a multimodal transit hub to provide direct connections is essential to the success of this plan. Considering the likely future need for truly high speed intercity passenger rail, you should also add this to your plan now to allow for easier implementation of this mode.
Out of District	Add more park and rides in Bothell area to help commuters fully utilize the current buses to Seattle. Basically provide good last mile connectivity to homes. Just adding the transit centers and buses won't help since most of the buses don't go to residential areas and people need a way to ride from their homes to the transit stops.
Out of District	We need to consider extending Link Light Rail to Snoqualmie and North Bend. The populations in these cities will continue to grow and have a large tax base to draw from.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - Out of District

Out of District	There needs to be a light rail line that connects the current UW to SeaTac line to the Eastside, from Renton, and up through Bellevue and Redmond up to the proposed Lakewood stop. Also, a light rail line from downtown Seattle across Mercer Island to Bellevue should be considered. The light rail is beautiful and environmentally responsible, and of course doesn't make anywhere near as much noise as cars on the interstate!
Out of District	I strongly believe in growing transit to the east side. However, I feel commuter rail is more relevant and appropriate for lines built on the east side. I will support any transit measure that can improve King County, but I strongly suggest considering commuter rail in place of light rail the line to Issaquah
Out of District	Please do not forget about residents in northern Snohomish County, Skagit and Whatcom.
Out of District	No projects are currently reaching Monroe, Snohomish or Lake Stevens even though there is a major chokepoint to get from these three fast-growing cities to Everett. Most traffic must use the over-taxed and dilapidated trestle. There are very few and infrequent buses that have inconvenient transfers in Everett.
Out of District	A Sounder station in Ballard should be studied and hopefully included. Such a stop would boost ridership on the Sounder North line and act as an early delivery to Ballard which would not get light rail for many years thereafter.
Out of District	Get light rail to Everett sooner than 25 years, add light rail to the Eastside Rail Corridor between Snohomish and Redmond, add light rail to HWY 2 corridor between Everett and Gold Bar.
Out of District	Commute support for the east side is completely left out for major employers such as Microsoft and AT&T. There is currently NO bus service that runs directly from the north end to the east side without diverting through the I-5 corridor in Everett and Lynnwood. Employers such as Microsoft are implementing their own bus service at select locations because no other service exists. Light rail is an overpriced boondoggle and does not effectively move people or goods as the population and employment centers change. I experienced two terrible motor vehicle accidents in the last year, and I COULD NOT get a bus from my home to Microsoft following surgery, even though I live within city limits. I could not return to work until I was able to drive 12 miles, and then I still had to transfer three times. It takes more than 2.5 hours each way to travel 22 miles per bus and 12 miles per car. Thank heavens a colleague was willing to meet me and drive to work! Adding a rapid transit line from Arlington to Issaquah along the Highway 9 / 522 / I-405 corridor could be implemented in a much more rapid timeline and help so many more people at a much lower cost per mile. You also need to take into account the automation advances taking place at Google, Microsoft, Apple, and other companies that will have dramatically changed the transportation landscape in the next 25 years.
Out of District	Amtrak goes through Stanwood and other Snohomish and Skagit county town centers. Same thing south sound. Why is it nearly impossible for a working commuter along these routes to directly take light rail all the way into Seattle at a reasonable cost? This is really what light rail should be doing, instead of bussing around neighborhoods. Let's open up job opportunities to everyone in our region and improve access into the metro core. I will oppose any project inside the metro area until we also put resources into extending transit beyond it for all regional taxpayers and wage earners.
Out of District	Direct access from Issaquah to downtown Seattle via light rail.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - Out of District

Out of District	The Sounder from Everett to Seattle seems to be closed for landslides more often than it is open. . . Are there plans to fix that?
Out of District	I lived in the San Francisco Bay area for 14 years and used the Bay Area Rapid Transit system regularly (sometimes to work and college when I had no car). It was economical and saved many hours stuck in traffic between Concord (then, the end of the line) and Oakland, Berkeley, San Francisco and south. I took BART to and from the Oakland Coliseum for As games, to San Francisco for concerts and other events and in 2006 from SFO (light rail could go to & from Sea-Tac easily to save time and money) to my hotel in the South Bay and back. It's something that we should do here and I was beyond disappointed when I moved to this area and there was no light rail. It's crazy that supposedly intelligent communities can't come together for the greater good to approve such a plan.
Out of District	In addition to Light Rail between Seattle and Everett via Northgate, Light Rail from Everett to Renton via Snohomish, Woodinville, Kirkland, and Bellevue should be considered NOW.
Out of District	1) Funding-wise, I'd like to see a development tax levied against developers, and a capitalist cap tax for businesses making over a certain amount of profit all the population growth that is clogging the existing transportation system. Tax these rich [explicit]; they are ruining Seattle, and should at least contribute heavily to the infrastructure. 2) I live in Renton, and mostly travel to Seattle, so none of the proposed plan is of much help to me. I love taking public transport, but I can't have my commute take upwards of 1.5 hrs, and multiple transfers, and have the cost rising as much as it has. It's unacceptable. 3) You've left Renton (and Bothell) out of the light rail loop, which virtually guarantees the ghetto-ization of those areas, so I am not on the whole pleased with the plan. It also goes without saying, that this should have been started, oh say, about 25 years ago when the population started exploding. I grew up in this area, and I'm pretty angry about how dysfunctional and inadequate the transport system has been and is here. There's no real excuse for not addressing this earlier. Having said that, I am still in favor of improving it and expanding, even if I don't benefit from it personally, as it gets cars off of the road, and others will benefit.
Out of District	Need public transportation off Hwy 16 and on the Key Peninsula 98349
Out of District	SH169 corridor transit improvements should be added into plan.
Out of District	Greater access between Mukilteo and Lynnwood/surrounding areas is needed. The Whidbey ferry run is one of the busiest and most popular in the state, and it's as of yet extremely difficult to go anywhere from the island without taking a car. Mukilteo & Clinton experience massive commuter and tourist traffic around the ferry. At the point that you're getting stuck waiting several hours for the ferry in your car because no efficient/convenient mass transit option is available, *something* could be done to alleviate this. Please, give us more Sounder train runs throughout the day.
Out of District	You really need to look at adding additional buses or light rail to Maple Valley and south east king county. The transit options here are limited. With more and more people moving into king county, especially into and around Maple Valley there needs to be more public transportation. Thank you!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - Out of District

Out of District	Connecting those that live East of Renton, down 169 should be in the plan. There is a population explosion in the works with the new homes being built in this area. Get in front of the problem this time instead of reacting to it after the fact! :)
Out of District	Extend Sounder Rail Service to Smokey Point. More people would ride the Sounder if it had a station in Marysville or Smokey Point. The motivator is to not be in Everett traffic. It is a huge bottle neck there and the congestion, as well as the population could move a little farther north. Thank you for doing this!
Out of District	I'd love to see more consideration for growth west to Gig Harbor (and eventually Port Orchard, Bremerton, and Silverdale), south to Olympia, and north to Bellingham.
Out of District	Project should include pedestrian tunnel from ferry terminal to Pioneer Square transit station.
Out of District	Would love to see an extension to Monroe via 522 and Monroe via Highway 2
Out of District	As a taxpayer in the City of Renton, we are woefully under represented in ST3. As it stands now, I will vote against funding this highly unbalance plan. This is continued taxation without any benefit to nearly 90,000 residents Go back to the drawing board - Boeing, Paccar, UW/Valley Medical Hospital are some of the largest employers in our region and there is insufficient transportation options - Link Light Rail, BRT and PR lots included in your proposal to serve Renton's needs.
Out of District	Don't forget Maple Valley, Covington, Black Diamond, and Enumclaw.
Out of District	I took the survey but my computer decided to spaz when I began writing this. So - my address is 755-5th Ave NW, Issaquah. There are businesses here in Issaquah that have a high percentage of Seattle customers and building fast transit (train preferred) from SEATTLE to ISSAQUAH would be a well invested project. Village Theatre brings in 500 people 7-8 times a week for just their Mainstage performances. They have a unique service found in only one other place in Seattle and many subscribers are loyal and steel themselves to make the commute for their shows. To travel between Bellevue and Issaquah, for me, is not an issue as Bellevue holds nothing interesting or unique. Seattle, however, does. Building a fast train between the eastside and Seattle is the key element to solving the dense car pack that I have experienced for the past 15 years. Thanks for reaching out to the community and good job on the ST train from Seattle to Sea-Tac. Bravo!
Out of District	Light rail from Seattle (going through Bellevue and Issaquah) to North Bend, with it continuing up to Hyak. Light rail from Sumner/Auburn to Bellevue and Issaquah Light rail to Portland from Seattle/Tacoma Light rail just everywhere in our state, modelling it after Europe and Asia Raising taxes to help lower cost, and to help complete the project faster
Out of District	Once again Arlington, Marysville and Everett are left out of the process. please bring light rail/commuter service from Arlington/530 to Everett. My other responses indicating I don't use transit are simply because there is no or highly limited transit to use.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - Out of District

Out of District	The ST3 plan, in its currently published iteration, is NOT enough to support the needs of the current traffic bottlenecks. All you need to do is watch the morning news or listen to the radio for the traffic reports. The main pain points are SR167 up through I-405 where a great deal of South Enders are getting to work on the East Side. As well as completing the rail along the length of the I-5 corridor through the Seattle area up through, and beyond, Everett. The State needs to take or relinquish oversight to Sound Transit and gain support of County and City Departments of Transportation to expand the Light Rail to more areas and on a much quicker timeline than 25 years out. The State also needs to cancel any non-essential projects to fund and provide resources to the larger Light Rail system. The Washington mass transit system is decades behind other cities, and this mess will only become greater as there more people start to migrate to this region. The long term goal is to get cars off of the roads, lower emissions and dependency on oil. The current highway/freeway system should be left to Long Distance/Charter Busses, Freight and other Deliver vehicles Service providing vehicles (such as Cable, Heating, Electrician type vehicles that are customer driven) and Emergency vehicles.
Out of District	What about the Eastside Commuters; Issaquah, Maple Valley & North Bend Commuters? We need light rail to/from downtown Seattle seriously. WHY are we, (Eastside commuters) continually being left out of these Plans? It is so FRUSTERATING! The bus service that we have now cannot handle the number of people that now drive into downtown Seattle because of the poor bus system! There has been significant growth in our area for the past 5+ years, and continues to worsen due to all of the continued growth in our area. The Issaquah Park-n-Ride lot is full with no parking available after 6:45 am; therefore more people have chosen to drive in to downtown Seattle. Additionally, the Issaquah-Hobart Road cannot handle the daily grid-lock of vehicles coming from the South-end/Covington, Auburn, Enumclaw areas, exiting from HWY 18 & turning onto the Issaquah-Hobart road which will take you straight to Issaquah!! We need more options than just one Park-n-Ride lot in Issaquah, so everyone now drives their own vehicles into Seattle. The bus is no longer an option for many of us.
Out of District	I strongly support mass transit projects (in this case, Light Rail). But, unless your plans are revised to include Light Rail in the I-405 corridor, I'm going to vote NO in November. Light Rail is intended to reduce auto traffic in our freeways. We have 2 major freeways in the North-South direction, one in each side of Lake Washington, I-5 and I-405. Yet, your plan brings Light Rail only to one side of the lake along the I-5 corridor. Why not along the I-405 corridor? In Kirkland, with no right rail in your plan, you're asking us to pay the same in taxes as the people who will benefit from Light Rail from Tacoma to Everett? Your response will be, "But you will have bus service". Please accept the fact that bus service is not the same thing as Light rail. From Bellevue to Woodinville Sound Transit can use the existing path of railroad tracks and Cross Kirkland trail to lower the cost of providing Light Rail in Kirkland. Hundreds of thousands of people live between Renton and Bothell and they deserve to have light rail as much as people in Redmond or West Seattle
Out of District	Light Link Rail should be the priority....getting people from Bellingham to Olympia & beyond.
Out of District	The entire 405 corridor should have light rail ahead of many other projects and instead of buses on 405. Reliable transit and freeway should extend to Monroe.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - Out of District

Out of District	It is important to align residential zoning for future development with transit plans. Areas which will be served with transit should have higher residential density while areas with poorer access to transit and no prospects under this plan (e.g. southeast King County) should have lighter residential density.
Out of District	Olympia should be included as there are thousands of long distance commuters making the daily grind to the Seattle area. Please extend Sounder at any cost to Olympia ASAP. Would gladly pay to use it. OR, expand the Amtrak Cascades scheduling. The tracks and cars are already there, make more use of them, especially morning commute times.
Out of District	You don't think you should serve south county? Ashford, Eatonville, Graham and the 161 corridor currently have no service - you eliminated it - leaving those farthest from economic centers with no options, but auto, and isolating some of the poorest in the county.
Out of District	The plan still falls far short. It does too little and takes too long to accomplish its goals.
Out of District	Need to add light rail lines between bothell n Bellevue to alleviate the constant traffic. Need to convert central bus infra to light rail metro
Out of District	Rapid bus service from North Bend to Issaquah and Bellevue College/Eastgate Parking
Out of District	There is too much hesitation to get this project going. We want rail in this city and we want it bad. Look at how successful the UW line was! There's finally a real reason to use the rail on the North end and we're talking about 30 years before we make it any better?! I understand it takes time, but this city will have outgrown the infrastructure before we've even finished building it. We NEED a plan that can get these projects started sooner. Remove some of the red tape, make permitting easier for light rail, make a subcommittee whose sole purpose is to get the rail going sooner. Sound Transit has proven they can get these projects done under budget and ahead of schedule so they deserve to have our trust. We shouldn't have to start over every time we want another line, we need a comprehensive plan that helps ALL neighborhoods of this city. West Seattle to Ballard needs to happen ASAP, that is a priority to connect the outskirts with the downtown corridor. The 130th station needs to HAPPEN, not be a review. We are building the lines already, we need to put stations where they are necessary instead of costing millions more down the road to backtrack and decide we want the station. We need to take this seriously and not let our own bureaucracy get in the way of making this city livable once again. By the time this project is finished at the current rate, Seattle will be too expensive to live in for anybody who would actually benefit from the light rail.
Out of District	N-02cmod + BRT should be the survey and in the final plan. [name]
Out of District	We live in a seriously underserved area. Enumclaw. Commuting by public transit is very difficult here as all public transit ceases at 7 pm and hours on Saturday are very limited. There is no transit on Sundays. Several surrounding communities have no transit service at all. Would Sound Transit consider extending a line that goes through Summer and Bonnie Lake up through Buckley and Enumclaw? It could end out in Auburn or even Federal Way. If there was something that ran on evenings and weekends even if only every few hours, it would be wonderful!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be added in the ST3 final plan - Out of District

Out of District	I would have liked light rail through Kikland but understand our City Council mucked this up for us. Our city has horrendous traffic congestion and the buses on 405 likely won't help much
Out of District	Please do all you can to help I-405! I-405 is the 2nd most crowded highway in the Northwest. Why are we not doing light rail along it?! I realize that if we can't have light rail, at least the rapid bus transit will be quicker to implement. But why aren't we doing light rail there? If you can't do that, then why are we not double decking it with earthquake proof structure? Do all you can for it! I'm in favor of everything else you are proposing and can do for rapid transit.
Out of District	Project should include light rail to Olympia and or lacey
Out of District	i think we need a lightrail from downtown tacoma to downtown seattle. as a bus rider I see how every day it gets more and more packed and the times of buses are short for where I live in tacoma
Out of District	There needs to be rail service between Bellevue & Seattle to ease congestion on the bridges. Plan is not nearly ambitious enough. The plan is addressing a current problem with a solution that takes 25 years. The Plan will not cover the needs of the region in 25 years and so we'll be perpetually behind the needs.
Out of District	Parking to catch the bus is currently a HUGE problem. There is NO parking at any of the major express parking lots along 405 or I-5 unless you can arrive before 7 am, which is not always possible for people who have kids to get to school first. I would like to see a walk-on ferry from Kingston to downtown Seattle.
Out of District	Acquiring the existing train tracks and access rights that run on the eastside heading north through Bellevue/Kirkland/Redmond/Woodinville/Monroe
Out of District	Light rail to connect Maple Valley/Enumclaw to metropolitan areas
Out of District	Lynnwood/Everett to Bellevue Light Rail. I-405 is a disaster and will only get worse.
Out of District	Light rail to ballard should go through fremont. There are a lot of people living in fremont and north queen anne that go down to SLU and downtown during working hours. Would be good to connect Fremont into the light rail or trolley system.
Out of District	Return/expand transit service from Sumner Station to East Pierce Co. Communities.

# Sound Transit 3

## Responses to draft plan open-ended survey question

*Comments about projects to be modified in the  
ST3 Final Plan*

---

### Table of Contents

<u>Snohomish County</u> .....	(p. 1)
<u>North King County</u> .....	(p. 35)
<u>East King County</u> .....	(p. 243)
<u>South King County</u> .....	(p. 294)
<u>Pierce County</u> .....	(p. 309)
<u>Out of District</u> .....	(p. 327)

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - Snohomish County

Subarea	Additional Feedback - Project(s) should be modified in the ST3 final plan
SNOHOMISH COUNTY	<p>I will definitely support ST3 this November (even if the time frame is quite long, I still think it's important we do this now instead of waiting), but I'm hoping a few of the plans for light rail can be changed and improved.</p> <p>I live in Lynnwood, and while I'm excited for the coming station in 2023, I'm not so thrilled about the extension to Everett via Paine Field. I would much rather see light rail go to Everett station (and in the future Everett College) via Highway 99 for multiple reasons: there is greater potential for Transit Oriented Development and renewal along the SR 99 corridor than a Paine Field routing; light rail service would not duplicate or make redundant Community Transit's Swift BRT--in my opinion, it would only enhance it; Community Transit is already planning a second Swift BRT line into the Paine Field/Industrial Zone that will make a stop at the intersection of Airport Road and SR 99, providing an easy transfer from light rail along SR 99 to Swift II; it seems very challenging to provide access to Paine Field, Boeing's plant (the largest building in the world by volume...), and all the other job centers around Paine Field/Industrial Zone with only one or two light rail stops--it's a huge, huge area better served by Community Transit's world class Swift BRT; in my view, it'll be years before any robust passenger service at Paine Field to justify its own light rail line, and I'm expecting a long, long fight in court over whether to allow service from homeowners in Everett and Mukilteo; an SR 99 routing, by Sound Transit's estimations would be faster than a Paine Field routing, and serving only job centers would create poor midday ridership compared to, just by my own eye estimations, the perpetually nearly-full 512s heading out from Everett to Seattle; finally, forgive me if I'm wrong, but I think I've seen talk that the reason the time frame is so long is because the funding required for these projects is so large. Would shifting the Everett link routing from Paine Field to SR 99 reduce costs, thus allowing the line to be built faster? I think an SR 99 routing seems like the happy medium between an I-5 routing and a Paine Field routing.</p> <p>The time frame is also another concern. If getting the projects done sooner means raising taxes, I fully support that. Last year, 51% of voters in Community Transit's PTBA in Snohomish County approved a tax increase--that's in suburban, car-dependent SnoCo, not even counting the relatively urban Everett.</p> <p>I also want to put my full support behind a Ballard to West Seattle line, but it really has to be a tunnel. It seems absurd to put the Ballard to downtown line-probably one of the routes to see the most ridership-over a drawbridge that has to yield to maritime traffic. I would also like to see at least a study of a Ballard to UW tunnel and a "Metro 8" subway. I really want to see more light rail in Seattle proper--and I say this as someone who lives in the suburbs. I hope Sound Transit can explain to people in Mill Creek and Auburn, for example, that treating Seattle, the heart of our region, as a true city on par with many others around the world will benefit them, too.</p> <p>Couple more things, this time about Sounder. One, is it possible to extend the north line service beyond Everett, either to Marysville</p>
SNOHOMISH COUNTY	<p>Paine Field does not have the capacity to support light rail now or in the near future, unless commercial traffic reaches a significant figure close to that of Sea-Tac. It simply does not make sense to waste extra money and time to divert trains for a handful of commuters that might work in those areas.</p> <p>Also, adding UW-Ballard would be a hugely useful perpendicular line to relieve the 44 bus corridor of congestion and facilitate better cross-town trips.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - Snohomish County

SNOHOMISH COUNTY	You have to get to Everett and the north end sooner than 2041. For someone who doesn't take transit, but understand the community value, there is no way that this should take 25 years. I get you are trying to balance the bond funds and financing, but this may kill the project entirely when we are desperate for transportation alternatives that work for the bulk of the population and not just a minority of activists.
SNOHOMISH COUNTY	Moving north to Everett and beyond should be a bigger priority - these are the individuals putting the most cars on the road because there is barely any good or frequent transit options from up north to Seattle.
SNOHOMISH COUNTY	This needs to happen as fast as possible, in order to support our current and future population
SNOHOMISH COUNTY	I believe that making Light rail from Everett to Seattle should be made a priority to be completed sooner, but then I live in Everett and work in Seattle, so I may be a little biased.
SNOHOMISH COUNTY	Northend and West Seattle are my priorities.
SNOHOMISH COUNTY	There seems to be little thought on being cost-effective with our money. Are we trying to accommodate everyone? Let the Ballard line go east to the UW. They can connect to downtown from there. West Seattle can connect to Georgetown. Does it need to go all the way into town? We go north from the airport to Seattle and now to the UW. Why doesn't it go to Federal way or better yet, Tacoma? Yes, we want people to use it but let's be a little more frugal with my money.
SNOHOMISH COUNTY	How are you going about working with Community Transit, Everett Transit, and Pierce Transit (all of which I'm currently being taxed for as well)? How are you going to get the cost for fares down? I really like the idea of an I5 corridor light-rail system, but with fares already being non-competitive with driving a reasonably fuel efficient car, it isn't economically viable for the average person who already owns a car. Plus you want to raise taxes to implement it. Also, 25 years to complete the project! That is absolutely ridiculous. I would be paying increased taxes for 25 years before the promised improvements even get in place. If you want to get cars off the roads, make it a better option to take transit (cheaper, faster, or in some way better than taking a car.) Maybe by actually using some existing money to improve the system instead of running stupid ad campaigns that I'm sure just annoys people and convinces nobody to use transit). This is a good idea with a piss-poor implementation. If I didn't get a free pass from work to use the transit system, I would most likely be commuting by motorcycle to work.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - Snohomish County

SNOHOMISH COUNTY	<p>I live in Mill Creek and so you'll see in my responses that I may have more heavily weighed the parts of the plan that directly affect rapid transit reaching my area. I'll admit that I'm doing this partly for selfish reasons, but I truly believe it will also be the more effective piece of the plan in increasing ridership. I am fortunate enough to have a job that doesn't require me to come in at a specific time, and I also don't have any time sensitive obligations like picking up kids from school. However many of the people I work with do have these commitments, and many friends have strict start times that persuade them to choose their car over transit. But if we had light rail that could guarantee travel times that weren't dependent on traffic, you could convince so many of those people to abandon their cars for a quicker, more environmentally friendly, and more affordable option. I also commute to downtown Seattle where I take a D Line rapid transit most days, and have and will continue to use light rail from downtown to get me to the airport. I understand the need, urgency, and necessity of expanding the whole system, but I think the focus on downtown areas is only allowing the system to make minor improvements. We need a major change to help fix our congestion in a rapidly growing city and 25 years is too long to wait. To ask taxpayers from all of our suburban areas to pay 200 dollars a year for 25 years before they receive a real benefit is also unacceptable.</p> <p>I'm sure it is easier to prove ridership in downtown residents who will be continuing to use transit, instead of starting to use transit, but the larger benefit for the system will come from expanding the reach of transit, not its density. I would urge you to employ BRT options to reach Ballard and West Seattle to focus on areas which have yet to be serviced. With this approach I think you will find much more support from residents of Snohomish County and many others who have been choosing their cars over an unpredictable transit system for years.</p>
SNOHOMISH COUNTY	Light link rail between from Everett to Bellevue (preferably near the existing transit centers).
SNOHOMISH COUNTY	25 years to complete will be too late.
SNOHOMISH COUNTY	Smaller plans costing less money would go over better to the tax payer. Additionally, how will ST handle more and more cars going electric and relying on less petrol, thus not getting taxed like other cars?
SNOHOMISH COUNTY	All proposals should be grade separated and no draw-bridges!
SNOHOMISH COUNTY	We need Light Rail from Lynnwood to Seattle as soon as possible. Leaving it as one of the last projects is a mistake IMO. The majority of Highway slowdowns I see are from the north end coming into downtown Seattle. The stop of traffic at Northgate is deadly.
SNOHOMISH COUNTY	I am a big supporter. This should have been done in the 70's. My problem is this plan is the time table to Everett. When you have pissed off a supporter, the whole project is at risk. Run it up I-5. The park and rides are already there. Time table and dollars are better.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - Snohomish County

SNOHOMISH COUNTY	(1) Serving Paine Field serves tomorrow's population, not today's, and most of us will be dead or retired by 2041. That makes this plan DOA. Buses from Everett to downtown Seattle/Bellevue are full TODAY. Build Ev-Link on I-5, Swift 2 runs to Paine Field from 128th in 2018, ST can pay to continue it to downtown Everett (since apparently the frequent existing service won't do). All of the buses from S Snohomish County were eliminated in 2003 and NEVER RESTORED. My subsequent vanpool petered out in a few months due to LACK OF INTEREST. Bus service from N and E Snohomish County was scaled back in 2010, most still not restored. The "demand" just isn't there! Worry about our existing problems first! While waiting for LRT, use the \$1.3 BILLION in capital costs saved and the 44% lower operating & maintenance costs/year to complete the NB direct access ramp at 164th and put a new one (both ways) at 128th. Then, buses can stay in the HOV from Everett to/from Seattle (no crossing lanes of traffic to exit and re-enter!) and Bellevue, which will ALLEVIATE CONGESTION TODAY. (2) UW to Ballard has been a problem for at least 4 decades and should be in this plan. The traffic nightmare from platoons of Metro buses could be alleviated if this was in the plan! It also recognizes that people from Ballard commute N and that residents of points N work in Ballard. Why should everything go through downtown Seattle? (3) Ballard to downtown should be via the more-populated Fremont vs. the lesser-populated Interbay, the latter duplicating Rapid Ride D. (4) The most-congested part of I-405 is Bellevue to Renton, yet they ALWAYS get left out. I was told that ST decided not to allow LRT on I-405 long ago, but conveniently I saw that Kirkland may now get an exception, despite the ridiculously high capital cost/rider relative to all other LRT projects. (5) BRT along SR 522 already exists, but this formalizes it (ST 522 + Metro 372 are already frequent). Woodinville folks would be better off with a BRT that goes to the Lynnwood station - it's all freeway vs. plodding through SR 522.
SNOHOMISH COUNTY	The Sounder train already runs a nice route, but it is unusable for a large portion of the population due to its schedule. I live in Lynnwood and work in Tukwila, 10:30am to 7pm. The last train leaves Edmonds in the morning at 7:41am and the last train leaves Tukwila at 5:39pm. This is unusable. It seems there must be more people like me, and you already have tracks and infrastructure. Just make more runs!
SNOHOMISH COUNTY	Running light rail to Everett should be one of the first priorities.
SNOHOMISH COUNTY	I would prefer seeing the Boeing corridor between Everett and Tequila completed first. This would serve a massive amount of Boeing traffic as well as all of downtown Seattle. The core needs to be strong before we add longer sides.
SNOHOMISH COUNTY	Everett by 2041 is a betrayal of promises made decades ago. It's enough for me to actively advocate against st3 even though I am the worlds biggest fan of light rail. Keep your promises this is pure Seattle centric bullshevik.
SNOHOMISH COUNTY	Light rail from Everett to Seattle should follow I-5, not go to a new airport terminal at Paine Field. If it does not follow I-5 do not expect my vote!
SNOHOMISH COUNTY	More attention needs to be given to Everett to Seattle needs. We were told we'd have light rail way before this proposed time!
SNOHOMISH COUNTY	25 years is too long to wait for light rail to downtown Everett.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - Snohomish County

SNOHOMISH COUNTY	I think the most important light rail projects are the ones along I-5 and I-405. And coming in from the North and South. This will take care of much of the traffic as people move North and South to avoid the high costs of metro Seattle living. I am not sure about light rail going into neighborhoods (Ballard). I think that cities are better served by buses. I also think it is incredibly important to have a robust bus system for those people living in between light rail stations or farther away from the stations. Buses also give more flexibility. We know at some point the light rail will have a problem, so we should have a robust bus support system. It is critically important to have trusted local bus service to the stations. It may take years to get people to ride to the light rail, but you need to work with the other transit systems to ensure that the local service to and from the stations is robust, consistent and will be there no matter how few riders there are.
SNOHOMISH COUNTY	The east side of King County has repeatedly worked against the Metro and Sound transits interests to expand services. I feel that We need to de-prioritize the east side and focus on the Areas that continually ask and want the additional transit options. North and South are willing to pay, and we should focus on the east side last.
SNOHOMISH COUNTY	The proposed timeline for 25 years until light rail is extended to Everett and the Everett Boeing facility is too long. The plan is biased toward the south end of Seattle even though areas like Marysville, Arlington, and Lake Stevens continue to grow at a significant rate. The I-5N bottleneck cannot be expanded or solved with busses. In 25 years, traffic will be ridiculous, even for busses. You are already looking at bus traffic bypass options, which is a short term attempt to fix the problem at best.
SNOHOMISH COUNTY	Anything to expedite the process of extending to Everett would be beneficial.
SNOHOMISH COUNTY	Please explore options to increase delivery speed of all projects. In particular moving up BRT, bus shoulder driving, minor station improvements could be relatively easier to move forward and could be a good early face for the plan. Showing some, any decent results after a couple of year would be better than waiting such a long time to see any changes.
SNOHOMISH COUNTY	It is important that the spine of the system, Everett to Tacoma, be completed before adding off-shoots. Both Ballard and West Seattle have more than adequate bus service by Metro. The potential for riders north of Everett (Marysville and Beyond) using light rail in my mind is higher than Seattle suburbs which already have established transit systems. Plus, Boeing workers live all over the Puget Sound basin and the Paine Field/Everett line will give them the flexibility to transfer to better jobs with "guaranteed" transportation. Finally, it is important to provide sufficient parking for commuters. the theory that many will arrive at light rail stations by bus is not valid.
SNOHOMISH COUNTY	Travel from the Everett/Marysville area needs to be addressed sooner

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - Snohomish County

SNOHOMISH COUNTY	The time frame being proposed for the ST3 plan is absolutely ridiculous. I'm 40 years old, I live in Edmonds and commute in my car to work every day on I-5. Some days I commute to Northgate, Seattle and other days I commute to Everett. Your plan means the link light rail to Everett will not be completed for 25 years. That is ABSURD! I will be retired before I can ride the rail to work in Everett. I'm a big supporter of public transit and would be willing to pay much more than \$200 year to speed up this process. Your time frames for ST3 really need to be reevaluated and improved!
SNOHOMISH COUNTY	25 years is way too long to get a light rail system to Everett.
SNOHOMISH COUNTY	Remove all unnecessary projects, adjunct stations. Build stations in rollout process with next closest station built first. Limit unnecessary stations or improvements. Work on the "spine" of ST3. Station design should follow freeway with rapid bussing as necessary. Do not deviate, so as reduce cost and timeline. 25-30 years is unreasonable expectation for project completion. Everett spine should be finished in 15 years. Everett and Eastside transit (to Bellevue/Redmond) should take precedence over all other projects, because they are major business hubs and consequently utilize the system most consistently. A bare minimum design structure should be in place without too many unnecessary additions, because of cost, timeliness and significant need.
SNOHOMISH COUNTY	I've been an early and very supportive proponent of Sound Transit and I have willingly voted for and paid these taxes, but 25 more years until we reach Everett...it would nice to see the light rail to Everett before I die (literally!!).
SNOHOMISH COUNTY	<p>Running the Everett line through Paine Field is terrible and super annoying to everyone north of that section. Run that as a separate loop with transfers to the north and south, like this: <a href="https://goo.gl/maps/QbusuZct9i82">https://goo.gl/maps/QbusuZct9i82</a></p> <p>Also, the 25-year timeline to finish the line to Everett is completely unacceptable. Full stop.</p> <p>No way am I voting for a plan that will take 25 years just to build an incredibly suboptimal route. Go back to the drawing board.</p>
SNOHOMISH COUNTY	<p>I live north of seattle and commute daily. I absolutely agree with the lite rail plan from Everett to Tacoma. That is a bulk of traffic going north and south on I-5. I vigorously oppose going to Ballard and West Seattle, when Seattle has spent money on the streetcar. They can extend that to neighborhoods rather than the lite rail.</p> <p>The Bus rapid transit lines can bee extended to Kent or Tacoma college, too.</p> <p>Keep the lite rail to help with the highway congestion. That will be the biggest bank for my buck. Utilize the busses more efficiently. I will not vote for the draft plan if the final plan says city of seattle neighborhoods are included in the lite rail expansion.</p>
SNOHOMISH COUNTY	Plans are much much too slow. 25 years to fix the issues in thenNorth end increases the likelihood of failure because without faster relief business will move before the problem is solved. Need to address the 30% increase in transit times on the i5 and i405 corridors to the north end before more businesses leave the region.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - Snohomish County

SNOHOMISH COUNTY	reduction in projects in Ballard & South Union .. it is wrong, wrong, wrong for the region to have to support businesses who want to locate/expand in those already overly congested areas. There are better places with better infrastructure for business growth to occur.
SNOHOMISH COUNTY	The Everett/Boeing segment of light rail needs to be completed first; it should be added to the top of the list.
SNOHOMISH COUNTY	The Eastside (Bellevue / Issaquah / Renton) have been largely left out of mass transit development. However these areas are experiencing record growth because of the non-urban setting and affordability. We continue to see mass transit options develop throughout Seattle, however more and more the population is choosing to live on the Eastside. Continuing to ignore the impact of all of the traffic driving into and out of Seattle to offer light rail and bus services to an increasingly elite downtown Seattle area is short sighted. By building mass transit solutions that allow people to live further from Seattle yet commute in a way that makes EVERY road less crowded should be the focus. Stop forgetting the Eastside!
SNOHOMISH COUNTY	Lynnwood to Everett should be the first project on the plan.
SNOHOMISH COUNTY	BRT (Bus Rapid Transit) PLEASE alter the Bus routes and offer an EXPRESS bus from Lynnwood Transit Center to Bellevue Transit Center. It is absolutely ridiculous this doesn't exist. Especially for early mornings and exiting to do the milk-run stops at the UW Bothell Campus. MOST IMPORTANT for ANY and ALL transportation plans is the NEED for FREE PARKING!!!!!!!!!! Figure out how much parking is needed and then double it because who ever planned for it in the past really missed the boat.
SNOHOMISH COUNTY	Please do not neglect bus lines running East to West. Bus lines from Ballard or Fremont to the University District are very important, as are those running from Downtown to Capitol Hill. Please also remember bicyclists when planning new lines; there is only room for one bike in each of the Capitol Hill light rail cars. If you don't notice the other bicyclist before you get on with your bike you have to stand in the way of pedestrian passengers because there's no space another bike. Perhaps install hanging racks like in the Minneapolis light rail.
SNOHOMISH COUNTY	-I see no mention of parking improvements/expansion at existing Park & Ride lots, all South Snohomish Park & Rides are already at capacity and need to be expanded. -North Sounder will never be a viable corridor until a significant slope stabilization is completed. Added parking is pointless until corridor reliability improves. -Sound Transit is a regional system, West Seattle and Ballard corridors should be handled by Seattle/KCmetro.
SNOHOMISH COUNTY	Light rail to Everett needs to be much sooner on the schedule.
SNOHOMISH COUNTY	adding busses to the I5 / I405 won't work. remove the pay as you go lane on the 405, it is a complete failure and has resulted in increased gridlock. Light rail from Everett to Seattle is the only solution.
SNOHOMISH COUNTY	Transit to Lynnwood and Everett should run sooner.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - Snohomish County

SNOHOMISH COUNTY	Priority should be placed on the Lynnwood to Everett/Paine Field project due to commercial air service being offered out of Paine Field
SNOHOMISH COUNTY	<p>Modifications:</p> <p>Remove all the small light rail extensions off of I-5 and I-405 in the plan. First, complete light rail from Everett to Tacoma. Next complete light rail on 520 and I-90 to Issaquah (with a stop in Bellevue (Factoria area or Coal Creek potentially). Where this station on the Eastside stop at Factoria, have it connect with BRT (that goes from Everett/Lynnwood to Tukwila/SeaTac Airport (Even better would be light rail from Everett/Lynnwood to Tukwila/SeaTac with stops along the way to connect with BRT that go to the outside communities not directly on the I-405 corridor. Improve sounder train service from Everett to Seattle, so it is not unusable every time it rains/snows some due to landslides or other issue on the tracks (which seems very often being at the bottom of a bluff/cliff). Reroute it if possible. Cut down the price of the plan and timeline for these key components. The current plan cost too much and does not really help getting around any better than now. Thank you.</p>
SNOHOMISH COUNTY	Everett and Tacoma should be added before West Seattle and Ballard. Coming south into Seattle and north into Seattle are the worst traffic times in the morning and vice versa in the afternoon. A good plan would help those who need it more first. You would get more support if you help the masses first. Please rethink the time line for Everett and Tacoma.
SNOHOMISH COUNTY	I believe we should reconsider the Light Rail going near Boeing in Everett. The Light Rail should follow along I-5 to Everett and big companies like Boeing can shuttle their employees from the stations, just like Microsoft, etc does in Bellevue surrounding areas.
SNOHOMISH COUNTY	The Everett Lynnwood light rail need to be expedited. The light rail backbone (north to south) need to be priority.
SNOHOMISH COUNTY	Taking buses is a pain. The more that you can extend the light rail system, the better I think.
SNOHOMISH COUNTY	Busses are unreliable and can get stuck in traffic. You should work on getting the light rail stuff going sooner. I used to live in Germany and the light rails and subways they had ran like clockwork. They were very reliable and a good alternative for a commute. Busses were less reliable because they still get stuck in traffic. I mostly used busses to go from my house to a rail station. Light rail is the way to go if you want to reduce traffic. It's a reliable option that people can actually depend on.
SNOHOMISH COUNTY	Getting to Everett sooner would be great!
SNOHOMISH COUNTY	Seattle to Everett shouldn't wait for 25 years, and shouldn't go to Paine Field. Too expensive and too dependent on Boeing goodwill to stay in the area. Frequent buses from other stations along a less expensive path could meet that service need.
SNOHOMISH COUNTY	Lynnwood (Ash Way) to Seattle Light Rail should be first priority. This would alleviate so much congestion on I-5. Everett to Seattle would be even better.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - Snohomish County

SNOHOMISH COUNTY	<p>I absolutely love the idea of greatly expanding light rail. What troubles me are that the costs and timeline for completing these projects is way out of bounds compared to similar projects in the world. I work on a project where we are developing a new brand new airplane engine with new technology and will be complete with designing and building it in a matter of a few years, not a few decades.</p> <p>Parking at the light rail stations is a must. It's not realistic to expect people to add on an additional hour to their commute in order to utilize this system.</p> <p>Finally, the most cost effective move ST could make is to have the trains go back and forth throughout the day, from Seattle to Everett. I used to drive this commute only because that option did not exist.</p>
SNOHOMISH COUNTY	The plan for light rail to everett is to far off. I will be dead by the time it gets here. We need i how!!!
SNOHOMISH COUNTY	Its taking to freaking long
SNOHOMISH COUNTY	<p>I'm happy to spend even more \$ but 25 years is too long to wait to get light rail to Everett.</p> <p>The current plan doesn't seem to show how it benefits Everett residents and businesses. The system should not be set up to serve residents only but should support access to businesses, such as those in SW Everett.</p>
SNOHOMISH COUNTY	Complete the spine to downtown Everett before projects to West Seattle and Ballard. Snohomish County has paid into this system for 20 years, it's unacceptable for it to take another 25 years for light rail to reach downtown Everett.
SNOHOMISH COUNTY	I'd love to see the timelines moved up. I hope to be retired by the time light rail comes to Everett, which won't be especially helpful.
SNOHOMISH COUNTY	Timing is absurd. 8 yrs before first project implemented? Changes to bus portions can and should be implemented within 1 to 2 yrs. most popular (per this and/or subsequent surveys) should break ground within a year. It feels like the same problem repeating, building for traffic now. The proposal should already be in place!
SNOHOMISH COUNTY	Routes to Everett should take priority over those to Ballard and West Seattle.
SNOHOMISH COUNTY	With the high cost of housing in Seattle, I would strongly suggest creating light rail for the outlying areas like Everett sooner than 25 years for people commuting to Seattle. I'm also concerned people won't like paying more property taxes to support this much needed project. Is there federal money available?

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - Snohomish County

SNOHOMISH COUNTY	<p>The HOV Lanes were built as a temporary mass transit till lite rail down the middle of the freeways was feasible. We are beyond that need to have a dedicated reliable lite rail system serving the greater seattle area. If you feel you cannot stop the HOV bus / auto transit, then build the Lite Rail over the top of HOV as an elevated line. This will save money and speed up getting the trains as fast as possible without having it snake back and forth across I5 and limiting freeway growth.</p> <p>The amount of time to build lite rail it out of line with the needs of moving people now and reducing auto's on the freeway system. Due to incompetent politicians, you have a convention center over the top of I5 and have limited the ability to grow the needed freeway system. You also have a mess of merging on ramps from I90 and the sports stadiums onto north and south I5. The need to reduce congestion is needed now not in 10 to 15 years when it will be even worse.</p> <p>Stop the expensive train runs along the water front, stop expansion of bus lines and focus the funds on buildin the Lite rail system NOW over the next 3-5 years. Built it as an elevated system where people walk out to the center and get on the rail to move into the cities and have local bus lines in the cities. Then you can remove the existing express bus lines from county to county and just have people use the lite rail to move around and then transfer onto local buses.</p>
SNOHOMISH COUNTY	These projects need to be done sooner.
SNOHOMISH COUNTY	It should not take 22 years to Paine Field and 25 years to get a Link station to Everett. Stop worrying about the Bus systems that clog up the roads and freeways for other drivers, put the money into building the infrastructure for the LINK system and get these projects built faster.
SNOHOMISH COUNTY	Connect Lynnwood to Everett sooner in the plan.
SNOHOMISH COUNTY	I live in Everett. This time frame is not acceptable, as I will likely never be able to use the system, as currently structured, and thus don't support the taxes to build it.
SNOHOMISH COUNTY	My understanding is that building light rail through Paine Field will slow the completion of rail to Everett, compared to a line that followed I-5 to Everett Station. Community Transit is already planning BRT from 128th to Paine/Boeing, which could provide this service from a I-5/128th station. I view the completion of light rail along the I-5 corridor as extremely urgent, and would hope that various transit agencies could coordinate to provide service to Paine/Boeing, even if it involves a bus transfer. I work at Paine Field, so I would love to say that rail service could benefit me, but alas, at the old age of 31, I will be retired by the time it is complete.
SNOHOMISH COUNTY	Everett CANNOT wait 25 years for light rail!!!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - Snohomish County

SNOHOMISH COUNTY	<p>The timeline to Everett is unacceptable! 2041 is 25 years away. This is crazy! Many of us will not even be able to use it by then! The line to Everett should be re-prioritized so it is completed much sooner for it is part of the original "spine" of Link rail. Also, millions can be saved by not serving Paine Field and just traveling up I-5, this also reduces commute time. Also, going up I-5, Link rail also can serve the Everett Mall area with a station. Serving Paine Field is redundant due to the planned Community Transit "Swift II" BRT service that is scheduled to be operational by 2018 (between Boeing and the Bothell area). This service intersects with Mariner Park and Ride at I-5 so riders can get off Link at that location and continue to Paine Field using Swift BRT. Other Link lines, in the Puget Sound area, can have similar adjustments made where BRT is serving the area or where the service is planned. The ballot will more likely pass if this is done and it will save billions in tax-payer funds. Please make this adjustment for a smarter and more affordable system that will also more likely pass by the voters.</p>
SNOHOMISH COUNTY	<p>With more companies moving to Seattle waterfront and lake Union we need more cross town options. I.e. Expedia 4,000-5,000 on Elliot avenue!!!! How can that area support such growth?</p>
SNOHOMISH COUNTY	<p>In light of the fact that Everett SD is one of the fastest growing school districts, it makes me wonder why the Everett portion of the plan is being built last. It seems to me that it should be a higher priority than seeing fruition in 25 years.</p>
SNOHOMISH COUNTY	<p>We need light rail to Everett much sooner than in 25 years. It is very difficult and time consuming now to travel on I5. I think the schedule prioritization is unbalanced. You risk losing support in Snohomish County waiting 25 years. Buses and commuter rail do not match the transport capacity of light rail. Buses still get stuck in traffic. North Sounder gets shutdown by slides. Please reconsider.</p>
SNOHOMISH COUNTY	<p>Plan has Everett expansion way too far in the future; money should be spent on more Sounder trips, not on bigger trains. I'd love to take the Sounder into town but if I go I have to go rush hours and stay all day -- not viable for me and hundreds of others. And yes, I can take a bus but can't park after about 6:30 am.</p>
SNOHOMISH COUNTY	<p>Light rail is way overdue for the north corridor. Everett is a disaster area with all of the Boeing traffic and this should be your first consideration. We are tired of paying and receiving nothing but lip service and excuses. We were supposed to be one of the main reasons for signing up for this endless money pit. The hardest hit are the retired. And people on fixed incomes. Tax the people who use the system. The major employers in the region should be the people who pay for this. They are the people who benefit from it. We are sick and tired of you people wanting to raise our taxes all the time.</p>
SNOHOMISH COUNTY	<p>The plan to go to Boeing on the way to Everett is wildly crazy. First of all Boeing workers do not use transit-they love their trucks. Boeing may pull out and move -what then? Too expensive and does a disservice to the majority of snohomish residents who work in Seattle and don't want to prolong their trip home.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - Snohomish County

SNOHOMISH COUNTY	Developing, completing and connecting trails such as the Interurban, Burke-Gilman, Jon Wayne pioneer and Centennial trails would be an extremely valuable low cost asset to draw future residents to our advanced city and neighborhoods. Connecting the trails would be an instant low cost and early success story that would pay big with the populace.
SNOHOMISH COUNTY	Completing the light rail lines along the I-5 corridor from Everett to Tacoma seem, in my mind, a higher priority than connecting neighborhoods in the City of Seattle. If us Everett residents are going to be asked to help fund this plan, being at the bottom of the priority list does not appear conducive to maximizing support from Snohomish County.
SNOHOMISH COUNTY	Too much emphasis on projects in Pierce and King Counties, while those of us in Snohomish County wait 25 years to see light rail to Everett and no apparent expansion of Sounder rail or ST Express service from Everett.
SNOHOMISH COUNTY	<p>I strongly believe that the extension of light rail to Everett and Tacoma should occur much earlier than 25 and 17 years. These two important Puget Sound cities form the end points of the originally conceived system and would complete its "spine," something I think is important before branching out sideways.</p> <p>It's also important to note that both cities are in counties to the north and south of King County. Residents of these cities have been paying into Sound Transit for over two decades in the hope of seeing light rail finally reaching them. To complete side projects to other cities and Seattle neighborhoods, residential ones at that, and all within King County, amounts to a denial of that original promise.</p> <p>I live in Everett, and I have seen the tremendous growth of aerospace related and other businesses in the Paine Field area. I-5 congestion could be improved to a greater or lesser degree by providing workers with a relatively quick and stress-free way to get to work there.</p> <p>On a more personal note, I am former King County resident who moved to Everett almost 40 years ago. Every time I drive to Seattle it seems more difficult, not only because I'm older but because I-5 is becoming more congested and frankly more dangerous. By 2041 I will be 91 years old, and if alive I will be too old to ride the Everett-Seattle light rail of which I've dreamed for more than two decades already. Speaking selfishly, it won't do me much good for my children to take my cremated remains for a ride to Seattle by the time ST3 light rail has reached Everett.</p>
SNOHOMISH COUNTY	Convention Center needs to be removed and elevated freeway addressed to improve I-5 through Seattle. Lane expansions should look to the future - the costs to add a couple extra lanes is so minimal once you are already under construction. The toll lanes on I-405 needs to be removed immediately and whoever authorized that should foot the bill. Light rail is key to Puget Sounds future, but the cost and timing is ridiculous. Free or very cheap ample parking needs to be provided at rail stations. Building up mass transit without ways to easily access them or trying to force people on buses is not going to work.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - Snohomish County

SNOHOMISH COUNTY	Sound Transit is an epic failure as a company. Replace all executives with professionals who can run an efficient company. Sound Transit, clearly, has not spent the money to run a report on bus usage off-peak, and considered those numbers relative to cost; and yet, Sound Transit asks for more money. Sound Transit wastes millions of dollars per year on each project in cost over-runs. I vote to remove Sound Transit and replace it with a privately held company. This would save taxpayers close to \$90 million per year.
SNOHOMISH COUNTY	Do not run the Everett extension by Paine Field. I have lived in Mountlake Terrance and Everett and commuted to my job with Boeing from both. Initially I liked the idea of having a station nearby, until I thought about the specifics of getting from the station to work. Assuming the station is placed near the airport entrance, I would either have a prohibitively long walk, a long bike ride, or need to take a bus/shuttle. The bottom line is that this area is better served by a bus line (see Swift II) than by a single light rail station.
SNOHOMISH COUNTY	I5 South bound into Everett is very heavy daily. Putting a big percentage of that traffic on light rail should lighten the burden through out the area. This is many years too late!
SNOHOMISH COUNTY	Would like to see more rail time for Everett. I don't care how many busses you add. I prefer more rail time to Seattle. For some reason the North end we don't count as much. I prefer not to drive, but bus and rail schedule are trouble for the North. South side got a better thing going for light rail. I can't afford the south side. My tax money goes for all of south side. stop planning and move faster traffic is not getting better. Something has to be done.
SNOHOMISH COUNTY	Everett time line should be moved up and delay ballard west seattle improvement and some of south sound. Add a rapid bus line to Ballard instead.
SNOHOMISH COUNTY	Give Snohomish County higher priority with light rail projects. As a transit professional for many years, it is my opinion that King and Pierce counties have been given preferential treatment for rail since start-up.
SNOHOMISH COUNTY	Not linking Everett sooner than 25 years would be a huge mistake and you're alienating a huge population of people who need commuting relief to Seattle and Bellevue for projects that already have massive bus support between them.
SNOHOMISH COUNTY	Why not just make the light rail up to Everett along I-5 instead of dealing with Hwy 99? Wouldn't that be less expensive? Also, it NEEDS to be at the TOP of the list, not the bottom. Everyone I know commutes to Seattle and Bellevue, and traffic is awful from our end. Everett and the surrounding Snohomish County area is growing so fast that if you wait 25 years to address it, it's going to cause major issues. Please don't put Everett at the bottom of the priority list! The city and surrounding community is revitalizing and becoming a really desirable place to live.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - Snohomish County

SNOHOMISH COUNTY	<p>Hello. First off thank you for putting together such a detailed plan as this. I believe this IS the most crucial piece of our puzzle for the growth right now we are experiencing. With that said, Everett seems to be the last piece of the puzzle and with the rising costs of living in the Seattle Metro DMA, the boom will come to Everett and the migration is already happening as people are forced out. Those people will still need to work in Seattle/Bellevue etc. I think the focus of all of this should be better connecting Everett to the Seattle DMA MUCH sooner than 25 years. I think that it a very bad plan to wait that long. Additionally, I would use this public transportation way more frequently if the Sounder or this newly proposed light rail, ran more consistently that just during 'commuter' hours. I've lived in San Francisco and Seattle/Everett/Eastside/Tacoma NEED a system like the BART. Thanks for the hard work on this plan.</p>
SNOHOMISH COUNTY	<p>I strongly believe that the extension of light rail to Everett and Tacoma should occur much earlier than 25 and 17 years. These two important Puget Sound cities form the end points of the originally conceived system and would complete its "spine," something I think is important before branching out sideways.</p> <p>It's also important to note that both cities are in counties to the north and south of King County. Residents of these cities have been paying into Sound Transit for over two decades in the hope of seeing light rail finally reaching them. To complete side projects to other cities and Seattle neighborhoods, residential ones at that, and all within King County, amounts to a denial of that original promise.</p> <p>I live in Everett, and I have seen the tremendous growth of aerospace related and other businesses in the Paine Field area. I-5 congestion could be improved to a greater or lesser degree by providing workers with a relatively quick and stress-free way to get to work there.</p> <p>On a more personal note, I am former King County resident who moved to Everett almost 40 years ago. Every time I drive to Seattle it seems more difficult, not only because I'm older but because I-5 is becoming more congested and frankly more dangerous. By 2041 I will be 91 years old, and if alive I will be too old to ride the Everett-Seattle light rail of which I've dreamed for more than two decades already. Speaking selfishly, it won't do me much good for my children to take my cremated remains for a ride to Seattle by the time ST3 light rail has reached Everett.</p>
SNOHOMISH COUNTY	<p>Snohomish County has been paying for light rail for 20+ years. This plan puts it on the back-burner for another 25 years. Take a look at how many people use Sounder and the bus systems from Everett to downtown Seattle now. WE USE MASS TRANSIT - we want it, we use it, we would use more options. Put Boeing on a rail line, make it so we can get to Alderwood or Northgate without taking 2 or 3 or more buses.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - Snohomish County

SNOHOMISH COUNTY	Light rail to Everett planning should be prioritized to provide those living in the north ability to travel, visit and work Downtown Seattle. The North Sound Commuter train can be unreliable during rainy seasons (mudslides), and I-5 commuter traffic density is increasing yearly. Having access to alternate light rail will attract more people to visit the north: Boeing, US Naval station, Everett marina, attend event @ Everett events center, as well as revitalizes the whole community and its surrounding communities like Mukilteo, Edmonds, and Marysville.
SNOHOMISH COUNTY	Need to move the most people in the projects to be prioritized. Boeing is a major employer and needs to be serviced before others.
SNOHOMISH COUNTY	Light rail to Everett needs to happen sooner
SNOHOMISH COUNTY	It is ridiculous that the plan to expand to Everett is 25 years out. As one of the major manufacturing areas supporting Boeing and other business this is a vital link and only getting more and more congested as people move in to Snohomish county. It is much easier for people living in Ballard to use metro to get into Seattle and the light rail would be much more useful up north. You can see the increase in ridership on the Sounder and how people use that. As a Snohomish county resident we've been paying for light rail with no real benefits for years now. Now the plan is for Everett by 25' that is unacceptable, we need to do better.
SNOHOMISH COUNTY	The Light rail from Tacoma to Everett via Seatac, Westlake, UW, Shoreline, Lynwood and Paine Field should be the #1 priority at the moment. Then a separate Light rail from Seatac to Lynwood via Kent, Renton, Bellevue and Kirkland. Express routes from Northbend to Totem Lake Freeway station via Issaquah, Bellevue, Redmond, and Woodinville.
SNOHOMISH COUNTY	Light rail service to downtown Everett needs to happen in the next 10 years.
SNOHOMISH COUNTY	Everett does not need a light rail via boeing. Have a route that is more direct and serves ALL the people. Boeing can invest in an employee shuttle from the nearest station. Boeing might not be here forever, but hopefully the rail will. It is expensive to have Boeing in the light rail route: and I am not willing to pay that part, although I am supportive of everything else.
SNOHOMISH COUNTY	Include Everett to Seattle light rail service sooner than 25 years!
SNOHOMISH COUNTY	Move light rail to Everett sooner than 25 years, way too long.
SNOHOMISH COUNTY	I cannot support and will not support a plan that doesn't put top priority to the I-5 corridor! On getting light rail from Tacoma to Everett as the most important lines!
SNOHOMISH COUNTY	There has been a great emphasis on commuter services from the south corridor to Seattle, but little improvements in services from Everett and the north corridor to Seattle. I would like to see services come to the north corridor as a priority. If nothing else, I'd like to see expanded parking for the current services and/or expanded bus service to include routes that operate throughout the day from the north to Seattle. I commute to Seattle from south Everett every day, and I would welcome taking the bus, but I am unable to find parking at the Park and Ride lots, and those lots that do have parking available do have provide service to Seattle during the times that I work.
SNOHOMISH COUNTY	Everett line should happen sooner.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - Snohomish County

SNOHOMISH COUNTY	Project timelines should be modified. I wish to see a majority focus OUTSIDE of King County. I live in Everett so my desire to see light rail to Everett is obviously biased. I like ST. I ride the SWIFT everyday. I would love to be able to take light rail into Seattle, Seatac, and Tacoma. I support Pierce County light rail improvements as well.
SNOHOMISH COUNTY	I think it may be easier to work on the light rail from everett south a bit and uw station north sooner than 25 years, that's a long time . A lot of the rail up here can be above ground which is cheaper than digging a tunnel . Maybe do all the above ground work and have it meet up with under ground routes.
SNOHOMISH COUNTY	Light rail to Everett must be available much sooner. The 25-year timeline for light rail access to Everett puts it several decades behind the original plan. As a Snohomish County voter, we have been paying for a long time to subsidize Seattle light rail and will be asked to continue to subsidizing Seattle for much longer before seeing any benefit from the light rail. I would like to be excited about the light rail system, but knowing that I will pay for it for most of my adult life without seeing any benefit, my feelings of support are very low. Even my young children will not be able to use the Everett leg of light rail until they are mid-way through their careers, and even that assumes that the 25-year schedule holds.  This must be reevaluated, if the plan is to get much voter support in Snohomish County.
SNOHOMISH COUNTY	I'm sorry, but you have got to get this done faster!!! Period!!! I'll be dead before you get light rail to Everett. 10 years tops or no go. Find a way!
SNOHOMISH COUNTY	Taking cars off the road from as far from downtown Seattle as possible should be the 1st priority. People driving from Everett to Seattle burn far more gas and take far more time than people driving to Seattle from Ballard or West Seattle. Complete the "spine" of the system before the "arms." Build just the basic light rail system - add the nice extras later (more pedestrian access, more bike access, etc.) Include a LOT of parking capacity! The main goal should be to GET PEOPLE OUT OF THEIR CARS! I will not vote for this proposal as it is now unless the priorities are changed.
SNOHOMISH COUNTY	Light rail to Everett by 2041 is way too late. Need to bring light rail much sooner.  Survey would be better with fewer/more consolidated questions. Some questions cross-over and seem repititive.
SNOHOMISH COUNTY	You are years behind, so I want these projects done way before the dates you are suggesting, especially the "Light rail to Everett"  I am really tried of the mess of the Puget Sound traffic. Like I said you are years behind.
SNOHOMISH COUNTY	I support lite rail in general. I do not support timeline to reach Everett area. You put Everett last, and it's the area that is #1 in WA for job concentration and export revenue generation. You switched your stated priority to develop north-south first, so typical of politicians. So I don't support YOUR version at all now.
SNOHOMISH COUNTY	Would like to see the service to Everett completed before 25 years, that seems too long.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - Snohomish County

SNOHOMISH COUNTY	Stop funding bicycle lanes and bicycle preferential treatment and fund rail and roads that adults can use despite their age and physical abilities.
SNOHOMISH COUNTY	I oppose the current proposal for light rail to Everett through Paine field. I strongly support light rail to Everett utilizing the I5 corridor.
SNOHOMISH COUNTY	The Sounder should reach Olympia
SNOHOMISH COUNTY	ST3 should be modified to complete light rail to the major urban points: Tacoma, Everett and Lynnwood before creating spurs to West Seattle, Ballard, UW because it was the intent of the original plan to complete light rail to Tacoma, Bellevue and Everett, and for which we have been paying taxes since the late 90's. In addition, with the current plan, we in Everett will not see light rail until 2041. AND, this is based on current projections on the timeline and also current projections in funding of \$50B. Therefore, we are opposed to continue paying taxes and receiving no benefits for the next 25 years. We will vote NO on the coming election in November 2016.  Sincerely,  [names and address]
SNOHOMISH COUNTY	everett needs light rail service in my lifetime! i have worked in everett for 25 years and it has been horrible with no relief in sight, a waste of all my tax dollars that go to transportation. Puget sound has the worst public transit of any city I have ever been, and that needs to change.
SNOHOMISH COUNTY	We have to reevaluate the propose ST3 plan. Why not concentrate connection mass points of population to the existing hubs. Connect Ballard to downtown Seattle via rail, then expand that to Everett and perhaps connect Seattle to Bellevue, and finally all the way to Redmond. There's got to be a better way to cut the price!! Ask Boeing, Microsoft, Amazon, Expedia and other major companies in the area to help pay for these changes, aren't those guys getting some nice tax breaks? its time for them to help with the issue of public transportation.
SNOHOMISH COUNTY	Speed up the process by building to Everett first, then work back to the metro Seattle area. That is, add BRT - without using the shoulders!!! - but bring rail to Everett/furthest destinations first. Then work back to adding stations/routes closer to Seattle. This will help to alleviate congestion faster, if you really think about it.
SNOHOMISH COUNTY	I'd sure like to see Everett come online sooner.
SNOHOMISH COUNTY	The Link light rail should go north from Lynnwood as close to I-5 as possible the entire way to the everett transit center and it should be done SOONER than 25 years and with the money saved from NOT detouring to boeing should be used to extend the line further north. Community transit already has plans for a BRT line from canyon park to boeing via mariner park and ride so people wanting to go to paine field could ride a bus with frequent service anyway. I believe that the increase in time for the train to detour to boeing instead of making a more direct route would affect many more people than it would serve. I believe the average boeing worker lives north and east of paine field so the detour would not get many paine field workers to use it.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - Snohomish County

SNOHOMISH COUNTY	Shutdown North Sounder north of area prone to slides. Use BRT only as stop gap until LLR can be built. Add park-and-ride lots at key locations with enough capacity for EVERYONE who wants to use. Extend LLR to Everett, Redmond, Issaquah, and Tacoma within 8 years. Add LLR line from Burien to Everett via Renton - Bellevue - Bothell within 15 years.
SNOHOMISH COUNTY	North light rail shoul be the first to get started not 20 years away!
SNOHOMISH COUNTY	The need for light rail to Everett is serious, and 25 years is entirely too long to wait for it. I've been traveling by bus from Everett to downtown Seattle daily for 13 years (and, prior to that, from Edmonds to Seattle for 10 years), and the commute has become nearly intolerable. As recently as three or four years ago, the commute from Everett to Seattle was roughly 45 minutes. Now, even an express bus can take well over an hour each way when traffic is "light." I love my job, but due to the horrific commute, I am eagerly awaiting the day I can retire!
SNOHOMISH COUNTY	Serving the Everett corridor should be a priority - not last on the list. Snohomish County is one of the fastest growing regions and that's not going to change. Also, it is very difficult to use the Mukilteo sound transit station due to the times that the train leaves/arrives and the lack of parking. It would be really nice to have more times during the day to take the train to accommodate more work schedules.
SNOHOMISH COUNTY	<p>Hi,</p> <p>I am strongly supportive of light rail and mass transit, but I can't say with confidence that I support this plan despite the fact that I work on a Sound Transit job. Connecting Seattle to Everett by rail is crucial to get cars off the road between Lake City and Bothell, I-5, and also by I-405 since many commuters will take 405 over I-5 if they feel they save a few minutes. Every morning I drive from Everett to Seattle and traffic begins at about 4-4:30am. Almost every day, I am forced to take residential roads to get home if I get off work after 3:00pm. That means that not only is I-5 bumper to bumper, but now the neighborhoods and the inner city gets congested. Its not just me, there are many of the north-south "backroads" that get congested. There are long lines of cars through the city just to get to the Highway but cannot get on due to traffic. A long distance rail north-south will not only relieve I-5, but Hwy 99 and 405, 15th Ave, and Lake City Wy. Why not ask Boeing, Amazon, and Microsoft if they would help to fund or partner up with the project? They would benefit enormously from increased reliability and productivity of their workforce, many of which are more fatigued just from the daily commute.</p> <p>Also, I as much as I support light rail, I think that an express bus would help I-405 a ton. I would prefer light rail there as well, but an express bus would be a great improvement on what I think is a clumsy and inadequate busline. That is actually what has kept me and many other commuters from riding the 405 busses.</p> <p>I think that the neighborhood light rails are good, but first lets get the traffic off the main corridors.</p>
SNOHOMISH COUNTY	Everett should be sooner then 25 years. Finish the spine first then branch out.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - Snohomish County

SNOHOMISH COUNTY	Make the Everett to Seattle light rail sooner than 25 years. Growth is given in Snohomish county. Traffic is a nightmare going North and light rail would ease the congestion. 25 years is to long of a wait. Construction North should be high priority.
SNOHOMISH COUNTY	Wrong rail alignments and priorities. Stop duplicating road/bus service and fill in missing connections beyond freeway spines. Think straight-line, high-speed, off-grade, out-of-traffic, If you're spending that much money, do it right, and do it soon!
SNOHOMISH COUNTY	EVERETT CANNOT WAIT 25 YEARS FOR LIGHT RAIL AND THIS MEASURE WILL FAIL BECAUSE WE WILL NOT SUPPORT IT.
SNOHOMISH COUNTY	I think the Everett link should be a priority. The link should run directly from Lynnwood to Everett, NOT via the Boeing manufacturing center. The Boeing loop could be added at a later date and/or be serviced by Bus Rapid Transit. Build the spine of the system first, then divert loops to other areas such as Ballard, West Seattle, Issaquah, etc.
SNOHOMISH COUNTY	Reorder projects: 1. Add busses from Everett to Redmond/Bellevue. 2. I5 corridor between Everett and Tacoma AND 405 corridor from Everett to I90 3.THEN do "feeder" routes. Use light rail whenever possible to minimize CO2. BTY, I bus to and from work, Everett to UW.
SNOHOMISH COUNTY	Completion of the spine to Everett must occur sooner or coincident with any Ballard/West Seattle Light Rail
SNOHOMISH COUNTY	25 years to get rail to Everett is insane. I will not support a plan that takes that long! Under any circumstances.
SNOHOMISH COUNTY	You should start with Seattle to Everett first, then work your way south.
SNOHOMISH COUNTY	For the rapid bus service on I404: it will not remove commuters from ghefteeway if you do not dramatically expand the park-and-ride lots. They fill to capacity each day by 6 AM leaving little choice but driving for many.  Also, I think 25 years is a ridiculously long timeline. We need relief much sooner. In 2 decades, these projects will be obsolete in that the needs will have changed massively again.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - Snohomish County

SNOHOMISH COUNTY	<p>1. Look for immediate solutions to better utilize new infrastructure e.g. express busses from Lynnwood TC - Edmonds P&amp;P - Mountlake Terrace TC - Husky Stadium at 12 minute intervals (wouldn't be a bad idea to run these on game days too). Forget a scheduled stop at 220th &amp; 70th, the 119 never makes it in time and the drivers don't talk on the radio. Add extra runs on the 180 out of SeaTac to handle the outflow.</p> <p>2. Set up a hotline\website where commuters can report problems. Google Maps and Trip Planner routinely fail. Next Bus and One Bus Away are good for confirming "yep, you're [explicit], but we'll get you there 20 or 40 or 60 minutes late". I don't feel comfortable interrupting a driver's concentration to report that the Building Engineer at Westlake didn't unlock the doors to the tunnel until 7:10 on a Friday "because we have problems with heroin users shooting up down there". They have enough on there plate just keeping all 10 tires on the pavement without hitting all the junk that jumps in front of them.</p>
SNOHOMISH COUNTY	<p>I am not sure why it takes 25 years to complete a project. I believe that a fundamental problem / perception is that it takes too long and there is too much money spent / wasted on studies rather than on just executing the plans. I think that any Improvement in regional transit will bring benefit but it can't take too long.</p>
SNOHOMISH COUNTY	<p>Need more investment in the I-405 BRT which seems to be the most cost effective and serves the greatest number of working class cities. Investments in light rail to rich east side cities only furthers the disparity in where tax expenditures go in our region.</p>
SNOHOMISH COUNTY	<p>Snohomish county has been promised light rail service for Over 20 years. We were suppose to be given priority on the latest project, and are now being told a line to Everett, would be at least 25 more years away. Snohomish county has the major manufacturing base in the region, is rapidly growing in population, and has some of the worse traffic woes. Instead priority is being given to areas of King county, that already have many options of routes, and options of public transportation. Snohomish county only has a already taxed HW99 and I-5. I support public transportation, but why would I support another 25 years of waiting for light rail, when the old declarations and promises, haven't been kept.</p>
SNOHOMISH COUNTY	<p>25 years to Everett is too long. I will vote no on this plan if it takes that long. Build the spine north and south first</p>
SNOHOMISH COUNTY	<p>I would prefer if light rail went from Lynnwood to Everett without diverting to Paine Field.</p>
SNOHOMISH COUNTY	<p>Mountlake terrace stop by 220th, as parking is full weekdays in Lynnwood and 26th stations. Will there be any eminent domain applied in Mountlake Terrace or Lynnwood?</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - Snohomish County

SNOHOMISH COUNTY	I see no reason as an everett resident to pay an additional \$200 per year for 25 YEARS before seeing anything up north. It is ridiculous that any project should take that long. Developers keep building mega apartments up here - more and more people from Snohomish into seattle - the commute in 4 years has almost doubled. It is the most needed infrastructure in this region. 25 years is a joke and there is no way anyone from Snohomish county should vote yes on a tax increase to only help out Seattle commuters. MAYBE when we're all retired up in Everett and Boeing has moved everything to China we'll get one freakin station. Why on earth can't MULTIPLE lines be constructed at the same time??!! Mass transit is not a new thing! Get it done in WELL under 15 years or don't expect support from up north.
SNOHOMISH COUNTY	Lynnwood to Everett light rail should follow the freeway, not go to Paine Field. That can be served by buses. This section needs to be delivered sooner than 25 years.
SNOHOMISH COUNTY	Buses should have their own lanes. Faster travel times would attract more rides. Park and Ride lots are too small in some areas and deter potential riders.
SNOHOMISH COUNTY	Service between Everett and Seattle must be built much more quickly. This can be done through two compromises: (1) build a cheaper spur-line option to Pain Field (my friends at the Snohomish County Economic Alliance won't like me for saying it, but I don't buy it that the line would effectively serve Boeing's huge-truck-driving, graveyard-shift-working workforce anyway) to save 9 years getting a line up to Everett (which, believe me, would see much higher ridership than you're projecting); and (2) scrap the hugely expensive, cherry-on-top Ballard line until the outlying areas have all been connected. One gets the distinct sense that ST planners live in Ballard and want more convenient weekend access to the downtown arts and sports scenes. Not good optics. If you want, buy a nice hipster bicycle for every Ballard resident; they'll get downtown on their Linuses just as quickly as would by riding a \$4B lightrail line. Deprioritizing Ballard would allow much quicker implementation of the rest of the plan AND save money overall. We got to the moon in, what, about 8 years. I'd like to see a similar timeline for the Seattle- Everett line.
SNOHOMISH COUNTY	Drop The Pain field detour from Everett, replace it with a spur line, that will serve Pain Field terminal, Boeing, and then descend to Mukilteo, and end at the current Sounder station. Add a spur line near the Mount Lake Terrace P&R, approximately following 104, hitting the Aurora Village P&R, Edmonds Sounder Station, and one point in between. These two spur lines These two spurs could be considered a single line, this would also place all 3 North Sounder stations on Link, and Sounder North then could be retired. Ballard to Seattle Needs to be fully grade separated, with no crossings. Ballard UW needs to be given higher priority. Everything possible needs to be done to move the time line forward, 25 years is too long.
SNOHOMISH COUNTY	Parking should be free at stations. The reason for taking public transit is to cut down cost, and convenience for commuters.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - Snohomish County

SNOHOMISH COUNTY	<p>It seems like it would make more sense and cost less money to continue to extend Link Light Rail along I-5 all the way to Everett Station. Doing so would make the South Everett Freeway station and Eastlake P&amp;R a transit hub, in an area that has grown considerably in recent years and continues to grow. These areas should be better represented in the ST3 plans.</p> <p>Rapid Transit could then be added between Everett, Paine Field, Mukilteo and Lynnwood over Highways 525 and 526.</p>
SNOHOMISH COUNTY	<p>The project costs way to much money to serve a tiny minority of travelers. We need massive improvements on highways (highway 9) and two lane roads that back up for miles in Bothell and Snohomish. These roads serve far more people. Fix what needs to be fixed before spending \$50 billion on trains that won't improve my daily travel frustrations. I would vocally support and vote for \$50 billion for road capacity improvement. I will vote against spending any money on trains before the real problems are solved.</p>
SNOHOMISH COUNTY	<p>Ballard and West Seattle should be considered in the next phase. Keep the North Sounder line and expand the service with more cars on each train and having the train run more often (later in the evening and both ways during the day - not only into Seattle during the morning and out of Seattle in the evening. You must be able to go both directions all day long.</p>
SNOHOMISH COUNTY	<p>Timeline for light rail to Everett should be expedited, and take priority over some of the currently prioritized projects.</p>
SNOHOMISH COUNTY	<p>If the transportation need is already here, add busses to those routes, with the understanding that they will gradually get stations, and may eventually be replaced by trains. I don't take the busses much, but I understand that every rider who is on the bus makes my car trips that much better. I can get to places in a shorter amount of time, with the cars that would have been on the road out of my way. Transit greatly benefits me as a car driver. As a teacher, taking the bus doesn't work for me - it doesn't go into the out of the way schools where I work. Putting a bunch of drivers, who would have been ahead of me, onto a bus instead is wonderful.</p>
SNOHOMISH COUNTY	<p>Get light rail to Everett Community College, is has a very large student body with few transit options, just as the surrounding population lacks.</p>
SNOHOMISH COUNTY	<p>For me to support a plan, light rail needs to come to DOWNTOWN Everett. Why should I have to pay for Boeing employees to get to work? Doesn't Boeing receive enough tax breaks to help IT offset some of these costs? If it's going to take 25 years anyway, let's have the foresight to make good decisions for the long run vs. popular decisions right now. When Boeing has moved its plant and we've wasted billions of dollars, Everett will still be here.</p>
SNOHOMISH COUNTY	<p>The I-405 tolls have created a nightmare in Snohomish County; because of this, the Everett light rail expansion needs to come much faster than 25 years.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - Snohomish County

SNOHOMISH COUNTY	The link to Everett timeline needs to take precedent over the plans to Ballard. Considering the Employment in Everett with major companies like Boeing and Paine Field with the commercial airline plan, there needs to be improvements to the plan to shorten the completion time. Waiting 25 years is not feasible. The link to Everett through Paine Field needs priority.
SNOHOMISH COUNTY	The line to Everett should be the priority. While the north end has expanded as rapidly as the east side and south end, it has been put last, behind even new branch lines to boutique Seattle communities. We have paid our share of the taxes and received nothing. Build the line to Everett first or return our share of the money and we will build it ourselves.
SNOHOMISH COUNTY	Snohomish County is in essence being left out for everyone in the current work force. Fix it.
SNOHOMISH COUNTY	Too slow. I would support it if Everett wasn't 25 years away. With that time frame, money collected from me today would be wasted before its ever completed. Put them all on a 5 year track and raise the tax a significant amount right away and I'm for it. This little bit for a long time means it won't be completed successfully or for the projected costs.
SNOHOMISH COUNTY	Additionally, Light rail should go from Seattle, stopping in Bellevue to Issaquah. As well light rail should go from Everett to Bellevue. A comprehensive light rail system is essential for making the Seattle region a livable city.
SNOHOMISH COUNTY	The Everett light rail plan must be expedited and should not take 25 years. Use eminent domain to get right of way and start building now
SNOHOMISH COUNTY	Everett to Lynnwood needs to be number one priority in ST3
SNOHOMISH COUNTY	It's crazy that Ballard and West Seattle extensions would come before Everett. Doesn't make sense. I support the expansion of the network, but not in the order it has been presented.
SNOHOMISH COUNTY	Light rail needs to be brought to Everett sooner rather than later. Sound Transit originally represented that it would bring light rail to Tacoma, Bellevue and Everett. It needs to do that first before it expands the system or adds additional stations to the existing line. To do anything less is a breach of the public trust.
SNOHOMISH COUNTY	It seems crazy to me that the link between Seattle and Everett will not be completed until 2041. We need to relieve traffic and provide alternative transit opportunities to commuters who are clogging the highways from Snohomish County. Building light rail to Ballard and West Seattle before the link to Everett does nothing to help the highway traffic situation and commutes along one of the most congested highway sections in America. I will not support Sound Transit unless a plan is put in place to complete the Everett link as soon as possible. Preferably by 2030 or sooner.
SNOHOMISH COUNTY	25 years to Everett is unacceptable
SNOHOMISH COUNTY	Why the emphasis of South end improvements over north end, specifically Lynnwood and Everett? I strongly support light rail to Everett. I have commuted from Everett to Seattle for 20 years by bus. It's awful. Thanks.
SNOHOMISH COUNTY	Make Everett (via Boeing) the #1 priority. If 1/2 of the 50,000 Boeing workers got off I-5, there'd be so much room left for the rest of us on I-5.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - Snohomish County

SNOHOMISH COUNTY	ST3 should skip Paine Field and uses BRT to service that work center. Run light rail to Everett via I-5 but extend it to the Navy Base and Everett Community College. And bump up the time frame to get light rail to Everett. I can't vote for this based on your current projections.
SNOHOMISH COUNTY	Taking 25 years for light rail to come to Everett is not acceptable. I would focus getting a complete North (Everett) South (Tacoma) as quickly as possible and allow for quick commuting to these lines until the side lines are added. Ballard, West Seattle, Redmond & Issaquah. Would a bus only lane, instead of light rail be cheaper overall to develop and run? What happens when a train breaks down? It blocks the track. With a bus, it can move over, or other buses can go around.
SNOHOMISH COUNTY	I'm 63 years old. Waiting 25 more years to get light rail to Everett makes it pretty far removed for me. As I understand it, Everett was in the original plans but seems to be now getting squished further and further out in time. That's a problem.
SNOHOMISH COUNTY	Everett light rail service needs to be sooner or I wouldn't support the project. We have been paying for other areas service for too long without much benefit.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - Snohomish County

SNOHOMISH COUNTY	<p>Going to/from Everett via excursion to Paine Field pleases the politician's campaign contributors such as Boeing, who's had enough subsidies, and construction companies, but is foolhardy. The board, save councilmember Johnson, should ask planners to propose projects instead of presuming to be planners. That's because: (1) You are building for 2 generations from now ("build it and they will come," by eliminating all competition, i.e. Everett bus service) while doing very little for today's known problems; (2) The density for today does not support light rail; (3) The demand for HCT is low there right now: \$1/trip limited stop bus service from south county was eliminated in 2003 and never restored, \$2/trip limited stop bus service from north and east county was cut to 2 trips/day in 2010 and virtually never restored, and paid parking lots have sprouted around Boeing because folks there prefer to drive; (4) Boeing employees can transfer like the rest of us do; (5) For about the same money, you get the Ballard to downtown tunnel project with quadruple the ridership and lower operating costs; (5) you're duplicating Swift 2, when you could complete a BRT loop by 2020, 21 years sooner; (6) Your plan disenfranchises the people who live near I-5 so that people who work at Boeing, many from outside Snohomish County, can enjoy a one-seat ride to/from work. (7) Your plan tacks on an extra 2 weeks per year on a train to go to/from Everett and points north via Boeing (do the math: 22 workdays/month x 12 months x extra minutes). (8) The freed up money could be used to help today's known commuting headaches within a few years' time: finish the 164th direct access ramp eliminates Everett/Seattle and Everett/Bellevue buses criss-crossing lanes on I-5; contribute to a bus/bike/ped overpass at 128th removes much of the congestion at the existing roadway, take over all of CT's commuter bus service between regional centers, e.g. Lynnwood to Seattle, to allow that agency to put those hours into more in-county service. When at FTA, Mr. Rogoff supported BRT; now at ST, he's "all in" for light rail, no matter what the cost. Recently, Snohomish County folks said they had a plan to cut the excursion by 8 years, saying that's by using I-5 for the last 1/3-1/2 of the route. However, what they fail to calculate, since their mind is so fixated on light rail, is that an I-5 exclusive route should also be sped up: it should be completed more than 2 years faster than the leaders' plan, even with the spur, and a BRT loop could be operational within 5 years. But, Snohomish County politicians don't care a whit for today's commuters; their bias for light rail is ridiculous, and I think the voters will see right through it.</p>
SNOHOMISH COUNTY	<p>Light rail to Everett in 25 years is completely unacceptable. Anything over 12 years is unacceptable in my opinion and I would not support it.</p>
SNOHOMISH COUNTY	<p>The schedule for project should be revised to provide an earlier Lynnwood to Everett light rail service. Critical to complete the spine as the next first step and fulfillment of the original plan and commitment.</p>
SNOHOMISH COUNTY	<p>Why are you planning to build the light rail thru Paine Field? The majority of traffic in the mornings is heading south bound from Everett to Seattle. and From North Of Everett into Paine Field. How are these plans going to benefit these two major bottlenecks? They are not. Run the line up I-5 directly to downtown Everett, and make Boeing pay for a spur off of it. The Non Boeing residents of the area are sick and tired of everyone catering to Boeing and its employees. As usual the transportation planners in the Puget Sound area have no clue as to what the real issues and can not offer viable solutions to solve them.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - Snohomish County

SNOHOMISH COUNTY	With the tremendous growth in Snohomish County, and the current and expected growth and traffic problems on the freeways and even surface roads, we need more rapid transit in this county sooner than later. But anytime I'm driving north from Tacoma, the traffic bottleneck in central Seattle is just embarrassing for a major U.S. city. Alternatives around the area need to be created for car and bus traffic.
SNOHOMISH COUNTY	I will not support this project if it takes 25 years to get to Everett and it goes to Boeing first! It should do straight up to Everett to serve the needs of the community, not a large private company.
SNOHOMISH COUNTY	Lynnwood to Everett light rail should not be prioritized last. I would rather pay more now if it would mean it could be completed simultaneously with some of the other projects.
SNOHOMISH COUNTY	It is INCREDULOUS to me that it will take 25 years to get the light rail to Boeing and then Everett. The traffic getting to these locations is HORRIBLE. I get that people in the city (mainly Seattle) want more services, but they are already being served by buses and have the ability to bike / walk. Let's give the folks who may be living outside of the city due to rising cost of living, the ability to get to and fro in a much speedier time, which will also allow those who choose to not live in the big city to enjoy a slower pace. For me personally, waiting until 2041 to get light rail to Everett excludes my working years. I'll already be social security qualified by the time the system comes north. Get the whole area taken care of and then address the middle gaps. Individuals voted for a system that PROMISED to make it north to Everett in 1996. I don't think those people, including myself, thought that it would take 45 years to accomplish that task. I am willing to pay more now to get this done sooner. I certainly like to look out for the future generations, but we have desperate problems with volumes now. We CANNOT wait 25 years! Try again. I know it's complicated, but seriously, this plan is so ridiculous and short-sighted. To me it's disrespectful of those living in Snohomish County who have been paying this tax for just as long as the Seattleites. Believe that the people of the Pacific NW, when led in a way that will benefit us all, will support a reasonable proposal. Take care of the outliers and then address the middle. Thanks for your consideration.
SNOHOMISH COUNTY	I would like to see Sounder commuter trains run all day. This is the case in many other large metro areas. SoundTransit is way behind on that.
SNOHOMISH COUNTY	I think the Everett light rail should be higher priority. I believe the further north you go, the less convenient public transportation gets. While there is always room for improvement, I do not believe additional modifications to Seattle public transportation is a higher priority. Traffic every weekday morning and afternoon is proof that there are PLENTY of commuters needing to go to and from Seattle on a daily basis from Everett. More accommodations should be created sooner to fix this.
SNOHOMISH COUNTY	We need the light rail coming to Everett sooner. I'll vote no if it's not sooner than 2041.
SNOHOMISH COUNTY	I recommend that the light rail from Everett to Lynnwood go down I-5 with bus or other services from I-5 to Boeing and other industrial areas along the way. We need this service before 2041!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - Snohomish County

SNOHOMISH COUNTY	Absolutely unacceptable to reach Everett in 2041!!! It absolutely needs to be moved up to sooner than 2033!!! You must stick with the original plan to make Everett a priority!!! I will be dead before it gets here!!!
SNOHOMISH COUNTY	Everett is too far into the future. I would be paying for service that won't be available until after I'm dead.
SNOHOMISH COUNTY	So many people have moved North that it seems prudent to accelerate the north end projects. We in north end have more limited alternatives today. Even increasing the number of Sounder trains daily, to include some mid-day opportunities could be helpful. I don't want to pay increased taxes to support those other (South/Ballard/West Seattle) communities over ours, but I will (happily) support north end projects. This draft feels quite biased as I review the data. The ridership projections seem inflated for the Seattle communities. It does not feel like our representatives' voices have been heard. Please listen to these officials, as they represent a vocal and interested constituency.
SNOHOMISH COUNTY	If light rail has to by pass the Paine Field area in Everett in order to bring it to Everett sooner than it should be done.
SNOHOMISH COUNTY	We Snohomish County residents have been promised light rail to Everett. It needs to be accomplished before rail lines go to W. Seattle and Ballard. I have supported all transit projects in the past but it is getting much more difficult to support these projects when Snohomish County seems to be at the bottom of the heap. I take the bus to Seattle on a daily basis but there is not even enough parking for people to do that. I know of many people who would use the bus now but they cannot find parking to do so. I read of a new route that has been proposed from Lynnwood to Everett via 526 to Boeing and Paine Field then to Everett. This must be considered. If there is not more included for us commuters in Sino. Co. Then I'm not sure that I can continue to support the extreme taxation of Sno. Co. Residents for the benefit of all other areas.
SNOHOMISH COUNTY	Everett light rail needs to come much earlier
SNOHOMISH COUNTY	The plan takes too long to bring light rail to Everett. Please alter the plan to prioritize the fastest growing county in the region, Snohomish county and one of the largest manufacturers is the region, Boeing.
SNOHOMISH COUNTY	I live in Snohomish County. There are extremely few benefits to this plan in my life time (certainly in my remaining working time). Yet, Snohomish county is unfairly taxed throughout the years to pay for benefits in King and Pierce country. While I realize it's a different plan, the I-405 toll roads are a perfect example of Snohomish County residents paying an exorbitant percentage of 'tax' to the benefit of King county projects. Too much can change in 25 years -- I have no confidence the plan would be implemented as scheduled regardless. Being a beneficiary at the end of the process means chance of it happening as planned is greatly reduced, yet Snohomish County residents would have been paying along with other counties whose benefits are more likely to have been executed.
SNOHOMISH COUNTY	The route to Everett Should NOT include Paine field. Paine field should be a seperate track that does not impact riders going from Seattle to Everett. The route to Everett via Paine field wastes time and money and I will not support a plan that includes a route to Everett via Paine field.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - Snohomish County

SNOHOMISH COUNTY	Light rail along the I5 corridor. Boeing should be served with BRT along Boeing freeway and also airport road. Keep light rail in with existing park and rides. Run the buses so that late shifts at Boeing can utilize the mass transit.
SNOHOMISH COUNTY	Everett should not have to wait 25 years for light rail services. It is the largest city in Snohomish county and is also home to thousands of daily commuters into King county. Waiting this long for service is ridiculous.
SNOHOMISH COUNTY	Choose Option 2 on the North Link Proposal!!! 25 years is too long for the projected completion. At the Everett public meeting there was a proposal for Option 2 that completed 10 years sooner, had a higher estimated ridership and cost an billion less dollars. This makes sense financial both to the tax payers and businesses. OPTION 2 with the rail going down I-5 the entire length to Everett makes the most sense. Additionally the option with BRT from North Everett to 128th makes the most sense to me to serve the capacity of the manufacturing corridor. If the measure does not include Option 2 I will be voting NO!!!
SNOHOMISH COUNTY	Light rail service between Everett and Seattle should be in place and operational by 2020. With an average of 12,000 people moving to the Seattle area each year, waiting 25 years is a recipe for disaster. Remove all obstacles just build the light rail. No excuses.
SNOHOMISH COUNTY	Snohomish County has been paying RTA taxes for years without any benefit to date. It doesn't make any sense to me that West Seattle and Ballard have a higher priority than Paine Field. The current plan seems like a political one, not a needs based one because it heavily favors Seattle and south King County
SNOHOMISH COUNTY	Everett link should be a direct grade separated line built along the existing SR99 artery. The plan to build out light rail to the Paine field area is overly expensive and delays the system. Boeing is in the midst of reconfiguring the plant, commercial service is years out before starting a limited service, and the commercial/industrial/residential centers are diffuse around the airport. Build junctions at strategic locations on a direct line, invest savings into BRT to connect the Paine Field area and Mukilteo.
SNOHOMISH COUNTY	Modify the Everett connection to go straight to Everett and bypass the Paine Field 'loop'. Construct with a future connector to a Paine Field train line and in the interim beef up bus rapid transit from/to Paine Field and the light rail line.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - Snohomish County

SNOHOMISH COUNTY	<p>Either the Bus Rapid Transit or Stringer Light Rail Shuttle should be used rather than Light Rail via Paine field in order to reduce completion time to Everett to NO LATER Than 2031. I absolutely will lobby my friends to vote AGAINST any proposal that has a later Everett Station completion date than 2031 or that goes via Paine Field rather than connecting via spur or BRT spur or loop. In addition every effort to beat 2031 should be used including increased and longer bonding authority, expedited permits, additional funding from county or city budgets, construction starting in Everett and or Tacoma Community College moving South from Everett and North from Tacoma Community College to allow construction in both directions at one time, i.e. North to Lynnwood while building South from Everett. Also my understanding is that the spur options are less expensive. Either of these spurs are also far better than the yet unveiled compromise to go via Paine Field being contemplated by Snohomish representatives because they should be years faster than an optimistic 2033 as I understand the compromise is questionable estimating.</p>
SNOHOMISH COUNTY	<p>By the time the light rail comes to Everett, I'll be retired, and so for the rest of my working life, I'm stuck with the crappy situation we have now which is a few trains not even going to the center of Seattle, or buses which take forever.</p> <p>Not good. We should get people moving from Everett to Seattle sooner, who cares about Paine Field and boeing? How many people are going to drop off their cars at the station to catch a train that is only a few miles away? When the traffic leaves the plant, they generally head north, not south.</p>
SNOHOMISH COUNTY	<p>Investing in bus rapid transit and the Sounder train system already in place could reap huge benefits without the wait and expense of more light rail. Re: light rail, we feel that central and south King County areas are already well served by both Sounder rail and light rail. North King and Snohomish Counties have been largely left out. Sounder rail service to Snohomish County is peak hours service. We so wish that we could take the train to Seattle for mid-day and evening events!!</p>
SNOHOMISH COUNTY	<p>I will support going from Lynnwood directly to Everet, going directly to Tacoma.</p> <p>BrT can do the side routes to ballard, west seattle, kent, boeing. Lite rail should get people to central areas and buses can run them to other places they need to go.</p>
SNOHOMISH COUNTY	<p>For Light Rail my suggestion is to bypass the Paine Field Industrial Area and go straight into Everett Station following I-5 most of the way. If Boeing wants a light rail line going into the Paine Field Industrial Area then let them fund it with the \$9 Billion in tax breaks they have gained from the State of Washington over the next 25 years. A better idea would be to have a BRT line going into the Paine Field Industrial area from the 112th St. NE Park and Ride station and also from Everett Station then subsequently expand parking capacity in both locations. The year 2041 for Light Rail going into Downtown Everett is way too long of a timeframe for me to support it.</p>
SNOHOMISH COUNTY	<p>I prefer N-02cMOD + BRT (LRT alignment along I5 with BRT to the Everett Industrial Center) rather than the alignment in the Draft Plan.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - Snohomish County

SNOHOMISH COUNTY	I suggest skipping the ST3 detour to Boeing manufacturing in Everett; take passengers from the light rail to Boeing via buses, in the interest of completing the project earlier.
SNOHOMISH COUNTY	Connection to Everett is too far out. We have paid into ST for 20 yrs and have nothing to show for it. We will not wait and pay for another 25 years
SNOHOMISH COUNTY	PUGET SOUND BOEING -EVERETT/SEATTLE/RENTON -NEED ST3 SUPPORT.
SNOHOMISH COUNTY	timeline for projects from everett should be moved up in the timeline, dramatically. That wasn't even an option in question #13.
SNOHOMISH COUNTY	How do we get this to not take 25 years to get to Everett. That is a ridiculous turnaround time. I will be retired by then and all of this would be a moot point.
SNOHOMISH COUNTY	More focus needs to be on moving people between Snohomish County and Seattle - on a daily basis for work, and for special events. Increase the number of buses, make dedicated bus lanes. Increase parking and security at park and ride lots. Extend light rail to Everett in a shorter time frame, along I-5. Consider BRT for moving employees to Paine Field/Boeing area - buses can deliver people faster to more locations around Boeing/Paine field.
SNOHOMISH COUNTY	Putting light rail connectivity to Everett & Paine Field off for 25 years is UNACCEPTABLE! I have been a strong supporter of light rail and Sound Transit since back in the 60's when we should have started this. Building the lateral extensions to light rail in the Seattle/King County area before extending service to Everett is a huge insult to those of us who have waited patiently (and paying all the while...) for the northern links to be completed. As proposed, the ST3 will completely remove me from the "supporters" list and cause me to fight against any further tax increases to support this highly prejudiced design.
SNOHOMISH COUNTY	Get rid of the part about the light rail Everett extension going through the city and just drive it to the Everett Transit Station via I-5, then run a spur down WA526 and Airport Rd to Paine Field terminal which needs to be revised so that there will be a CT and Everett bus terminal added. This has got to be a whole lot cheaper than acquiring all that land in commercial and residential areas and having to do all the blinking EPA reviews. I lived in Chicago and they have a sprawling rapid transit system consisting of above ground and below ground light rail. It works. I would like eventually sometime in my life to be able to get on a light rail train at some place in Everett, for example the Paine Field station, and an hour or so later get off at Sea-Tac airport. That's what light rail is supposed to be able to do. In Chicago I could do that just about anywhere from the extreme north to extreme south edges of the city.  Forget adding buses because buses are hampered by local traffic. Elevated or subway trains are not hampered at all with traffic. At-grade light rail is a problem whenever it runs outside of restricted right-of-way areas - how many people have been hit or cars smashed by the downtown trolley?
SNOHOMISH COUNTY	There's absolutely no reason any portion of this project should take as much as 25 years. That's absurd and process that Sound Transit is in business only to serve their own job protective interests.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - Snohomish County

SNOHOMISH COUNTY	<p>There is too much emphasis being put on utilizing light rail/bus routes without the consideration for improving the existing infrastructure people would use to get to terminals. The bus routes also risk being affected by existing congestion on the I5 &amp; I-405 interstates. Your survey questions were also difficult to decipher and required I keep referencing the plan map. The plan map also does not offer enough detail of surrounding roads and businesses affected by the routes. The plan does not address congestion issues with HWY 9 to SR 522. I don't like that the transit does not indicate the travel speeds of the proposed transportation options. Most people will utilize google maps to compare their driving commute times to bus/rail commute times. Every time I have checked, driving, even with traffic is always the faster method of commuting. Additional lanes, smart traffic lights, and road design (high-speed feeder lanes to interstates) are essential additions to the proposed solution for the region. From my perspective, there are various additions/alternatives that are much more cost effective than what is being proposed here. New technologies for transportation should be phased in especially considering last phases won't be implemented until 25+ years from now.</p>
SNOHOMISH COUNTY	<p>Since I live in N. Edmonds - I doubt that light rail would reach my area in my life time in the current plan. Thus - even though I have supported previous taxation with a yes vote - it is hard to pay \$200 a month toward something I will never be able to use or experience any traffic improvement as a result. you are looking at population - I see in the newspaper that King County can pass this measure alone - so my input or vote is hardly relevant. You need to look at where the traffic is going - the sheer number of vehicles traveling to and from Snohomish County for employment result in daily gridlock on I 5. We regularly plan to travel only between 10 and 3 - if possible. Or we avoid traveling to Seattle or Everett whenever we can. Sadly, shrinking medical facilities require that we travel to those cities for appointments. This is not likely to change.</p>
SNOHOMISH COUNTY	<p>ST3 we support I-5 light rail line to downtown Everett. Bus line to Paine field from the rail line.</p>
SNOHOMISH COUNTY	<p>Seattle has a massive, ongoing, and growing housing crisis. Already, the suburbs and out-lying areas of Seattle are seeing massive growth and development as populations unable to afford housing in Seattle move further away. However, as the economic, job, and cultural hub of our region, these individuals continue to require transport to and from Seattle. To effectively reduce road congestion, remove cars from the roads, and assist in addressing climate change, ST3 MUST include strong commitments to extending Rail service, not buses, to the areas that actually house our region. Ballard, while a lovely destination to visit, cannot legitimately or seriously be considered as a major transit arm until further, more pressing, needs are met elsewhere.</p>
SNOHOMISH COUNTY	<p>Why rail from Bellevue to Redmond? It takes far less time to drive there than Bellevue to Bothell. Need to focus on P&amp;Rs on 405. Canyon Park P&amp;R is far too small. Why didn't you consider adding a bicycle lane next to 405 from the north to Bellevue instead of creating a bike path that puts rider and cars together? Your plan costs too much for the average worker to add to their already stressed budget. Only higher income people can afford it.</p>
SNOHOMISH COUNTY	<p>As much light rail as possible along I-5, I-405 with enough parking at the park and ride stations. Buses work but not as well if they are competing with every day traffic.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - Snohomish County

SNOHOMISH COUNTY	We need light rail to Everett sooner than later. With Boeing causing traffic problems every day morning and afternoon we need to make some changes soon. Some business people from Japan came to town and could not believe we have no light rail system for this Big Boeing plant. Seattle is so far behind the rest of the big cities in the US. We need help fast or we all be riding bikes to work faster then a car or light rail.
SNOHOMISH COUNTY	Traffic from Everett to Seattle is already so bad, it's shameful that it isn't getting higher priority to get light rail from Everett to Seattle. We've been paying extra RTA taxes for a couple of decades, and for what? This was supposed to provide regional light rail and express bus service to outlying areas, and I'm still waiting for that light rail to arrive. The kind of light rail I rode on in a tiny town in Scotland in 1987. 25 years is too long, as we needed better options 25 years ago. I have friends who try to commute by bus from Snohomish county, but the parking lots are all full by 7 a.m. If you haven't found a parking spot by then, you have to drive. Going to Sounders or Seahawks games, or for any event in Seattle, you have to commit at least an hour to drive that 20 miles--even on weekends and evenings. Before investing in improvements to existing systems, how about taking care of the neglected people to the North?
SNOHOMISH COUNTY	Busses aren't a solution except East/West feeding Light rail North/South. Busses have been a monopoly for far too long. Until you have a comprehensive light rail system and are willing to toll all lanes of 405 and 5 feeding Bellevue and Seattle for all single occupant vehicles we will have a problem.
SNOHOMISH COUNTY	Light rail needs to come to Everett faster than 25 years. That is totally unacceptable!!
SNOHOMISH COUNTY	With Boeing pulling away from Washington State, I think the light rail to Everett should follow I-5.  The Eastside Rail Corridor should be upgraded to provide interim passenger rail with stations in Everett, Snohomish, Kirkland, Bellevue and Renton, with a spur to Redmond, for the next 25 years.
SNOHOMISH COUNTY	The extension from Lynnwood to Everett currently included in the ST3 Draft should be modified. The Option 1 plan, with a travel time 13 minutes longer and capital costs \$1.7 to \$1.8 Billion higher and ridership only marginally higher than the Option 3 plan should be replaced with the Option 3 plan. This should also allow for completion much sooner than the 25 years proposed under the Option 1 plan. Paine Field and the SW Everett Industrial Center can be served by BRT or a spur connecting to the light rail stations at 128th and/or Everett Mall.
SNOHOMISH COUNTY	It is ridiculous to expect Everett to wait forever for light rail. - we've supported the program, only to get continually shafted when new proposals come out. It just took me well over 2.5 hours to get from Everett Station to Bellevue, since there is no direct service AT ALL mid-day. It took 3 busses. I went slightly later than normal due to a doctor's appt. This is absurd.
SNOHOMISH COUNTY	If it takes 25 years to complete light rail to Everett, it will be too late. We will be in flying cars by then.
SNOHOMISH COUNTY	Forget a rapid bus line add a light rail down I-405 from Lynnwood to Renton with connections to 520 and 90. Get rid of pay lane!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - Snohomish County

SNOHOMISH COUNTY	Let's get Light Rail to Everett Faster by bypassing Paine Field for now. Go to Everett first, then Paine Field via a Rail Spur.
SNOHOMISH COUNTY	Despite the additional cost of expanding rail services, I would much more support development of the light rail system over the Puget Sound area than expanding bus services. Having used rail systems in cities like London and New York City, rail is extremely easy to use and navigate and much more effective for mass transport of people on a separate-from-traffic system. It is not dependent on other traffic factors.
SNOHOMISH COUNTY	Liked alternative for north corridor shown at the open house that takes light rail up I-5 to Everett Station and adds BRT between 128th, Paine Field and Everett Station, and accelerates delivery by 10 years!
SNOHOMISH COUNTY	I feel that moving people -with out cars!-from the northern and eastern suburbs to downtown as soon as possible is the most important part of your plan. Anything that can be done to make your plan happen sooner would be terrific!
SNOHOMISH COUNTY	Bypass Paine Field and get to Everett sooner than in 25 years and then put in a spur out to Paine Field after there is rail to Everett.
SNOHOMISH COUNTY	Everett now not in 25 years. Go straight up I-5. Right of way and park & rides already in place.
SNOHOMISH COUNTY	More emphasis on Snohomish County projects - been paying for mass transit for 15-20 years with no improvements. Buses are still MUCH slower than by car despite NO LANE INCREASES to I-5 in South SnoCo in 25 years. Your plans are taking too long - look to what Dallas, TX did 20 years ago and what they accomplished in that time. The proposal is too expensive. Need to complete things faster for less money - we were promised these things 20 years ago and got nothing. With that said, I think the buses on the shoulder thing would work and is a VERY GOOD IDEA - THAT IS YOUR TOP PRIORITY.
SNOHOMISH COUNTY	i would definitely use the Sounder to go to and from Seattle & Snohomish county if there were more frequent runs during the day - both directions. Im not sure if this is part of the proposed additions, but if not, I'd highly recommend it.
SNOHOMISH COUNTY	Please please please please please for the love of all that is holy do not handicap the Ballard line by letting it interact with car traffic on the Interbay alignment!! It will [explicit] up the entire project forever. Every single place a car could potentially stall/crash/get parked on the train tracks is a disastrous failure of design. THE TRAIN MUST RUN IN A SEPARATE, DEDICATED LANE. So long as you can at least do this, I will almost certainly vote for S3. If not... I'll have a decision to make. (Also, TOD and pedestrian/bike access are the things that will best exploit the money already spent, whether S3 passes or fails. It's unfortunate that we have an easier time acquiring billions for expansions to Issaquah (!! ) than thousands to make our current stations better integrated into their communities...)
SNOHOMISH COUNTY	Everett and Snohomish County is growing faster than other areas and needs this transportation system sooner. Housing is still affordable out here, people need good transportation to regional jobs from low cost housing.
SNOHOMISH COUNTY	Add more times and cars to Sounder trains in the meantime.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - Snohomish County

SNOHOMISH COUNTY	Faster time line needed. I came from another state with larger projects completed faster. Get all phases done in 12 years. The traffic is horrible and more lanes are needed on freeways if this will take 25yrs.
SNOHOMISH COUNTY	The Everett light rail should stay along I-5 and a BRT should be used to access the Boeing industrial area.
SNOHOMISH COUNTY	Sounder neglects northline needs when compared to southline. The agency's preferences are obvious even in simple things like variable message signs at the King Street station that show only southline information. Heavy rail in the north is a huge investment. Staff should not undermine the sunk cost by neglecting achievable measures that could improve northline ridership.
SNOHOMISH COUNTY	Evergreen Way must be avoided at any cost, as nearly all the businesses and employment would be in serious jeopardy.
SNOHOMISH COUNTY	Voters approved Sound Moves in 1996 to reach Everett. Ballard and West Seattle were NOT part of that. Seattle recently raised its taxes to vastly increase bus service within Seattle. Adding Ballard and West Seattle light rail would be over saturation and double taxation for them. If they are to get light rail before Everett then I am opposed to the entire ST3 and will vote no.
SNOHOMISH COUNTY	Everett area needs to be re-prioritized. Although more support to local and area buses should be funded to help while waiting the 25 year plan.
SNOHOMISH COUNTY	Priority should be given to the north and east side.
SNOHOMISH COUNTY	25 yrs of waiting for light rail from Everett to Seattle is ridiculous!!! This needs to be bumped up in priority ahead of West Seattle and Ballard; those places don't even have as far to travel!!!
SNOHOMISH COUNTY	As a commuter I always here the difficulties people have commuting in from the North end of the sound into downtown Seattle but the South end doesn't seem to have as many problems or difficulties. I have been paying increased taxes and bus fees for years now and have only seen 1 major improvement in the North end commute - an increased ST Bus service out of the 112th St Park & Ride with increased parking and access to the freeway.  Considering the fact that at least 45% of all Seattle commuters do start their day in Everett, Lynnwood, Marysville, Lake Stevens or Arlington - I would like to see plans to improve the North end commute options and stop ONLY looking at Sound end (Tacoma/Puyallup/Federal Way).
SNOHOMISH COUNTY	I would reconsider the triage of some items.
SNOHOMISH COUNTY	25 years is too long for light rail to reach Lynnwood and Everett. Buses just sit in gridlock on I5 with all the cars. WE NEED RAIL NOW.
SNOHOMISH COUNTY	The Everett Link should be supported with Highway 526 spine if the need to Paine field is that dire rather than diverting to Evergreen Way. That should save time and resources. Proper coordination with other transit departments and services should also be apparent.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

Subarea	Additional Feedback - Project(s) should be modified in the ST3 final plan
NORTH KING COUNTY	<p>Overall, I am highly supportive of expanding light rail, and have no problem with paying for it. I am much less supportive of more buses/roadway investment - getting people off the roads is the key. Extending light rail east/west is key, so I would prioritize the Ballard and West Seattle lines. However, you have two huge problems with those: timing, and supporting Queen Anne neighborhoods.</p> <p>Timing: we need to see those lines built in the next 10 years or so (max!); voting for something that happens 26 years later is a very tough sell. I would remove much of the bus support, prioritize the east/west lines, and aim to get them online in 2025 to really get people excited and supportive.</p> <p>Queen Anne: The Queen Anne neighborhoods (both upper and lower/Midtown) aren't supported at all. I would strongly suggest having the Ballard line cut through Queen Anne hill, and have stations in Belltown and at the top of the hill. Otherwise you miss an entire, vibrant, and heavily populated neighborhood.</p> <p>Thank you for listening. I am happy to discuss further if that helps - [name and phone number]</p>
NORTH KING COUNTY	<p>Light rail or BRT should be not just studied but extended to Burien/White Center. The density and low-income population in these areas makes it clear that if Sound Transit is concerned with equity, these areas must be connected to transit as a top priority.</p>
NORTH KING COUNTY	<p>I am STRONGLY in favor of extending Light Rail to West Seattle, but an elevated track would ruin the character of the neighborhood. At-grade would be problematic because the Alaska Junction is already extremely congested. It feels like a tunnel is the only plan that would actually be really useful. Running an elevated track down California would have a seismic negative impact to West Seattle's independent small business owners, and our economy.</p>
NORTH KING COUNTY	<p>west seattle and Ballard are critical. Especialy west seattle, Huge bottle neck with no where to go. need options for transit not on roads. Continued growth with no options for roads.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

<p>NORTH KING COUNTY</p>	<p>Sound Transit needs to make a commitment to build the 130th Street Station</p> <ul style="list-style-type: none"> <li>• Station Spacing – Best practice for high capacity rail lines in other cities have stops averaging every ¼ a mile. North of the ship canal we will be looking at an average of 2 mile spacing getting as high as 2.5 miles between the Northgate and 145th stations.</li> <li>• Race and Social Justice – Bitter Lake and Lake City are the fastest growing Urban Villages in North Seattle while remaining some of the most affordable places to live. High numbers of low-income families and seniors live in these communities. They also represent the areas with the highest concentration of neighbors who are English language learners in North Seattle</li> <li>• 130th is an ideal place to build out better pedestrian and bicycle infrastructure. In fact some of that work has already started along this corridor</li> <li>• Car ownership is below the city wide average in these areas. This is already a transit dependent community</li> <li>• The Bitter Lake Hub Urban Village has the capacity for over 10,000 residential units and nearly 20,000 jobs. Lake City Hub Urban Village has capacity for 4,000 residential units and 5,000 jobs. These growth numbers will only be attainable and successful with access to reliable transit like light rail. And this doesn't even touch the untapped capacity that could be attained with a TOD directly around the station area. With the housing crisis we are in can we really say no to that kind of potential!?</li> </ul>
<p>NORTH KING COUNTY</p>	<p>The timeline of the project definitely is an area of concern. 20 years for any new light rail to reach Seattle from this proposition? Really need to reconsider the phasing of these project to inspire voters to expect progress sooner. Will I be in Seattle in 20 years and care anymore, or will I just spend several hundred extra dollars a year to have a transit system in my old neighborhoods when I am in a completely different phase of my life.</p> <p>However, the biggest factor in my objection is the proposed alignment for the Ballard leg. The value proposition of light rail over other forms of mass transit is speed and reliability. At grade diminishes these advantages, but a movable bridge over a canal with high boat traffic destroys them. In the risks statement, I believe Sound Transit has essentially glossed over this major risk to reliability by classifying reliability as medium/high and simply stating "reliability could be affected by movable bridge over Salmon Bay."</p> <p>Any form of mass transit which has to routinely wait an extra 15 minutes to make its 15 minute trip because some person decided to take their sailboat out to the sound for a leisurely cruise is neither worth paying billions for nor a 22 year wait, let alone both. If the final proposal doesn't include either a bridge high enough to be fixed, or a tunnel under the canal, you have lost my vote along with my vocal support to peers and coworkers about the future of light rail in Seattle.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

<p>NORTH KING COUNTY</p>	<p>There's a HUGE band of neighborhoods which are not served by ST3 AT ALL. A very large portion of EAST/WEST corridor from Fremont to Greenlake to Wallingford up to the edge of I5 is COMPLETELY out of the ST3 plan. Arguably, the route from Downtown to Interbay rides along large areas of low density vs areas of medium density in alternatives. Moreover, let's not plan for NOW let's plan for what things WILL look like. These areas centrally located near 99 and I5 are going to continue to grow at a rapid rate and will likely outpace Ballard in the time frame we're talking. WHAT is the answer? My guess is that you'll get MORE support and more willingness to spend more money if you include more neighborhoods and expansion at a faster rate.</p> <p>Second, please stop with using congestion as significant means of justification, this is not the cardinal reason people want ST expansion. People want light rail for convenience to work, to nightlife, no parking, no car costs. People of course like avoiding traffic but it's the quality of life improvement people want, the convenience of not having to drive. Just look at bus ridership during sporting events. HUGE traffic, long waits but people still ride the bus. Making cars and traffic evil is not the answer to convincing people.</p>
<p>NORTH KING COUNTY</p>	<p>Ballard: Based on Ballard's population vastly exceeding the PSRC targets, Ballard should be the top priority project for the City of Seattle. Ahead of West Seattle. Even by the Draft Plan's own estimates, this project has BY FAR the highest ridership of any other line. This needs to be top priority. 22 year is too long given the urgent need and the upcoming growth in SLU and Interbay as employment centers. Also, I am highly concerned with a portion of this project being at-grade through Interbay and then elevating over the ship canal with a movable bridge. Truly grade-separated is a must. As this proposal stands, with a 22 year schedule and partially at-grade/bridge alignment, I will vote against this plan (and actively advocate to others to do so as well).</p> <p>Graham Street: This station should be considered an "early win" not something to be added in 20 years. This is an equity issue given the population that this station would serve.</p> <p>Everett: I very much support finishing the spine to Everett. I absolutely oppose what in my mind is a handout to Boeing by detouring (and thus slowing down) a line to Paine field. Keep the alignment along I-5 and avoid the added cost and time to build a handout to Boeing.</p> <p>Ballard to UW: I am very disappointed that this plan does not include a Ballard to UW (and beyond) line in the plan. If it allowed for Ballard to be connected to Downtown Seattle (via existing UW station) faster than 2038, I would even support this above the Ballard to Downtown station in the plan.</p>
<p>NORTH KING COUNTY</p>	<p>Please add a light rail extension across 520 that connects to bothell/woodinville</p>
<p>NORTH KING COUNTY</p>	<p>Light rail from Ballard to Downtown should be a higher priority given all the new housing being built in Ballard. The D Line will not be sufficient.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	In some of the ST3 light rail plans I've seen, it looks like the current Link light rail line would no longer go directly from Rainier Valley to the airport and UW; it appeared as though there might be a transfer, and instead the new line from Ballard would go directly to the airport. I am pleased that I don't see this in the plan on this survey, but do want to weigh in on this in case it's still under consideration. I would not want to see changes like this to the current line--which serves thousands of folks in the Rainier Valley who do not have access to cars and who work downtown, on Capitol Hill, and at the UW--just to make a direct line form Ballard to the Airport. I hope you will keep the current line from the airport to Rainier Valley to UW as-is--with no transfers needed--as you continue to expand.
NORTH KING COUNTY	Every other major city builds mass transit in its city core before expanding out to suburbs. This plan is great but backwards in its timeline. City (Ballard, west Seattle) needs to be serviced FIRST is increased density keeps getting built. It takes me nearly as long to drive downtown from Ballard as it takes me to drive to Marysville. Increasing density without infrastructure is insane. Also east/west travel needs to be added such as Ballard/university to allow for travel from capital hill to Ballard (as an example) which currently takes 45min-1.5 hours (!!!) with bus transit. Buses are too slow and caught in the same traffic which is why I now drive instead. I will gladly take light rail instead of drive. 22 years is too long. City is more crucial than suburbs. We're living and dying in our cars. And yes it's that dramatic as single family homes are replaced with 4 town homes.
NORTH KING COUNTY	Focusing on commuter lines from surrounding cities/regions into Seattle is only as useful as the system within the city. Improving the ability to move within Seattle feels like a priority and precursor to building extended lines that would take people into Seattle without a car.
NORTH KING COUNTY	The Ballard light rail segment needs to be grade-separated the entire way, without a reliability-destroying bridge. The best option to ensure reliability and ridership is to build a tunnel under the canal. Don't build an unnecessary choke point in this important line.
NORTH KING COUNTY	Ballard and West Seattle should be accelerated - these areas have a big impact on these neighborhoods and reducing traffic
NORTH KING COUNTY	No at-grade rail in Seattle city limits
NORTH KING COUNTY	Please complete light rail to Ballard sooner. With the boom in development and density, traffic here has become unbearable. We are a hive full of trapped honeybees, swarming to get in and out.
NORTH KING COUNTY	The Ballard line needs to be fully grade separated and needs to be provided by 2030. There is absolutely no reason to build the rest of the network until the most dense areas of Seattle are connected. A Ballard to UW line is also needed since it provides a much needed East-west connection in the city which connects other important neighborhoods. There recent high ridership on the U link stations shows the insatiable desire of Seattle residents to live fully in an urbanist framework, something that is severely lacking from the suburban stations and their high reliance on park and rides (which ST should leave to the private sector to build and run).

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	<p>Any line from Ballard to Downtown Seattle must be grade separated for the entire route.</p> <p>Planning should consider adding bike/ped. path to the ship canal crossing if a bridge is used.</p> <p>Strong consideration should be given to a Ballard to UW rail tunnel. If the tunnel can't be built/financed in ST-3, the station must be planned/built with minimally disruptive line extension possibilities.</p>
NORTH KING COUNTY	<p>We must have grade separated. If a light link rail gets stuck in traffic we have failed.....and the consequences of that failure will live for hundreds of years. Let us instead think boldly and develop a plan that will serve our community for the duration.</p>
NORTH KING COUNTY	<p>I will likely oppose ST3 unless the Downtown-Ballard line is grade-separated, and unless the plan commits at least to studying a Ballard-UW light rail line.</p>
NORTH KING COUNTY	<p>Ballard to Downtown: Does there need to be two very closely-spaced stations in South Lake Union? Could this \$300m cost be used to tunnel under Salmon Bay or speed up the project timeline?</p>
NORTH KING COUNTY	<p>Ballard line should come online much sooner!</p>
NORTH KING COUNTY	<p>The Ballard and West Seattle lines need to be done first, not last. Seattle is choking to death from traffic. It takes upwards of an hour to move across town sometimes. The populations affected by Ballard and West Seattle lines are far more dense than extending rail to the east, north, or south.</p> <p>Also, at-grade in Interbay is just asinine. We NEED to elevate or tunnel light rail.</p> <p>I would very much prefer the plan proposed in <a href="https://www.theurbanist.org/2016/01/11/ballard-spur-and-metro-8-subway-serve-seattle-better-than-interbay-light-rail/">https://www.theurbanist.org/2016/01/11/ballard-spur-and-metro-8-subway-serve-seattle-better-than-interbay-light-rail/</a></p> <p>If ST3 goes to the ballot in this drafted form, I will be voting no. It pains me, because we absolutely need to invest in more rail and transit options. But there is absolutely no way I'm voting for a plan that would have me paying taxes for TWENTY-TWO YEARS before a Ballard light rail line is operational.</p>
NORTH KING COUNTY	<p>The Ballard to Downtown route must include a stop in Fremont (between 34th and 40th preferably). This would significantly increase ridership and the livability of the north Seattle area, which is being significantly impacted by growth (urban infill and more jobs). Unless the city is going to stop additional development and not increase density in Fremont, high-capacity transit is needed to prevent the complete destruction of quality of life in this neighborhood.</p>
NORTH KING COUNTY	<p>Ballard population is exploding and needs more transit options ASAP!</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	The absolute worst option was chosen for Ballard, and why? At grade rail running through a corridor that recently had its speed limits further reduced, and then running it over a single purpose bridge that will have to stop for heavy commercial and pleasure boat traffic? And why did we chose the cheapest option, slowest option with the least ridership? So we can afford a billion dollars in parking at suburban stations that are going to see less use combined than the ridership we are losing? AND we are pushing it off until the very end of the cycle (2030s????). A UW-Ballard spur would be better than this debacle of a Ballard plan. Scale back the unnecessary parking. Fix the currently pointless Issaquah line into something functional (or just use BRT). Fix Ballard.
NORTH KING COUNTY	I feel like the timeline is too long! Is there no way to shorten the length of time needed for all of the projects? Why can't we have light rail to Ballard sooner? With more and more people moving to this neighborhood 20 years is simply too long!!!
NORTH KING COUNTY	Speed up all timelines!
NORTH KING COUNTY	Below grade for the Ballard line!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	<ol style="list-style-type: none"><li>1. Central Seattle projects need to be done first ... this is the system's core and w/o these projects done first, the system will not be able to support itself. Start N of Lynnwood using BRT (same for south of Federal Way) ... then upgrade last to LRT ... Ballard / West Seattle have proven their respective route's worth using buses.</li><li>2. Design the second DSTT so that it can have stops, between IDS and Westlake, under Yesler Terrace / Harborview Medical Center and one in North First Hill (near Swedish &amp; Virginia Mason Medical Centers) ... this would allow Yesler Terrace to be fully built out and become an attractive mixed income neighborhood w/highrise towers like we want (i'm a First Hill Improvement Association board member) ... as well as serve the 3 city hospitals ... as well as the densest / most transit dependent residential neighborhood in downtown (First Hill) as well as 50,000 or so jobs ... as well as providing a great opportunity to connect with the forthcoming Madison BRT line that will serve Madison ... would make the stations extremely attractive to EVERYONE east of I5 and between Capitol Hill Station and the future Judkins Park station (at the very least ... even if only one stop were approved a Beacon Hill style stop at Madison ON First Hill would be more game-changing than Capitol Hill ...</li><li>3. Ballard to Downtown will be a nightmare if it runs on the surface, never mind a draw bridge. Needs to be in a tunnel like U Link / N Link ... that is why it is popular because it removes transit from the surface where it can get delayed by other traffic, accidents (and in this case ships)</li><li>4. I like the idea of a line From Issaquah to Bellevue ... would like it better if it were also connected to the East Link line so that one could ride the same train from Issaquah to Downtown (or at least have the track available to offer such service)</li><li>5. It is ridiculous that Graham St infill station has been punted to 2036 ... that should be low hanging fruit and (I thought) was partly funded from the Move Seattle Levy. Work on that should begin immediately ... not in 20 years. And Boeing Access Road ... there is almost ZERO need for that if there is no corresponding sounder station ... or any other transit infrastructure. Build that first. NE 130th ... ridiculous that we are still discussing that station. Just build it. Even if it means getting to Everett a year later than scheduled ... it will be more utilized than Paine Field - Everett ever will be.</li></ol>
-------------------	--

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	<p>Ballard and West Seattle add so much more ridership, it would be preferable to speed up the implementation of those well over the very ends of the spine. Ridership now should really trump completing the spine. The fact that 20,000 new riders were added with U-Link opened and a projected 100,000+ are supposed to use the Ballard line are easy wins to show the region, politicians, voters and the federal agencies granting \$\$\$ that funds are being used in the quickest and most efficient ways.</p> <p>Nice to have - but prefer the spine to these - Ballard to UW light rail and the so-called 8 subway (replace the 8 for a crosstown Seattle Center/SLU/Cap Hill/CD subway). These would be huge to help further with congestion in the city of Seattle proper. Thank you!</p>
NORTH KING COUNTY	The Ballard line needs to have grade separation. Is also need to be done sooner. 25 years is crazy.
NORTH KING COUNTY	<p>1. I will not vote for this unless the rail choices in Seattle are grade-separated, there are no drawbridges, and route(s) serving North Seattle are completed before the spine. There is significantly higher potential for ridership within the city than from the outside.</p> <p>2. UW &lt;-&gt; Ballard should be considered instead of the current Ballard &lt;-&gt; downtown route. It gives us a connection between Ballard and Downtown with a much shorter line requiring no bridge crossing and gives Fremont and Wallingford access to light rail.</p>
NORTH KING COUNTY	dense neighborhoods within the Seattle area should be considered much earlier in the plan as they're the ones that add to the downtown congestion the worst. West Seattle and Ballard are already limited on the routes to downtown and this would expand on that causing less bottlenecks in places with limited routing.
NORTH KING COUNTY	<p>Need to re-prioritize:</p> <ul style="list-style-type: none"> <li>•Timeline: 25 years to bring Light Rail to Ballard. This is 5 years after it's arrival in West Seattle, when the Ballard extension has nearly three times the forecasted ridership.</li> <li>•No Ballard to UW Extension: Currently listed as 'Future investment study' only. This extension needs to be a part of ST3.</li> </ul> <p>Need access from Seattle to Redmond built in earlier.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

<p>NORTH KING COUNTY</p>	<p>It is unacceptable to have at-grade rail or a drawbridge anywhere in Seattle. I cannot support ST3 unless the infrastructure for the Ballard line is grade separated and cannot be stopped by a boat when crossing the canal. The biggest strength of the light rail system is the separation from everything else in the system, and the ability for a car or boat to stop or delay a rail line is unacceptable.</p> <p>The timeline is also unacceptably long, especially for the city of Seattle. Once the Northgate station finishes, the time between it and the next Seattle rail station opening will be measured in decades. We need these projects delivered now and we cannot afford to wait decades.</p>
<p>NORTH KING COUNTY</p>	<p>The ballard line needs to be a tunnel the entire way, including through interbay, or I will vote against the whole st3 package. The ballard line is the only thing that makes this whole package paying for if you live in Seattle. Having it at grade even partway will make it worthless by the time it is completed. Traffic will increase, and there will be delays.</p> <p>In general, there needs to be more commitment to not running light rail through intersections or any kind of "at grade". If light rail has to slow down for crossings, it defeats the whole advantage it has over buses or just driving.</p>
<p>NORTH KING COUNTY</p>	<p>See and being in traffic from snohomish county to and thru king county, as well as pierce, it is unconscionable not to go to Everett and to Tacoma with the lite rail. Ballard and west seattle can do busses, they do not need lite rail. If they do, have street car go. It seems the bulk of planning is in the city of seattle and not diminishing traffic going into seattle from the north and from the south. The taxpayers are also out of the city of seattle and should have better accomodations.</p>
<p>NORTH KING COUNTY</p>	<p>The Ballard and West Seattle light rail plans are too low on the priority scale. Making it easy to get around Seattle should be utmost priority. A moveable bridge is NOT a good idea for Ballard and the light rail line doesn't extend far enough north. Where is the east-west connection in Seattle? . The Ship Canal is already strife with traffic and congestion associate with bridge delay and the City is not advancing towards a solution here. Adding another bridge without adjusting the requirements for bridge openings will worsen the problem. The proposed KC Metro C/D line advanced enhancements is absolutely fundamental if Ballard and West Seattle won't see light rail for upwards of 15 years. How will this be done on the Ballard and West Seattle bridges? Dedicated bus lane?</p> <p>Thanks for focus on bike/ped and general enhancement of multi-modal access to transit.</p>
<p>NORTH KING COUNTY</p>	<p>This whole project should be a 10 year plan. Light rail to West Seattle and Ballard should not take 20 years to be ready! There is a strong urgency to get everything online ASAP. Our region is going stall on growth and livability because of our traffic problems right now.</p> <p>Light Rail/Rail/Trams and right-of-ways for transit are required for fast, reliable, and dependable transit! The experience of transit has to be better than the experience of driving for people to ditch their vehicles.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	Downtown to Ballard light rail needs to be grade seperated.
NORTH KING COUNTY	I live in Cedar Park/Lake City area. I can't utilize U-link because there are Metro/ST buses that go downtown directly. Your new ST buses will only accommodate from Shoreline to Woodinville on NE 145th St and SR522 which ignores the whole entire community of people like me. Currently, I have no way of going north to Lynnwood from where i live (I might find a job up there, who knows?). You MUST add NE 130th Station or I have no reason to support your project.
NORTH KING COUNTY	EVERY LINK SHOULD BE SEPARATED FROM NORMAL TRAFFIC!!! No at grade rail systems please. What is the point of waiting 20+ years for a system which will continue to be impeded by normal traffic?! It makes no sense. We need to invest in our infrastructure in a meaningful way which includes realizing at grade link trains are a terrible idea.
NORTH KING COUNTY	I wish the light rail line to West Seattle went further into/down the peninsula for ST3 - not just exploring the issue. So many buses already go from the Junction downtown and from Delridge downtown, it would just swap several options with another one. I would like to see a route extending to White Center (at least) included to truly help alleviate the traffic to/from the peninsula and to reach lower-income citizens.
NORTH KING COUNTY	No at grade crossings should be allowed in the downtown to Ballard LRT. It needs to be completely grade separated. This project also needs to be accelerated given that it is the highest projected ridership of any part of this plan.
NORTH KING COUNTY	The timelines described in the plan (8 to 25 years) is highly suspicious. The cost (\$50 Billion) is fine and a cost I am willing to bear as a taxpayer. Based on my experience with municipal government and contractors you will all find a way to make it \$75 or even \$100 Billion by the end of the project. Honestly, I don't even care if that is what it takes to make it happen SOONER. Apart from that, the only thing I hear often is that there should be no at-grade rail in or near the city. Having the rail interact with cars and draw bridges will slow it down considerably. This isn't my opinion, it is mentioned several times in every story posted to <a href="http://www.reddit.com/r/seattle/">www.reddit.com/r/seattle/</a> including the thread talking about this survey. We need to cut our carbon emissions by having people drive fewer cars. These sorts of projects can actually do that. We therefore need more of them and faster.
NORTH KING COUNTY	Ballard and West Seattle are much higher priorities for me than SEA-Eastside-Issaquah, focus on core neighborhoods first
NORTH KING COUNTY	Please focus on the Ballard and West Seattle light rail options first, in order to serve the densest neighborhoods in our region which desperately need traffic-separated, reliable transit options.
NORTH KING COUNTY	The alignment from Ballard to Downtown should be fully grade separated to avoid the kind of problems we experience today on MLK. At grade service was an acceptable compromise for the Rainier Valley at the time, but it is not advisable for a growing system. Seattleites will fight at grade service because of its unreliability and impacts to 15th Avenue.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	<p>Project Financing:</p> <ul style="list-style-type: none"><li>- Will sub-area contributions/redemptions be published? Reallocation of North/East King funds to complete the "Spine" is unacceptable as those projects project poorly against investments in more urbanized areas that are found in the North/East King subareas.</li></ul> <p>Project Scope:</p> <ul style="list-style-type: none"><li>- Where is a proposal for Ballard - UW or Central Seattle Subway? Given the immense time scale and cost of this package, it is surprising (in the worst way) to see no mention of these projects, and is especially a bad look when the ridiculous timeline for infill stations is provided. Sound Transit must not focus solely on commuter movements, especially using light rail technology over long distances (slow!). We need mobility within urban areas to encourage less driving, otherwise you end up with BART, which is anything but ideal.</li><li>- A Downtown-Ballard routing that utilizes at-grade stretches must not conflict with traffic in any way. A 70' Ballard bridge must minimize conflict with marine traffic. There MUST also be a provision to create a Ballard station at 15th that is compatible with a future Ballard-UW line. If this is not strictly stated within the final plan, ST3 becomes an instant NO for myself and anyone who lends an ear.</li><li>- What additional Sounder improvements can be made to facilitate more/faster Tacoma - Seattle / Everett - Seattle trips? Light Rail does NOT approach the reliability (North Sounder withstanding) or speed of commuter rail for distances of this size and it is incredibly disingenuous to suggest that trips will be faster, or even better by Light Rail over existing ST commuter buses.</li></ul> <p>Project Timeline:</p> <ul style="list-style-type: none"><li>- Quite simply, the timeline for completion of North King projects is unacceptable given the large cost imposed. It is a difficult sell to ask someone to imagine benefits when they'll likely not be a user of the future system, combined with the lackluster routing</li></ul>
-------------------	--

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

<p>NORTH KING COUNTY</p>	<p>- Please reconsider the proposal to have the Ballard line run at-grade with a drawbridge. To fully realize the vision of having fast, reliable light rail service, we shouldn't present an opportunity for traffic to impede the light rail. The at-grade sections we have down south are already terrible, and I imagine it will only be worse on the way to Ballard. I would much rather pay more for long-term, predictable service than spend a ton of money on a solution that has problems from the beginning. I'd even grin and bear a longer timeline, if that is what it would take, even given how bad traffic in that area is now. The University of Washington and Capitol Hill stations are fantastic and set an example of how things should be done in an urban environment.</p> <p>- Consider prioritizing the Ballard line higher. It is extremely painful to reach Ballard/Fremont already, and I can't imagine how bad it will be 15+ years from now. We need better service to that area as soon as possible.</p> <p>- Consider prioritizing the U-District to Ballard line over the Downtown to Ballard line. It would ultimately serve more dense areas sooner. I don't know how much longer a trip to Ballard from Westlake would take with a detour to the U-District, but if it was less than 10 minutes, I'd take it if it meant no at-grade rail in the metro area and bonus service to Fremont &amp; Wallingford.</p>
<p>NORTH KING COUNTY</p>	<p>This plan encourages suburban sprawl at the expense of urban enhancements and development. The lack of a UW-Ballard line is UNACCEPTABLE. The timeline for West Seattle and Ballard lines are UNACCEPTABLE. At grade line for Ballard is UNACCEPTABLE. Spending billions of dollars for parking structures in far off suburbs and connecting Issaquah over improving rail in Seattle is illogical.</p> <p>In short, I will not be voting to approve this plan. Please revise this with timelines and routes that will impact people living in the city today, not our grandchildren.</p>
<p>NORTH KING COUNTY</p>	<p>Not digging (so to speak) the drawbridge to Ballard. The extra cost for a tunnel would be worth it and increase ridership, especially from people like me who have been stuck at the bridges way too many times over the years.</p> <p>Also should really grade-separate it, lightrail/car accidents are pretty common and are just going to maroon people in (or keep them out of) the Ballard end stub</p> <p>Basically spend the extra money and do it right, we don't want to pay for half-solutions</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	<p>The ballard line MUST be modified to be above grade and a clear understanding of how often the new drawbridge would go up. The reason I don't take the bus now is how SLOW the D line takes. If the train is going to be just as slow due to cars/bridge then there is no point. Ballard is in city enough that it must be treated the same as if you were going to U of WA.</p> <p>In addition to that, it's INSANE that it won't be completed until 2038. Ballard is going at a HUGE rate and most of the construction in the neighborhood does not include parking. If we are going to convince people to rent/buy without parking which is what the city wants then we must support it with reliable and fast transit.</p> <p>Right now, I don't believe sound transit cars about the speed of reaching the city however it is the ONLY reason I drive. If the bus lanes were bus lanes all day instead of just bus lanes 7-9am and then parking then that would help. I don't get why parked cars get rights over buses. Do you want to fix the problem or make it worse by allowing cars to park in the bus lanes?</p>
NORTH KING COUNTY	<p>22 years to get light rail to Ballard is absurd. The time line MUST be accelerated. We need additional capacity *now*, not in two decades. I'm saying this and I don't even live in Ballard or go there. There's also the issue of serving less populated areas like Sumner before denser areas like Greenwood, Wallingford, Fremont, Ballard, etc.</p>
NORTH KING COUNTY	<p>Focus on improving moving around Seattle. We are the straw the stirs the drink!</p>
NORTH KING COUNTY	<p>The light rail in the city should be completed sooner. To wait that many years will not help anyone and why should many of us vote to be taxed when we will most likely not be able to use the improvements.</p>
NORTH KING COUNTY	<p>Please improve the Ballard to Downtown Seattle. At grade in Seattle is terrible and 2038 to complete it is also bad. We can do better and we should do better.</p>
NORTH KING COUNTY	<p>The in city neighborhoods of Seattle have sit back and watched as most of Sound Transit 1 and 2 have been focused on County projects and done nothing to connect the densest and highest tax paying citizens neighborhoods to job centers via light rail. Now ST3 is telling us that Redmond and other outlying areas will be before Ballard and West Seattle. Enough is enough! Seattle needs to have priority raised as to when light rail will be built and deployed!</p>
NORTH KING COUNTY	<p>Ballard and West Seattle can't wait decades for rail service. They're densifying now, at startling rates (good!) but without transit that people prefer to cars (i.e., rail), traffic is choking these neighborhoods.</p>
NORTH KING COUNTY	<p>Regarding Ballard light rail: It seems like a missed opportunity to go through Interbay, where only a few people live and work. Since the project is going to be costly, we should build a project that works for more people. Upper Queen Anne and Fremont should get a station. More importantly the downtown-ballard route should be grade separated. Tunneling would ensure timeliness of the system (which is a big selling point) and would eliminate the need for a bridge over salmon bay.</p>
NORTH KING COUNTY	<p>Inner city projects should be moved up. No reason why Ballard is one of the last communities to be addressed.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	50,000/ year and a project that takes 17+ years is approaching 1million pop growth... not fast enough. W. Seattle and Ballard need light rail in 7 years, not 17. Pay for it more with gas taxes in addition to property taxes.  Alson, Open the rarely utilized bike lanes to 2 wheeled motor scooters (<50cc and <20 mph), Seattle has too many hills to make pedal bikes a highly used option and the lanes use too much valuable road space as currently utilized further encumbering traffic.
NORTH KING COUNTY	The Ballard South Lake Union segment should be moved to 1st position in the timeline so that comes on line as soon as possible.
NORTH KING COUNTY	I can't possible see why the Ballard project is so far down on the list. Most of Ballard has been re-zoned for high density housing, yet our current transit system is terrible. How about we fix all of Seattle, which Ballard is a part of, before moving out to the surrounding cities. I'm in favor of mass transit, but I will vote against this in its current state.
NORTH KING COUNTY	There are currently multiple public transportation options to get from Tacoma to downtown Seattle and back. Limited options from downtown Seattle to North King County (Shoreline). Continued options such as buses, light rail are added to Northgate and U District, but not north of them.
NORTH KING COUNTY	The timeline is unacceptable for the projects within the city of Seattle. Unless there is a significant revamp or sound transit 3++ targeting more and sooner projects within the city of Seattle, I won't be able to vote yes. People who live and work in Seattle are ready to pay for a massive expansion in grade separated and bus dedicated lanes etc — give us the opportunity and leadership to get this [explicit] done.
NORTH KING COUNTY	We need access to the light rail from South Lake Washington. All plans seem to consciously cut away from Renton. I love the light rail, and i take it often but I dont have to commute as I work from home. The nearest rail station in Rainier Beach. It is a 15 minute drive from my house and completely unrealistic to reach on foot or by bus.
NORTH KING COUNTY	Priority should be light rail / commuter rail. There are already too many buses on the road and SDOT keeps making it more and more difficult for passenger vehicle commuters by shrinking lanes so the bus gets priority. Adding more buses is not the answer this city needs. I'm 100% behind light rail expansion and would be okay with a tax bump, but I'm not at all interested if that money goes towards more buses on the roads, or more road diets for bus lanes.
NORTH KING COUNTY	Light rail should be modified to West Seattle to go down Delridge at grade and connect back into the system at Tukwilla. I strongly support your proposal otherwise, except for the timeline. 25 years is not nearly fast enough. The plan does not even fully cover what we need now let alone what we will need in 25 years. I would strongly support a more aggressive timeline even if the cost was triple what you have outlined here.
NORTH KING COUNTY	Sound Transit should prioritize strengthening light rail within Seattle as opposed to trying to major area expansions. It would be great to see more options in urban neighborhoods around the city. Also, it seems like a better long term investment to make the light rail bridge in Ballard fixed as opposed to movable.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	Ballard and West Seattle projects should be fast-tracked. It is simply unacceptable that they are sidelined in favor of more far-flung projects.
NORTH KING COUNTY	It's unclear to me why there is merely a research proposal for a Ballard/University connection rather than a concrete plan, as there is for so many other things. This should be explained to the public.
NORTH KING COUNTY	More should be done to improve mobility within major urban areas first. Make it easier for people to move within Seattle/Tacoma/Bellevue before spending all that money on regional transit. If people coming down from Lynnwood still cannot get around in Seattle once they get there, why use the system?
NORTH KING COUNTY	<p>Light rail to Ballard and West Seattle must be prioritized and open much sooner than proposed in the plan. Quite frankly, the other rail lines will not compete with the positive impact, ridership, and fiscal efficiency that Ballard and West Seattle lines will bring. Seattle is growing now and needs grade-separated light rail now. Seattle has the higher jobs and population density that demand greater rail access, and we have been planning for rail for over 20 years with our established urban villages. The current project timeline of 17 years for West Seattle and 22 years for Ballard is unacceptable, and I am inclined to vote against this package because of that. A more acceptable timeline would be 10-12 years.</p> <p>In addition, the opening of the Graham Street infill station in 2038, 22 years from now, is similarly unbelievable. The line is already built and Seattle voters just committed \$10 million to build that station. It should be built in the next 3 years.</p> <p>Regarding the proposed Downtown Seattle-to-Ballard line, at-grade rail in Interbay and a drawbridge across the Ship Canal is similarly unacceptable for a high-capacity transit system. The only alignment I would support is at-grade or tunnel in Interbay and a tunnel under the Ship Canal. The proposed plan dooms the Ballard line to ineffectiveness and unreliability for 100 years. Do not repeat the mistake of at-grade rail on Martin Luther King Junior Way.</p> <p>I am disappointed in the lack of commitment to building east-west rail lines in Seattle, namely Ballard-to-UW and the "Metro Route 8" subway along Denny Way and to the Central District. Seattle sorely needs cross-town connections and these relatively short lines must take priority over the lower ridership and more costly-per-rider lines proposed in the low-density suburbs.</p> <p>I know completing the Everett-to-Tacoma spine is important. But it cannot come at the cost of effective light rail in our region's urban core. A complete light rail network in Seattle will benefit not just Seattle residents, but the employees and visitors of Seattle that live across the entire Puget Sound region.</p> <p>I recommend trimming back the ambitions on the east side of Lack Washington and proposing more BRT routes until the next ST4 package. Issaquah simply does not have the density to support or justify light rail, and would be better off with enhanced bus service.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	Projects near the Seattle center, especially Ballard need to be finished ASAP.
NORTH KING COUNTY	More focus should be put on getting light rail to dense urban neighborhoods that will use transit (i.e. Fremont, Ballard, West Seattle). These areas are dense, walkable and have already shown that they will use buses, it makes more sense to expand the Seattle network before creating park and ride stations in the sprawl of the suburbs.
NORTH KING COUNTY	Light rail to Ballard should not be built at-grade. The area is simply too crowded. I would rather see a grade-separated option for Ballard-Downtown in ST4, than see Ballard-Downtown pass in ST3 and get stuck in traffic.
NORTH KING COUNTY	<p>I am HUGE transit supporter, member of WSTC and advocate for light rail, BRT and generally willing to pay a high tax to get these projects completed. I have been reading, thinking and talking with other transit nerds about the upcoming ST3 plan. I attended opening day of the light rail stations at Cap Hill and UW. I even bought the t-shirt to show my support.</p> <p>How disappointed I am to see the final ST3 plan! You guys completely blew it. I can't believe how badly you misjudged this. This is way too much (less of a problem) and the timeline is way too long (a major problem).</p> <p>Sorry guys, but no one is going to vote for this. Please read the STB comments and you'll see what I mean. If you can't get buy in from a bunch a massive transit / light rail supporters you have a major problem.</p> <p>What is the problem exactly? I will tell you. You need to focus on a 10 year plan that alleviates traffic and speeds up travel time in the immediate Seattle city area. Ballard, West Seattle, SLU, UW (where is the Ballard - UW connector line????) You are making the same mistake that BART made by running rails too far away. Focus on quick wins for BRT and light rail in the immediate area and forget and Paine Field.</p> <p>And just because everyone has a biased neighborhood opinion I'll tell you mine. Your proposal to reach the AK Junction is ridiculous without going further south to White Center. People in WC and South Delridge would now have a potentially three seat ride downtown? There's no reason to even go to the expense of building that line. You should just rechannel Delridge and turn 4th ave into a BRT only 24/day with bus ROW.</p> <p>I really want to vote for ST3, but I simply cannot vote for this plan. It makes no sense and won't solve any immediate problems. I hope you hear a ton of feedback and revise ST3.</p>
NORTH KING COUNTY	ballard and west seattle should take priority. less traffic downtown = less traffic for people driving from further away.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	Ballard is a neighborhood growing by leaps and bounds right now. I think it's silly to push that so far back in the plan. I think it would make sense to put the light rail system in now before it grows so big that it's harder to get it in later. Let the neighborhood grow around the light rail, not the other way around.
NORTH KING COUNTY	Emphasize on Ballard-UW or Ballard-Downtown or West Seattle to Downtown. Don't be so suburb heavy and finish the project faster. I'm not going to vote for a system that will be ready when I'm retired.
NORTH KING COUNTY	The delivery-time of light rail service to West Seattle and Ballard (via the new WSTT) needs to be dramatically reduced to under 15 years in order for most Seattleites to maintain enthusiasm and for ST3. Otherwise, for Seattle to be taxed for that long so that Everett and Tacoma get their 'spine' first is prohibitive for residents of Seattle to support.
NORTH KING COUNTY	Building a new tunnel from Downtown Seattle to Ballard seems a waste of money, considering little ridership until you get to Ballard. Would be better to do a surface or elevated light rail from either the UW Seattle campus to Ballard or a surface or elevated light rail from Westlake to Ballard via Fremont (like at 3rd Ave NW or Stone Way N or Albion N). Ballard needs more service, but a tunnel seems really a waste of money.
NORTH KING COUNTY	The Seattle projects need to be prioritized and fully grade separated. There is no excuse for 2038 to Ballard, and while I support paying for more transit, I cannot vote for ST3 as is right now. The density is in the city, not the suburbs, and light rail should be prioritized where the density exists. Note that I would pay MORE for proper in-Seattle grade separated transit than the current proposal, but cannot support the expansion into the exurbs with their over-reliance on park-and-rides (which shouldn't even be proposed). The ST board is displaying their pure idiocy with the plan they presented to the public. The excess demand of the U-Link stations should clue you in to where the people have a desire for these projects (i.e. doubling the ridership overnight with only TWO stations). Grade separation is also a must which is lacking in the current Ballard-DT plan.
NORTH KING COUNTY	Ballard to UW link needs to be an action item, not just research and discovery. Even if it's a bus rapid line, that link is a [explicit] as it is right now. Take a ride on the 44 from the UW medical center into Ballard and tell me that whole area of transit doesn't need a complete overhaul.
NORTH KING COUNTY	Ballard light rail needs priority and NO AT-GRADE LIGHT RAIL! If we build it, it must be dedicated right-of-way, especially within Seattle.
NORTH KING COUNTY	SR 522 BRT : Finish EB HOV lanes from NE 145th to Lake Forest Park! Some days it takes almost 20 minutes to get down the hill from 145th to Lake Forest Park in the afternoon.  Also, I am supportive of ST3, but the timeline needs to be shortened for the completion of these projects.
NORTH KING COUNTY	We need the projects in the city of Seattle done much quicker and we need a line from Ballard to the UW
NORTH KING COUNTY	West Seattle should be bumped up on the time line!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	While this is a good plan with much needed changes to transportation, a lot of these do nothing to help the situation now. Having a light rail station in Ballard in 22 years does nothing to help the issues we currently face. If there is anyway to speed up the plan for the plans in the Seattle area at least, I would support this project more.
NORTH KING COUNTY	You can't possibly postpone the Ballard line until 2038 with the current density - and projected increasing density - of that area. That seems completely backwards. There is barely room on the busses during rush hour - people are ready to switch to light rail NOW in that corridor!
NORTH KING COUNTY	Eliminate the bus stuff and focus only on light rail. Bring the light rail branches to Ballard and West Seattle online first (within 8 years). Have light rail travel through (not around) Queen Anne and through West Seattle down to Burien and over to the airport. The rest of the light rail system can come online in 15 years. Don't extend it out to 25 years! We need MORE LIGHT RAIL NOW!!!!
NORTH KING COUNTY	Greater priority on the Boeing Access road light rail station. There is already rail line access to the spot and it could potentially move a large population of Boeing employees onto mass transit. 20 years is too long to wait!
NORTH KING COUNTY	Prioritizing parking near stations in the current plan is a waste of money better spent speeding up the extremely lengthy timelines. Cut the money being wasted on parking and use it to speed up the construction process or initiate work on more than one project at a time. Making Seattle wait 17 years or more for light rail when the demand is so heavy right now is also causing a lot of consternation and makes it look like Sound Transit takes Seattle votes for granted when they obviously shouldn't.
NORTH KING COUNTY	The time line on the Ballard to downtown and West Seattle to downtown should be moved WAAAAY up, BOTH should be up and running ASAP. If we can do in it 10 that would be great! Also Ballard to UW ( and possibly to Sandpoint ) should be put on the 25 year list. And Finally I would support extending East Link from Redmond up Rose Hill, down across I-405 and down close to the Kirkland waterfront.
NORTH KING COUNTY	The line to Ballard needs to be completely underground or elevated without a drawbridge element, and it should be routed through other important neighborhoods especially Fremont rather than the nothing wasteland along Interbay.
NORTH KING COUNTY	I think the voters should have a timing option, 25 years to complete the system is a very long time, let people see what it would cost to do faster.
NORTH KING COUNTY	The plan still falls short on creating an unencumbered road free system. The I-405 corridor needs rail! I'm perplexed why that isn't part of a true circuitous system that connects all the major transportation corridors together. Those areas are already so clogged with vehicles. Expanding any system with more vehicles(buses) also would add to congestion and thus creating more greenhouse gas issues that keep mounting. Also, as a taxpayer I would be willing to put up more money if the reward of a better system came faster. 8-25 years is a joke, we are already so far behind. Thank you.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	It's unfortunate the proposed plan prioritizes more buses before rail. I'd prefer a version where both are in progress at the same time. Personally I'm already paying too much to live here, my water & trash bill is 5x more than it was in another state where they have to ship water in and store it in towers. Here water is constantly falling from the sky for free. How does that make sense? My vehicle registration is about 3x the price of vehicle registration in another state. The sales tax is already 3-4% higher than other states. I suggest the city find ways to fund more buses & rails by cutting back on spending.
NORTH KING COUNTY	<p>Biggest concerns about this ST3 proposal, which I will vote for regardless of modifications (as a daily transit user, including the new Capitol Hill station):</p> <p>-Phasing. Graham St Station--it should not take 20 years to build an at-grade infill station. Ever. Ballard-DT, indisputably the highest ridership potential, not for another 22. This is more understandable given the need to complete a second DTT, but still disappointing.</p> <p>-Grade separation for Ballard. I can wait 22 years for a Ballard line with an understanding of the technical challenges involved. But to wait so long for a *drawbridge* over one of the busiest waterways in Washington State is completely unacceptable. Even if mitigation is proposed by way of negotiation with the Coast Guard, this only serves to pit boaters against transit users while simultaneously subjecting future light rail dependability on the whims and good will of future Coast Guard administrations.</p>
NORTH KING COUNTY	<p>Light rail needs to be added across 520 from Ballard to Bellevue. I understand Bellevue is being snotty about it, but even after the bridge is finished being redone, traffic on that corridor was always horrendous. 12 miles should not be able to take 90 minutes without any accidents.</p> <p>I think otherwise it's a pretty good order, although it's really too bad we didn't start this all like 10 years ago.</p>
NORTH KING COUNTY	Work along the Eastside should be prioritized, mainly light rail across the I-90 bridge between downtown Seattle and Factoria/Bellevue. Mercer Island is the worst traffic choke point in the region in my experience. Also the tolling on I-405 is a disaster and if light rail was offered along that route im sure people would jump at it.
NORTH KING COUNTY	<p>Ballard and West Seattle MUST be reprioritized for my support.</p> <p>I'm a massive fan of public transportation and a ST evangelist but I cannot in good conscience support a plan with this tax burden if it doesn't help the communities that need it most more quickly. 2038 is NOT ACCEPTABLE for Ballard. Additionally, I'm disappointed there is nothing in the plan that helps alleviate the significant East-West bottlenecks. With delivery 20+ years out Seattle Subway's proposal for the 44 should be part of this plan.</p>
NORTH KING COUNTY	The Ballard tunnel taking 20+ years is the #1 reason you are not getting my vote. Build the Ballard to UW spur first and get more neighborhoods connected to Link in a reasonable timetable that costs less money. I would also strongly support a Subway connecting Belltown (the "Metro 8"). We need to connect the region, but there's no point if dense city isn't connected in a reasonable amount of time. Ballard direct to downtown can be added later.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	Ballard and West Seattle timelines are far too long. These projects need to be prioritized and built out far sooner than proposed in the Draft.
NORTH KING COUNTY	I'd like to see the light rail to SLU much sooner than 22 years! (Part of the light rail to Ballard).
NORTH KING COUNTY	The West Seattle Light Rail should be made to be a higher priority. West Seattle is always ignored by our city leaders. We have major bridge constrictions with not many options so West Seattle should be moved forward on the priority list.
NORTH KING COUNTY	the Ballard Proposal should be divided from the downtown tunnel with a tunnel under the Ship Canal to provide added reliable transitways and avoid the loss of capacity and increase in hazards on 15th NW in Seattle. Adopt the proposal of the Northwest Seattle Coalition which would provide added capacity, speed and reliability.
NORTH KING COUNTY	The light rail/sounder/BRT are separate issues that need to be voted on and funded individually. I would start with a ballot of for or against each one and then a second ballot to select which routes are the priority.
NORTH KING COUNTY	22 years is flat out too long to wait for light rail to Ballard (and 17 to West Seattle). I was supportive of the project till I learned this was the time-frames. These projects need to be done in parallel and not serially. Granted I believe that all areas 'should' be served equally, after living here my whole life and seeing so many missed opportunities for mass transit, I cannot support a project like this that I may now never live to see.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

<p>NORTH KING COUNTY</p>	<p>The current draft plan is way too focused on the suburbs. The new tunnel downtown and light rail to West Seattle and Ballard should be the top priority. Construction should start on those projects as soon as possible. These areas are dense now, and need grade-separated transit now, not 17-22 years from now. Getting light rail to places like Federal Way, Redmond, and Everett should be reprioritized towards the end of the 25-year plan since they will be dense enough to need grade-separated transit decades from now, unlike Ballard and West Seattle that have that density now.</p> <p>Construction of the new tunnel and West Seattle and Ballard lines will take years, so Seattle should also have an "early deliverable" that people can get excited about. That "early deliverable" should be the Madison Street Bus Rapid Transit. This project only needs \$100 million in funding, which is only 0.2% of the \$50 Billion budget. We shouldn't be spending half-a-billion dollars building more parking garages out in the suburbs. The whole point of this project is to reduce dependence on cars; building more parking garages goes against that goal. You should take some of the money currently allocated towards building parking garages and reallocate it towards building Madison Street BRT.</p> <p>The way the plan is currently drafted, I am unsure if I'd support it; and that says a lot because I've been a passionate supporter of every effort to expand public transit so far. As a resident of Madison Valley with no plans to ever move outside of Seattle, I'm not excited about paying more in sales and property taxes only to get a line to West Seattle in 17 years and a line to Ballard in 22 years. I don't see myself ever using any of the lines that reach deep out into the suburbs, and I'd only occasionally travel to Ballard or West Seattle. With this current draft plan, it would still take me 10 minutes on route 8 to travel 1 mile west to the Capitol Hill Light Rail Station, and 25 minutes to travel the 2 miles from my house to Pioneer Square whether I take route 12 or Link. Those travel times are pathetic and I'd expect that a \$50 billion transit package would improve them. Madison Street BRT the travel time from Madison Valley to Pioneer Square would be around 10 minutes, which is something I can get excited about.</p> <p>The densest areas of Seattle are the fastest growing areas of the region. Please revise the plan to reflect that.</p>
<p>NORTH KING COUNTY</p>	<p>We should extend Ballard light rail station to 24th Ave &amp; Market street or even more western. Because there are 2 big tourist spot, Ballard lock &amp; golden garden beach are western of 24th ave. So it will help to ease the traffic for both sight-seeing spot and neighborhood which is surrounding them.</p>
<p>NORTH KING COUNTY</p>	<p>At-grade light-rail should not be significantly slower than tunnel or elevated track. Improvements to how at-grade light rail is separated from same-grade traffic (barriers, etc.) can allow it to operate at higher speeds safely.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	I strongly support expanding light rail in the region but the combination of timeline/choice of at grade to Ballard makes me lean towards voting no. When it comes down to it I may still vote yes for the improvement even if it's only for people after me but I'm sorely disappointed in sound transit as an institution. Please build the Ballard link with full grade separation.
NORTH KING COUNTY	<p>Ballard to Downtown is by far the most important project in this entire package and it needs to be done right. Sound Transit project this project alone to carry 2 to 3 times the number of daily riders currently using the entire Link Light Rail system. It is absolutely unacceptable to have this project not completed to the highest level of reliability. At-grade through interbay with a movable bridge is a non-starter. This project needs to a completely grade-separated route with an underground station in Ballard (candidate project c-01c) ready for a Ballard to UW subway extension (candidate project c-02). I am a huge supporter of light rail, but I cannot vote for a ST3 package that waits 22 years before providing Downtown to Ballard rail, only to provide it in a compromised manner. If that means routing the line through a single station in Belltown and serving SLU with the streetcar (or eventual east-west light rail subway route), I would be fine with that, but I cannot vote for a line that compromises reliability.</p> <p>Similarly, Ballard to UW (candidate project c-02) needs to be in the ST3 package, at least as a provisional project subject to additional funding. Seattle needs reliable east-west transit connections NOW, and, if ST3 won't guarantee the funds, it needs to at least provide for analysis and everything else to get it shovel-ready. If Seattle can come up with funding for Ballard-to-UW or if Sound Transit is able to gain additional funds from federal grants, that project should be the highest priority.</p> <p>Finally, Sound Transit should do everything that it can to expedite light rail to Ballard. That is a political necessity -- people simply will not vote for a package that delays light rail to Ballard until 2038. Perhaps the line could be opened initially only to Westlake station (i.e., operating a stub line), with the rest of the new downtown tunnel opening later. I understand that these are complicated projects that take time, but 2038 is not palatable and you need to find some way to expedite it. Again, if running the line more directly through Belltown would get it done faster, Sound Transit should consider that.</p>
NORTH KING COUNTY	West Seattle Light Rail sooner!
NORTH KING COUNTY	The downtown to Ballard line, regardless of exact path, should absolutely not be at-grade. At-grade rail in downtown will be a nightmare.
NORTH KING COUNTY	I think light rail should be the number one priority and the timeline speeded up to make it happen. More rapid transit to the burbs is not going to solve our core congestion problems.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	Ballard line MUST be prioritized, 22 years is too late. I am a West Seattle resident, and my wife uses the C and 55 bus lines extensively. I ride less frequently but we both support light rail for West Seattle ASAP - however, we see the congestion and traffic delays to the NW area of Seattle a much more urgent problem and strongly recommend that ST find a way to push the Ballard timeline up to the next 8-10 years or as soon as possible given the complexity of the project. A crosstown line from UW to Ballard should be moved up from long-term study to urgent. Thanks for listening!
NORTH KING COUNTY	Make the Ballard to Downtown line completely grade-separated.
NORTH KING COUNTY	We should have a Ballard<->UW line, grade separated. In fact, all lines (especially in core Seattle) should be grade separated.
NORTH KING COUNTY	<p>The neighborhoods closest to the city center (Seattle) should be first for expansion! People in these neighborhoods are more likely to use ONLY transit to commute door to door, whereas people in suburbs are more likely to need to drive their car to a transit station, then need parking and THEN use light rail.</p> <p>It makes the most sense to service the closest neighborhoods first.</p> <p>West Seattle, Ballard, Capitol Hill, etc.</p> <p>Servicing suburbs first does NOT clear up local congestion (surface streets) &amp; causes increased need for parking around transit stops which are already located in dense areas. Let those of us who can completely leave our cars at home do so.</p> <p>Thank you for seeking community input!!</p>
NORTH KING COUNTY	Totally biased to my situation, but I wish we could prioritize West Seattle and Ballard earlier. It'd be nice to know if there's any plan to expedite the buildout as I have read this is more based on borrowing capacity and less on construction itself. Increased influx of people into Seattle, etc.
NORTH KING COUNTY	At grade light rail to Ballard is unacceptable. Ballard needs elevated and a tunnel. The timeline for Ballard is also a joke. I want more mass transit desperately but I will be voting no unless ballard becomes grade separated, tunneled, finished first and then connects to UW through Fremont. Suburban equality is [explicit] seattle is getting [explicit].
NORTH KING COUNTY	<p>BALLARD LINE: Should be elevated along the entire Interbay segment. True grade separation is critical and would be a very small investment for massive return.</p> <p>BELLTOWN: One of the densest communities in the state is once again left out in the cold. The Ballard line should stop in Belltown. If not, at the very least, the center connector streetcar should continue north into Belltown.</p> <p>PAINE FIELD: Please reconsider the Pain field detour which adds travel time, delays segment construction, and costs a billion more.</p> <p>TIMELINE: The densest communities with highest transit demand should be prioritized first. Please accelerate the downtown to Ballard segment.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	Downtown-Ballard should be tunnel all the way including underneath Salmon Bay. There should be a Ballard-UW tunnel as well. Build it all underground. Do it right and do it once. Speed up the build timeline too. Raise our taxes above the amount called for in the plan to make it all happen. We in Seattle are willing to pay for better Seattle-centric service.
NORTH KING COUNTY	Focus on grade-separated light rail options that will improve safety and ensure the trains move quickly; don't add more stops (Boeing Access Rd, Graham St, 130th) that will make the trips take longer
NORTH KING COUNTY	Start with the core of downtown, and then expand outward.
NORTH KING COUNTY	West Seattle sooner! It's a shorter way to go and will have an immediate impact for the thousands of frustrated daily bus riders already using transit who are fed up with inconsistent and overcrowded buses.
NORTH KING COUNTY	Any light rail line built should be grade separated and have its own right of way for it to be truly efficient.
NORTH KING COUNTY	I'm sure it would cost more, but you would think it would be more feasible in the long run to have the Ballard & West Seattle light rail lines go in a tunnel underneath the waterways as the Capitol Hill to UW does. It just seems like it would be better in the long run. More stable and not having to deal with draw bridges. But then again I'm not an engineer and don't know all the logistics.
NORTH KING COUNTY	Grade separation is a must, especially on any line to Ballard! How a non-grade separated plan could get on this proposal is mind boggling. Do not shoot yourselves in the foot like you did in Rainer Valley (and it will be even worse with a draw bridge). If tunneling under interbay is too expensive, then maybe a Ballard to downtown line should be scrapped and a East-West line from Ballard through Fremond to the existing UW station with transfers or congruent service to downtown would be better. Having a transfer would be preferable to having potentially poor overall service.  Also I hope some of the money in this plan, or at least some money inside of ST's operating budget goes into lobbying congress for federal matching funds/grants. The timelines on some of these projects are insane, and while it needs to get done, being able to get additional support from federal agencies (if there is an administration/congress that seems willing) in funding more projects at once, or working 3-shift days on the same projects would be massively helpful.
NORTH KING COUNTY	Make Ballard and West Seattle priorities.
NORTH KING COUNTY	Ballard and West Seattle light rail needed now, not 17 and 22 years from now. Priority on earlier completion dates on these should be moved way up.
NORTH KING COUNTY	Where is the Ballard to UW line? It is ridiculous that this VITAL link is not included. Seriously... What gives?  Furthermore, prioritizing outer spokes over Ballard and West Seattle in terms of time line is also ludicrous. Built from the center outward. Don't shuttle more people into the city without taking care of current residents' needs first.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	In the proposed plan, Belltown is greatly undeserved by light rail. As the neighborhood with the second highest density in the city, it seems short sighted to miss the opportunity to include a station in the heart of Belltown to encourage ridership of light rail.
NORTH KING COUNTY	Light rail to Ballard and west Seattle are huge. I don't live in either neighborhood but know many people that do. Those corridors are a nightmare on surface streets and will only get worse. If there is any way to deliver rail sooner, I think people will be even more enthusiastic about ST3!!
NORTH KING COUNTY	This plan is completely unambitious. 22 years is too long. We need a serious light rail system in Seattle where the congestion is at its peak and we needed it yesterday. People in the suburbs will continue to rely on cars for the long term. Let's focus on where light rail is needed most--in our densest areas and specifically, Seattle.
NORTH KING COUNTY	Ballard, West Seattle needs to happen much more quickly.
NORTH KING COUNTY	Ballard route should not use a bridge for boat traffic.
NORTH KING COUNTY	Ballard absolutely needs grade separated light rail. Any portion of it being at grade makes me want to oppose the plan as a whole, as it's a waste of money. The timeline for Ballard and West Seattle should be prioritized as they are the densest and most affected by bridge traffic, particularly when 99 closes.
NORTH KING COUNTY	Light Rail isn't for reaching far suburbs. That's what Commuter Rail is for. We don't need the Link to take us to Tacoma, that's what the Sounder is for and the two systems should be designed to work well together. Ballard line needs to be above grade. Ballard and West Seattle lines need to be built much sooner. 17-21 years is far too long. Also need a Ballard-UW line.
NORTH KING COUNTY	As late as last year Ballard was projected to be next to receive rail service. I cannot believe you would suddenly move it that far away when Expedia is moving to 15th and huge growth in the South Lake Union area. This new ST3 proposal misses the mark by concentrating on outlying areas to downtown and not relieving the current traffic issues in and around the 10 miles of downtown Seattle. Modify your plan to grow from Seattle outward and I could support it.
NORTH KING COUNTY	- The Downtown to Ballard light rail route should not include tracks at-grade through the Interbay area. This will make traffic worse and slow light rail schedules.
NORTH KING COUNTY	Your timeline is way way way too long. You need to be more aggressive and deliver this in 3-8yrs, not 25! Whoever put this plan together should be fired. Get someone that knows what they are doing. Stop being obstructionist with unhelpful traffic hindrances and make some real progress!
NORTH KING COUNTY	The Ballard light rail in 22 years (!) is *way* too long. Please reassess the priorities and the design to cut time in half or more. I cannot support the project as is.
NORTH KING COUNTY	Please consider making all future light rail grade separated.  Also please consider east/west light rail, especially between UW and Ballard.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

<p>NORTH KING COUNTY</p>	<p>SLU to Ballard needs to happen first, not last. It also needs to be extended to connected to Northgate to avoid a star system with everyone having to head downtown to make a connection.</p> <p>I grew up in Germany and didn't own a car until I moved to the US at age 32. I know it's possible to build a great system and get traffic under control. But ST3 is both too slow and not ambitious enough for our biggest growth areas in Seattle. I understand that ST needs to include the outer areas due to its charter. But as is, I cannot support it as I can only give each tax dollar once and ST3 is not addressing the most pressing issues in a timely manner.</p>
<p>NORTH KING COUNTY</p>	<p>Do not build to Paine Field detour. It is costly and adds too much time between Seattle and Everett. Even ST's own study shows there will be no net ridership increase for the extra money spent. Use that savings to build a UW to Ballard spur and start engineering work immediately.</p> <p>Lines that serve dense areas with good pedestrian and bicycle access should be prioritized over suburban areas and massive parking structures. Prioritize lines that will be used at all times of the day instead of commuter lines that only serve a purpose during peak hours.</p> <p>If ST is going to waste \$1B on parking garages then an equal investment should be made to promote safe walking and biking routes within the half-mile walkshed of stations that do not have park and ride.</p> <p>Build the Graham Street and 130th Street stations. All of Seattle thinks this is a good idea and we even approved money with Move Seattle to put towards building them. Why are you so reluctant to add these stations?</p>
<p>NORTH KING COUNTY</p>	<p>I'd rather the money be spent on Rail projects, preferably road separated, instead of Bus Transit. It would be a better use of time, construction and dollars to use ALL of the money or most of the money raised in taxes to fund non-bus transit. If more of the budget were allocated toward pushing the deadlines for rail forward, people would support the plan more. People just don't want to wait 25 years for rail. They are certain it can and should be pushed forward much faster. The problems in support that Sound Transit has, is the notion that it absolutely takes too long to finish projects. The money would be better spent by eliminating any Rapid Bus Transit altogether, let the existing buses take care of the current need and put all of that budget toward more time, more laborers and more crews to push the rail forward. Rapid Buses just don't deliver much in efficiency, they don't cut enough time from commutes because they are subject to the awful traffic just like cars. People will not start giving up cars until fast rail becomes available. The buses will become more efficient on their own, if less people drive individual cars and express won't be needed if traffic is lighter. Rail is more important than buses, period. Therefore, Sound Transit should work harder to push all of the money toward shortening the construction time even if it means hiring more people to get job done faster. 10 years is a more acceptable time-frame for all of the projects. You can scrap the Bus stuff altogether. Its not worth wasting money on, if it means waiting too long for rail.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	The west Seattle and Ballard light rail should be prioritized to be done sooner
NORTH KING COUNTY	Inner city service should be serviced first. Short term projects such as West Seattle which do not involve tunneling, but would provide a great example of how the plans can be brought to bear rapidly should be prioritized over end-to-end construction connecting the East Side to downtown.
NORTH KING COUNTY	The plans for the ballard light rail are at grade and with a drawbridge across the ship canal. I'm worried that that could affect reliability of the light rail line.
NORTH KING COUNTY	Tunnel from Ballard to uw should be added and elevated or tunnel from downtown to Ballard
NORTH KING COUNTY	I am a big supporter of transit and the great things Sound Transit has done in our community, but will not vote in support of ST3 unless it priorities improved transit within Seattle in a more timely fashion. Given the density and expansion in Ballard area, it is imperative that we move the timeline for completion sooner and that the plan should be modified to have rail be grade separated that is in a tunnel under the cut. In addition, I would also recommend a UW to Ballard connection and earlier timeline for the West Seattle expansion. Without the Ballard projects being prioritized, I will vote no on ST3.
NORTH KING COUNTY	I think the timelines for the Ballard and West Seattle rail lines are too long. We need both of these lines ASAP. I would also really prefer if the rail plans included a rail stop in the Judkins Park area just before the line crosses to Mercer Island. The Mt. Baker (31st Ave), Seward Park and Leschi neighborhoods all need a proximal rail stop.
NORTH KING COUNTY	Light rail with a new downtown tunnel should be one of the first thing to be done. And have the tunnel also be paid by the rail companies.
NORTH KING COUNTY	Getting light rail, or Sounder service from Ballard to downtown and especially east west improvements Ballard to UW. Currently it can take 30 to 45+ minutes at any point in the day. Bus service is nonexistent from west of 15th Ave NW unless you go to 85th or Market St. Many seniors can no longer get to the Ballard Senior Center or Nordic Heritage Museum by bus since the #17 ONLY goes for rush hour NOT all day
NORTH KING COUNTY	West Seattle & Ballard should be reached before 2033 & 2038. More efficient solutions MUST BE CONSIDERED. Stop with the tunnel building, surface street with right away worked in South Seattl. Look further south to Portland, they do it quicker because they use the surface. MAKE IT HAPPEN, MAKE IT HAPPEN SOONER.
NORTH KING COUNTY	We must expedite the light rail extensions to West Seattle and Ballard. These will impact the most people and must be completed within 15 years.
NORTH KING COUNTY	The most dense areas should be served first, and in alignment with urban village development plans. This means routes like the light rail to Ballard and West Seattle should be prioritized over suburban routes.
NORTH KING COUNTY	As a Seattle resident, I'd like to see priority placed on speeding up Rapid Ride routes through Seattle and building out the light rail network throughout the city, before extending to the wider region.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	<ul style="list-style-type: none"> <li>- Prioritize all Seattle area light rail, specifically Ballard.</li> <li>- We need a circle line to complete the system. Make the light rail line from UW to Ballard with stops in Wallingford, Fremont.</li> <li>- SPEED UP THE TIMELINE WITH \$\$\$\$. There is a LOT of money pumping into this city, and we need leverage the wealthy elite, large businesses and ANYTHING WE CAN (pot taxes?) to expedite the light rail expansion. Lets take a risk and go for broke. Lets get it done in 10 years.</li> </ul>
NORTH KING COUNTY	The light rail route should be down 20th Ave West with a tunnel under the Ship Canal (option C-01c). Light rail along 15th Ave West would be disastrous for freight and general traffic, and the bridge will be opening all the time (as it does now) leading to more delay. Also waiting 20 or more years for light rail is too long - concentrate on bus transit that we can get online faster.
NORTH KING COUNTY	Your timeline for completion of certain lines and areas is off. Ballard and West Seattle light rail should be completed first. And the city is decidedly against anything remotely identified with getting products to market, so that key message is WAY off. For instance, I have never heard of a city suing its own port--essentially suing itself--so to try portray the city as being transportation friendly is a joke. Add to that the bike program fiasco. I think you could say the city is bike friendly, but nothing more.
NORTH KING COUNTY	Ballard->Downtown Seattle is far too important to leave at-grade, and to leave until 22 years have passed by. It should be taken off of drawbridges, and prioritized over lower-yielding routes.
NORTH KING COUNTY	C-01C downtown Seattle to Ballard should replace the current project. I am not in support of the rail running on 15th--neither elevated nor at grade. This needs to be a quick and reliable route, built sooner than 22 years.
NORTH KING COUNTY	Inner city projects like Ballard and west Seattle are more congested and should take priority over suburban projects that don't contribute a lot of value, where people are less likely to give up driving (Issaquah, Tacoma, Everett).
NORTH KING COUNTY	Create more jobs for the people moving here and get the project done a lot sooner than 25+ years out!
NORTH KING COUNTY	Please, please connect the other neighborhoods of Seattle to the rest of the city sooner. Making Ballard and West Seattle accessible by reliable transit earlier (rather than in 22 years in the case of Ballard!) would show a commitment to allowing Seattle's residents to best utilize their city, get to their jobs, and grow their hyper-local economies by allowing other Seattleites to easily access them.
NORTH KING COUNTY	22 years is way to late for Ballard Light rail. They need it now
NORTH KING COUNTY	Large parking capacity is only important at stations outside the city (any of them) limits. Inside the city limits, development should be promoted that allows non-car oriented means of travel between stations and destinations.
NORTH KING COUNTY	PLEASE build a Ballard/SLU connection to downtown sooner than 22 years from now...
NORTH KING COUNTY	The light rail extension in Tacoma would be more useful for local business access if it ran along 6th avenue rather than 19th.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	It is not logical to build out into the suburbs while leaving the core Seattle neighborhoods, like Ballard and West Seattle, with nothing but bus service for the next 20 years. This is completely backwards to how viable mass transit systems are built up
NORTH KING COUNTY	I'm a huge supporter of public transit, but I'm having a hard time supporting an at-grade, moving-bridge option from Downtown to Ballard. I will likely vote "no" this November if the proposed line isn't modified to be a fully grade-separated option.
NORTH KING COUNTY	Putting Ballard 22 years out with at grade rail is nearly criminal. The city of Seattle is growing faster than the surrounding region and already uses these systems on a higher per capita basis; there is no compelling reason I can see to push out upgrading the core infrastructure within the city by so much.
NORTH KING COUNTY	Focus on dense areas where people will actually use transit, like Ballard and West Seattle
NORTH KING COUNTY	No light rail to Ballard for 25 years, voting "No". Draw bridge over Salmon Bay instead of tunnel, voting "No". At grade through Interbay instead of elevated, voting "No". No line from Ballard to UW, or any other east-west lines, voting "No". No West Seattle to Downtown for 23 years, voting "No". If changes in the transit system do not start from Seattle, and work their way out, instead of the backwards way that this is proposed, I'm not voting for it, and I will campaign against it. The top three priorities that were voted on in your last survey are the last lines that you plan on completing, over twenty years out? Definitely voting "No". Come back with a better proposal, please, or I will help fight this tooth and nail. I am a huge supporter of light rail and mass transit in the area, but I am not going to vote for a plan that leaves Seattle out until the end.
NORTH KING COUNTY	Sound Transit should prioritize ridership and performance when considering project phasing. If I'm going to pay \$200 per year for decades, I need to know that my dollars are being put to work in a substantive rather than political way.
NORTH KING COUNTY	While transit running from Tacoma to Everett is a nice to have. I think the focus should be on areas where the density supports mass transit. Ideally people should be able to walk or drive to a transit station within 15 mins and then walk to their final destination within 15 mins. Please focus on neighbourhoods where people don't need a car unless they are going to another neighbourhood where they also don't need a car.
NORTH KING COUNTY	The timeline for the light rail plans are WAY too long. 22 years for light rail to Ballard? We need solutions as soon as possible. Tell the voters what resources you need to get the job done in a reasonable time frame.
NORTH KING COUNTY	West Seattle stations at Avalon and Alaska should be below grade via a tunnel. The topographic change is similar that at Beacon Hill, and the station there does a good job of not drastically changing the character of the neighborhood it's in. It also allows for a relatively small surface footprint, whereas both elevated and street level structures both dramatically alter the character of the neighborhoods they would serve. The Delridge station, if land acquisitions allow, is currently not very walkable (unlike the Avalon and Alaska sites) and the option of supporting a park-and-ride placement at that station would make sense to incorporate now, as opposed to in a subsequent phase of development.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	Seattle desperately needs grade separated light rail from downtown to Ballard AND from Ballard to UW. I would contend that Ballard to UW might be even more critical than Ballard to downtown. Ballard to UW could connect all of the dense neighborhoods just north of the ship canal to each other and to downtown. This line would ideally replace KC Metro route 44, a route so slow (thanks to traffic and small roads) that it is sometimes faster to walk and always faster to bike. I have not done any of the in depth studies that ST has done, but I really think that a Ballard-UW line would be the best bang for the buck project ST could take on.
NORTH KING COUNTY	<p>1. This needs to get completed sooner. It's ridiculous how long this will take. If Amsterdam and other European cities can build this within a decade, there is absolutely no reason this should take 25 years. ST3 is the most important and pressing need for our region and it's asinine that our leadership and Sound Transit can't get this done sooner. 7 years for an environmental impact study when we have 800 cars a day being added to our streets? That's an environmental disaster. Get this done sooner.</p> <p>2. Ballard to Seattle at grade - that cannot happen. Any legitimate rail system in this city needs to be grade separate - it doesn't need to go through a tunnel but it has to be separate from any possible interference - this includes boat traffic. Building a new bridge is not a solution. Ballard to Seattle - above ground or below. At grade is not an option for a sustainable rain system of the future.</p>
NORTH KING COUNTY	The Graham light rail station should be moved up to the first 8 year phase of the plan. It will provide one of the highest dollar to capacity projects of the entire plan.
NORTH KING COUNTY	<p>I think you should prioritize core Seattle first before continued development makes it too difficult to find space to fit light rail in. I think light rail to Ballard and West Seattle should be in Phase 1, and move out from there. I also think that you need to increase the density of stops on existing lines to get more users. Having zero stops between NE 65th St and Northgate Mall on the 2021 proposed expansion of the existing line is a major oversight in my opinion. And there are plenty of other examples, like there should be at least two stops in Capitol Hill, another one on the north end. Work on feeding the densely populated areas where you won't be able fit stations in the future, and work out from there.</p> <p>Even though we are not frequent transit riders now, we will be once light rail goes north of UW. We are waiting patiently, and we are far more likely to use light rail than the bus system. Thank you for what you do.</p>
NORTH KING COUNTY	The light rail to Ballard needs to be grade separated, not use a rail drawbridge and needs to be completed sooner than 22 years. The bus lines at 15th and NW Market are already extremely crowded at rush hour and there are new condos going up every month. By the time the light rail is completed to Ballard in ST3, it will be 22 years later than it should have been completed.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	<p>1) The Ballard Light Rail Line should be developed faster, if it is technically feasible to do so. Waiting 22 years for the highest ridership Light Rail line for this package to open is unacceptably long.</p> <p>2) There should be more Light Rail projects in the areas that are densest and would have the highest ridership, which would primarily include areas in the dense neighborhoods of Seattle.</p>
NORTH KING COUNTY	<p>Ballard rail cannot wait, and it cannot be anything other than entirely grade separated. Bypassing Belltown, Lower Queen Anne, and Fremont and giving up the best opportunity to build the system right (fully grade separated, ideally via tunnel) is ridiculous. To do it in 25 years is obscene. Look at the success of the two new stations in Capital Hill and UW, and imagine if they had been at street level or with a bridge crossing the ship canal. To spend billions connecting Paine Field to the Link just to short-change Ballard is obscene. Also, the crosstown Ballard to UW line needs to be prioritized. That trip takes 30 minutes via the 44 and would take 8 via a tunnel.</p>
NORTH KING COUNTY	<p>Please make the Ballard line grade separated.</p> <p>Also, please consider incorporating more of the metro 8 subway plan into Seattle light rail.</p>
NORTH KING COUNTY	<p>Please focus more on the city of Seattle and connecting the east and west side rather than Lynnwood and Tacoma. Ballard, West Seattle, connecting to Bellevue and Redmond should take priority and be expedited as projects. Ballard in 22 years just seems so far away when the need exists right now. We need new rail to be grade separated to really make a difference. We also need to look at more east-west linkages Ballard-UW or Ballard to Northgate along 15th/Holman.</p> <p>I would gladly pay, and pay even more than \$200/year in taxes to make sure these projects are prioritized. We do need a regional system, but just commuting within the city and to the eastside is already pretty horrible now. Giving buses a shoulder lane on I-5 is also a decent stopgap and would make me much more likely to take transit.</p> <p>Thanks for the survey and your consideration.</p>
NORTH KING COUNTY	<p>The Graham Street station is a must for me and my neighbors. Walking 2 miles to get to the train (because all the parking is 2 hours max) does not work! If the Graham station was available I would become a daily train commuter.</p>
NORTH KING COUNTY	<p>Ballard is the most productive and effective light rail project - as such it must be built many years earlier. Ballard also must be built prior to West Seattle and any Seattle infill stations</p>
NORTH KING COUNTY	<p>Ballard and downtown and West Seattle to downtown need to be finished much sooner. 12 years instead of 22 years.</p>
NORTH KING COUNTY	<p>I do not think I want to wait between 17 and 22 years to get light rail to Ballard and West Seattle. I will probably have retired and left Seattle by then. And I have only lived here a couple of years. I am sure you all have the projected ridership numbers and where projects will have the most impact the fastest but some more detail on what is getting ranked and why would be helpful.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	The schedule needs to be greatly accelerated and the Ballard line needs to be grade separated.
NORTH KING COUNTY	<p>In order to shorten the timeline on some of the longer-range projects, such as Issaquah, Sound Transit needs to be more efficient about how many 'extras' are attached to this package. We should be encouraging people to get out of their cars as much as possible. I would rather see more funds put toward coordination &amp; partnership with surrounding municipalities in order to improve 'feeder' mass transit (such as local bus routes) that connect to mass transit than wholesale funding of park &amp; rides (P&amp;R). I understand that mass transit as to reach as many riders as possible but to do that, we need to make sure that the other portions of the transit system are connecting to light rail rather than spending money on P&amp;Rs that continue to encourage/fund car ownership.</p> <p>Secondly, I am highly encouraged by Sound Transit's decision to include funding for future TOD planning. This has been an area where Sound Transit as fallen woefully short and its about time we start thinking about the development that is supposed to (but yet to) happen around these stations. And make sure that your TOD studies take into consideration affordable housing. Low income populations need access to transit the most so we need to tie those investments together.</p>
NORTH KING COUNTY	Lightrail to Ballard should have a higher priority
NORTH KING COUNTY	When I first read it would 22 years to get to Ballard I thought it was a joke. I don't believe it's possible to plan for something 22 years from now. Additionally, it's really difficult to support something I will likely never see completed in my lifetime. I thought this would be a much higher priority to accomplish based on previous descriptions of Sound Transit's goals. It seems the downtown tunnel is being added to the cost of the Ballard line which artificially increases its cost and delays its completion. I am also disappointed the route didn't include Fremont. I am a huge supporter of mass transit, but Northwest Seattle seems to be the lowest priority. I will probably oppose sounds transit 3.
NORTH KING COUNTY	The timeline for linking West Seattle and Ballard neighborhoods needs to be pushed forward. Current bus support doesn't meet the needs of residents who live and work in the same city, but still rely on their cars for transport. We have dense populations that would enthusiastically support public transportation, but their neighborhoods do not have sufficient service to make public transportation a viable option.
NORTH KING COUNTY	<p>Ballard should be served ASAP - it is being built up in an unsustainable way by the city and people moving to Ballard now need light rail more than suburban commuters who have space to park cars.</p> <p>The cost of this proposal is completely ridiculous. You need to find a way to cut the cost to about 50% of what you're proposing.</p>
NORTH KING COUNTY	The Ballard line should be grade-separated for its entire length and a tunnel should be used for the ship canal crossing instead of a drawbridge. If a drawbridge is necessary, it should provide a better experience for cyclists and pedestrians than the current Ballard Bridge does.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	I am concerned about speed and eventual difficulties with rising water levels with the Ballard line planned at grade and over a drawbridge. I also wish the plan included Ballard-UW line, as that is a very bottlenecked and highly trafficked stretch of Seattle.
NORTH KING COUNTY	Light Rail to Ballard should be built sooner!
NORTH KING COUNTY	In exchange for 25 year wait and \$50 billion, light rail MUST be dedicated right-of-way with no possibility of boat traffic impeding it. These are the sorts of sacrifices that are made to get the project more cheaply and/or more quickly -- but ST3 is neither fast nor cheap.
NORTH KING COUNTY	I wish there was less rail mega projects and more dedicated right of way for buses. Buses are more flexible and responsive to change, and cheaper.
NORTH KING COUNTY	<p>Overall, I think this is a solid plan, and having closely monitored its development over the years, I respect how much work has gone into it.</p> <p>What I like about it is the decision to GO BIG.</p> <p>However, I do question the use of BRT on 405 instead of rail....in general I view BRT as "fool's gold", something that looks like it will solve the problem for less \$, but in reality is just a waste of time and resources...a diversion from a rail solution that we will eventually have to go with, anyway. Having driven the Bothell-to Bellevue/Redmond corridor, I would find it hard to believe that some form of rail is not possible.</p> <p>Also, when thinking of our region's affordable housing, I think it's crucial to get to downtown Everett as soon as possible. Currently everything north of the 5/405 interchange is too distant from the rest of King to be practical for commuting, but there is tremendous amount of capacity up there, and they're not the craftsmen neighborhoods/urban villages of turn of century Seattle.</p> <p>Thanks.</p>
NORTH KING COUNTY	One of the reasons people don't use link light rail to the airport as much as expected is because it takes too long, and this is primarily because the line loops east to Columbia City. It looks like you are about to make the same mistake on the link line south of Everett, by having the line loop west to Boeing and Paine Field. Instead, the line should run directly to Everett and there should be a connecting BRT line looping from Mariner to Boeing.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	<p>I would be sad if a single tax dollar of mine went to build parking spaces in a suburban park-and-ride. I believe park-and-rides only help to encourage &amp; justify sprawl. I choose not to live in the sprawl and don't want to subsidize others who do (in fact I believe they should pay an extra sprawl tax to help subsidize transit, but I know that's unlikely to happen).</p> <p>The timelines for this plan just seem too long. I know tunnels take time to build, but 22 years to finish the Ballard piece is crazy. Seattle will be so choked with traffic by then that competitiveness and quality of life will be severely degraded. If it's going to take that long we should just build a true heavy rail subway... We'll need the capacity by then.</p>
NORTH KING COUNTY	Users should be charges to park in new parking facilities built to offset capital expense, if only partly.
NORTH KING COUNTY	The light rail route N of Lake Union should be located farther west. the center of 99 or even 8th or 15th ave.
NORTH KING COUNTY	<p>The Ballard/downtown line is the single most important piece of the plan. The routing proposed is atrocious. There was a wonderful ST study earlier including an option ("Corridor D") with a route through Fremont and a tunnel for serving Upper Queen Anne. That option is much better than the proposed one; please implement that one.</p> <p>The proposed plan for this line also bypasses Belltown in favor of SLU, the latter already having a rail connection to downtown. The Ballard/downtown line should serve Belltown and not SLU.</p> <p>The Ballard/downtown line should open absolutely no later than 2030. Even that is an extremely long time. If ST3 cannot accomplish at least that, then I cannot support ST3.</p> <p>The Graham Street station should also be high priority, and should be completed much sooner than projected. Waiting 20 years for an infill station which was already planned for is ludicrous.</p> <p>The Boeing Access Road station is pointless. It should be heavily deprioritized.</p> <p>Under no circumstances should the line to Everett deviate to Paine Field. The time delay is simply not worth it. The DEIS showed that ridership was the same with or without it, so it is not necessary to provide ridership. Boeing is cutting jobs again! There is absolutely no guarantee that this deviation will be needed or useful in 20 or 30 years' time.</p>
NORTH KING COUNTY	Grade separated light rail for Ballard to Downtown. A more aggressive timeline. A Ballard–UW line.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	The Ballard line needs to be grade-separated. With the massive growth of Ballard and parts along the proposed line, the current plans will make the rail to Ballard almost useless. There is so much potential for this line, in a neighborhood that on a bad day can be an hour disconnected from downtown. Please consider grade separation for this line!
NORTH KING COUNTY	Ballard needs to come before West Seattle. An '8' subway really needs to be considered. UW-Ballard is more cost effective than any of the light-rail segments proposed. West Seattle just can't be effectively served by rail. Sorry all you politicians who live there.  Additionally, stations need to be designed with better bus connections.
NORTH KING COUNTY	Considering the expected longevity of the proposed ST3 infrastructure, the opportunity should be taken now to build - at greater initial expense - fully grade-separated routes impervious to traffic, both surface road and marine. In particular, options such as the proposed Salmon Bay movable bridge are a non-starter, and would unfortunately kill my support for ST3 as part of an overall voter package, irrespective of its other benefits. Tunnels, elevated, and fully grade-separated options are the only ones that will earn my support.
NORTH KING COUNTY	Prioritization of the Ballard Light Rail line should be higher compared to Lynnwood/Tukwila line, and potentially West Seattle line.
NORTH KING COUNTY	Deprioritize projects that only serve suburban needs. Finish creating an urban network first. No transit dollars spent on parking.
NORTH KING COUNTY	The plan should be completed faster. I will retire before anything gets completed.
NORTH KING COUNTY	The West Seattle link needs to be completed in fewer than 17 years. None of these projects should run past 10-12 years, we have put it off for too long and to wait longer than 10-12 years makes me NOT want to support the projects.
NORTH KING COUNTY	Build the light rail faster, if possible. I'd be willing to spend another \$50 a year if it would mean light rail projects were coming on line earlier.
NORTH KING COUNTY	Get the areas within the City finished first! Density demands it. Expand bus system for the suburbs, if needed.
NORTH KING COUNTY	West Seattle needs it sooner. The bridge is really the only way into Seattle. 15 years from now traffic will be a true nightmare.
NORTH KING COUNTY	I agree wholeheartedly with the points outlined in this article: <a href="https://www.theurbanist.org/2016/03/25/sound-transit-submits-suburb-heavy-expansion-plan/">https://www.theurbanist.org/2016/03/25/sound-transit-submits-suburb-heavy-expansion-plan/</a> . The city needs to be the priority. I am pro transportation, but will vote no if the plans does not speed up the Ballard timeline and include the Ballard to UW spur. Overall, this is a very poor proposal.
NORTH KING COUNTY	Link from Kent-Des Moines to Federal Way should follow SR 99 instead of I-5. You cannot promote pedestrian access to Link if the stations are only at park and rides. The second downtown tunnel should be #1 priority if ST3 is passed, not extending Link to Tacoma or extending East Link to downtown Redmond.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	The fact that places like Ballard and West Seattle, which contain huge populations, aren't first on the list is ridiculous. That there is no plan for a UW to Ballard line and that the Ballard line is on the streets instead of grade separated. It would have to go over a drawbridge! These things will cause me to vote against this plan in favor of a more sensible one.
NORTH KING COUNTY	Please change the Ballard section of the light rail plan to grade separation. Another bridge over the locks is a terrible idea.
NORTH KING COUNTY	Im very disappointed in the Ballard plan, the bridge over the ship canal, and the timeline.  I do really like the new downtown tunnel.
NORTH KING COUNTY	Transit projects should prioritize options separated from traffic in all cases.
NORTH KING COUNTY	With close to 60 thousand people in the West Seattle area, I would like to see the light rail to west seattle become a priority and THROUGH west seattle a priority as well. We are the second largest district in the Seattle area, and our commute times have been impacted severely by the population explosion. With only one bridge to the north to move people in cars, and buses packed to the gills during commute times, one accident shuts us down. The continued influx of people will be impacting us more than many areas, as our housing costs are still among the lowest. Thank you.
NORTH KING COUNTY	"The best way to add more capacity to our transportation system is with transit, like light rail and commuter rail, that never gets stuck in traffic." This is the biggest point for me in the list above. I'm less a fan of anything at grade as opposed to elevated or through a tunnel, and the downtown to Ballard proposed line being on a movable bridge that will cause train delays when boats come through does not sound good. To me, successful transit has not only high capacity, but also always has movement through the city that is both fast and reliable; this means dedicated routes where trains are not yielding to traffic of any other type.
NORTH KING COUNTY	After spending time in DC, I am worried about Light Rail's reliability in the future. Will there be separate rails being built in parallel so that maintenance can be done while trains are running? This is a major issue for WMATA currently.
NORTH KING COUNTY	Ballard needs to be addressed now. Not in the long term future.
NORTH KING COUNTY	The light rail to Ballard is woefully short. It should EXTEND UP TO 65TH or it's useless for most Ballardites.
NORTH KING COUNTY	ST3 needs an East West link north of Lake Union. Preferably U. District through Wallingford to Ballard.  Also why are your maps in this survey not accessible to blind people through an audio description?

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	I don't understand the need to extend light rail from Tacoma to Everett. It should focus first on the already dense neighborhoods within Seattle to encourage a fully transit friendly city with many stops and reliable service. Instead we have a lightrail system proposed between cities and suburbs. These areas are best served by heavy rail Sounder trains, not lightrail. Focus on Ballard, West Seattle, and adding more stops within densely populated Seattle before building a long, sparse lightrail network between counties and suburbs. Also, no more at grade lightrail that can get stuck in traffic or hit by cars which can completely halt the system.
NORTH KING COUNTY	I like the scope of ST3, but I would rather see work done sooner rather than later on the core Seattle areas like Ballard and West Seattle that needed high capacity transit 10 years ago, not 25 years from now. I would like to see projects prioritized based on their ridership potential, and I'm suspicious of light rail's merits to far out places like Everett and Tacoma.
NORTH KING COUNTY	Ballard needs to be line grade-separated. Period.
NORTH KING COUNTY	Please make Everett quicker! I get some areas have to be last with this plan, but having it take nearly 20 years to connect Lynnwood to Everett while South Seattle gets fully expanded doesn't make much sense to me. Everett to Seattle is most congested once the carpool lane disappears, while Seattle to Tacoma has a carpool lane for most of the journey.
NORTH KING COUNTY	I understand that the planned light rail line to Ballard includes a bridge that will require sharing the Fremont cut with Marine traffic. I believe this is a terrible idea, and will devastate the reliability (and therefore ridership) of this line. Please consider an alternate crossing of the Fremont cut, as I believe that we will regret a shared crossing for many decades!
NORTH KING COUNTY	Please build it faster :)
NORTH KING COUNTY	My experience with "BRT" is that it honestly doesn't do that much to speed up commuting. I suppose if there were significant improvements especially in regards to designated lanes and more frequent service it would be worth it, but as it stands rapid ride routes (which shouldn't technically be called BRT) are just not that much better than your every day bus.
NORTH KING COUNTY	ST3 Plan completely ignores the city's vision and the current development of Urban Villages and High Density Urban Villages. Ballard, Wallingford, Crown Hill are all designated as High Density Urban Village and this plan puts those areas as last priority for light rail, which is completely counter to what is actually happening. This delay also harms the numerous small businesses that support the urban village concept. At a minimum the first phase should include a light rail option out of Ballard to connect with existing light rail such as the UW station. These are the populations who are open and anxious for light rail. The demographics on the East side are not.
NORTH KING COUNTY	As a car free person who wants to move to Ballard in the future, please make the light rail extension to Ballard *NOT* at-grade. Current at-grade transit options, like busses and streetcars, are subject to the whims of traffic. If we're pouring all this \$\$\$ and time into a transit system that has to last for my lifetime, build everything belowground! That way, we can save our streets for bicycles, pedestrians, and necessary auto use.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	Ballard needs to made more of a priority, it cannot wait 25 years for a transit solution.
NORTH KING COUNTY	City of Seattle projects should be expedited; Ballard to Downtown, W Seattle to Downtown, and construction not study of Ballard to UW. Far more density and users in these areas than Orting, Tukwila, etc.
NORTH KING COUNTY	<p>The line to Ballard should not be at grade. That is such a waste. There should also be far more development in the City of Seattle proper. How is there not a UW-Ballard Line? The 44 is a joke. East-West transportation in this city is a mess, and this 50 Billion dollar proposal does nothing to alleviate that.</p> <p>I realize this is a regional system, but by far the densest population of transit users, located within the City of Seattle, is being left out to dry by this proposal. I will most likely vote against this, even though I am a huge proponent of improving mass transit.</p>
NORTH KING COUNTY	ST3 needs to focus on serving the densest areas first including Ballard and West Seattle before serving suburb to suburb. ST3 needs to look at areas that are growing the fastest and think about serving these areas first instead of less dense areas. I support projects that move people in the city but also from the suburbs to the city. Light rail that serves suburb to suburb should come LAST. Also, on the Ballard line none of the rail should be at grade or else it will get stuck in traffic like everyone else making the light rail ineffective!
NORTH KING COUNTY	Ballard light rail needs to be separated grade.
NORTH KING COUNTY	Ballard has to be grade separated!
NORTH KING COUNTY	<p>Scrap some of the less needed expansions and connect East-West from UW area to Ballard.</p> <p>Grade separated light rail in already dense traffic areas is absolutely necessary (e.g. Ballard-Downtown, traffic which will only be far worse by 2038).</p> <p>Prioritize expansion projects where there is the most traffic (Ballard project completion date 2038?)</p>
NORTH KING COUNTY	Ballard should be grade separated and done before 2030
NORTH KING COUNTY	Buildout of light rail in Seattle (to West Seattle, Ballard, and addition of NE 130th station) needs to be completed MUCH faster than the 2030s. Will not vote for final plan unless funding for NE 130th station is added and timelines for Seattle buildout are accelerated at least 5 years.
NORTH KING COUNTY	Boeing Access station infill in 20 years! This should happen now! How about 5-8 years.... The track is already there, so the station shouldn't take 20 years to build.
NORTH KING COUNTY	<p>There are NO EAST/WEST considerations here. It's shortsighted and crazy that the Ballard to University District route is not being seriously considered for this update. Also the proposed Ballard route seems incredibly inefficient and pointless in its current state.</p> <p>Serious oversights and I personally am voting no on this proposal because of a waste of taxpayer money.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	As a strong advocate of mass transit, it will break my heart to vote "NO" on this proposal, but it prioritizes connecting cities to distant cities instead of concentrations of homes to concentrations of work. Every day, my bus from Ballard to Downtown is standing room only. Ignoring Ballard to SLU and Downtown for 25 years is why I will vote "NO" on a transit system we desperately need. People are not commuting from Everett to Tacoma. They typically live somewhat near the city they commute in. Focus on moving people in within the city, not around the suburbs where traffic isn't as big of an issue.
NORTH KING COUNTY	Light rail to Ballard and West Seattle should be accelerated.
NORTH KING COUNTY	The timeline is outrageous and unacceptable. I will be voting no until I see a proposal that projects an earlier completion date. \$200 more taxes per year for projects that wouldn't be completed for another 25+ years is an insult. Besides, Seattle is going thru a housing crisis and I only foresee the majority of its current taxpayers being further pushed out of the city limits (my rent keeps increasing \$50/mo YoY), while others who move in with higher salaries reap the benefits of what we paid for and will NOT receive, because then we'll need lightrail to expand even further out. Earlier timeline or a flat NO.
NORTH KING COUNTY	Adding the Ballard line in 22 years is probably too long to wait to complete the project imho. If you have seen the density growth in the neighborhood over the last 4 years then perhaps the urgency of a better transit solution will become apparent. No joke every bus line thats not rapid ride is packed to the walls and it's only going to continue to worsen.
NORTH KING COUNTY	Ballard is currently carrying a disproportionate amount of the burden related to growth, yet isn't slated to get light rail for 22 years under the proposed plan. PLEASE consider moving up the timeline and/or providing more express buses. It shouldn't take an hour on the bus to go 6 miles.
NORTH KING COUNTY	Parking is key for older people like myself who cannot walk far or carry items far, but are not yet ready for access.
NORTH KING COUNTY	I feel serving the denser Seattle neighborhoods should be done before expanding out to the suburbs. There are more people the system can get to faster and lead to more success for the system as a whole in the long run. I also feel expanding East to Bellevue and Redmond is more important than Everett or Tacoma.  The timeline for this plan is way too slow, especially for fast growing neighborhoods like Ballard.  I feel a line from UW through Wallingford and linking up to Ballard line is important for the whole system.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

<p>NORTH KING COUNTY</p>	<p>I am choosing "modified" because it more accurately summarizes my thoughts on this program. That being said, i would advocate for removal of some projects, modification of others, and addition of certain others.</p> <p>-REMOVALS-</p> <p>&gt; I believe the Paine Field extension should be removed. It is a huge investment and diversion away from the main Everett-Lynnwood route that costs too much money for too little ROI. I would actually advocate for the removal of the entire extension to Everett because a 40 mile light rail line is absurdly long for mass transit.</p> <p>&gt; Issaquah is a similar argument. Light rail would be a poor choice of investment there, for the same reasons as Everett: too much rail for too few riders. This is a route that would be better served by BRT or a more regional rail system (similar to the S-Bahn in Germany).</p> <p>-MODIFICATIONS-</p> <p>&gt; In an ideal world, the Ballard line would be grade-separated (although I am fairly content with an infrequent or off-peak drawbridge).</p> <p>&gt; Removal of the Paine Field or Everett line would hopefully free funds and resources to bring core rail lines/corridors online, faster - namely Ballard/West Seattle.</p> <p>-ADDITIONS-</p> <p>&gt; UW-Ballard. This E-W corridor is needed <i>*very badly*</i> in North Seattle, which is far too car-heavy and congested now, and too hilly to be easily traversed by a casual biker or pedestrian.</p> <p>&gt; Another E-W corridor somewhere north of Green Lake, for similar reasons to above.</p> <p>&gt; I think the true BRT down 15th Ave NW would be excellent for expansion of service and higher frequency. A bike lane would be nice there as well.</p>
<p>NORTH KING COUNTY</p>	<p>The urban expansion projects within ST3 seem to be prioritized much lower than the suburban ones. Build a strong urban core first while looping in the suburban areas. You need to get urban support for this plan, and moving up the Ballard/DT and West Seattle/DT items will help push ST3 forward!</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	The number of people moving to West Seattle based on new construction is astounding. I think that the current plan calls for light rail to areas that are already really well served by highways and the SR520 bridge which HOV lanes, and the like. West Seattle just doesn't have that, but is increasingly becoming a destination for many to go to - living and recreationally. I'm disappointed to see that the first light rail that would come to West Seattle would be as late as 2033. That's 17 years from now!
NORTH KING COUNTY	Ballard should be higher priority.
NORTH KING COUNTY	The only problem with this plan is that it is far too slow. These transit goals are laudable and necessary, but with these timelines, things will be much worse every year for 15-20 years before they get noticeably better. Tax me! But shrink the timelines.
NORTH KING COUNTY	I want to see grade-separated light rail to Ballard, and prefer grade-separated lines in general. The current at-grade option is slower -- transit needs to be fast and reliable. We have one shot to do this right, and I want to see that happen with less at-grade options where trains could be bogged in traffic or bridges going over the canal. The "swinging bridge" concept that I've heard sounds like something that could break down much easily and lead to more delays than a tunnel.
NORTH KING COUNTY	Depending on an additional drawbridge for the Ballard route is an awful compromise - please please tunnel under the sound for this route.
NORTH KING COUNTY	The order of projects in this plan is wrong. The money should be spent first to improve movement within the city (Ballard to DT and West Seattle to DT) before an emphasis is placed on moving people from the suburbs to the city.  Also, going from East to West, or East to West within the city is a nightmare. Light rail needs to be considered from Ballard to University Village.
NORTH KING COUNTY	Less focus on suburbs with little population density and more focus on dense Seattle neighborhoods.
NORTH KING COUNTY	Ballard Extension should serve the Fremont neighborhood, a hub of growing employment, increasing population density, and a dining and entertainment center.(After all, it is "The Center of the Universe.")
NORTH KING COUNTY	Ballard has been the fastest growing area in the city and should have better transit options MUCH SOONER to accommodate it's increase population

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	<p>The proposed ST3 is too expensive, too slow, and too focused on track-miles over ridership. I'm an ardent transit advocate. I've voted for every transit bill I've ever seen. The current draft plan is unacceptable, and I'd campaign and vote against it.</p> <p>West Seattle will cost billions, for low ridership. West Seattle is not dense enough to warrant light rail.</p> <p>Nor are Tacoma and Everett. The Spine is not a useful vision. I can't imagine anyone would ride Link from Everett to Seattle, much less to Tacoma, when existing buses and Sounder are faster.</p> <p>Ballard-UW would generate more ridership for less money than Downtown-Ballard, and you'd be able to build it sooner. Adding East-West lines to complement the North-South spine would do more to attract riders and get people out of their cars than continuing to press further out into the suburbs.</p> <p>Twenty-plus years to add more rail in Seattle is asinine. We needed it yesterday. We need it now. This package isn't for us, and it's not even for our kids--it's for our GRANDCHILDREN.</p> <p>This plan is a step backward, not a step forward. Too expensive for too little, too late.</p>
NORTH KING COUNTY	<p>Projects within Seattle should be prioritized, especially Ballard-to-UW, and projects should not be at grade unless absolutely necessary (Ballard -&gt; Downtown should be modified).</p>
NORTH KING COUNTY	<p>A UW-Ballard link is essential. Cross town traffic, especially through that corridor is a killer and that project needs to be moved from studies to action. In general more focus on the city and connecting the neighborhood cores would make this something people would use in all parts of their lives, instead of a rush-hour commute/airport link as it seems to be now.</p>
NORTH KING COUNTY	<p>A new line to from downtown Seattle to Ballard should include a tunnel under the ship canal.</p>
NORTH KING COUNTY	<p>Bus Lanes/Toll lanes have caused more congestion than it has fixed. That means the current bus system does not reach the optimal population and only a very few people are reaping the benefits of commuting. Investing in the rail system will be the only remedy for congestion.</p>
NORTH KING COUNTY	<p>I think light rail works best in dense neighborhoods, while transit like BRT works best in sparser outlying suburbs. I can't support a proposal that goes to West Seattle and Ballard after Redmond and Lynnwood. 2038 to Ballard is absurd. The BRT proposals are probably the best bang for the buck.</p>
NORTH KING COUNTY	<p>Light rail projects should be modified to be above or below grade. Conflict with cars and lights limits the throughput of the system b</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	Ballard and West Seattle light rail, starting now. Everything else put on the back burner. 22 years for LTR to Ballard is totally unacceptable. I am a HUGE supporter of light rail, but if West Seattle and Ballard are not prioritized and the target date drastically reduced I will actively campaign against ST3. That is tragic. Sound Transit is flushing all the recent goodwill of the Capital Hill - UW station completion right down the toilet.
NORTH KING COUNTY	Ballard and West Seattle projects need to be prioritized. Those stops would help the maximum amount of people. Having Ballard light rail complete in 22 years is way too long of a time line. I wouldn't vote for any package that doesn't have the majority of early milestones helping Seattles core since that is where the majority of the people live.
NORTH KING COUNTY	I'm totally supportive of expanding light rail, but the timelines and priorities here are outlandish. It took me 48 minutes to go from downtown to north Ballard on BRT last night, yet Ballard wouldn't get light rail until 2038. We need to prioritize our dense, urban neighborhoods especially as jobs outside the downtown core grow. My employer is moving to Bellevue, and a commute would be well over an hour by bus.
NORTH KING COUNTY	<p>To get buy-in from folks...you pay attention to what is happening within the actual city, and then work out to the suburbs. I am not a fan of buses at all. I think light rail and sub-way (Seattle Sub-Way) is the idea you need to really consider. They have got a great ideas that are worth really thinking about.</p> <p>I was really disappointed with the ST3 plan that you rolled out. I think we can do better and really offering relief first to folks who commute within the city limits...</p> <p>West Seattle to Ballard. Ballard to UW. Are absolute priorities...to get done within the next 8 years.</p>
NORTH KING COUNTY	<p>I understand that building all this infrastructure takes time and money, but for the amount of time and money going to this plan I don't understand having an at-grade, boat and car traffic dependent light rail from Ballard to downtown. Not having above grade or a tunnel for the entire Ballard to downtown route doesn't fall in line with the sentiment from "The best way to add more capacity to our transportation system is with transit, like light rail and commuter rail, that never gets stuck in traffic.", which I completely agree with. I am happy to add more taxes to fund improvements to the system, both in Seattle and regionally, but let's do it right so that the system can last and isn't left to the whims of the coast guard as to when the light rail bridge should open.</p> <p>Additionally, I would like to see a UW-Ballard line added to the plan. We need to add lightrail to the densest travel areas, and I would think this would be a much higher priority than extending the lightrail all the way to everett or downtown Redmond. Without lightrail from NE Seattle to Ballard, it feels disingenuous to call ST3 "finishing the whole system."</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	Ballard in 22 years, ARE YOU INSANE? Maybe flip the schedule so it looks something like ballard in 7 years > west seattle in 10 years > redmond in 12 years > everett in 15 years > lynnwood in 20 years > tuk in 20 years > tacoma in 22 years.
NORTH KING COUNTY	The graham street station seems like a relatively easy and inexpensive project that should be done well before the proposed completion date. I think it should be moved up in the schedule
NORTH KING COUNTY	Grade separated rail from Ballard. Please stop building expensive things if they'll just get stuck in traffic! I love transit so much and haven't had a car since I was 17 but this kind of suburban and parking focused plan just makes me sad. I want more for the area, and grade separated rail in Ballard is part of that.
NORTH KING COUNTY	<p>I think that light rail should avoid being at-grade in Seattle as much as possible. Building the Ballard-to-Downtown line at grade would throw away the argument that "light rail never gets stuck in traffic" which I think is crucial to its success.</p> <p>I think that estimated ridership and avoidance of at-grade lines should be the guiding principles for Link light rail transit.</p> <p>I would prefer to focus on building light rail within the cities where the people are, and relying on Sounder trains to get people between cities instead of emphasizing the light rail spine.</p> <p>I hope that a Ballard-UW line gets more consideration for ST3, or that if Sound Transit will not build a Ballard-UW line that Seattle could get taxing authority to go it alone.</p> <p>(also, although I've reported that I do not use mass transit much today, that is the result of a recent move. Prior to 8 months ago, I relied on transit daily)</p>
NORTH KING COUNTY	I would like to see the West Seattle and Ballard extensions of the Light Rail happen will before the proposed 17 year mark. The congestion on all arteries in and out of these communities is already at critical mass.
NORTH KING COUNTY	Why can't the new light rail from Seattle to Bellevue go via 520 and also connect Redmond? I90 is the slowest option... It's painful to take the 550 via i90 when we could go 520!
NORTH KING COUNTY	Ballard and West Seattle NOW. Graham St. station and 130th St. station NOW.
NORTH KING COUNTY	The Ballard and West Seattle lines appear to only serve a small area of these highly populated areas. Will there be "milk run" buses in the greater area that are effective at getting people to the stations and will do so in a manner that doesn't take longer than current metro transit? Also if there was light rail all the way to the Fautleroy Ferry Terminal could you imagine how many people would be riding light every day?

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	The light rail extensions to Everett and Tacoma are wasteful should be completed employing an alternate mode, BRT would provide similar levels of service and require significantly less upfront costs. This would hopefully allow the core Ballard and West Seattle extensions to be completed much earlier than advertised.
NORTH KING COUNTY	Graham Street should be way faster. Lines already exist, station shouldn't take 20 years to build. Graham street would increase access for an area of Seattle that uses transit more than average.
NORTH KING COUNTY	All light rail should be grade separated or underground and not rely on mixing with traffic such as is done in Rainier. Plan seems backward. Why is Ballard and West Seattle last? Build out system around Seattle before going out to the suburbs.
NORTH KING COUNTY	As a Ballard resident, I strongly support light rail through the Ballard/Interbay/SLU corridor, but equally and even more important is building additional and viable transit in the more underserved parts of our city. Please bear in mind the traditionally underserved areas, as well as those that are likely to become underserved in the protracted timelines that this plan will require.
NORTH KING COUNTY	Please do what you can to expedite the West Seattle light rail. Having been in West Seattle for almost 20 years, and seen the dream of grade separated transit (monorail) shattered, light rail can't get here soon enough. Unfortunately I'll likely be retired by the time light rail is turned on in WS, but will still likely vote for it so the future generations will benefit.
NORTH KING COUNTY	This light rail and transit expansion serves the suburbs using light rail technology, which tops out at 55 miles per hour. This is actually slower than top quality BRT systems. Additionally, the lack of a Ballard to UW line is an absolute travesty, and one that is essential to making our city great for transit. By focusing on downtown a bit less, we can help make our system less commuter oriented and focus on all day ridership. Additionally, places like Issaquah are located by the freeway, making it easy to dedicate lanes for buses that can go just as fast as rail can. Dense corridors like Ballard to UW can never be served by buses the same level that rail can. Also, grade separated lines can make it easier to automate them. Automated trains mean more frequent service, and advances in automation could make buses driverless as well. These new systems should be built in a quick, highly efficient manner, and help pay for themselves by incorporating dense, efficient land use directly next to them, eliminating sprawl while helping to solve our housing crisis. Seattle is a thriving metropolis, and we needed this expansion 20 years ago. Build it now.
NORTH KING COUNTY	Prioritize light rail over bus rapid ride.
NORTH KING COUNTY	22 years to get light rail to Ballard is unacceptable, especially given that feedback indicates it to be a higher priority for the city. I'm obsessively pro-transit, but if that doesn't change, I'm voting no.
NORTH KING COUNTY	The NE 130th Street station promises an excellent opportunity for transit oriented development and for reducing congestion in a high growth area of our region. It needs a commitment of full funding. Neighborhoods including Bitter Lake, Haller Lake, Pinehurst and Lake City - all to the east and west of 130th need access to Lynnwood Link. Ensuring the train will stop at NE 130th is a low-cost option with high value to current and future residents. Please fully fund NE 130th!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	<p>I will vote, campaign, and volunteer for this plan to pass, wholeheartedly. BUT</p> <p>I disagree with a lot of it, primarily with the suburban focus. Already you are seeing an increase in ridership with just the Capitol Hill and UW Stations opening..upwards of 10k in the first week. I strongly feel dense neighborhoods should have the top priority, such as Ballard and the already very segmented West Seattle.</p> <p>I don't think you'll experience the increase in ridership such as in Seattle. One could argue that these new ST riders are people already taking the bus. But if air quality and the environment is a concern, the more people that abandon their cars *in* the city, the better. And I know many that live in my neighborhood *want* to abandon their cars, but don't because it takes too long to get to Ballard, Georgetown, Northgate.</p> <p>I think an inward to outward approach would be best.</p>
NORTH KING COUNTY	<p>The impact of self driving cars needs to be considered as they will be a major factor in transportation before most / any of ST3 is completed.</p>
NORTH KING COUNTY	<p>Ballard/DT light rail should cross ship canal via tunnel or a bridge high enough as to not be disrupted by marine traffic, and continue on to Northgate to create DT/Ballard/Northgate/UW/Capitol Hill loop.</p> <p>Change BRT on 405 corridor to light rail. It will only become more difficult to build east side light rail if it doesn't happen now.</p>
NORTH KING COUNTY	<p>More stress on Ballard and West Seattle. Anything more than a decade for these two neighborhoods is unacceptable.</p>
NORTH KING COUNTY	<p>I'm confused about whether the Graham St station is included in the ST3 final plan or not, but I STRONGLY encourage you to keep it in. Compared to many projects in this plan that are huge (though worthwhile undertakings), Graham St is relatively small and straightforward, but will have a major impact on the vibrant and growing community there. The work that has already begun on equitable development around the station has the potential to be truly groundbreaking. It would be such a shame for that work to go to waste. Having lived in this neighborhood for almost a decade, I would of course personally benefit from the station (instead of having to walk to Othello), but more importantly I see how it would be a real boost to the economy and public safety of a wonderful community that has struggled and survived.</p>
NORTH KING COUNTY	<p>The future investment study listed for Ballard to UW should be accelerated to a full light rail project included in ST3.</p>
NORTH KING COUNTY	<p>The line to Ballard should not be at grade at any point. A drawbridge would mean the whole system could be held up if it was raised. This line should be a tunnel. Also, Rainier Valley and the Central District need to be served better, whether through additional bus or a future line that would allow them to access the main lines.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	We support the NE 130th Street Station on I-5 because of the needs for the Lake City Hub Urban Village. The current population of under four thousand has the housing development capacity of at least three times that existing population under existing zoning. It is the neighborhood in Seattle with by the biggest growth projections. Then consider growth in the surrounding neighborhoods and the population growth will be far bigger. The already congested 522 route will not accommodate that drastic increase without substantial improvements to transportation. In addition to the 130th station, projections for major transportation infrastructure, not just busses, need to be planned along the 522 corridor.
NORTH KING COUNTY	The projects proposed under ST3 are too oriented to serving suburban centers in an effort to solicit regional level support. Transit maximizes its utility, reliability and maintenance reliability when concentrated in population dense areas like Seattle. I would prefer that Sound Transit prioritize its investment and vision in the city of Seattle so that the most people are served per dollar spent and so that 50 years from now we are not left with too many miles of infrastructure to maintain in far off communities that don't contribute enough revenue to the system.
NORTH KING COUNTY	I haven't seen a lot of detail around the different phases of the plan, associated costs, and timing, but it seems likely the bulk of the costs and effort is going to go into building another tunnel to support light rail to West Seattle and Ballard. These lines are going to also dead end in these neighborhoods without good options for continued expansion, unlike the other lines being added to the system.  Why not improve the service level of the C and D lines to serve these areas better and then focus resources on expanding light rail into areas where the network can continue to be built out and support residents whose travel times are much longer and more difficult.
NORTH KING COUNTY	Projects in Seattle need to happen sooner, and Ballard connection has to be of the highest quality dedicated ROW. A LRT link from UW to Ballard and/or similar to the KC Metro 8 route should be added.
NORTH KING COUNTY	All rail should be grade separated and prioritized over all other vehicle traffic. At grade, in-traffic system (like the street cars in Seattle) are a giant waste of time and money.
NORTH KING COUNTY	FASTER!!!
NORTH KING COUNTY	Ballard and West Seattle routes need to be expanded and prioritized! These are some of the most isolated neighborhoods in the city. Without rail options nearly all commuters are bottle necked onto 15th ave/Elliott or the West Seattle Bridge, respectively. These are also some of the fastest growing and most dense residential neighborhoods in Seattle. These residents needed transit options yesterday, not 20 years from now. Make these corridors a priority. Connect the neighborhoods in Seattle!
NORTH KING COUNTY	It should NOT take 17 years to get the light rail to Tacoma and Everett - that's WAY to long.  Also, when I take a bus to light rail, go downtown for shopping, dinner, a show/concert, then ride light rail back to my area, the bus service to my neighborhood is no longer running. And there is little or no parking around the rail stations. You are NOT providing services that are complete and functional.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	I think Ballard & W Seattle should be more of a priority than the Eastside
NORTH KING COUNTY	Too much focus on far-flung suburban projects, Seattle gets very little in the plan, especially in the early years. Use Ballard-UW light rail to speed construction on the most important part of the plan, service to dense north Seattle. Put Madison BRT back into the plan. Don't just improve Rapid Ride C/D, improve E which is the busiest of all the lines. I can't see how we can prioritize extending rail to Paine Field while we have nothing for the Central District, Fremont, Wallingford, Lake City, and other dense neighborhoods.
NORTH KING COUNTY	I will struggle to support ST3 without a fully funded 130th St. Station. It makes no sense that 90000 people in north seattle have only one station at Northgate when growth estimates and projections show that North Seattle is going to get WAY MORE DENSE and is middle class families and people of color that need a station at 130th for the urban village around that site. My main priorities in this are the 130th station, 405 BRT. Im very disappointed that the 130th station is being called "provisional" we will be hurting for decades without that station and by the time funding arrives our roads will still be congested because of the lack of a station operating in that soon to be EVEN MORE DENSE area of North Seattle.
NORTH KING COUNTY	Project completion timelines need to be shortened--even at the expense of removing other projects from the plan.
NORTH KING COUNTY	Please do everything in your power to expedite the building of a mass light rail system. Our highways simply do not, and should not support the majority of this regions population as the base means of transportation. Dealing with modern issues such as climate change/over population the city of Seattle, and the puget needs region needs to prioritize light rail/alternative transportation above all else, including the expansion of rapid bus services. Bus services simply do not stop people from driving their cars in any meaningful way. With that said, please reconsider the time frame for these projects to prioritize the expansion of our regions light rail program. With a clear vision, the light rail expansion should be able to be completed within the next 10 years. Also, I would add a line that serves Kent to renton and on to Bellevue.
NORTH KING COUNTY	Light rail to Ballard must be built ASAP.
NORTH KING COUNTY	Please provide much less (or no) parking and use those capital funds to expand or enhance the other projects. Please build the Ballard line much sooner, we can't wait that long. Please include the Ballard to UW line.
NORTH KING COUNTY	West Seattle light rail to DT should be made a greater priority given the rapid pace of development in WS

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

<p>NORTH KING COUNTY</p>	<p>I believe the prioritization of in-city versus suburban transit projects should be reevaluated. The fact of the matter is that much of the traffic congestion in Seattle and problems resulting from it (poor road conditions, dangerous conditions for cyclists, etc.) is the product of Seattle residents using personal vehicles to travel within the city.</p> <p>Many popular neighborhoods are very poorly connected by existing transit which leads Seattle residents to drive. For example, travel between Phinney/Greenwood, Ballard, Fremont and Wallingford and Capitol Hill can take in excess of an hour by public transit, even more so on evenings and weekends. West Seattle is similarly isolated from many popular neighborhoods because it requires transfers and lengthy bus rides on already congested roadways. I think every effort should be made to prioritize grade separated Ballard-Downtown and West Seattle-Downtown lines over other projects. I find it unacceptable that under the current proposal, these key connections are projected to be completed DECADES from now.</p> <p>Other crucial connections within Seattle are not a part of the current proposal at all. Ballard to the University District is another notoriously congested route that makes for a lengthy commute despite the relative proximity of the two neighborhoods. In order to improve connection between these neighborhoods, an underground or otherwise grade separated East-West transit line is essential.</p> <p>Additionally, much of the projected population growth in the region is still concentrated in Seattle. Hiring by companies already headquartered in Seattle (e.g. Amazon) and those moving to Seattle (e.g. Expedia) continues to increase the population of the city, and it is in the city's best interest to discourage the incoming residents from bringing their cars thereby increasing in-city congestion. While it is important to provide convenient transit options connecting suburban areas to Seattle and to each other, I believe that the current proposal prioritizes those projects at the cost of ignoring major problems within the City of Seattle itself. As a Seattle resident, I fully support mass transit and I would love to support the ST3 measure; however, I believe the prioritization of these projects should be reevaluated before I can vote to approve it.</p>
<p>NORTH KING COUNTY</p>	<p>Ballard light rail should be prioritized higher as it's both a dense neighborhood and popular destination</p>
<p>NORTH KING COUNTY</p>	<p>The connection to Ballard shouldn't be at-grade and subject to boat traffic. Being subject to traffic, car or boat, kind of defeats the purpose of the light rail. It should either route through the existing tunnel to UW or a new tunnel needs to be built. I understand building a new tunnel would cost more money and take more time, but I'd rather have a good solution later than a bad solution forever.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

<p>NORTH KING COUNTY</p>	<p>As a preliminary matter, light rail is a very poor "solution" for longer distance transit. Commuter rail (e.g., Sounder) is a far better solution, as it gets people where they are going much faster. Particularly in Snohomish County, I don't think it's wise to spend billions extending light rail, when a ride from Paine Field or Everett into any part of Seattle is likely to take over an hour, not even considering the time taken to get to the station. In any case, my vote for or against ST3 isn't dependent on what the suburbs do. If they are paying their own way and no Seattle money is sent to the suburbs, then they can complete any project of questionable value they wish (including the "spine").</p> <p>The reason that I will not vote for the ST3 plan as proposed is that it largely fails to address transportation problems in Seattle, but leaves us with a massive tax bill that will prevent any other transportation solutions in the next 25 years. The timing of the projects is unacceptable. Seattle has massive congestion problems now. Sound Transit needed to address three issues with the ST3 proposal, specifically: (i) provide a grade-separated light rail connection from Ballard to downtown; (ii) improve connections between West Seattle and downtown (note that this priority is really just for political reasons, not because demand justifies it); and (iii) provide a true grade-separated fix for the most congested corridors within the city (between Ballard and UW and Lower Queen Anne-South Lake Union-Capitol Hill). These projects need to be in place on a 10-12 year timeframe, not 25 years. Unfortunately, the projects ST chose will spend all of our tax money for 25 years to poorly address only two of those priorities, leaving the final priority, which is perhaps the most critical, dead in the water for at least 25 years.</p> <p>With better planning, ST could address all three priorities in a much shorter timeframe. As to Ballard, a light rail line in 25 years isn't really a fix. The new Ballard line apparently requires a new tunnel downtown to operate, thus the 25 year wait. However, a new line from Ballard to downtown isn't really necessary to get people from Ballard to downtown. Thanks to Central Link, a line from Ballard to UW would accomplish the same thing with no new tunnel (and no new drawbridge over the ship canal). If, at some point in the future, capacity became an issue, then a Ballard-downtown line could be built. This Ballard-UW line should have been on the project list, even if in lieu of the Ballard-downtown line.</p> <p>With respect to West Seattle, light rail would be wonderful in a world without budgets, but in this package it isn't a cost effective choice. Traffic between West Seattle and Seattle is only heavy for around 2 hours per day during the rush hour commute, and West Seattle is not a densely populated area. Light rail would serve very few of these commuters. More West Seattle residents would be</p>
<p>NORTH KING COUNTY</p>	<p>We need to not only continue the expansion of ST3 and other transit options in the city and region but we need to do it at a much speedier pace. A 25 year plan is good to have but I think many of these expansions, especially the light rail aspects must be done at a much faster pace to connect the cities neighborhoods as soon as physically possible as well as expanding and connecting into the region. We are fighting against time at this point, and if we don't find real solutions right now we are at risk of choking the life and growth out of the region. If these issues are not addressed soon we will see business begin to move out of the region to places where they will be able to expand.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

<p>NORTH KING COUNTY</p>	<p>The core of the the most clogged roads in this master plan are in Seattle, yet this plans says we have to wait upwards of 22 years to even have a study done on the feasibility of a east-west light rail link between Ballard and UW? UNACCEPTABLE. Our city is exploding, east-west traffic has gotten insane during rush hours. Particularly along the Ballard to UW route, and beyond going up Sand Point Way. Not only should building this link be of utmost urgency in the plan, the line itself should go from Ballard all the way up to Magnuson Park. You have a major employer (Seattle Children's Hospital) and low-income housing at Magnuson that grossly disconnected from this system. The bus changes have made frequency better, but the roads around that area are so clogged it takes so much time to even hop on a bus or shuttle to these destinations, people are still opting for cars over transit.</p> <p>Lastly, the Graham Street station being 36-years out is also highly unacceptable. You have a booming neighborhood in Hillman City where many young families are moving to because it's the last bastion of affordable homes. Yet, there is a more than two-mile gap between the Columbia City State and Othello station. Those residing in Hillman City, and the local businesses starting to emerge there, are greatly hindered by this gap in service. Not to mention there is a serious public safety issue having to currently walk at night more than a mile to and from link light rail (because there is no parking available) in these neighborhoods. By adding the Graham Street stop (which should actually be on Juneau instead of Graham), you provide the opportunity to extend the development in Columbia City downward, providing more affordable housing and lively neighborhoods where people are out on the street more, which in turn will increase public safety.</p> <p>Myself and many others in Ballard and Hillman City are completely outraged at the bait and switch you played with us to get our votes on the Move Seattle ballot. If you do not make these two links a priority in your next play (ie. within the next eight years) there is absolutely no way I am voting for this measure.</p>
<p>NORTH KING COUNTY</p>	<p>West Seattle Light Rail extension to the south? For example, service somewhere in the Fautleroy/Westwood/White Center Area.</p>
<p>NORTH KING COUNTY</p>	<p>Seattle's densest neighborhoods need grade-separated transit. For a \$50 billion, 25-year project, we should be able to get at least that. Build the Ballard-West Seattle line first, and make it grade-separated the entire way. The suburbs can wait.</p>
<p>NORTH KING COUNTY</p>	<p>How can we speed up the timeline?          We need more in-Seattle routes.          Parking should not be paid for by ST.          Infill stations on the current line should be built ASAP.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	<p>I have a few issues with the current plan:</p> <ol style="list-style-type: none"> <li>1. Not enough investment in dense areas. We need grade-separated rail in the city linking our sparse neighbourhoods. Ballard to UW should not have to go via downtown. Going East-West is a major pain point in this city as we all know. Only two of the 7 proposed lines from Seattle Subway have made it into this plan. Given that this is our generation's chance to make this happen, I have to say I can't support ST3 in its current form.</li> <li>2. Too much investment in Park and Ride stations in from the suburbs. I do support a regional light rail network but I feel the balance between Seattle and the suburbs is too skewed in this plan. Suburbanites generally drive.</li> <li>3. I don't see the Madison BRT in this plan. My understanding is that it requires funding from ST3. If this is deliberate then I believe that's a mistake. We need a connection for the Central District into this infrastructure. I would ideally like to see rail go out to the CD and Madison Valley. However I know that's not going to happen, so we should really make sure we get the BRT with as much dedicated bus lane as possible as it heads down town. I live in CD and would love to be able to bus quickly and reliably to Capitol Hill (and head into the light rail network) or Downtown.</li> </ol>
NORTH KING COUNTY	<p>Bus Rapid Transit projects should include bus-only lanes (preferably segregated via barriers from general purpose lanes) and on/off ramps for freeways and highways. Sure, it would cost much much more, but it would be true BRT (and not stuck on 99, 405, etc.).</p>
NORTH KING COUNTY	<p>Downtown to Ballard needs to be done WAY sooner than 25 years and needs to be in a tunnel. The instant success of the Capitol Hill and Husky Stadium stadiums make it obvious that we need to be tunneling to create NEW ARTERIALS to dense neighborhoods that can operate independently of any surface-level traffic disasters. We need an intracity subway system.</p>
NORTH KING COUNTY	<p>It seems illogical to extend transit options well outside Seattle when the city proper is still woefully lacking in transportation options along certain corridors. East&lt;-&gt;West travel is always problematic, bridges provide constant traffic jams and disruption, speed limits are nonsensically low on major thoroughfares, parking is allowed on major thoroughfares during busy hours, etc. These are all problems that are much more pressing than having non-bus options extended to Everett, Mukilteo, Lakewood, Tacoma, etc. West Seattle. Specifically Ballard and NW Seattle in general should get light rail before these other cities so that we're not building a slapdash transportation network.</p> <p>Major cities (like Seattle is becoming) require adequate inter-city transportation options before outlying areas can be addressed. Once Seattle is reasonably covered then it becomes much simpler to make good options to connect that system to nearby cities and counties.</p>
NORTH KING COUNTY	<p>Ballard and W Seattle should be priority #1 not 25 years out. Holy mother of god.</p>
NORTH KING COUNTY	<p>I would like to see the projects get done as fast as possible. The light rail system will greatly improve as it expands.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	<p>West Seattle light rail is an easy win. In terms of tunnels vs above ground. The housing market is exploding in West Seattle and a bus that gets caught up trying to merge onto 99, or get stuck rejoining traffic before the viaduct is not an ideal situation. What is preventing west Seattle from getting done much faster than 17 years? And Ballard at 23 years is unacceptable! Also, the university tunnel station just dead ends, with no proper link to UVillage. The tunnel seems like it's going only to north gate with no stop along the way to UVillage. Is there a plan to address this disconnect? Taking an uber currently is an expensive option.</p>
NORTH KING COUNTY	<p>I don't really know about commutes from suburbs and surrounding cities to Seattle, though my guess is that people in those areas would be well served by these plans.</p> <p>For people within Seattle (myself included), there is a strong need and interest in fast reliable mass transit, specifically rail that can travel on it's own right of way. This need is apparent now!</p> <p>For this reason I am very disappointed in the ST3 proposal to bring light rail to Ballard in 2038 and West Seattle in 2033. I believe this infrastructure would be heavily used if it was in place today (witness the usage of the expanded LINK to UW and Capitol Hill) and proposing to build it out in 20+ years seems timid and almost absurd.</p> <p>I, for one, would gladly pay much higher additional taxes that what is currently proposed by ST3 to bring rail to Seattle much, much sooner. Also, the insistence on a downtown tunnel for the Ballard/West Seattle line seems misguided if it extends the timeline to bring these projects to Seattle. Why not elevated rail if that is quicker to build and/or cheaper?</p> <p>I hope that the final ST3 proposal for rail serving Seattle neighbors will include a radically different timeline than what is currently proposed. Otherwise I hope that Seattle could somehow go it's own way and fund and build these programs on it's own.</p>
NORTH KING COUNTY	<p>Ballard needs it sooner than 22 years</p>
NORTH KING COUNTY	<p>If a bigger levy will get rail done faster, propose it. 17 years is an absurdly long timeline.</p>
NORTH KING COUNTY	<p>While it is understandable that we as a Puget Sound community need to find a way to fund such a helpful and needed project, it seems less logical that the bulk of the cost is put on homeowners, many of whom have not used cars as a primary mode of transport in years. Wouldn't it be more sensible to increase car/gas taxes instead? This would give commuters a sense of "buying into" their options, and draws a more direct line between the need to commute and the choices for doing so. I have much less of a choice of where to live (based already upon affordability) than I do a means of commuting.</p>
NORTH KING COUNTY	<p>Grade separated service to Ballard. A tunnel to West Seattle. Ballard to UW service is not necessary.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	Completion of inner city improvements to core downtown transit projects, especially downtown seattle, first, before far flung low ridership programs in the suburbs.
NORTH KING COUNTY	Light rail to Ballard in 22 years is absurdly slow.
NORTH KING COUNTY	<p>The downtown to Ballard line in 22 years is unacceptable. With UW to Downtown now open, and the absolutely abysmal options of going East-West, especially in the Ballard - UW corridor, please please please strongly consider revising this plan to develop the Ballard spur to connect Ballard to UW via Fremont/Wallingford.</p> <p>Building an entirely new tunnel/canal crossing to go through the mostly nothingness of Interbay is a total waste of time and resources, especially one that is 22 years in the future. This is the most important piece of ST3, and I will be voting against a proposal that doesn't include this modification with a more reasonable timeline. Thank you for the platform to allow for our input.</p>
NORTH KING COUNTY	Focus less on Bus related projects. Rail systems are what we needed 20 years ago.
NORTH KING COUNTY	The Ballard extension should NOT be ground level. There should be a tunnel that goes under the lake. Having the train stop for boats to pass delays the system and defeats the purpose of implementing the light rail to this area.
NORTH KING COUNTY	<p>Ballard-UW and a Metro8 study must be a part of ST3. The current timeline is far too long, but if Ballard-UW and the Metro8 study were included in the package (completed in the same timeline) I would be more likely to vote for the package.</p> <p>This is an enormous ask of taxpayers, you must include the two highest-quality and highest-ridership lines in the package for it to be successful. At the end of the day, there is just not enough quality in the Seattle lines to make the cost and timeline worth it. Either shorten the timeline, or improve the quality of projects to get my vote.</p>
NORTH KING COUNTY	Grade-separated Light Rail to Ballard and West Seattle are much more important and urgent than some of the other projects. As the plan stands, they will be completed last. I cannot support a plan that prioritizes getting the rail to less necessary places like Everett and other suburbs that will not have as great an impact on the traffic in the city of Seattle. As the plan stands, I do not think it will pass and it needs to be revised for these reasons.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	I think that this proposal has too much emphasis on the suburbs and surrounding areas while the light rail within Seattle has only just begun. I believe the transit options should be picked to benefit the highest number of people and Seattle is much more dense than the surrounding communities. I also think that expanded light rail is the smartest way forward in our ever growing and geographically limited region. Much of the city still has limited access to the light rail lines and commuters from the east side will not use the train if it does not take them to their destination in the city. If the rail only serves some of the city, many will continue their choice to drive. Alleviate the inner-city congestion before making it easier for folks who do not even live in the city to access it. I've been very pleased with Sound Transit's past work and am already a huge fan of the newly opened light rail stations but there are still many areas of the city that are unpleasant to access with public transit. Until it's easy to get around within the city, I see no reason for people to give up their cars. Please consider expediting the Seattle rail lines over the lines that leave the city.
NORTH KING COUNTY	Include as much coordination with Greenways and Bike Paths and Bike Route planning as possible. Mixed use transit connections, bicycle roll-on, multi-generational friendly access designs, etc. are all stress reducing, pollution reducing, healthy living improvements that matter immensely during this planning stage.
NORTH KING COUNTY	I would like to see the Seattle light rail lines (West Seattle, Ballard) done earlier. Fewer cars = safer streets for walking/biking and potentially less honking and road rage - it's dangerous to be a pedestrian here! But even buses block crosswalks and intersections every day.
NORTH KING COUNTY	Ballard and West Seattle should come online sooner.
NORTH KING COUNTY	The Ballard extension should be a much higher priority. The community is setup (zoning, geography) to be high density, much higher than other neighborhoods in the plan. There is and will continue to be a lot of growth. The current rapid transit and 15 express buses are already packed. Plus this line will go through South Lake Union and Seattle Center, a hot bed for economic activity. Further, the Interbay area is currently a lower density location for prime for close nit development and growth. Having the Ballard line come last on the list doesn't make a lot of sense.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	<p>The fact that the Ballard to downtown light rail line takes so long to come on line is hard to swallow, especially since places like West Seattle get light rail first. I understand the complications of building a tunnel, but Ballard has much more use for the general public than a West Seattle line. West Seattle seems great for West Seattle residents, but who else is going to use that line? Ballard to downtown will be useful to much more people since Ballard is an interesting, vibrant area that needs to be connected to the light rail system. I would be in favor even of scrapping Ballard to downtown for ST3 and instead building a Ballard to UW line if it would mean getting Ballard connected sooner. Time is of the essence here as traffic and congestion continue to get worse. Connecting Ballard to UW at a sooner date is better than waiting several additional years for a tunnel to be completed. True, it means Ballard to downtown isn't as direct, but it improves north/south connections which will benefit a huge number of people. Then Ballard to downtown can be completed as part of ST4. "Perfect" can be the enemy of "pretty dang good," and I think the huge amount of time to build another downtown tunnel means we need to go with "pretty dang good" for now and save "Perfect" for the next round. Getting Ballard onto the light rail network as soon as possible should absolutely be the highest priority of ST3.</p>
NORTH KING COUNTY	<p>We need options for Lake City Way SR522 that go at least as south as 125th st.</p>
NORTH KING COUNTY	<p>Suburban network expansion may be politically expedient, but it's not good for the overall health of the system. Priority should be given to the densest service areas. Extending Link and BRT to sparsely populated areas yields a much lower ROI than does expanding coverage in urban areas with new lines and infill stations. That ST3 prioritizes low-ridership suburban expansion decades ahead of urban improvements is enough for me to oppose the package.</p> <p>D Line service to Ballard is sufficient for downtown trips, and with additional investment will be able to serve the neighborhood for decades to come. What north Seattle urgently needs is more reliable east-west service. Link from Ballard to UW via Fremont would do a lot more for the network than another downtown line.</p> <p>And please stop pushing so-called "BRT" when there's no plan here to build a separate, dedicated busway, and regular express buses in HOV/HOT lanes are sufficient to meet demand anyway.</p>
NORTH KING COUNTY	<p>I am angry that the connections to metro busses at the new uw station are so abysmally bad. Walk is WAY too long. I don't understand why it was not arranged so busses stopped right beside the station. Meanwhile it looks as though hospital shuttle service stops right at station. This feels like a tiered class system.</p>
NORTH KING COUNTY	<p>Why so many tunnels? Use elevated rail like in NYC. It is cheaper and faster to build.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	<p>1) Ballard to UW should be included in this plan. This line would serve more people than the Tacoma, Everett, or Eastside lines (and likely all three combined). In addition, ST should study (a) extending the Downtown to Ballard line north to 85th and (b) a line from Mt. Baker north through First Hill, the Central District, Capital Hill, and to the UW. Both of these urban lines would likely provide substantially more benefit to more people than the suburban lines under consideration. Building an effective urban network of light rail will do more to relieve congestion and get people out of their cars than a set of disconnected commuter routes that only join certain locations and still require people to drive for many daily tasks.</p> <p>2) The implementation of the Graham Street station should not be delayed. It is currently scheduled for 2036, but I see no reasons that it could not be opened in a matter of months if ST3 were approved. There is no need for any complex engineering or substantial capital costs, and its addition would greatly improve access to the light rail for a large area in SE Seattle.</p>
NORTH KING COUNTY	<p>The west side corridors of the proposed Light Rail serving West Seattle and QA/Ballard deserve greater priority. These popular neighborhoods are rapidly being developed, with the density increasing each day, yet the current routes to and from these areas are limited by geography and already experience incredible bottle-necking. I am deeply concerned by the large number of high-density condos/apartments being built in these neighborhoods, many without inclusive parking, coupled with the sorely inadequate public transit offered to these areas. These neighborhoods are jewels of Seattle; destinations in their own right. They cannot wait 20-25 years for inclusion into the Light Rail network.</p>
NORTH KING COUNTY	<p>Focus on where the density is, in the Seattle neighborhoods that need it the most, the eastside is getting improvements to SR520, I405, and much more. Invest in the Seattle neighborhoods where the transit will have an immediate impact.</p>
NORTH KING COUNTY	<p>Building out to West Seattle sooner would be great!</p>
NORTH KING COUNTY	<p>25 years is so long. Can we improve timelines?</p>
NORTH KING COUNTY	<p>I would support this plan but I don't want to see the light rail in for Seattle Center to Ballard go up in 22 years; this is a tourist destination and needs to happen a lot sooner than that. It's the biggest Seattle neighborhood as it is and Mercer is constantly backed up.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	<p>I do not understand the need for another downtown transit tunnel. With the modern signalling, trains can run every 3 minutes or less. That's enough for trains every 10 minutes Everett - West Seattle, Ballard - Redmond and Northgate - Issaquah. By avoiding spending money on another downtown tunnel, much needed coverage in the dense neighborhoods of Seattle could be built, such as Alaska Junction - Burien or UW - Wallingford - Fremont - Ballard. Eventually, a new tunnel will have to be built, but the priority should be to get rail coverage throughout Seattle.</p> <p>Also, more improvements to Sounder should be considered, such as another downtown station in Belltown and near the Ballard Bridge in Interbay - areas currently hard to reach by car. In the long term, an all-day half hourly Everett-Seattle-Tacoma could connect the region using mostly already existing infrastructure as an alternative to the terminally congested I5.</p>
NORTH KING COUNTY	<p>I have never voted against a transit package, but I may vote against this one. The timeframes in the plan are ridiculously long. We need better rail NOW, not in 20 years. If this mean elevated lines instead of tunnels, so be it. But I will not vote for a plan that does not bring rail to West Seattle until 2033. Re-think the plan and come back with something better.</p>
NORTH KING COUNTY	<p>I think light rail access to West Seattle, Ballard, and Everett should come earlier in the plan.</p>
NORTH KING COUNTY	<p>Please consider serving more dense neighborhoods and deciding against such highway-focused alignments that will only encourage people to drive to your stations. The amount of parking in this plan alone is enough to vote against it.</p>
NORTH KING COUNTY	<p>Why is there so much BRT? It is not worth the money</p>
NORTH KING COUNTY	<p>Seattle is where the growth is and where the supportive voters are. Build rail to Ballard and West Seattle FIRST. We can't afford to wait until 2038 and BRT won't hold us over for 22 years.</p>
NORTH KING COUNTY	<p>Reduce the timeline. This is in unacceptable.</p>
NORTH KING COUNTY	<p>If there are no immediate plans to extend light rail near white center, having a park and ride near the Alaskan station would be immensely helpful!</p>
NORTH KING COUNTY	<p>I strongly support light rail and mass transit and we are 20 years behind schedule. We need to double or triple our efforts. I am very leary about the length of these projects, we need these projects finished in ten year not 20 to 30 years. Most people working and commuting today will never get to use the light rail and transit system we are trying to create. I am not sure right now if I would vote yes on ST3. I am not convinced that voters in Washington outside of the Puget Sound Region would support the plan.</p>
NORTH KING COUNTY	<p>Ballard should be serviced by a separated grade line connecting to the UW rather than with traffic to downtown.</p>
NORTH KING COUNTY	<p>Putting buses on shoulders is un safe Thats why we have shoulders as a safe place to pull off the road .</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	Lake City Way between NE 80th St and NE 125th St is, once again, being ignored. There are so many potential benefits from including this section in the SR 522 BRT plan. First, the area is developing. Second, many people live in the area and it is currently very unpleasant to walk or bike in. In fact, it's simply dangerous. Third, there are number of businesses that would benefit from better transit service in the area and better walking conditions. Fourth, Lake City Way is a main corridor in the area, so a BRT-like transit option along it is essential for a truly connected transit network. I ask you to consider including all of Lake City Way in the SR 522 BRT plan.
NORTH KING COUNTY	We need to maintain priority of more light rail options within the denser parts of Seattle. The longer commuter routes beyond Southcenter and Alderwood, would probably be better served by more consistent and more accessible Sounder service than Light rail. Perhaps adding more trains throughout the day in both directions. Also, the traffic jam that tends to occur within the transit tunnel during rush hours makes light rail through downtown extremely unreliable, somewhat negating the benefits of light rail. There should be an effort to develop a dedicated tunnel system through downtown for light rail that is not shared with buses.
NORTH KING COUNTY	I think that the proposed at-grade light rail to Ballard with a draw bridge will provide very minimal benefit over the existing bus infrastructure, and off-grade light rail connecting the existing UW infrastructure, although less desirable than off-grade direct to downtown, would be preferable to at-grade light rail to downtown.
NORTH KING COUNTY	Ballard to UW!
NORTH KING COUNTY	Getting reliable transit to the downtown core business district and South Lake union should be of the highest importance due to the growth in that area with new developments like Weyerhaeuser and Expedia moving there along with the growth of amazon and other businesses.
NORTH KING COUNTY	Bike lanes throughout Puget Sound, but ESPECIALLY in Seattle, should be moved OFF arterials and on to parallel side streets. This keeps the cyclists safer and increases the number of lanes available for cars, thereby lessening congestion. Also, perhaps running more buses at peak times might help. For example, why on Earth are there EMPTY buses going back to the terminal at 8:30am or 5:00pm --- just when we need them most?? It's appalling how many buses, during both morning and evening rush-hours are heading back to base. It makes NO sense! Neither does running buses on the shoulders of freeways. This is just a BAD idea. How many buses rear-ending stalled cars will it take before it's called off?

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	<p>The only project on the list that I support is Downtown-Ballard and what is proposed is inadequate. I do not support at-grade running through Interbay with an operable bridge. The timeline is totally unacceptable for this line. There is no UW-Ballard line which is a must. Almost everything else proposed is light rail running along freeways that already have pretty good express bus service into areas that are totally un-transit oriented and will not be used much outside commute times. I do not support completing the spine, that's what Sounder is for. All the proposals for improving Sounder having nothing to do with improving the rail line or increasing service. I don't care about more parking, longer platforms and pedestrian improvements. I want Sounder service all day and on weekends, I want infill Sounder stations at Broad Street and Golden Gardens. This package is an incredibly expensive proposal at \$50 Billion, I would support it if it was full of great projects but what is proposed is terrible. Even the one line proposed on the list (Ballard - Downtown &amp; Downtown Subway) that I want is severely lacking. Even the suburban projects that I would on occasion are poor or missing (we need a transit line to Kirkland on the Cross Kirkland Trail and the Issaquah line needs to cross the slough and tie into the East Link tracks much sooner for travel to Seattle). I do not support I-405 BRT with its expensive stations in the middle of traffic clogged freeways and cloverleaves. I can not support the package proposed, for \$50 billion I expect a much better list of projects, and projects in Seattle built to higher quality and on a tighter timeline.</p>
NORTH KING COUNTY	<p>Connecting Ballard to Downtown via the University District with stops in Fremont and Wallingford makes more sense than building a bridge and going through Interbay. It could be built quickly and would reduce east-west traffic. An eventual route through Interbay, Lower Queen Anne and Belltown could then be added as a draft proposal.</p> <p>While I fully support</p>
NORTH KING COUNTY	<p>1) For transit to Redmond and Issaquah, I'd rather see rapid buses than light rail. (to cut cost and get it going faster) 2) I would like to see ADDED to the plan... more BIKE parking at rail and bus stations.</p>
NORTH KING COUNTY	<p>I think the Ballard project shouldn't use surface, a tunnel was 5 min faster. We need separated light rail from the roads.</p> <p>I also thought a connection from Ballard through to UW should have been included</p> <p>That and the timelines suck. In 20 years I can use light rail to Ballard or west Seattle?!</p> <p>Frankly this project seems to extend to suburbs like Issaquah? And not even serve the core of Seattle</p>
NORTH KING COUNTY	<p>A UW-Ballard line should not be at-grade. It should either be a tunnel or raised. Also the timeline to complete all the lines is unacceptable. 7 years of environmental study sounds way too long.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	I support the plan. However, I would have hoped that more of the investment would have gone to Seattle, which needs light rail the most. To me, it would have made more sense to fully expand the Seattle system first, with east-west lines and more stops before expanding light rail to places that really don't need it yet. However, politically you have to give the voters what they want, and it makes sense to spread the light rail wealth around the region when the whole region is asked to pay for it. Sooo yaa that's life eh
NORTH KING COUNTY	I can't comment on the regional lines very much since I seldom go to those places. I strongly support connecting Ballard and West Seattle by grade-separated. Given what I've read about the Ballard-SLU-Downtown plan I cannot support ST3 in its current form because it contains at-grade elements.
NORTH KING COUNTY	Finish the studies for NE Seattle/Kirkland/LCW/Ballard first and don't add Ballard/UW until these studies are finished. 2nd Add more Sounder service.
NORTH KING COUNTY	22 years for Ballard.. really???
NORTH KING COUNTY	Too much focus on art installations and opulent features are driving up the cost. Stop wasting our money!!!
NORTH KING COUNTY	I'd personally like to see light rail to Ballard and Redmond prioritized with bus rapid transit filling gaps on other areas until "non-core" rail is extended later in the plan.  When reading a lot of the arguments at the end of the survey, the ones that are alarmist rather than factual really turn me off and I see a *lot* of statements like that in the voter pamphlets
NORTH KING COUNTY	I'm so excited about the ST3 plan. However, the timetables for completion of light rail to Ballard and West Seattle are unacceptable. It seems to me that this plan is putting the priority on getting light rail to the suburbs, rather than expanding it in the dense urban core where it would get the most use. I really hope Sound Transit makes some modifications to this plan before it is put before voters in November!
NORTH KING COUNTY	I will not vote for a bad plan that has more at-grade light rail within Seattle city limits, and a drawbridge connection to Ballard, and somehow still manages to take 25 years. Full stop.
NORTH KING COUNTY	I feel the projects in our urban core should have priority over suburban expansion.
NORTH KING COUNTY	The Executive of King County always mentions equity and social justice. Is it equitable for the residents of Rainier Beach, Skyway, and Renton to have 1 or 2 bus options, but West Seattle, Ballard, and Bellevue to receive light rail. It's feeling like the rich getting richer and the poorer neighborhoods being left behind. Again.
NORTH KING COUNTY	I am a big transit advocate but ST3 is flawed. We should prioritize density (Ballard, Ballard to UW, West Seattle) and only afterwards expand outwards as density in the outskirts catches up with the denser center. ST3 does exactly the opposite, which is surprising. Connecting Bellevue and Redmond makes sense because they are big employment centers, but Everett? Lynwood? Capitol Hill, UW are a huge success because the density is there, some south stations are not for the same reason. Many transit advocates (myself included) will vote ST3 in its present form in the hopes that they can vote for a more rational plan next year.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	We need light rail in West Seattle MUCH sooner than 17 years! We have had a ridiculous amount of growth, and transit options aren't keeping up. Trying to get onto I5 North from the WS Bridge is a frustrating experience any time of the day.
NORTH KING COUNTY	Light rail in Seattle needs to be the priority. It needs to be completed earlier, there needs to be more of it, and it needs to be higher quality. Ditch funding for parking lots and let local areas fund park-and-rides for their residents, so more transit money can be put toward an excellent transit system. Make extensive suburban expansion the lower priority/completed further in the future.  Ballard to Downtown cannot be at-grade, bogged down in traffic and susceptible to the moveable bridges in the summer. If huge ridership is expected on that line, it should be the highest possible quality. This line needs to be built first, to take care of the existing massive need.  Additionally, the Ballard to UW should not be a "future investment study" but should be included in this plan.
NORTH KING COUNTY	Ballard light rail should come much much quicker.
NORTH KING COUNTY	Rail to Ballard is the most important piece of the package and should be expedited.
NORTH KING COUNTY	I would like to see how some of these spurs will connect. the Light rail to Ballard just seems to dead-end and not connect to anything else. Plus it seems redundant with the BRT through Ballard.  there are no high speed/capacity lines linking W Shoreline, Shoreline CC, Edmonds CC. Seems like a missing piece. (I'm sure there will be connector lines to the light rail line?)
NORTH KING COUNTY	We need to pick one flagship project in each region and get it done in the 8 year time frame. My suggestion would be drop Seattle to Ballard and use UW as a transfer station to get it done faster. Build Tacoma to TCC, etc. Retime the plans to get some wins in early and reduce the time to build shock. Also.busses aren't reliable no matter what you do, stop supporting them, I.sit right next to them in traffic and laugh. We need true grade separation. Reliability is the most important thing. I need to be able to predict my commute with precision otherwise, its worthless to me.
NORTH KING COUNTY	Ditch Paine Field. It's not worth the added cost; your studies projected no additional riders compared to an I-5 allignment. Try to find a way to speed up the timelines. Prioritize Ballard over West Seattle; there's more ridership there. Add provisional lines to the project: Ballard to UW needs to be a priority, and West Seattle should be extended at least to White Center (if not Burien) for equity reasons. It's disappointing that Seattle, the part of our region that uses mass transit the most and is our region's primary destination, is receiving so little of the \$50 billion pot. The ridership is here, not in Paine Field.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	<p>What about elevating light rail rather than tunneling? I've read that elevated rail is faster and cheaper to build. People don't mind the monorail and in fact voted to extend it several times. Consider elevated rail to Ballard and West Seattle to speed up those projects.</p> <p>I'd also like to see light rail access to the Greenwood and Greenlake neighborhoods.</p> <p>Love the dedicated shoulder of the highway idea for BRT. BRT will only work if it can completely avoid getting caught in traffic. (A bus coming every 6 minutes doesn't help you any if after that you just sit on the highway for an hour.) Please push hard for dedicated transit lanes. That would be an amazing victory!</p>
NORTH KING COUNTY	<p>West Seattle project for light rail needs to finish significantly quicker than "within 17 years". The West Seattle bridge is already beyond capacity on a daily basis and with the amount of large apartment/condominium complexes being built it will become the worst traffic in the region if something isn't done soon. Look at how quickly population growth has hit certain districts of Seattle and not just population growth as a whole.</p>
NORTH KING COUNTY	<p>This timeline associated with ST3 plan as put forward is too far out in the future to support us NOW. We needed light rail 10-15 years ago. If our city needs to do one thing is to get these lines built faster and to relieve the stress on our roads. I would use a train daily if I had it. As I have in every other city I have lived in. Seattle is in the dark ages considering their delay in implementing this plan. We need it sooner to be effective.</p>
NORTH KING COUNTY	<p>The west Seattle and Ballard routes seem way more important than the other projects because of their impact on Seattle traffic. Those communities need that access as soon as possible, 17 years is way too long to wait!</p>
NORTH KING COUNTY	<p>I LOVE light rail and am an ardent supporter of it, but light rail from Ballard to downtown (and preferably to the U District as well) MUST come sooner, if not as the first priority. I will not support a plan that brings light rail to this very dense neighborhood in 22 years.</p>
NORTH KING COUNTY	<p>I am disappointed with the plan in a few respects. Right now I fear the plan is not supportable by Seattle voters.</p> <ol style="list-style-type: none"> <li>1) The Ballard timeline should be expedited as much as possible. This is the highest impact project; waiting this long to complete it is totally unjustifiable.</li> <li>2) The Ballard line should be grade separated the entire way. Putting it at grade risks the long term reliability and speed of the system, making the investment much riskier.</li> <li>3) Commit to fully funding the EIS for Ballard to UW. This east west line serves two very dense neighborhoods, adds Fremont to the light rail system, and runs along a corridor that's horribly congested. Having an EIS completed would allow it to be built if more funding becomes available.</li> <li>4) Build the 130th St Station sooner. Why wait so long to build a station that's on an existing line?</li> <li>5) Consider removing the Paine Field extension in order to expedite the north end of the spine. People are rightfully upset that the extension is adding 10 years to the timeline of completion.</li> </ol>
NORTH KING COUNTY	<p>Ballard Light Rail should come sooner than 22 years. This should be one of the first projects.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	This need plan needs to be off grade. All transit should not be beholden to car traffic. It should happen everywhere and faster.
NORTH KING COUNTY	<p>There should be NO or extremely limited at-grade rail within the city of Seattle. We cannot be stuck with a flawed system forever. We deserve the right transit system. No drawbridges or anything else that would add ridiculous unpredictability and delays to light rail schedules.</p> <p>What about Fremont and Wallingford? There is serious need for more Seattle infill projects. Ballard to UW, Ballard northward, south from West Seattle, etc.</p> <p>I also doubt lines like the proposed one to Issaquah are practical. How many people in some of these places would use light rail? I think that some of that money will be better spent in Seattle. But I am pleased to see some focus on areas with lower-income people and minorities. That is important to allow people to commute to the city without a car.</p> <p>ST3 needs a focus on more properly-designed Seattle lines! No half-baked designs with surface-grade portions and ridiculous drawbridges.</p>
NORTH KING COUNTY	<p>I believe reducing the number of cars on the road within Seattle city limits will have a ripple effect throughout the entire region. Its imperative that West Seattle and Ballard get light rail sooner than 20 years from now. 10 years would be more reasonable. Push the smaller projects back and put the money and effort into where light rail is needed the most...West Seattle and Ballard.</p> <p>I would also like to see money for studying a line from Ballard to UW and a line from downtown to SLU, up to Capitol Hill, and down through the Central District. In the future, Seattle could then try and build those on its own.</p>
NORTH KING COUNTY	Ballard light rail should happen earlier.
NORTH KING COUNTY	I agree with Seattle Subway organization whole-heartedly. Seattle is the heart of the system, it needs a much bigger focus. Ballard should be grade-separated, Seattle projects should finish sooner, and additional lines like UW to Ballard should be included as provisional (not just studies). Without a sufficient network within Seattle, the whole system is undermined. Aim high!
NORTH KING COUNTY	The time frame is unacceptable. Traffic is horrible now! We don't have 20 plus years to wait. Why is Graham Street Station construction put so far off into the future? We voted in Seattle for some funding to help. Find creative ways to do it sooner. I have voted for every transit oriented ballot initiative since I moved here in 1995. The plan as stands is unacceptable. Regrettably, I will vote no.
NORTH KING COUNTY	By your own admission, West Seattle and Ballard are two of the most dense neighborhoods in Seattle. Why are they the LAST to receive light rail?!?! Please move those lines up on the priority list.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	<p>We need a much larger focus on Seattle. There is no other organization working on an urban rail transportation system within the city itself, so we need to make sure that ST3 is doing as much as absolutely possible for the city of Seattle.</p>
NORTH KING COUNTY	<p>As it stands now, I find the ST3 proposal very unpalatable for commuters and tax payers like myself. I think that the the Seattle Subway revisions need to be included in the measure for the region to get behind it.</p> <ul style="list-style-type: none"> <li>-remove any at grade/shared lane proposals (we don't want another MLK way south)</li> <li>-expedite ALL schedules</li> <li>-simultaneous Ballard-UW and Ballard-Downtown line construction (We need this ASAP)</li> </ul> <p>We are all willing to pay more for a system that works!</p> <p>Thank you,</p>
NORTH KING COUNTY	<p>Politics is politics, and I'm sure the board (and staff) has weighed the utility of the system against the need to make sure suburban communities feel that they are getting something for their tax dollars, but the reality is that by sheer numbers it will be denser communities using this the most - places like Ballard, West Seattle (hopefully) and Bellevue. To that end, ST3 shouldn't make sacrifices to the quality of its service in the urban core in exchange for concessions to far-flung communities (DuPont, Orting) that have little utility. People in those areas aren't likely to vote for this in the first place, and throwing them a bone by giving them a "study" isn't going to sway many of them.</p> <p>I also have concerns about the amount earmarked for parking - this might be a necessity in some suburban stops, but any stations located in reasonably dense areas (Bellevue, Issaquah, Redmond, etc.) should prioritize biking/walking/transit connections.</p> <p>In my opinion, this plan makes too many early concessions to suburban legislators. There was bound to be some of that during this process, but by baking so much of it into the plan from the outset, ST3 doesn't start from a good negotiating position. A more urban-centric draft plan would have allowed concessions to be made to suburban politicians (giving them the "I fought to make this better for the suburbs" optics that are their primary motivation) and allowed us to come to a middle ground. This starts on that middle ground and I fear it could be watered down further.</p>
NORTH KING COUNTY	<p>No at-grade light rail in dense areas. Mass transit expansion can not impede vehicular traffic or it will backfire heavily. Build light rail elevated or underground, especially to Ballard.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	Please work on improving the frequency of the E line. I live 3 blocks from the 45th st stop, and I rarely take it. If I try and take the bus to downtown during morning rush hour, I usually have to wait for 2 or 3 buses before I can get on the bus, because it is so full. It has given me a bad taste for all the rapid ride line, which is why I don't really support adding more of them. I would be much more supportive if I didn't have to wait for multiple buses just to get to downtown. Missing 1 bus once a month because it is full is one thing, missing 3 buses at least twice a week because they are too full is not cool.
NORTH KING COUNTY	We need light rail and a train system NOW! Not in 25 years. This timeline is ridiculous, I am in full support of public transit, but this timeline is already behind the current need.
NORTH KING COUNTY	<p>A) 22 years for completion of light rail to Ballard is ridiculous and will likely cause this measure to fail. Of all the projects Ballard to Downtown is crucial for removing vehicles in the densest areas of the city and should be the first phase and completed on a quicker timeline.</p> <p>B) Absolutely NO new light rail should be at street level. It does nothing to relieve congestion having rail at street level it is absolutely idiotic to consider it. Light rail to ballard or west seattle need to be above grade or in tunnels</p>
NORTH KING COUNTY	I live a 1/2 mile from the newly opened Capitol Hill Station and work in the north Ballard area, near 105th and Greenwood. I ride a bike to downtown, catch an E Line bus, exit at 105th and bike the rest of the way. I then bike home in the evening. The light rail segment to Ballard could open tomorrow, and though I SHOULD be a prime candidate to use that line, I would continue my current commute. I will be voting against ST3 if the Ballard line continues to be planned at grade through Interbay. I do not think at grade light rail would be as reliable as the E Line heading northbound in the morning.
NORTH KING COUNTY	Keep the Ballard line totally separate from traffic - needs to be grade-separated and traffic-proof the whole way or it may as well be a bus.
NORTH KING COUNTY	<p>Expedite construction - with all of the people and congestion in the area, it is ridiculous that we would have to wait 20+ years for a complete transit system that is already long overdue. Expedite the construction of light rail in Seattle.</p> <p>Any new light rail lines should be fully grade separated.</p>
NORTH KING COUNTY	Taking 22 years to build an at-grade line to Ballard is terrible. Having it go over a drawbridge, even if it only opens during off hours, is going to make people much less likely to take that line which is dearly needed. A grade separated line for that portion is essential to encouraging ridership which is more costly and takes more time, yes but if the timeline is 22 years, I don't see it as insurmountable.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	The light rail expansion to Ballard should be completed within 8 years and removed from at-grade. This transit will be taking up a corridor that is already at its breaking point and will need to be Below-grade (Preferred) or above-grade. Current transit from Ballard is just as fast as walking which is never a good sign. So what will adding more traffic, buses, and trains do to make that time less? Give us a system that can be used for the future, by the time this line is finished it will already be obsolete and useless. Don't waste tax payers money and do it right.
NORTH KING COUNTY	Ballard absolutely must be moved up in the timeline. We need to get cars off the roads in the city, create mobility within Seattle, which will spur more housing and denser building, improving affordability--meanwhile we can expand BRT and push the legislature to improve HOV and tolling for highways like 405.
NORTH KING COUNTY	We need all of this as fast as possible. I understand there are limitations regarding collectible taxes and borrowing, but we need rail service across more of Seattle today, I can't imagine how far behind we'll be when we finish it in 25 years.
NORTH KING COUNTY	I am stunned that Sound Transit ("ST") will take so long to build the Ballard and West Seattle lines. Seattle needs rail extension sooner, not later. These lines get better ridership numbers than the suburban lines. I was also surprised to see that the Ballard to UW line is missing. It should have been included or at least a full study and plan should be funded for that line. What happened to the elevated option for Ballard? At-grade tracks will get stuck in traffic snarl. The plan for Seattle is disappointing. If Seattle has to wait years to get Ballard and W. Seattle light rail, people will vote it down. ST needs to reform the plan. Prioritize getting the Seattle lines completed.
NORTH KING COUNTY	Link within Seattle should be fully separated from traffic and should not run on grade. Also, people can't wait for 20+ years to get to SLU or other dense and crowded neighborhoods.
NORTH KING COUNTY	In general this is very expensive, considering how far out the project completion dates are, and could use some cost reductions
NORTH KING COUNTY	This plan seems to be about connecting various suburbs to each other. I'd much rather see a plan that improves transit in the most dense parts of the metropolitan area, making it work better where it already exists. I'm not convinced that connecting the center of each suburb to the system will get people to leave their cars at home. If you concentrate on the areas that already have people planning on leaving cars at home, those areas can grow and influence the rest of the city over time.
NORTH KING COUNTY	Please reconsider a Sounder station at Golden Gardens/Ballard
NORTH KING COUNTY	The Station at 130th should be included; it should not be provisional.
NORTH KING COUNTY	Ballard is getting the short end of the stick.
NORTH KING COUNTY	<a href="http://seattletransitblog.com/2016/03/31/how-to-fix-st3-so-seattle-will-vote-for-it/">http://seattletransitblog.com/2016/03/31/how-to-fix-st3-so-seattle-will-vote-for-it/</a>
NORTH KING COUNTY	I would be much more supportive of a plan that invests in LIGHT RAIL solutions and delivers LIGHT RAIL solutions more quickly, even if the fees for doing so go up. We need to invest more and invest faster, in a comprehensive LIGHT RAIL solution. We can't wait 25-30 years.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	<p>Lightrail connection to ballard should be a TOP PRIORITY and should be completed first, whether through a direct connection to downtown, or the Ballard Spur to the university district.</p> <p>The project that has been referred to as the Metro 8 Subway should also be prioritized. We must get people moving WITHIN the city out of automobiles reducing overall congestion.</p>
NORTH KING COUNTY	<p>Overall, the timing of the light rail projects is way too far out. A middle-aged voter that works in Seattle will be retired before they could get to Ballard on the light rail in the draft proposal and even when that voter is in retirement trying to get to Ballard on light rail they'll be at the whims on what's happening on surface streets because the light rail in the proposal isn't grade-separated.</p>
NORTH KING COUNTY	<p>Ballard to downtown Seattle should happen much sooner! And be completely grade separated.</p>
NORTH KING COUNTY	<p>Complete Ballard and West Seattle first.</p>
NORTH KING COUNTY	<p>Ballard light rail should happen much faster (particularly with Expedia adding cars to the road in Interbay) and should not be at grade.</p>
NORTH KING COUNTY	<p>The heaviest use projects in the most congested areas should be vastly accelerated. Ballard and West Seattle, above all other projects, need to be delivered ASAP.</p>
NORTH KING COUNTY	<p>22 years to get light rail to Ballard is RIDICULOUS, as is lack of UW-Ballard light rail. This plan prioritizes the sprawling suburbs at the expense of our fastest-growing, most dense urban neighborhoods. We need fully grade-separated light rail in the city, and we need to build it fast.</p>
NORTH KING COUNTY	<p>It is completely unacceptable for Ballard and West Seattle to wait two decades for light rail that isn't even grade separated. Those lines will have more ridership and have more density than any line to the suburbs. I really support transit and I use it frequently, but will vote against this and save my money if you won't be able to give me more light rail in Seattle before I retire.</p>
NORTH KING COUNTY	<p>more consideration for how projects could be delivered faster</p> <p>exclusive right of way for trains and buses, enforcement of minimum speed requirements for HOV lanes, ie minimum HOV vehicle occupancy from 2 to 3 or if necessary BUS ONLY</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

<p>NORTH KING COUNTY</p>	<p>I am astonished to see the incredibly poor investment in light rail that is being made to Ballard and West Seattle from downtown.</p> <p>On grade systems have been demonstrated to be unreliable, unattractive, and ultimately unsuccessful in promoting Rapid Transit use. Witness the Seattle streetcar and South Lake Union trolley both of which have lackluster ridership and poor performance in regards to schedule and timeliness. And now the South Lake Union trolley is being redesigned to be separated from traffic at enormous cost.</p> <p>We must invest in the highest quality rail completely separated from traffic between downtown and Ballard as well as between downtown and West Seattle. Bus rapid transit, despite many promises has not received the investment that was originally scoped and has not met expectations particularly along the D-line which is overcrowded and under supported. Further investment in bus Rapid Transit would be a mistake given that it is a half-measure solution rather than a full one. Projected ridership on the Ballard to downtown light rail line is enormous and will completely cover farebox revenue. It is a self-supporting extension and it is inconceivable and inexcusable that Sound Transit has elected to support such a demonstrably bad and poorly designed extension to Ballard knowing that the demand is so high.</p> <p>It is additionally confounding that the timeline for construction on the most popular extensions of light rail are the longest while outlying areas are prioritized. Particularly areas that have not supported Light Rail extension in the past and will not support adequate farebox revenue in operation as routes to West Seattle on Ballard would; making them more costly to operate while also less effective at reducing congestion.</p> <p>I frankly cannot support this plan without a greatly accelerated timeline for construction of a high-quality fully separated light rail system between downtown and Ballard and downtown and West Seattle. Unfortunately, I would rather see the entire plan scrapped and start from scratch than support this plan in its current form.</p> <p>Sound Transit is full of smart people and more than a few engineers. These criticisms are surely a surprise to the good people who work there. Please make the right choice and create a plan and a construction schedule that will allow people to ride the rail before they die on a system that does not compromise with poor solutions like on-grade rail to low-density areas.</p>
<p>NORTH KING COUNTY</p>	<p>22 years to complete light rail to Ballard is ridiculous. Start from the core, where the need is greatest, and work out to outlying communities.</p>
<p>NORTH KING COUNTY</p>	<p>Ballard needs to be prioritized. Over 20 years for a light rail system we separately need now? This plan needs reworking.</p>
<p>NORTH KING COUNTY</p>	<p>Prioritize Ballard and West Seattle and instead of taxing everyone, tax those that use the service to pay for the plan.</p>
<p>NORTH KING COUNTY</p>	<p>25 years to finish Ballard line is absurdly long.</p>
<p>NORTH KING COUNTY</p>	<p>The timeline is too long!</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	Prioritizing the suburbs over a line to Ballard is not acceptable. Currently the draft plan calls for an at-grade (competing with existing traffic) line from downtown to Ballard to be completed by 2038, after virtually everything else in this plan. It needs to be grade-separated, and finished MUCH sooner than that. ST3 will be on the ballot this November and badly needs to pass, but for that to happen, Seattle residents need a reason to vote for it.
NORTH KING COUNTY	Light rail to Tacoma / Everett is duplicitous with heavy rail, and overlays a mode best suited to dense urban environments onto suburban areas with a mere hope for new density. Increasing service schedules on heavy rail, with more frequent, higher capacity service, allowing for large garaged park and rides at the existing stations (the people of Snohomish and South King / Pierce counties will never rid themselves of cars) is a MUCH better use of funds with more realistic expectations and a better allows for a concentration of light rail in truly urban cities (Seattle and Bellevue.) (NYC and NY's Hudson Valley (MetroNorth) service as an example.)

NORTH KING COUNTY	<p>A few things - I FULLY support Sound Transit and am ready to pay up the nose for it.... IF.... Sound Transit provides a world-class, high quality system. Right now... I'm extremely hesitant.</p> <p>Ok... lets get real. Things I believe Seattleites DESERVE (and NEED to see):</p> <ol style="list-style-type: none"><li>1. Expedite this process.... 25 years?? I just graduated from college. My own KIDS will be in college by the time construction would be complete. Please consider projecting more optimistic timelines and prioritize SEATTLE AREA transit (West Seattle and Ballard and the Ballard--&gt;U-District Link. I believe it would be far better to prioritize quality over quantity... getting a top notch, high quality system in the central heart of Seattle... rather than to spread Sound Transit too thin and wait too long. We both know you can shave off a few years... those are very conservative estimates. Your biggest problem will be passing the bill... just ride the good publicity you have now and get-this-bill-passed!!</li><li>2. ZERO and I mean ZERO 'at grade' transit lines. Lets have actual standards. We either go big and do this thing RIGHT or forget the whole thing entirely. The ENTIRE POINT of transit is to be underground and NEVER STOP AT TRAFFIC LIGHTS. Do we want to be a world-class metropolitan city? Or stumble among the mediocrity of cities like Boise, or Spokane? We can aim for NYC, London, San Fran kind of transit. It will pay off in dividends later. What's the point of light rail if car traffic still snarls it? Its practically a streetcar at that point. And we all know how fast those go on Broadway. This means absolutely no drawbridge for the Ballard line.</li><li>3. Also, please provide complete funding of an Environmental Impact Statement (EIS) for the extensions from Ballard to UW and from West Seattle to Burien, and add both lines as "provisional projects" if additional funding becomes available. That could shave 6 whole years off a future project timeline should funding become available (as I'm SURE it will). And fund studies for future lines... gotta plan ahead. Especially the crosstown, East-West line between Ballard and U-District.... even a possible Ballard to Northgate line.</li></ol> <p>OVERALL my main beef is this: why are we not prioritizing Seattle's urban core? Do we really want to incentivise growth in Issaquah? Why don't we focus all this transit oriented development in the inner city core? You build it, people will come. Please consider how building more lines with more interconnections with tighter proximity to each other makes for more viable, high quality transit connected neighborhoods. Fitting and connecting more transit lines within a smaller geographic area will create a FAR more dynamic and successful system that people want to actually ditch their cars for... in more concentrated dense neighborhoods close to the urban core.</p>
-------------------	--

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	<p>The biggest issue I have is the length of time it's taking to done. Traffic is continuing to worsen and prices in the city are rising too much. I grew up on the east coast and have lived here almost 10 years - it's still mind boggling to me that Seattle doesn't have much of a public transit system.</p> <p>I've looked at taking the bus from Green Lake to Boeing Field to get to work - it'll take a minimum of an hour. I'm moving in about 3 weeks to West Seattle. However, that will also take at least an hour on the bus.</p> <p>Why not add more bus transit centers so there are more direct routes? If I can drive to work on my own faster, what is the incentive for me to switch to using transit?</p>
NORTH KING COUNTY	West Seattle and Ballard parts of the plan should be completed earlier in the schedule.
NORTH KING COUNTY	<p>Connection through Seattle should be a priority via light rail. If we build transit coming into seattle, but have our current late, unreliable bus service to move people around the city, people won't take it.</p> <p>We also need to look at replacing the metro 8 bus with light rail. That would help clear up traffic through SLU by adding that connection</p>
NORTH KING COUNTY	Decrease the time for the Ballard and West Seattle line. Include UW -Ballard line.
NORTH KING COUNTY	The Ballard line, has the highest projected ridership by far, and should be completed sooner. Additionally, it should not be built below grade for the whole line.
NORTH KING COUNTY	Do it all at once, 20 years is too late.
NORTH KING COUNTY	17 years for light rail is unacceptable. Those of us in mid career will be retiring by then. Make light rail a priority and complete this asap
NORTH KING COUNTY	I strongly believe the downtown Seattle to Ballard line should be given priority in this plan. There is HUGE ridership. Waiting until 2038 is unacceptable.
NORTH KING COUNTY	Light rail to SLU/Queen Anne/Ballard should be completed sooner than currently proposed.
NORTH KING COUNTY	ST3 needs to put Ballard on the map first. Get the most ridership first. Lines into Redmond are going to be fancy dressing compared to the workload of a heavily used line.
NORTH KING COUNTY	<p>Questions about Bellevue to Issaquah:</p> <ul style="list-style-type: none"> <li>- Can the line start at the S Bellevue Park &amp; Ride instead of Wilburton? This plan looks like it's creating a lot of redundant N/S track parallel to the ST2 line.</li> <li>- Does the ridership justify the costs?</li> </ul> <p>Link from Ballard to UW via Wallingford</p> <ul style="list-style-type: none"> <li>- Why not? This would finish a beautiful, efficient loop.</li> </ul>
NORTH KING COUNTY	Ballard light rail needs to come faster, this corridor will only get worse as the region expands.
NORTH KING COUNTY	Grade Separated Ballard to Downtown should be priority.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	Complete Graham St station now. It was on the original plan 20 years ago. Please don't make us wait another 20 years. Please improve service in urban areas before the expanding to suburban areas.
NORTH KING COUNTY	Timeframe needs to be sooner with vision for future plans like completing environmental reviews so projects can get moving when finding is received
NORTH KING COUNTY	<p>Seattle will be footing the VAST majority of this bill. Inter-Seattle transit needs to be heavily, HEAVILY, prioritized. Downtown is expected to have huge residential and corporate growth, with apartment and condo towers sprouting near Columbia Tower (4C), First Hill, SLU, and more. Downtown is where people are going, serve their travel in the city, then worry about the suburbs.</p> <p>Expedite the construction of light rail in Seattle 22 years to Ballard?! 15 to West Seattle?! That's insane. First, Ballard, by every metric, should be first. Secondly, they should be started immediately, the first priority for ST3. Let's go for 5 years -- at the outside. I'm not voting for something 22 years down the line at \$50 billion.</p> <p>Make Ballard to Downtown fully grade separated Anything else is saddling Seattle with a crappy version forever. This is short-sighted and immensely stupid. Grade separation or what's the point?</p> <p>Add Ballard to Eastside or at least UW station East/West lines, for the love of God. Going North/South in this city isn't too bad, West/East is a nightmare. Connect your stations.</p>
NORTH KING COUNTY	<p>Light rail to Everett and Tacoma is less useful then light rail between dense Seattle neighborhoods.</p> <p>Since few people are likely to live within the walkshed of suburb stations, ridership is constrained by parking availability and likely to mostly improve commuting only. Light rail in Seattle facilitates all-day travel and changes peoples' lives.</p> <p>Prioritizing the timeline for Ballard and West Seattle is better than building "the spine" to places that are currently better served with express buses. Tacoma-Seattle is likely to be SLOWER on light rail than the current 59x series. Bus service to Paine Field has proven to be under-used. In contrast, buses that run every 10 minutes are full between Seattle neighborhoods.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	<p>Consider connecting NW and NE Seattle via light rail (Roosevelt to Green Lake, Fremont, Ballard). Making all transit go through downtown encourages the hyper development of downtown and SLU without encouraging business districts in other neighborhoods to thrive. Why is Google moving out of Fremont? Because the system only encourages them to further concentrate their business in the downtown area.</p> <p>Diffusing the business district and making all neighborhoods more interconnected will do more to diffuse traffic than expanding to regions that 1) rely heavily on cars and I have doubts that transit will change that in a meaningful way and 2) have not contributed much funding to transit expansions so far...so why do we think they will kick in money now? We need federal and state funds! As a Seattle property owner, I'm sick of funding our transit system in this haphazard way. At some point you need to consider the financial sustainability of your approach. We're already asked to keep our education system afloat even though that's the state's responsibility. Give me an income tax already!!!!!!</p>
NORTH KING COUNTY	<p>Having at grade light rail between Ballard and Downtown completely cripples this project and will leave us with a transit system paralyzed by the same traffic it purports to remedy. Furthermore, projects in Seattle should be prioritized over projects in far flung suburbs where cars are necessary despite transit options. We need good transit to Ballard and West Seattle that are fully grade separated and therefore fully reliable. We also need more east-west routes; a study of Ballard to U-District line should be funded in this project. It will be difficult for me to vote for a project that has light-rail running at-grade that takes two decades to get to Ballard and West Seattle.</p>
NORTH KING COUNTY	<p>Allocate less money to building parking garages, and instead use that space to build dense housing around new (and existing) stations. Allocate more funds to ensuring people can SAFELY walk and ride bikes to light rail stations. Connecting Ballard needs to be done *now*, not in 22 years. All BRT projects need dedicated right-of-way.</p>
NORTH KING COUNTY	<p>The timeline for light rail expansion to Ballard and West Seattle and in-fill stations is too long. ST3 should focus on building out the lines closer to the core urban areas first and get them done sooner. The lines currently traverse large stretches with no stations like Boeing Access Road that could serve more riders if there was a station without building more lines. South center could better be served with a Boeing Access Road station. Instead of light rail to Tacoma and Everett and Issaquah, focus on better and more frequent Sounder rail service and BRT to those areas, and better connections of Sounder to light rail. Currently the only transfer point is downtown Seattle whereas Boeing Access Road is a potential transfer point as is Ballard.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	<p>The 130th St. Station and connector bus between Lake City Urban Hub and Bitterlake urban village needs to be funded. Without this station, Lake City will be marooned, bypassed by the SR 522 BRT service from the east side that turns west on NE 145th St. Economic development will be nipped in the bud. (Notice that there is no enhanced service in NW Seattle north of Ballard.)</p> <p>The City of Seattle cannot create a new urban village at 130th St. in the Comp Plan for a station that is not funded. These are 100% SF homeowners. You are creating an impossible level of uncertainty in zoning.</p>
NORTH KING COUNTY	Ballard to downtown and Ballard to UW should be priority.
NORTH KING COUNTY	The Ballard to Downtown corridor should follow the C-01c route or I will vote no.
NORTH KING COUNTY	These projects should be sped up as much as possible. We shouldn't have to wait 8-25 years for projects to finish.
NORTH KING COUNTY	I want to see a greater focus on the downtown center of Seattle, rather than on suburbs and other cities like Tacoma. The city will be better off with higher urban density.
NORTH KING COUNTY	Do Seattle to Bellevue to Redmond FIRST (Light Rail), all others can wait.

<p>NORTH KING COUNTY</p>	<p>I'm disappointed about the 'sprawl' of the entire system. I understand it's a regional system, but this package is very heavy at the very outer reaches (and not in a way that fosters local transit-oriented development in say Issaquah or Everett. My fear is that Seattle in particular will need gold-standard BRT well before the system is completed and I think high-quality bus could be used to improve many parts of this plan. The diversion of light rail to Boeing field seems particularly expensive for the riders gained and the time lost. A high quality BRT would provide more stops in the area, create better local service and save money. Issaquah may also be better served by dedicated-lane BRT than a light rail extension. I can already see the benefits of the recent upgrades to the RapidRide C downtown as well as in West Seattle. As far as parking, I fear that a lot of the parking will be obsolete by the time it is built. In particular the 522 BRT would be better served by transit-oriented development, bike share and transit access, and eventually by self-driving ride-share such as the La-Rochelle CityMobil2 system.</p> <p>I do think that significant Sound Transit sponsorship of Pronto expansion (particularly with electric bikes) would be important to helping bike and pedestrian access to the stations. Even Northgate will be very accessible with electric-assist bicycles. Sound Transit should support ORCA integration with bike share. Something like that would lessen the impact of significant problems like the I-5 routing, the lack (or significant delay) of the 130th street station and the routing of 522 BRT on 145th street instead of 130th street via Lake City. Early sponsorship would significantly ease the bike crowding at the ULink station. Sponsoring Pronto expansion to the RapidRide C and D lines (along with significant capital improvements to help their speed) would lessen the blow of the long delays in implementing the system. This sponsorship would be pennies on the dollar compared to building or moving the schedule around. It might not help sell ST3 on the ballot, but the gold-plated BRT plus bike share combo is pennies on the dollar compared to Park-and-Rides. People will use it because you don't have to commit to a transit-oriented lifestyle (you can live a mile or more away from the transit hub) or a biking lifestyle (you don't need special gear for a 10-minute ride). At the very least make the P&amp;Rs accessible by bike so people can buy their own e-Bikes, but also have ORCA-connected bike lockers. Northgate fails on this as it has lockers, but unnecessarily poor bike access. It should have green-painted protected bike lane access to major bike routes and neighborhoods. The nearest safe bike routes passing Northgate literally have 'no turn' signs rather than 'this way to Northgate'</p> <p>Some inspirational BRT, bike and automated bus videos:  <a href="http://www.policyinnovations.org/ideas/video/data/000371">http://www.policyinnovations.org/ideas/video/data/000371</a> - BRT + bike share success.  <a href="http://www.citymobil2.eu/en/News-Events/News/BBC-video-on-CityMobil2-in-La-Rochelle/">http://www.citymobil2.eu/en/News-Events/News/BBC-video-on-CityMobil2-in-La-Rochelle/</a> - self-driving local bus to BRT.</p>
<p>NORTH KING COUNTY</p>	<p>Light rail NEEDS to be the priority. I would STRONGLY support delaying or doing away with the improvements for general bus lines to have a complete light rail system sooner. 22 years to get it to Ballard? Not acceptable. Almost 1,000,000 additional people and we still wouldn't be able to move about Seattle much less the metro region in a reliable and efficient fashion.</p>
<p>NORTH KING COUNTY</p>	<p>Ballard should be completed before eastside, not a generation from now, considering its ridership will be larger. Focus on commuting in the city of Seattle first then expanding to North and South, then Eastside last.</p>
<p>NORTH KING COUNTY</p>	<p>Please prioritize Ballard. Twenty-two years is too long to wait. Thank you.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	I can't support at grade development through Seattle. The Ballard line can not have any intersections with cars or pedestrians, the line through Rainer valley is a mess, I can't support that happening again.
NORTH KING COUNTY	I think you should prioritize the Graham Street Station and move it up in the timeline. the track is already built and it would not be that big of a project and it would help economically revitalize south seattle, which is a historically underserved part of our city
NORTH KING COUNTY	Ballard and West Seattle should be much sooner on the timeline. Also Ballard to UW (by way of Fremont and Wallingford) is very important.
NORTH KING COUNTY	The expansion of light rail to ballard needs to be grade separated. If not, I'd rather just have more bus rapid transit with bus lanes, what the hell is the point of being on a train and stopping for street red lights? I also think that Ballard light rail should be a higher priority than West Seattle, given that the projected market in Ballard is larger. The fact that West Seattle comes first seems a reflection of the fact that our King County Executive is from West Seattle.
NORTH KING COUNTY	I understand that rail and light rail can't service every part of our region, and that buses are necessary. However, I feel we're already too reliant on buses and need to prioritize rail. Working downtown, I can tell you A LOT of the street congestion is caused by buses, especially articulated buses. I see it every day — buses blocking intersections, closing off lanes when they get stuck on a turn. We're an hourglass in shape with little room to expand our roadways. We need to think differently. Rail, light rail and streetcars are a much better method for efficient transit, and alleviating congestion on roads in our region. And please, add parking to the rail stations. This was a huge miss. Not everyone lives within walking distance of a station, or may be elderly or disabled and it's not practical for them to walk to a station.
NORTH KING COUNTY	The eastside is growing too fast not to make Issaquah expansion a high priority. That should be higher priority than 25 years out
NORTH KING COUNTY	In the 1990's Ballard and West Seattle presented their neighbor plans to allow for multiple family construction in place of single family homes. As part of this increased density they were promised prompt inclusion in plans for light rail. I consider 22 years as being anything but prompt. Blocks of well constructed single family homes have been razed and replaced by unattractive condos and townhouses. This has greatly reduced home values and the overall charm of the neighborhoods. It is very shocking that concessions have been made and now that it is time for the promises to be met Sound Transit is not following through. Please honor your word and include Ballard in the plan to have a station as soon as possible. Thank you, Mary Fortino
NORTH KING COUNTY	Speed it up!
NORTH KING COUNTY	Ballard connection should be higher priority and completed in much less than 22 years.
NORTH KING COUNTY	I am more strongly supportive of prioritizing light rail service to Ballard and West Seattle before other services
NORTH KING COUNTY	Graham st station needs to happen a lot sooner. Same with Ballard and west Seattle light rail stations.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	I would like to see funding for trains that can carry more bikes - including cargo bikes - and strollers, luggage, etc. perhaps like the ones at SeaTac airport with few seats and lots of wide open space to stand and hold a pole. One of these style cars every two trains would help crowding a lot.
NORTH KING COUNTY	22 years to get to Ballard?! That is nuts. Quicker timelines on rail, less reliance on buses!
NORTH KING COUNTY	How can we shorten the timeline? Make Ballard to Downtown a sooner priority, and not at grade. I'd love to see a system that supports traveling the city, not just bringin folks in from the suburbs. with so many people moving into town, we need to move these people with less cars on the road...this project doesn't solve that for at least 15 + years!
NORTH KING COUNTY	We live in the city, I don't think we want to wait 22 years for the route in the city to be done. Usually the people that want to use the transit are not the people that lives in the suburban. Im from Montreal, Canada, and trust me it works really well there. Where everyone in the city don't use their car, only the ones that comes to work and lives in the suburban. So they should be the one to pay for the transit, if your plan is to have them taking care of first!
NORTH KING COUNTY	It would be nice to have more frequent and convenient stops along the underground rail system in Seattle, similar to other underground metro systems: the NYC/MTA Subway system, Boston's MBTA Subway system and DC's WMATA Rail system. i.e.: along each major avenue and/or major attractions.
NORTH KING COUNTY	Ballard to Downtown should be one of the first lines completed with the potential ridership numbers as high as they are. Also, more East-West lines need to be have studies preformed so that if their is federal funds or other available funds these lines could be completed. Seattle is already a hard place to move east-west compared to north south and a UW-Ballard line and/or another similar line would be extremely beneficial.
NORTH KING COUNTY	Ballard to Downtown Seattle should extend much farther north. At least to Seattle City limits or beyond. It is a mistake to divert all north/southbound traffic to the northgate area and cut off what could be a truly great line so prematurely. And your timeline is way too long.
NORTH KING COUNTY	Ballard light rail projects should be accelerated.
NORTH KING COUNTY	I'm disappointed that the option to Ballard is surface / elevated with a movable bridge over Salmon Bay. There's a lot of boat traffic there that will make the train schedule unpredictable. Trains will run longer, and ridership will be lower. I strongly prefer the tunnel option, even though it is more expensive.  I am also disappointed that the projects focus on far-reaching regional lines, which technically aren't necessary (we can just run more express buses there), over more rail in Seattle, which the city badly needs.
NORTH KING COUNTY	West Seattle is growing very quickly and so close to downtown. It seems that there should be higher priority in connecting this area with the downtown core. Top priority light rail from W Seattle and shoulder driving buses both N and S on I-5 and I-405.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	This plan takes way way too long. We need these changes in the next 10 years. I'd pay more in taxes to have it happen within a reasonable amount of time.
NORTH KING COUNTY	<p>I believe the idea of connecting far-reaching areas of Seattle like Everett or Tacoma via light rail is a bit of a pipe dream. This is due to the slow speed of the system. While I believe this is a necessary element of Seattle proper's transit solution, light rail doesn't make sense as a system to connect the Seattle metro area. Because of this, I'd strongly support greater expansion of the very rapid Sounder train system. It works with some already existing infrastructure, which saves money, and is a lot faster for long commutes than is light rail. Making more park and rides/buses with access to Sounder stations seems like a better investment.</p> <p>I'd also be more prone to throw \$500/year at a fully tunneled/elevated system rather than \$200/year for a slower system that's partially at grade and interferes with traffic flow.</p> <p>I also support the expansion of bus rapid transit as a way to reach a greater variety of places and to do so rapidly and at a lower cost. Again, light rail seems to make most sense in the most densely populated areas. Bus rapid transit helps relieve traffic pressure in other areas.</p>
NORTH KING COUNTY	Seattle-centric transit to get through the downtown corridor should be the priority of sound transit expansion. The city is crippled with growth and if we can't move current residents within the city reliably, it will only drive rents higher close to the downtown core and turn Seattle into an aspiring San Francisco. No one wants that. We need to connect our neighborhoods before expanding to the suburbs.
NORTH KING COUNTY	I strongly believe the Ballard last of this plan should be prioritized much sooner than other parts. Ballard population and ridership is exploding, and presents a huge opportunity. Waiting 22 years is not prudent.
NORTH KING COUNTY	Ballard to Downtown Light-rail line is the most important item on the ST3 plan followed by the West Seattle to Downtown Light-rail line. These two lines need to be moved up the timeline. Also, these two lines need to be completely grade separated. Tunnel or elevated only. The Ballard-Downtown line should be either tunneled under Salmon Bay or built on a fixed rail-only bridge. To complete these two lines as stated I would be in favor of getting rid of improvements to bus service.
NORTH KING COUNTY	Prioritize transit within city centers, in phasing, scale, and cost allocation. Less emphasis on inter-suburban transit.
NORTH KING COUNTY	We should be building on the infrastructure that we have. Areas that already have moderate levels of mass transit services (i.e. Commuter rail from Tacoma-Seattle- Everett) should be given a low priority (completed later in time) relative to areas with no existing infrastructure (i.e. Ballard/ West Seattle). The plan tries to address the low hanging fruit first, but in so doing, it delays addressing the real areas of need.
NORTH KING COUNTY	22 years for the Ballard extension is too long a delay to garner a lot of support.
NORTH KING COUNTY	Focus on above ground light rail and connecting cities like Bellevue, Everett, Seattle, Tacoma.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	I feel that a rail line to Ballard should be higher on the proposal priority for two reasons. First, self interest. I currently live in Crown hill and this line could benefit me the most. Second and more importantly, the Ballard area is rapidly expanding with condos and new town homes. These are being bought by younger professionals like myself who work at places like Amazon, Starbucks and in downtown generally. Young professionals are the highest likely ridership demographic of new mass transit. It would make sense to have new service to young people. This would relieve congestion on 15th/Elliott and on 99 into downtown, as it takes way too long to get from ballard to downtown via bus currently. Thank you.
NORTH KING COUNTY	Instead of the BRTs on the 405 corridor, I would prefer light rail; however, I do understand that light rail is significantly more expensive and takes much longer to implement. In light of this tradeoff, I agree with the short-term decision to use BRT but I would like to see a final step of the plan that incrementally replaces the BRTs with light rail, especially in transfer locations that would truly link the region together.
NORTH KING COUNTY	<p>1. The route with the biggest ridership per dollar is the line to Ballard. Thus, this line should have the highest priority both in terms of timeline -- 22 years is far too long -- and in terms of infrastructure: this line MUST be on separated grade or we're going to be cursing ourselves with a flawed line on a high-capacity route forever.</p> <p>2. The line between West Seattle and downtown Seattle is also absolutely critical in terms of population served and thus its timeline must also be expedited. This is not only a practical issue for the transit system but also for getting the measure passed this fall: Seattle voters are going to be make-or-break for this measure and to get their support, in-city mobility needs must be prioritized.</p> <p>3. Fully fund all studies/planning needed for the Ballard-UW and West Seattle-Burien lines, and add a provision that they will begin construction if funds become available. Remember, just this year, Sound Transit is \$240 million under budget and will receive \$600 million in federal grants that weren't planned for/expected. If that kind of windfall continues these two high-need lines can come into existence years earlier, with a great positive impact on the city/region.</p> <p>Finally, just a comment: YES. More transit! More rail! More excellent planning/management by Sound Transit, an agency that has proved itself to be responsible, smart and highly competent. The Seattle area is desperately behind in mass transit and the region is in danger of completely breaking down, with detrimental effects to us all, if population growth continues at this pace without commensurate investments in mass transit. I would support a transit plan twice as big as this one. Let's do it all. (My only wish is that this plan could be funded with income taxes, not property and sales taxes, but that is unfortunately not something we can change at this time.)</p>
NORTH KING COUNTY	I think the Bellevue to downtown seattle light rail should be a priority.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	I live in Capitol Hill and have seen that the addition of light in this area has dramatically affected this neighborhood in a positive way. I strongly feel that Ballard, Seattle Center and South Lake Union should be considered as one of the first projects to be completed. These areas need congestion relief, which the light rail would provide.
NORTH KING COUNTY	I think a light rail station should be added in Mountlake Terrace, WA, near the transit center already there.
NORTH KING COUNTY	The Ballard and West Seattle lines should be pushed up in the priority list. The Ballard Line should be extended beyond just market Street. You either need to go up 15th farther, or go down market street to 24th and go north to 85th along 24th street to penetrate the Ballard community better. Providing reliable and consistent commuting to Ballard will alleviate a TON of traffic between downtown and Ballard. Extending rail along market between 15th and 24th would enable access to the Ballard entertainment and retail districts.
NORTH KING COUNTY	I think the city projects should happen first, as opposed to suburban projects. For example, Downtown to Ballard and Downtown to West Seattle should be first priority, then projects outside of the city should happen later. Understandably, Bus projects will be quicker and less expensive, but I would think both the Lynwood to Renton BRT project and Downtown to Ballard/West Seattle light rail projects could happen simultaneously. Most congestion happens within the city and it seems to me that breaking that congestion first, then disseminating out would be the best approach.
NORTH KING COUNTY	Light rail to ballard should be prioritized in my opinion
NORTH KING COUNTY	West Seattle and Ballard first. Intercity is more important.
NORTH KING COUNTY	Light rail to downtown from Ballard and W Seattle should be bumped to higher priority. I voted on monorail project in early 2000 for Ballard and 16 years later....no rail line, worse traffic. Ballard and W Seattle are growing quickly. The buses get stuck in the same traffic as the cars and are slow from Ballard. I now drive daily because the buses are crowded, slow, run late, and don't run frequent enough. I would happily take light rail daily because it runs on its own track away from the cars and won't get stuck in the same traffic situations. I lived in Europe for 7.5 years....light rail/trains are the way to go, more busses are not helpful.
NORTH KING COUNTY	A plan for light rail from Ballard to UW NEEDS to be in ST3. The density and growth of Seattle must be served within the next 10 years by alternatives to bus and car. With projects continuing to deliver on time and at or under budget, the timeline for execution is *painfully* slow. Delivery of Seattle city connections within 10 years is crucial to the success and support of ST3.
NORTH KING COUNTY	Ballard and West Seattle projects should be prioritized and the timing brought forward.
NORTH KING COUNTY	Ballard/Fremont Light Rail should be a priority
NORTH KING COUNTY	Putting lite rail off to Ballard and West Seattle for that length of time is ridiculous. The growth in these areas cannot wait that long.
NORTH KING COUNTY	Connect Seattle neighborhoods to downtown and each other first.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	What will this plan do: for Seattle, in the next fifteen years, that isn't already funded? The answer that I come up with is: not very much. It would be a great act of charity from Seattle voters for residents of outlying suburbs. Honestly, I'm really not feeling that charitable to the lands of Kemper Freeman, and beyond.
NORTH KING COUNTY	I have never voted against a transit plan. If the insulting line to Ballard is not revised, this will be the first transit plan I vote against. The city zoned Ballard to be very high density. That density has arrived. This density only works if accompanied by mass transit. An At-grade, drawbridge light rail route that won't be done for a generation is unacceptable. Period.
NORTH KING COUNTY	I would be far more supportive if the light rail initiatives were escalated. The bus experience is so bad that I'd rather see all funds diverting towards light rail, even if it means outcomes might be delayed.
NORTH KING COUNTY	The prioritization of projects in this plan do not seem aligned with the most critical needs of commuters. Areas like Ballard that are slated for--and demonstrating--dense development should receive light rail first.
NORTH KING COUNTY	Expanding to Ballard should be done quicker than the current plan
NORTH KING COUNTY	The Ballard line needs to come more north by 50 to 100 blocks. Greenwood, Phinney continue to be extremely under-served with this plan. Very disheartened by a 22yr time line for Ballard.
NORTH KING COUNTY	I would suggest getting Redmond and Ballard to downtown online prior to the other projects planned.
NORTH KING COUNTY	As a W Seattle for 13 plus years and intermittently prior to that for another 15 years, I have watched development and population slowly increase and now frenetically do so. Busses have become overcrowded at rush hour. My stop (Alaska Junction) is the last stop on the downtown run that may have a seat, but probably only 50% of the time. By the final stop in WS there may not be space and sometimes the stop is bypassed. Coming from downtown, the bus is so crowded at 2nd and Columbia that people have to push to board or wait for 1 or 2 more busses to get on. This is certainly unpleasant but one could argue that it is urban living finally getting to Seattle. (I grew up in the NYC area, so packed subways and busses aren't unknown to me--though commuter trains seem rarely that full there). However, the housing developments recently completed and those under construction will increase ridership dramatically--especially since many of them were built with almost no parking, with the idea that their inhabitants will use mass transit. Light rail in 17 years is FAR too slow! How will these new inhabitants get to downtown if the rush hour commute is already so challenging?
NORTH KING COUNTY	straighten the section above paine field; do not curve it west and then sharply east before north. figure out a way to do that.
NORTH KING COUNTY	The focus should be on rail over buses, and on in-city rail extensions (to Ballard and West Seattle) over extensions of the "spine" to Tacoma and Everett.
NORTH KING COUNTY	There is a desperate need for better service via light rail and bus from Seattle to tacoma. It's ridiculous that the two major cities are not connected.
NORTH KING COUNTY	This may not be within your control, but I cannot support a regressive sales and use tax increase for the expansion of public transit.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	move transits connecting east side (Issaquah, Bellevue, Kirkland) to downtown Seattle ahead of Lynnwood project.
NORTH KING COUNTY	Taking 17 years to bring light rail station to West Seattle is too long. West Seattle has been growing at a rapid rate. I don't think the transit plan is catching up the same pace as the housing development. Everyday I walk pass the new uprising and ask myself, "how is the transit system going to catch up with such development?"
NORTH KING COUNTY	Light rail projects to Everett and West Seattle should have priority and should be scheduled to come online BEFORE other light rail developments.
NORTH KING COUNTY	<p>First, the Graham Street station in South Seattle (Rainier Ave) needs to be expedited asap. It is urgently needed, presumably one of the "easier" and faster projects to build out, and would increase ridership overnight. The fact that this is not being pursued for roughly 20 years is asinine. This needs to be done NOW.</p> <p>Second, West Seattle just needs a link asap. It should be fast tracked, even before Ballard. I understand the need to prioritize projects, and that they are extremely dependent on funding over a long time, but some of these projects in the urban core need to be tackled more immediately than expanding to the far reaches of the suburbs, all of which will be fine relying on car travel just a bit longer than these central projects can.</p>
NORTH KING COUNTY	<p>The Graham St. Station was in the original light rail plan almost 20 years ago. We've been waiting for this station for a long time and waiting another 20 years is unacceptable.</p> <p>ST3 needs some near-term proofs of progress in urban areas, as we are the voters who will pass this package (or not). The community where the Graham St. Station is planned has long been impacted by the light rail but we haven't enjoyed the benefit. This is a chance for Sound Transit to prove that equity plays a part in their decisions, and to deliver an early and visible benefit for the giant check they're asking us to sign.</p> <p>In addition to the infill stations overdue Central Link, light rail to Ballard must be prioritized. It is a major population and job center as well as entertainment and cultural destination. The network effect of prioritizing Ballard sooner strengthens the entire line and provides incentive for further progress of light rail out to the suburbs or via supporting transit like Sounder and BRT.</p> <p>Finally, providing free and/or subsidized parking should not be a priority for Sound Transit. Rather ST should be focused on facilitating station access, working with partner transit organizations to reconfigure routes to feed transfers, and encouraging TOD.</p>
NORTH KING COUNTY	Prioritize the light rail to Ballard. The area is growing like crazy and there's no great transportation options to commute downtown. The buses are unreliable.
NORTH KING COUNTY	The light rail to Ballard should be completed in the next 8 years, not 22.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	Add light rail to the Burien transit station to connect with the International Blvd Station. Compress the timeline. It should take 5 - 8 years. Consider an elevated structure to avoid reduced North/South capacity on 15th W for the Ballard to Seattle connectivity. Please consider retaining the HOV lanes serving Mercer Island and build a separate structure to support the Seattle - Bellevue rail pathway, up to and including a potential tunnel path and/or new floating span adjacent to the HOV lane bridge deck. In addition to rail and BRT please consider simple changes to the flow of traffic in Seattle to improve roadway performance. Eliminate the Seneca and Mercer Street Left-only exits. Build a business bypass tunnel under I-5 near the convention center? Reuse TBMs?
NORTH KING COUNTY	Ballard Extension as the last to complete project is a real bummer. It would benefit me the most and arrive nearly 20 years for now... This makes me question if I can support the overall proposal...
NORTH KING COUNTY	We would like to see better options for bike parking at light rail stations. We were disappointed by the options given at the new Husky Stadium station. We commute downtown with our toddler and there is no way for us to lock up the bike trailer that she travels in. It would also be wonderful to add more local buses that go to the light rail. Also, we are surprised to see that there is no light rail along 405, notorious for bad traffic. We have spent some time commuting to Seattle from Woodinville - it would be great to have more options on the Eastside that would be associated with urban centers (Woodinville, Bothell, Juanita, Kirkland, etc).
NORTH KING COUNTY	South Lake Union light rail should be of higher priority
NORTH KING COUNTY	Downtown rail projects should be given priority and be scheduled to begin much sooner than under the current ST3 plan. Rail connections to the suburbs will already be sufficient under current ST2 projects.
NORTH KING COUNTY	Ballard to downtown Seattle light rail timeline needs to be expedited and not be on a 22 year plan. Ballard being an urban village as well as residential urban village crown hill the city is expecting these areas to absorb density and with it more commuters and traffic. The current transportation system rapid d takes on average 45 min for a 7 mile commute and the only "fast" way via bus is the 15express which is overcrowded already. We need faster and reliable transit for this area within the next 10 years and not 22 years.
NORTH KING COUNTY	Urban light rail projects should be prioritized over suburban. 17 years to West Seattle and 22 years to get rail to Ballard?? I may not even be alive to see the first train roll in. Funding is regressive. Is property tax increase only on residential property? Why not commercial property? Why no gas tax increase? Sales tax in King County is already one of the highest in the nation.
NORTH KING COUNTY	Rapid Ride C and D line improvements need to be defined and given a timeframe in which they will be completed. Without that, I imagine that it will be watered down and this plan will be characterized by me and others in my neighborhood as too little too late. The only meaningful thing that I see in the Plan that may affect my commute during my career is C&D line improvements. Otherwise, you are asking me to vote for future generations - which I am willing to do. But - I would rather have some self-interest in this besides paying taxes for others to ride. At this point, I'd be much more willing to vote yes to a King County Metro or City of Seattle transit proposition.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	The growth in population in Ballard is 10-20 years ahead of the plans to handle the traffic. The light rail link and bud transit plans need to be moved up on the time table
NORTH KING COUNTY	The project order should be reconsidered. The density and over crowded buses from West Seattle and Ballard should make their station development a priority to help far more commuters get from these locations to downtown each day. Microsoft provides their own bus service for employees, those who don't take the connector are not going to ride the bus or the train when service is provided. Giving priority to the already high density neighborhoods should be at the top of the decision making list. The high ridership will help to pay for other connections and revisions to bus service will allow outlying areas to receive better services by bus until rail can be realized.
NORTH KING COUNTY	Service within the City of Seattle should be a priority. West Seattle improvements should be accelerated to the first 8 year project. We are loosing the Spokane Viaduct and Spokane Street bridge is at capacity. The residential growth in West Seattle is accelerating, the transit capacity should also.
NORTH KING COUNTY	Is it possible to add a Shilshole stop the Sounder northbound train? This could definitely help with the commute to/from Ballard in the 22 year period while light rail is being pushed out to Ballard.  Would also like to see light rail to Ballard as a project done sooner than 22 years.
NORTH KING COUNTY	I feel that through bus route additions or frequency isn't as "sexy" as light rail or street cars, it is more flexible and less reliant on heavy infrastructure and I'd prefer these bus strategies to rail or streetcar.
NORTH KING COUNTY	I'm curious as to why the timetable for Ballard light rail is 22 years. This seems excessively long considering demand for light rail there is already high and will undoubtedly continue to rise over the next decade. I would also like to see West Seattle light rail get higher priority. Seventeen years seems excessive.
NORTH KING COUNTY	According to the ST3 Financial Planning Update on WSdot.com, the average household cost is nearly \$400/yr. Paying \$400/yr for services we won't see in West Seattle for at least 18 is insane. Sound transit has a history of asking for more money than they really need if they actually did their homework and were more responsible with taxpayer money.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	<p>The methodology on this survey is questionable. I oppose the ST3 plan because the priorities are wrong, and the timelines are offensive. However, on question 14 you state the cost per person per year and ask if I support the plan. I oppose the plan, but the cost is fine, I have no issue with it. How do I answer the question? If you can't get the methodology correct for a survey, how am I supposed to trust that you can support the transit needs of one the fastest growing regions in the nation with a desperate need for improving transit oriented infrastructure?</p> <p>In summary, there needs to be a higher impetus to improve transit in the most densely populate region of the city. Setting Ballard and West Seattle as two of the lowest priority items, and having their complete dates decades away is insulting to the majority of the population you serve in the region. The surrounding cites, many of which have opposed transit oriented develop on ballots and through their leaders should be prioritized according to their own demands.</p>
NORTH KING COUNTY	<p>It seems that West Seattle and Ballard light rail are the losers in this plan. They should have a higher priority.</p>
NORTH KING COUNTY	<p>The Ballard-Downtown Light Rail plan needs to be expedited and modified. 22 years before that line is ready is unacceptable, especially since it would be at-grade along 15th with a new drawbridge over the ship canal. Along 15th the light rail track needs to be elevated or a tunnel (cut and cover would be the most practical), and there should either be a tunnel below the ship canal, or a bridge that is high enough in that it wouldn't need to be a drawbridge. I understand that it is important to pass the ST3 plan this November, but the current plan for Ballard-Downtown is simply not the best plan. Additionally, an East-West light rail from Ballard to UW (specifically, Golden Gardens to Children's Hospital, with stops near the Zoo, in Wallingford along 45th, and U. Village, and perhaps Fremont) needs to be on the timeline, as well as some sort of solution to the troublesome #8 Metro bus. The #8 is always late and always packed, and is thus unreliable. It is disappointing that there is no plan to fix that route. A lot of people I have spoken to are unhappy with the current Ballard plan, and I think there is a strong chance that many Seattle residents will not vote for ST3 this fall unless there are some major changes.</p>
NORTH KING COUNTY	<p>I would put more urgency on the Light rail project from downtown Seattle to Ballard. I would also suggest having the light rail project not terminate in Ballard, but extend the line all the way up 15th to connect at Aurora and terminate at Northgate. The D line is already significantly crowded in the mornings, and there are more and more high occupancy housing projects being constructed in Ballard and Crownhill.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	<p>I've very concerned at the prospect of at-grade light rail on the Ballard line. Ballard is growing so quickly and I'm concerned that we are trying to cut costs at the price of decreased reliability and speed from Ballard to downtown. The descriptions of the at-grade portion of the line do not address the problems with at-grade rail. How will rail interact with traffic? What traffic problems will cause the train to be delayed? How well do prioritizing traffic lights work?</p> <p>I'm also concerned that nothing is included to address the growing population in Greenwood. Even a shuttle bus to the light rail would be good.</p>
NORTH KING COUNTY	<p>Ballard and the Interbay are becoming a major hub. I am very supportive of this line, but very disappointed that it will take 22 years go there.</p>
NORTH KING COUNTY	<p>The use of buses running N-S on the Eastside is a stop-gap approach that will not meet the region's needs. Building light rail on the Eastside will cost considerably more in 30 years once it becomes clear that it is necessary. The investment should be made up-front in constructing train service throughout the region in order to alleviate congestion and build a more dynamic and cohesive region. Additionally, significant investments must be made in providing parking for outer stations in order to give drivers a way to use the light rail. If more upstream drivers are on trains, then downstream roads will be emptier for the benefit of all who still drive. Also, stations should be located closer together within Seattle itself. Building miles and miles of track from UW to 145th would be wasted if stations are not frequent enough along the route to enable pedestrians and bicyclists. If people see car-less living in all areas of Seattle/King County as viable, then the light rail will have succeeded admirably. Making major investments in tracks and trains without investing in stations is like buying airplanes for a country with no airports.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	<p>== Make Ballard to Downtown fully grade separated. ==</p> <p>Once light rail is constructed at-grade, our city will be stuck with a flawed system, forever. Delays from our existing stretch of at-grade rail ripple throughout the system and limit the future capacity of rail through the Rainier Valley. All new light rail must be constructed with grade separation. This line, in particular, needs to be built to the highest quality possible. The high range ridership estimate for Ballard to downtown is 145,000 riders per day, which would mean:</p> <ul style="list-style-type: none"> <li>-Ballard to Downtown's daily ridership will be greater than the entire population of Bellevue.</li> <li>-Ballard to Downtown's daily ridership will be equivalent to the entire Portland MAX system.</li> </ul> <p>== Expedite the construction of light rail in Seattle. ==</p> <p>The biggest criticism of the proposed package that we've heard from Seattle voters and our supporters is the glacial pace of construction to Ballard and West Seattle. Sound Transit must do everything it can to expedite the construction of light rail in Seattle, including the elimination of projects that do not contribute the same benefits to mobility in Seattle. The line to Ballard is the single best project in the package, by every possible metric (Ridership per dollar? Check. Potential for Transit Oriented Development? Check. Potential for federal funding? Check.). Seattle voters will not support a package unless they will live to ride the rail.</p>
NORTH KING COUNTY	<p>I believe you need to address the most populated areas first, meaning the downtown and surrounding areas. Yes, it will be more complicated, but if this project is to be done, START IN BALLARD FIRST with the tunnel. Also, the cost is so incredible, it is almost hard to believe. How did they come up with these costs? Also, why 25 years? It took 6 years to build a railway across the country with "primitive" tools.</p>
NORTH KING COUNTY	<p>Light rail to and from Ballard first, not last! Stop wasting money on buses! If we had a free market, the city would sell a lane of 15th/Ballard bridge to a private company and we'd have rail next year, not 22 damn years from now.</p> <p>If we don't get light rail from Ballard soon, we'll put a group together to vote all of you out of office.</p>
NORTH KING COUNTY	<p>Ballard and WS focus first.</p>
NORTH KING COUNTY	<p>I can't vote for the plan with the timeline and arrangement of the Ballard spur. Running the light rail at grade on 15th will not significantly improve service past the Rapid Ride buses that already run that route, which get bogged down because of traffic. The line must be grade separated. The spurs expected opening date of 2038 is unacceptable and needs to be prioritized to get my vote. Finally, reconnecting the Ballard spur back to UW (or something on the main line) would make it far more useful. All in all, the plan put forth by Seattle Subway seems much better for this area than the draft ST3 plan. If ST3 doesn't change the spur quite a bit, I will not be voting for ST3.</p>
NORTH KING COUNTY	<p>Priorities should be maximized to light rail projects vs. using existing HOV lanes in major highways.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	Extend the West Seattle light rail south toward Burien.
NORTH KING COUNTY	I think that North Seattle should be given more priority in the planning. Ballard to Downtown in 22 years is ridiculous.
NORTH KING COUNTY	Prioritize Seattle-centric projects (Ballard, West Seattle, etc)
NORTH KING COUNTY	Building light rail to Ballard should be a priority. Completing highly-visible, useful and popular projects in the near-term will create confidence in the transit system and enthusiasm and support for future projects.
NORTH KING COUNTY	The west Seattle phase should be prioritized and speed up.
NORTH KING COUNTY	East-west projects (i.e. Ballard to Downtown/UW) should be moved up in the schedule. North-south traffic in the region has a number of options, but east-west travel is terrible currently.
NORTH KING COUNTY	South Seattle has been waiting too long for a station at Graham Street. There are so many people who would benefit from this station - people who cannot afford a car like most in Bellevue and North Seattle. Our part of the city is growing rapidly as the influx of Google and Amazon employees move to South Seattle to find affordable housing. By ignoring this part of the city, you are ignoring the growing need for affordable resources and transportation for those who have lived in South Seattle most of their lives.
NORTH KING COUNTY	Graham Street Station should be added sooner
NORTH KING COUNTY	Downtown to Ballard must be completely grade separated. The amount of spending in Snohomish county is amazingly out of scale with their revenue. Providing a ridiculously circuitous route to Everett while short changing East King County is short sighted. Issaquah to Bellevue should at least include stops in South Kirkland and Downtown Kirkland, considering the job density in those locations and the ridership of the 255.
NORTH KING COUNTY	This plan does not serve the Rainier View/Skyway neighborhood well. We will be paying property taxes on a system that has no easy access for our neighborhood.
NORTH KING COUNTY	The Ballard timeline is quite depressing as it's one of the most dense areas in the state. I think the long timeline could be more tolerable if that route were to also be fully grade separated to maintain proper schedules and support increased headways.
NORTH KING COUNTY	If like to highlight the opportunities to alleviate huge amounts of traffic by increasing the incredibly limited options for transit between the east side and downtown and between downtown and West Seattle. If I had a transit option that would get me to and from work in redmond from lower Queen Anne within 1.5 times the commute at the edge of rush hour (less than approximately 60 minutes door to door), I'd take it.
NORTH KING COUNTY	I believe Seattle proper projects should've prioritized first.
NORTH KING COUNTY	Need parking at light rail stops to increase feasibility as a commuter option. It also should not take 20 years to add a stop at Graham. We need this yesterday!
NORTH KING COUNTY	I would prefer to first a focus on building a strong, interconnected light rail system and expanding on that rather than building multiple diverse systems simultaneously.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	Ballard and West Seattle need to be the first light rail lines added.
NORTH KING COUNTY	Prioritize in-city projects for funding and timeline where population is densest, congestion the worst and potential ridership adoption the greatest.
NORTH KING COUNTY	Downtown Seattle desperately needs off-grade light rail expansions. I strongly support all tax increases that will expedite off-grade light rail expansion.
NORTH KING COUNTY	Your plan to add light rail to West Seattle in 17 years makes no sense. As one of the largest neighborhoods, if not the largest, within Seattle, it's low priority boggles the mind. Its proximity to downtown, population density, and proximity to other mass transit hubs should make it a top priority. Bus service has been reduced to West Seattle thereby causing the buses to be excessively crowded. There are limited ways to transit out of West Seattle and its low priority will cause an increase in an already congested commute. If you want the West Seattles population to support and use the system, then you need to modify your plan to include the neighborhood.
NORTH KING COUNTY	I strongly feel the plans for link rail to Redmond/Seattle, link rail to and from Ballard and south lake union as well as link rail to and from west Seattle should be prioritized. A 25 year plan is too long. I would pay triple in property taxes to speed up this project. Not having link rail is severely making work life balance difficult and quality of life as I spend so much time commuting. I also feel there needs to be link rail to u-village and up through lake city/meadowbrook. Currently the u-district link rail doesn't solve the montlake traffic issues.
NORTH KING COUNTY	First, this survey design is awful. Far too many choices, poorly presented. Second, there is no way to respond to the timelines offered. It would be wonderful if ST3 offered a trade-off between speed and cost: As a recent article in The Stranger quoted an ST3 official who said timing of revenue was the main determinant of schedule, I strongly urge ST3 to examine funding capability that would allow the system to be built faster. The fact that we are still five years (the length of time it took to build the transcontinental railroad) from opening Northgate light rail indicates that *urgency* needs a high priority in ST3 planning. It would be great to see the tradeoffs that prioritizing speed of development require represented here.
NORTH KING COUNTY	West Seattle and Ballard should be priorities. If these neighborhoods could be connected sooner than stated in Question 12, that would change my response to that question.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	The focus for light rail should be on the paths where freeway expansion is not an option-across lake WA and I-5 through Seattle. It makes more sense to have fast light rail that goes across the lake, both 520 and I-90 to connect Seattle and Bellevue, then uses buses to reach specific locations. This should be a hub-and-spoke type of design. This way you don't have to have a zillion bus routes, all crossing the bridge(s) which still don't reach all the right commute locations. Instead buses should be used as the last mile portion only therefore being much faster and more efficient. Ideally a rail that goes from SLU to the 520/405 interchange region with only a couple stops, via the 520 bridge, and similarly across I-90 from factoria to downtown seattle (maybe the bus tunnel area) again with limited stops, and as well along I-5 where possible. These are the most common traveled paths so it makes sense to have a fixed-location transportation. However peoples needs change so putting light rail everywhere isn't flexible so buses should be used.
NORTH KING COUNTY	I live in West Seattle, which is growing rapidly, the buses are full and more an more multi-family buildings are being build. I think that 17 years is too long to wait for light rail to West Seattle. How can we pull this part into the eight year plan and how can I help make this become more of a priority?
NORTH KING COUNTY	The project is to large in scope. Would prefer to see focus on just light rail to west seattle and ballard. The other pieces of the project should be on seperate plans. Oppose giving huge sum, less ability for voters to hold sound transit accountable. Also with less moving parts one wouldnt necessarily delay the other.
NORTH KING COUNTY	I would like to see the heaviest use area, Seattle, implemented first and taxed separately from other counties. Getting Seattle moving is more important to me. I like that the taxes are spread out and not just on property owners. And also on my wishlist I would like light rail stations at Southcenter and at University Village.
NORTH KING COUNTY	with the population of ballard growing exponentially, light rail to ballard should occur sooner in the plan
NORTH KING COUNTY	After the decrease in service that I am receiving now that the light rail has opened 2 full miles away from me, I am concerned about the lack of thought put into the areas that wouldn't be served by the light rail stations. Another words, I live in Wallingford/Fremont area, which is a dense area withing the city. There is no reason why I should not get decent bus service just because others can now use the light rail. With the opening of new light rail stations and new BRT stops, will you continue to pull service away from other areas that are now seeing a gap. Especially, in areas that previously did not have a gap? Where is the discussion and prioritization of the parts of the city that lie between these proposed new transit stops? Just because some people will be able to use those new amenities doesn't mean everyone can and if I am going to support funding for ST3, I would like to know how my commute will be affected. Many promises were made about the recent changes but my commute has gone from pleasant to completely unpleasant as a result of a light rail station that opened two miles away from me.
NORTH KING COUNTY	The Graham St Station needs to get priority. It's a social justice issue that it was passed over with phase 1 and now seems to be getting low priority again. I hope it is reconsidered for a faster timeline.
NORTH KING COUNTY	Light rail between Ballard and downtown sooner.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	Not sure which ones however. But if modifications could bring down the price tag I feel many more people would be able to support the plan. As it stands I feel the average cost of \$17/mo is beyond those most likely to need and use the services of the plan. A dilemma.....?
NORTH KING COUNTY	i suggest emphasizing higher priority of the ballard-downtown light rail
NORTH KING COUNTY	Any parking built should include fees for parking. Any parking should be limited, with transit connections being the preferred mode of transit to rail stations.
NORTH KING COUNTY	The Ballard to Downtown light rail line should be completed before West Seattle, as it is better in almost every metric.  Why are the timelines so lengthy for all of these projects? I am 23 now and will be 40 before light rail makes an appearance in West Seattle; that's crazy.
NORTH KING COUNTY	Get to Ballard sooner, make strong movement to improve connection between Ballard and UW and include ped/bike infrastructure along the way. I don't want to leave W. Sea in the cold, but TWENTY TWO YEARS until the NW gets light rail? Really?
NORTH KING COUNTY	Addressing congestion in South Lake Union needs to happen earlier in the plan. Development in that area has been unprecedented and waiting 22 years is not acceptable.
NORTH KING COUNTY	This is a truly horrible list of projects driven by weak-minded politicians instead of transit experts. DO NOT BUILD LIGHT RAIL TO WEST SEATTLE. It is an incredible waste of money.  Please consider the following projects:  Ballard to UW Metro 8 Subway Issaquah to Seattle with one seat ride. Why are you so afraid of a route through Mercer Slough?  I am supportive of expanding LRT to the suburbs, but Spine Destiny is absurd and NOT based on sound transit planning.
NORTH KING COUNTY	Few light rail stations only help people living close to them. Easier access to drop off areas or parking surrounding stations support more usage of those slightly out of reach. Also think supporting commutes for people working in dense areas, not just living in those areas.
NORTH KING COUNTY	The timeline is far too slow for transit needs in the area. The Ballard line needs to be completed somewhere closer to five years from the start of ST3. An increase to the tax proposal would be acceptable to me if it meant quicker timeline to bring additional lines and stations online.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	<p>I strongly support the dollar figure you seek, and will happily do my part in the form of property taxes to pay for the plan. However, if the existing plan were to go to ballot in November, I would vote it down. You must prioritize the stations that would move the most people: that means the Ballard and West Seattle stations must be built in the early 2020's, not the 2030's or 2040's. That timeline is unacceptable to me.</p> <p>Also, I must see grade separation for these proposals. Running an at-grade train to Ballard or West Seattle that can get stuck in traffic is unacceptable. I'm ambivalent as to whether the train runs above or below grade, but I must see grade separation to vote for the plan.</p> <p>With modifications, I will happily vote and lobby for ST3.</p>
NORTH KING COUNTY	<p>Population density in Ballard is outpacing transit development and service. Please consider urban locations ahead of suburban location when it comes to schedule.</p>
NORTH KING COUNTY	<p>Focus should be on the areas that are most densely populated with the narrowest land area and most congestion. Ballard and West Seattle should have link rail stations well before dollars and development are directed to Everett and Issaquah.</p>
NORTH KING COUNTY	<p>I would really like to see less emphasis on bus rapid transit, and I would like the West Seattle and Ballard lines to be completed sooner and/or before the outlying areas of the puget sound. I believe that the majority of our transit woes come from not moving people around the core of Seattle efficiently enough, and we can't afford to wait two decades for them to come online. I also would like the Ballard line to connect to Capitol Hill, and to add more streetcar lines which are more predictable than bus lines.</p>
NORTH KING COUNTY	<p>My only comments have to do with timing. I don't understand why it will take SEVENTEEN YEARS to get light rail to West Seattle. As I live here, I'd of course like to see it happen before Ballard, but I'm guessing the need is greater there. I'd really like ST to do a better job at explaining the reasons behind the order. Also, I know I'd be willing to pay more in taxes if it could bring light rail to me faster. Possible? Please help the public understand why it will take so long.</p>
NORTH KING COUNTY	<p>As additional businesses move to 15th Ave NW, South Lake Union, and Downtown, the plan needs to deal with the surrounding congestion first. I think waiting 22 years to connect the light rail to West Seattle and Ballard is a horrible idea. These areas are densely populated, desirable neighborhoods, and have city employees commuting by car in large numbers because transit is unreliable or inaccessible. If the city can make it convenient and safe to commute with transit, city dwellers will get off the road!</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	Investment studies should be upgraded to environmental studies to move development along. I think language should be included that outlines HOW it MIGHT be possible to speed up development of these projects, possibly including reworking of project financing rules and environmental impact assessment burdens, so that people who want these projects but on a shorter timeline can understand that, although these projects will take significant time either way, they don't necessarily need to take a quarter century to complete.
NORTH KING COUNTY	<p>While it won't directly benefit me, light rail to South Lake Union/Seattle Center/Ballard seems like the most desperately needed project. I know there will be lots of engineering challenges involved, but why is it so far out in the timeline? Why does West Seattle take precedence over Ballard? I hope that engineering considerations - and not political considerations - are driving these timelines.</p> <p>I oppose the idea of adding extra "infill" light rail stations. The travel time from Sea-Tac to downtown is already fairly long - adding more stations will only slow it down. Better to add capacity at existing stations, if possible, than to increase travel times further.</p> <p>I'm also concerned about the feasibility of light rail service to relatively outlying areas - Issaquah, Federal Way, Everett... What are the projected travel times and ridership numbers? Would BRT or express buses be better for these areas?</p> <p>Finally, I'm concerned about over-reliance on the freeway system for light rail. A major goal of any transit expansion in this area should be to encourage more transit oriented development and expand the number of urban areas, job centers, etc. - not just create a bunch of park and rides along I-5 and I-90 that take you to Downtown Seattle and Bellevue.</p>
NORTH KING COUNTY	Move the Ballard time line-up and you'd probably get our votes. This neighborhood has absorbed a huge amount of growth and has seen very few investments in transit. I understand a lot of this is Metro's problem and there are increased pressures across the region. Members of our household work on the eastside and downtown (and use transit for commuting) and over the 15+ years we've been commuting, access to the eastside has gotten better and trip time reduced, whereas the trip between Ballard and downtown has gotten significantly longer, more crowded, less comfortable, with fewer buses servicing our neighborhood, meaning the car gets used to drive downtown way more than it used to. We can afford that choice, but we'd rather use clean, efficient transit.
NORTH KING COUNTY	Crank up the funding, go big or go home.
NORTH KING COUNTY	The timeline should be modified to serve the densest population areas first. Housing should be prioritized over park and ride. The planning of the stations should be directly tied to land use changes and TOD opportunities. Local business interests should not override serving the good of the population who will be paying for the system for the next 25 years.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	Projects within the densest parts of Seattle should be given priority. Ron Sims tried pushing a plan to extend light rail to Tacoma and Everett, and it's not really something people want, or are passionate about. If you live out in Tacoma and Everett, it would be a long ride to get to downtown Seattle. Just from Westlake to the airport is about 30 minutes. If you can get Seattlites that live next to these stations to use them on a daily basis that really frees up the streets for the cars for suburban buses and commuters.
NORTH KING COUNTY	<p>First of all, this is a terrible survey -- too dense for most people to take. The results, therefore, are meaningless.</p> <p>The Ballard to Downtown alignment you proposed is insane. Clearly nobody on the board has ever driven on the 15 Ave W corridor lately. A coalition of stakeholders including Community Councils, community organizations, the maritime industry, Chambers of Commerce, transportation advocates (with a particular interest in freight mobility) and The Port of Seattle have coalesced around an alignment that puts the route close to 20th Ave W, with a stop at Dravus. This alignment will serve the Expedia expansion, proposed Uplands development, current and planned high density housing in Magnolia, and will have 2 added benefits: no interference with already ridiculous traffic and freight mobility issues on 15th W, and will provide Magnolia (population 25K+) a route off the hill when and if its 3 bridges need repairs or tumble down.</p> <p>Removing several lanes of traffic and adding pedestrian crossing time to an already congested arterial is a nightmare scenario for any person or business along the northwest corridor. It provides no benefit whatsoever, and adds to congestion and travel time for business and freight.</p> <p>Go back to 1-c-3, alignment along 20th Ave W, with a tunnel below the Ship Canal. Defer the second downtown tunnel, and build out that alignment.</p>
NORTH KING COUNTY	Please get things done faster. Ballard in 2038 is a long long time.
NORTH KING COUNTY	<p>The Airport Access Rd station was funded years ago but not built. I have been told many times it was to punish Tukwila for not going up highway 99. I wanted it to. The Tukwila Station only has a measly 300+ parking places, of which almost half goes to commuters. Does this really illuminate traffic? I pay taxes for it and get almost no service. One cannot get a space on a weekday. Now I am told that the Airport Access Rd. Station wont be built for 20 years. Where Unified Grocers is located will be developed in a few years, Boeing is very close by as is the Museum of Flight. Maybe you can put my ashes on it if I don't make it to 86 years old. The station does not have to be fancy. but it has to be built now. We were first in line. who's running your agency, Donald Trump? You avoid the subject and ignore what is needed and what is fair. To conclude... lots more parking at Tukwila Station and a new station at Airport Access Road.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

<p>NORTH KING COUNTY</p>	<p>Make Ballard to Downtown fully grade separated and consider different alignment.</p> <p>This was probably my biggest issue with the draft plan. If it's going to be one of the highest ridership lines in the system, don't you want the highest quality of rapid transit? Please don't half ass this portion and make it less useful to save a few dollars. The most used portions of this system running through the region's urban core need to be the highest possible quality. If they're not, how can they be competitive with driving? If people have to wait 20 years for it, don't you want it to be for something they can get excited about? Not something that could shutdown because of a clumsy driver or is too slow be competitive with driving?</p> <p>Provide complete funding of an Environmental Impact Statement (EIS) for the extensions from Ballard to UW and from West Seattle to Burien, and add both lines as "provisional projects" if additional funding becomes available.</p> <p>Completing the EIS for the extensions from Ballard to UW and from West Seattle to Burien will deliver those projects six years faster once funding becomes available. That makes the lines closer to "shovel ready," and creates the possibility that they can be built in ST3 if additional revenue becomes available through federal grants or cost savings on other projects. Just this year alone, Sound Transit is \$240M under budget on projects under construction, and the agency will also receive \$600M in unexpected federal grants. Seattle needs a plan that will leverage the benefits from Sound Transit's continued success.</p> <p>Fund Study Work for Future Lines</p> <p>If you want to avoid the push back on the project time line you saw with this draft plan why not start studying future lines now? Sound Transit must study additional lines in Seattle, including the "Metro 8" from Belltown to Judkins Park via South Lake Union, the Central District line, and from Ballard to Bothell via Greenwood and Lake City. Seems kind of cray to build first a line to Ballard through warehouses and rail yards that will hardly serve anyone between downtown and Ballard rather than lines like the Metro Route 8 or Ballard spur that would serve a continuous connection of dense built up area. But anyway, I know the Ballard spur study is in the plan. Could you also include the metro route 8? Pretty sure that would prove to be one of the most productive lines in the network since it would serve the fastest growing and already dense neighborhoods in the city.</p>
<p>NORTH KING COUNTY</p>	<p>concentrate on building the light rail city system - Ballard and West Seattle, buses and rail from the suburbs can feed to these</p> <p>I lived in Germany 35 years ago and that's what they did, it slowly expanded out then I lived in Portland 25 years ago and they did the same</p> <p>you spend to much on the 'burbs . Why does Ballard - which is now a density nightmare and completely ruined due to allowing all those condos- has to wait 22 years for light rail ? That is not good.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	We need to address the downtown and local areas (west seattle, ballard, etc.) before integrating with the suburbs. Similar to other big and previously fast growing cities (NY, San Fran, Chicago), you have to have the downtown set first and then connect the other areas. If the close-to downtown neighborhood connects aren't working properly, you are compounding issues.
NORTH KING COUNTY	Line ending in Ballard? Have you seen the proposal where the line goes up to Lynnwood serving Crown Hill before serving aurora through shoreline to Lynnwood? I bet you have. That other plan that I saw makes more sense.
NORTH KING COUNTY	The west Seattle light rail should be moved up in priority and completed sooner.
NORTH KING COUNTY	As a 100% pro-transit person, active follower of Seattle transit politics, and 100% chance yes-vote for this measure, I can state with absolute confidence that this proposal <i>*will not pass*</i> in its current form. I understand why the second downtown tunnel is needed, but it can happen later...perhaps build Ballard-->UW instead with this package to get everything connected more quickly and save money that will allow projects to complete more quickly. The timeline is not OK. Voters will vote no unless there is real hope that it can be completed <i>*much*</i> more quickly...like twice as fast. So come up with a "best-case scenario" timeline to present alongside a more pessimistic one. This would include: 1) savings for if a local municipalities pitched in to speed up their own project(s), 2) a most optimistic federal grant outcome, 3) the state loosens bonding rules regarding transit, 4) the area economy continues to boom and revenues exceed budgeted revenues by X%, 5) charging for parking. Also: try opening up partial light rail lines before the full line is completed: if we can get a stand-alone Ballard to South Lake Union opened up 8 years before the full line (with tunnel) is completed, that would be amazing and would win back the votes of the disenchanteds.
NORTH KING COUNTY	Traffic within the city is a nightmare and should be addressed before the suburbs.
NORTH KING COUNTY	Move up priority timing of Ballard and West Seattle light rail projects. 22 years until Ballard is connected is way too long.
NORTH KING COUNTY	More attention to the Seattle core, including Ballard UW link. The emphasis on the spine promotes sprawl. Parking garages are not destinations and promote travel in one direction. More emphasis on building stations that are destinations - with the chance to create interconnected livable neighborhoods.
NORTH KING COUNTY	Congestion in Ballard is horrible and is only getting worse. Light rail is needed between Ballard and downtown NOW.
NORTH KING COUNTY	I support the overall plan, but the timing of the projects is very disappointing. Servicing the downtown and central Seattle neighborhoods like Ballard and West Seattle should take priority over extensions into the suburban areas. This would do more to appreciably reduce congestion than the current plan, and service larger segments of the population more efficiently. Reconsider the timing of ST3's light link expansions.  It'd be great to have a Ballard to UW section in this plan as well, not simply as an exploratory study. This needs to happen.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	Have you seen the development in Ballard? It's growing at an intense pace. 22years before light rail arrives there in the plan? Bummer.
NORTH KING COUNTY	I think that the focus of this plan should be on getting more transit for Seattle city neighborhoods. The idea that it will take 22 years for the light link to reach Ballard is incompetent planning. Ballard is growing in population rapidly, and needs improved transit options. We need transit where people are living. I have worked both in SLU and the University district while living in Ballard and have time and again had buses that were too crowded (sometimes I had to wait for multiple buses just to fit) and long commute times. The buses to downtown are also extremely crowded and there are not enough of them. I think that Seattle is a wonderful city that is expanding and changing in great ways. We need to really focus on what we can do now to improve our city. This means we have to really think about what is best for our residents right now, and right now the neighborhoods in the city Ballard, and West Seattle need better options. If new light link stations are made at these locations they will immediately be in use because the people that live there are in serious need of better transit. I understand that this is a complicated position to be in, but I think that the current plan is not taking the current reality of the transit situation into account. We need transit where people are living first, then we can move out towards less populated areas. The people that are currently living in the city are already using and paying for buses and the light link, we deserve not to wait two decades for something that we need now. Also building a light link rail at grade level to Ballard is ridiculous. It may be cheaper but that shows poor judgement in planning. Why waste money on something that is actively a bad choice? We have the opportunity to improve our city, why not make the best system we can? Seattle deserves better.
NORTH KING COUNTY	I would like to see greater prioritization of transit options within Seattle, including the Ballard options but also greater expansion of Light Rail throughout Seattle (including to North Seattle and West Seattle).
NORTH KING COUNTY	Light rail needs to come faster, why the glacial pace? I know the funding is restricted, but anything to prioritize delivering light rail quickly would be better than waiting 25 years.  Also, run light rail as fast as possible, I think running with traffic on MLK was a mistake and makes rides south seem very slow.
NORTH KING COUNTY	Ballard to downtown has highest ridership and provides most benefit. To put this project 22 years out is not acceptable. I will cast my first no vote on transit if this is not changed. I support paying for good timely transit. But ST3 is not it.  Ballard to UW is second most important and is not even addressed be ST3.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	I really wish to see better service to the Lake Forest Park area. At this point when bus drivers are short 522 simply drops busses which has the effect of extending the wait by another 25 minutes. this makes taking the bus very unreliable if one has to be somewhere at a certain time. Planning for a skipped bus also is not leasable as the buses already only come every 30 minutes. In addition Bothell Way has become extremely clogged up as a lot of people use it to avoid the only for the wealthy tolls on 405. Really I think some of the toll money should be used to improve public transport as 520 has been basically built for the high wage earners and wealthy exclusively
NORTH KING COUNTY	It would be good if the Ballard light rail could be much sooner--this area of the city is booming and growing very rapidly.
NORTH KING COUNTY	Light rail to Ballard should be grade-separated the whole way and built ASAP. Light rail UW-Ballard should at least be studied (even better, built). Light rail to West Seattle should not be a priority, and could be replaced with BRT.
NORTH KING COUNTY	I'm generally in agreement with Seattle Subway's proposal here <a href="http://seattletransitblog.com/2016/03/31/how-to-fix-st3-so-seattle-will-vote-for-it/">http://seattletransitblog.com/2016/03/31/how-to-fix-st3-so-seattle-will-vote-for-it/</a> Sppecifically, speeding up the Ballard and West Seattle routes, having a fully great separated route to Ballard, and studying further LRT routes within Seattle.
NORTH KING COUNTY	Bring the light rail to Ballard in less than 10 years
NORTH KING COUNTY	As a non-driver, my ability to navigate Seattle over the last three years has been significantly limited due to the time cost of public transit and the financial cost of private transit services. My hope is to see a plan with increased North Seattle neighborhood access (Lake City-Ballard-Wallingford rapid buses and/or light rail). I would also like to see broader payment options. Currently, Orca card stations at Northgate are shut down, which is a transit barrier. I would like to see a transit app, such as Tri-Met uses in Portland. Most ideally, I would like to see Lake City/522 connected to the light-rail system. Light-rail connection in Lake City would reduce traffic times for many commuters, improve neighborhood livability, and increase accessibility for many in that location and nearby neighborhoods.
NORTH KING COUNTY	<p>As a Seattle resident, I am completely disappointed by the proposed plans for future light rail projects within the city. Ballard to downtown in 2038 is inexcusable, as is the lack of an east west link between Ballard and the University of Washington. I understand that we need to be seeking votes in other areas of the region, but building lines outside of the city core shouldn't be the main focus right now. please work on establishing the inner city high demand routes, and provide better bus service to Everett, Issaquah, and Tacoma. Ballard was the project with the highest estimated ridership, so it should see that reflected in its completion time.</p> <p>I do not plan on voting for this proposal with the current estimated timeframes for the Seattle projects. I also do not plan on voting for a proposal which places downtown Seattle to Ballard at grade, and doesn't have a Ballard to UW east west option. These are compromises that do will not give Seattle the best service.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	Ballard and west Seattle should be the first to be completed. 17-20 years is too long. Congestion of people who live within the city who don't have timely, reliable and adequate transportation and have to drive is what makes traffic stand still on I-5 through the city. We need to fix city proper before we put money into expanding outward. I have lived here 6 years and have gone from riding the bus to driving every day because the buses are full and passing my stop during commute times because it is filling up in Ballard before it even reaches me. I live on a line that comes every ten minutes and it's still full. Ballard has grown too fast, we need a solution fast. Similarly I have a coworker that lives in west Seattle that drives because of the same problem. And all his neighbors do the same. Help those that already have been living here for a long time before making it easier for those living outside the city to get here. Or find a way to do it all in half the time.
NORTH KING COUNTY	What happened to light rail stops in Queen Anne and Fremont? You already serve interbay with the D line...
NORTH KING COUNTY	Build the Ballard line first!
NORTH KING COUNTY	Please make it less expensive and focus on areas driving highest congestion
NORTH KING COUNTY	I understand that every local agency wants to prioritize their own area, however, I think it's more necessary to build the trunk for the light rail system before starting to work on spurs. Therefore I recommend building the EVERETT extension BEFORE or concurrent with the BALLARD and WEST SEATTLE segments. I don't know specifics about the BALLARD or WEST SEATTLE segments but I've heard talk via newspaper articles of a BRT line to the Boeing area in Everett and having the light rail follow I-5 instead of having a light rail segment go past Boeing. I would counter that proposal with a proposal to make the EXISTING BRT lines to BALLARD and WEST SEATTLE more RELIABLE and build the EVERETT extension through Boeing WITHOUT the BRT service to Boeing. If Sound Transit was serious about this BRT route to Boeing then it should have been formally brought forward in the draft plans. Since it was NOT, then I assume that there is a reason you don't think this is viable project although it is VERY NECESSARY since it is a HUGE employment center.
NORTH KING COUNTY	I think the order of some events should be reversed.
NORTH KING COUNTY	Prioritize light rail development over bus. Especially, new Ballard and West Seattle lines. 22 years is a long time to wait (22 years ago Amazon didn't even exist!)
NORTH KING COUNTY	I think Ballard light rail will be constricted by a movable bridge, given the amount of boat traffic in the area.  Also, a faster development timeline would be desirable.
NORTH KING COUNTY	BRT and shoulder running busses should be prioritized to relieve traffic on freeway corridors and increase reliability of these routes.
NORTH KING COUNTY	Do it faster. 22 years for more light rail in major Seattle residential areas? This is laughable.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	While I generally support all transit investment. I feel that this plan focuses too heavily on mobility of suburban commuters and not enough for diverse areas within the City of Seattle. There is no station serving South Park, Georgetown, White Center, Renton, cross town movement from Ballard to the U District etc. This plan seems to serve on portion of the regions population (white suburbanites) not those within the city that currently rely heavily on public transit.
NORTH KING COUNTY	Any way to speed this up? Given the pace of population growth I believe expanding transit is going to be THE most effective pressure valve to ease the housing affordability problem. We needed this yesterday.
NORTH KING COUNTY	Putting light rail on 15th Avenue W, whether at grade or elevated, would be disastrous for vehicular traffic. The much better option is the line west of the BNSF tracks and a tunnel under the ship canal ("West is best", per City Councilmember Sally Bagshaw). It should be constructed before the downtown to West Seattle light rail line, which will be on a new bridge parallel to the existing West Seattle Bridge and hence will not disrupt traffic. It will also provide a means for Magnolia residents to get to and from their homes after the Magnolia Bridge is destroyed in the predicted earthquake which is now over due according to scientists. That Bridge has the same vulnerability as the Alaskan Way Viaduct.
NORTH KING COUNTY	Bring light rail to Ballard sooner than 22 years.
NORTH KING COUNTY	Expanding the light rail service should take precedence over expanding bus services. The lure of bus services is always the lower initial expense, however they never perform as well as imagined. Look at any other major city in the world, the cities with the most success have expansive light rail/subway transportation systems. Would Paris, London or New York City be what they are today without investing early in rail? – the answer is no btw.  Additionally, the timeline on deploying this plan seems laboriously and unnecessarily long. Portland, OR went from one light rail line in 2003 to over 53 miles and growing today. We should follow suit while we can.
NORTH KING COUNTY	West to East transit in Seattle is needed more at this point than North-South Extensions
NORTH KING COUNTY	The timeline for these projects seems far to long, especially the needed extensions within Seattle to Ballard.
NORTH KING COUNTY	Ballard and West Seattle projects should be accelerated. Their time horizons are too far out in comparison to the other projects.
NORTH KING COUNTY	You already have commuter rail with the Sounder. I do not believe Link should be another commuter rail. By adding park and rides at suburban locations with low density, this is just one more way to encourage people to live in unsustainable communities and commute to the city for work. This is not a sustainable way to increase our regional population. Park and rides are not compatible with light rail.
NORTH KING COUNTY	West Seattle and Ballard should have stations underground, they are too dense for elevated stations. A precedence has been set in Roosevelt.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	Waiting 22 years for light rail to Ballard is a mistake. Growth in the form of multi- family developments (large condo/apartments)over the past 20 years is already putting a strain on the existing infrastructure. Developments are designed to limit cars by way of reduced parking spaces. To maintain a vibrant and healthy city, we need to invest in transportation to our fastest growing neighborhoods now. We have an opportunity to get ahead of what is sure to be continued growth. Waiting so long will be a mistake and surly a detriment to neighborhood businesses and residents alike.
NORTH KING COUNTY	I want to pay for this through my taxes but I don't think you have your priorities straight. Ballard and West Seattle are HUGE neighborhoods where downtown commuters live and where other folks visit for nightlife. Waiting 22 years for a Ballard lightrail just boggles the mind!!!! What planet do you people live on? I live in Interbay and it takes me 45 minutes to get home from downtown EVERY NIGHT. And callin the D Line "rapid" is a joke. Have you taken it at 8:30am? It's packed to the point you don't get a seat (so you have to stand) and it takes 45 minutes to drop me off 5 blocks from my office on 7th and Olive. So I don't use it.
NORTH KING COUNTY	More bike and ped access MOST important. If we can't get there why use it. Next. North seattle has been ignored enough. Greenwood to Shoreline need some serious light rail help.
NORTH KING COUNTY	The Ballard to downtown portion of the project should be a tunnel under the canal. I'm disappointed, if willing to wait for this sort of infrastructure. But I am emphatically not willing to wait for a [explicit] drawbridge that will be subject to the needs of boats moving through the canal. This portion must be modified, or I am really willing to vote against the proposal. Again, this drawbridge idea is [explicit], and should be regarded as [explicit]. Tunnel or no deal.
NORTH KING COUNTY	At grade improvements or lines are an unacceptable option for ST3, particularly on the Ballard-Seattle route. ST3 should only include below grade improvements on the Ballard route in particular due to the existing congestion on surface routes and the impracticality of a draw bridge over the ship canal. Additionally, a Ballard to U-District route would greatly increase East-West connectivity in the North Seattle region and should be given a higher priority.
NORTH KING COUNTY	I'd much rather see the following improvements than the existing plan:  <ol style="list-style-type: none"> <li>1. Improve existing bus services (speed and reliability) for 545 and current routes around capitol hill, downtown, SLU, Fremont, Queen Anne, and Ballard. This could include expanding routes to decrease travel time and number of transfers.</li> <li>2. Allow buses to transit faster on highways by using express lanes, shoulder, etc.</li> <li>3. Increase speed of development of light rail from Seattle to Redmond</li> </ol> Thanks!
NORTH KING COUNTY	The current plan for an at grade Ballard to Seattle route is a bad idea with current traffic. A stop in SLU and more transit in Kent would be nice.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	Please prioritize the Ballard light rail. 22 years is ridiculous for how fast this area is growing. It is becoming very concentrated and the need for light rail here is high. Thank you.
NORTH KING COUNTY	I think we should place the highest priority on where the highest traffic is for commuting times. And that should determine the order in which things are prioritized. Is the highest travel (and congestion) from redmond to/from seattle and federal way to/from seattle? They are listed as being completed first as far as light rail. As well, I think light rail should take priority over rapid buses. My assumption is that the most needed areas are from the north and the south into/out of seattle.
NORTH KING COUNTY	More Sounder trains and have them run on weekends. More people would take them if they came more frequently and reliably like the light rail. The rails are already built. There could be a station somewhere in NW Seattle to capture some of the demand until Ballard light rail gets here.
NORTH KING COUNTY	Service to Ballard can't wait 22 years. Buses are overloaded, commutes take 30 minutes or more (it takes as long to get from Downtown to Ballard as it does to get from Downtown to Federal Way via transit), and this booming neighborhood will continue to add ridership steadily. We need more transit now!
NORTH KING COUNTY	The Ballard and West Seattle lines should have priority over Redmond and Tacoma extensions. The Ballard and West Seattle extensions offer much higher ridership.
NORTH KING COUNTY	Service to West Seattle needs to happen sooner than 17 years from now!
NORTH KING COUNTY	It is absolutely absurd that the line that will be most used (Ballard to Downtown) will be completed last and crippled with a drawbridge. SLU and Ballard will continue to grow at a tremendous rate, and waiting 22 years to build decent public transit will be missing a golden opportunity to build a more livable, human, car-free city.  It's a real shame to see ST3 focusing so heavily on distant commuters and not those who actually live in the city.
NORTH KING COUNTY	Please prioritize light rail to/from West Seattle and Ballard sooner. I would pay more taxes to have these services in 10 years rather than 17!
NORTH KING COUNTY	If LRT is truly our solution, and on the off chance a human actually reads this, one east-west line is not sufficient. Ballard-UW-520-Eastside (Using new bridge? Old bridge? Submerged tunnel?) would provide better crossing opportunities. Complete light rail ring around Lake Washington in Eastside rail corridor rather than BRT. Extend West Seattle line grade-separated through White Center to Tukwilia/SeaTac for faster downtown access to airport. Trains LRT trains overall need to go faster to remain competitive. Issaquah does not have near the population to warrant a spur.
NORTH KING COUNTY	I believe there is no need for an additional tunnel down town seattle. I think you should use the existing tunnel and add to it to branch off to go under Bell Town to get to Ballard. No need for another light rail tunnel under seattle.
NORTH KING COUNTY	Studies for Burien and North Seattle should be studied and added first before any other lines are added.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	The in-fill projects in Seattle should be prioritized and not built at the end of the plan in 22 years. They need to happen sooner. Sounder already serves Everett and Tacoma, getting the light rail to those destinations should come later than the Seattle projects that are desperately needed now.
NORTH KING COUNTY	While I support the plan in general the timeline is much too long. As a resident of West Seattle I have seen commute times go up dramatically. Seeing that "relief" is 17 years away at best seems ludicrous. Surely the time frame could be accelerated. There is a large amount of money be asked for already, why not just ask for more to benefit people now as opposed to when my children have already left the city. Additionally, continuing to fund projects like this through property taxes is basically a non starter. In the last year we have had many property tax levies and this just adds to the long list of taxes that we pay for our commute to get longer in the short term. Please revise the tax structure of the state instead of taxing property owners. I would be happy to pay a personal income tax to fund things like this. I am not happy that the City of Seattle and the State treat property owners like a piggy bank.
NORTH KING COUNTY	1) Light rail is slow and less than ideal for connecting cities. Sounder trains are faster and carry more people. More Sounder service between cities, more light rail within cities.  2) Capital improvements to bus service within Seattle and connecting to other cities.
NORTH KING COUNTY	Need to focus on Ballard and west Seattle rail. In general focus should be rail not buses. There are a lot of people, myself included, who would take rail but won't go near the buses.
NORTH KING COUNTY	More frequent and later north sounder arrivals between Eddmonds/Mukilteo and Seattle.
NORTH KING COUNTY	Light rail construction NEEDS to be expedited. 25 years?! I want to still be alive when the rails are completed!! Ballard to downtown should be fully grade separated. It's an extremely important project. We also need to provide complete funding of an Environmental Impact Statement (EIS) for the extensions from Ballard to UW and from West Seattle to Burien, and add both lines as "provisional projects" if additional funding becomes available. Funding study work for future lines, as well as funding 130th St Station, is also crucial.
NORTH KING COUNTY	Prioritize lightrail. Connecting downtown to West Seattle, Ballard, and the East Side are huge. I agree that as home prices continue to inflate in the Seattle Metro area, it becomes increasingly important to reach out to areas farther out. However, we can't expand our roads any more in the downtown corridors. We need subterranean lightrail.
NORTH KING COUNTY	With all the investment made with the new SR-520 bridge, I'd like to see more projects take advantage of the carpool lanes and widened bridge. Travel between East and West over the lake is a bottleneck that backs up the 405 interchanges with I-90 and 520, and I-5 with I-90 and 520.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	<p>I don't understand why Bellevue has to be the hub between Issaquah and Seattle. From the very basic diagram ST has drafted, it looks like a lot of extra tunneling/track laying to run two lines from essentially Factoria to Bellevue which I estimate to be about three extra miles. From a commuter's perspective, this also provides for an unnecessarily longer commute. I currently live within walking distance of the soon-to-be Northgate station and I work in Issaquah. I'm not sure how long that commute would take on ST, having to go all the way up to Bellevue on each leg, but if that "detour" adds another 30 minutes to my commute, then I have to question if ST3 would even provide any time savings for me.</p> <p>Also, 22 years for full ST3 completion is just too long of a wait. A baby born today would just be graduating from college before he or she could use the transit expansion! My quick research shows I-5 in Washington state, all 276 miles, was completed in about 13 years. While I understand these two projects have very unique distinctions (tunneling, local versus federal initiatives) the region cannot wait an entire generation for infrastructure it needed 10 years ago.</p>
NORTH KING COUNTY	<p>Consider pushing forward the light rail to West Seattle and Ballard. Also Consider pushing forward the light rail between Seattle and Tacoma.</p>
NORTH KING COUNTY	<p>Light rail should focus on serving existing high density areas (Ballard, Downtown Redmond, SLU, Belltown, First Hill, etc.) and avoid long expansions into the low-density suburbs. West Seattle and Issaquah are probably better served by express buses and Rapid Ride.</p>
NORTH KING COUNTY	<p>Ballard above/below grade &lt;10 years, Ballard to UW below grade &lt;10 years. Metro 8 light rail also needs to be considered. We need better East - West lines yesterday. ST3 Issaquah route is not priority, Light rail along the 405 including Kirkland would be ideal if possible.</p>
NORTH KING COUNTY	<p>Fremont is still neglected in the new plan, despite it being a major destination and place of residence.</p> <p>The project is also being proposed as one large chunk with no options for completing some segments and not others. The plan should be split up into logical smaller chunks so that stakeholders can decide which portions are important to them, rather than approving one massive project and having to foot the whole bill at once.</p> <p>All in all, though, it does address the larger need, that the light rail system in Seattle needs to be expanded to be fully functional, to address the expanding population, and realize its full potential.</p>
NORTH KING COUNTY	<p>The faster you can build the full plan, the better. The current time line on the build out is too long.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	Currently, there is are express lanes or HOV landes for the projects that are being listed as "first" on the priority list. I think focusing on the areas that have the MOST congestion (and no alternative for relief) to be looked at first. Like - Ballard (and the Ballard Bridge issue), West Seattle (and the Seattle Bridge issue). Focusing on areas that already have temporary solutions for those that come into the city - should be lower on the priority level.
NORTH KING COUNTY	the time lines for the projects sound extremely long, particularly for west seattle and ballard - 17 years? why so long? also, as a west seattle resident the rapid ride lines come more often and already service the junction. The 120 route has a higher ridership and those buses come less frequently, yet the light rail will skim Delridge and provide service along the junction. more attention should be paid to current bus frequency and ridership levels to assess where light rail is needed most in west seattle. Also, if the cost will be \$200/year per resident, what will the costs be to ride the light rail? Is the estimated \$200/year going to be forever, or for a designated period of time until the project is paid for? These are all questions that should be made clear when we go to vote on this.
NORTH KING COUNTY	It's a waste of money to do bus service along the whole 405 corridor. The ST3 plan should have a north-south light rail route instead, along a smaller section of the Eastside that goes through dense neighborhoods that people actually live in, where they can walk to the stations. Hardly anyone will use a bus route that requires them to go to stations on 405.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

<p>NORTH KING COUNTY</p>	<p>I have two comments, one about the overall timeline of ST3 and one about the proposed stations at Graham St and near Boeing Access Road.</p> <p>Timeline: I'm thrilled that ST chose to ask for a big package all at once that completes the light rail system and gives voters in the entire district something. This is the right approach. However, the proposed timeline is simply too slow. I think the media and others have already sent this message, but I'll reiterate: the traffic is bad NOW. Tens of thousands every year are moving to Puget Sound NOW. In 25 years many if not most of the people voting on ST3 will probably either be dead or live somewhere else. The key to fixing this is probably getting creative with the financials. I don't know if the answer is asking the legislature for more bond authority or what, but you've got the right package, and the price, while large, is doable. But we need ST3 to come much sooner.</p> <p>Graham St and Boeing Access Road Stations: I live within a quarter mile of the Columbia City light rail station, and I work at Boeing at 9725 East Marginal Way S. And I would not use the Boeing Access Road station were it to be built. Why? It's still quite a walk to get to work, and it simply would still be more convenient just to drive. The south Seattle to Tukwila commute is currently well-served by roads; there isn't much traffic either direction any time of day, and there's convenient free parking everywhere you'd want to go around the vicinity of Boeing Access Road. The only reason adding this station makes sense is if there's a large projected number of people in the Tukwila/Burien/SeaTac area not well-served by the Tukwila Intl Blvd station that would park at the Boeing Access Road station for a commute to downtown (or Bellevue or one of the other places the light rail system will serve in the future). Otherwise, this station will simply add travel time to every destination south of it (including the airport) for EVERYONE ELSE using the light rail system, which is not an improvement.</p> <p>Regarding the Graham Street Station, I think putting a station half a mile away from the existing station at Othello also doesn't make sense. That kind of station density makes sense near downtown where the population density justifies it, but in the Rainier Valley adding a station so close to an existing station will simply add transit time for the many thousands using the light rail system while only benefitting the small number of people who are now at most half a mile closer to a light rail station than they were before.</p> <p>I worry that with so many stations already on the south Seattle line adding more will create the problem of slow travel times that transit is supposed to help solve. The Northgate to Westlake line will be several miles longer than the trip from Columbia City to</p>
<p>NORTH KING COUNTY</p>	<p>I support Seattle Subway's proposals: <a href="http://seattletransitblog.com/2016/03/31/how-to-fix-st3-so-seattle-will-vote-for-it/">http://seattletransitblog.com/2016/03/31/how-to-fix-st3-so-seattle-will-vote-for-it/</a></p> <p>Expediting the construction of light rail is absolutely essential. Grade-separating the Ballard-Downtown portion is very important. The overall plan should also include provisions for complete funding of an Environmental Impact Statement (EIS) for the extensions from Ballard to UW and from West Seattle to Burien, and additions of both lines as "provisional projects" if additional funding becomes available.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	Fishes should be on only rail, not BRT. We need rail on 405 corridor and from Seattle out to Everett, North Bend, Auburn and Tacoma.
NORTH KING COUNTY	<p>With increasing tech hub development in SLU (Amazon, Google and Facebook all expanding significantly) in the coming years, the Mercer Mess seems like it will only get worse. I'd put a focus on connecting Ballard via rail much sooner rather than later in order to alleviate and bypass some of that.</p> <p>Waiting 22 years for light rail to Ballard while farther flung areas get connected sooner is just crazy!! (Not that I don't appreciate the 28X and the D, but I spend a lot of time on them just waiting for them to get out of the north downtown area.)</p>
NORTH KING COUNTY	<p>Needs to be delivered sooner. This is too long to wait, and I'm willing to pay a little more to get out of GD I-5 traffic. \$200 a year? Take it. Please. Just go faster.</p> <p>And no, I'm not rich.</p>
NORTH KING COUNTY	Light rail service to West Seattle and Ballard would benefit the most people and reduce congestion in downtown Seattle and should be the highest priority. Seattle voted for a mass transit system to West Seattle in 2002 and we are still waiting for anything to be built. West Seattle has one of the highest population in Seattle and also one of the highest density and yet we have NO mass transit.
NORTH KING COUNTY	The projects with the highest immediate impacts to freeing up surface streets around the Seattle core are the ones with longest margins. Yes, we should have done this 20 years ago. The success of the Capitol Hill and UW stations demonstrate that if you build reliable off-grade transit to places people want to go - People. Will. Use it. We see big cities all over the world building out hundreds of miles of rail every year - and yet it takes 25 years for us to built out 4 miles? That's simply unacceptable and far too long. Sound Transit has demonstrated that they can work much more quickly and efficiently than that, and a faster build out the high-impact high-visibility projects to benefit the people paying the most in property taxes will only serve to get more buy-in in the future.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

<p>NORTH KING COUNTY</p>	<p>I personally would like to see more projects within the Seattle area, for those many who have no alternative transportation other than public transportation, rather than the majority of the projects I'm seeing- that are linked to the suburbs and prioritized over the Seattle projects in the timeline. The suburbs by their nature, are most often made up of residents who commute, but have the resources for personal transportation and I would think less likely to give up that luxury - lower adoption rate.</p> <p>Lightrail to West Seattle and Ballard I heard were planned to be at-grade. Wondering why that design was selected, being slower, and potentially hindering adoption rate.</p> <p>Was there any consideration to have the competitive industries help fund this project? If companies are looking to draw talent to Seattle, I think it would be in their interest to help fund infrastructure that will make the area more appealing for prospective employees.</p> <p>Last comment, no plans to further develop water transportation in the area? Where we lack room for roads, we've got plenty of water :)</p>
<p>NORTH KING COUNTY</p>	<p>Support expanding link in Seattle prior to expanding to Lynnwood and Tukwila</p>
<p>NORTH KING COUNTY</p>	<p>Prioritize Ballard and West Seattle. Also, be realistic with your timelines. The current timelines are too pessimistic to fail</p>
<p>NORTH KING COUNTY</p>	<p>The time lines for the light rail projects are just completely unacceptable. 12 years out for the first ST3 light rail project? That's ridiculous. I am a huge, HUGE supporter of public transit but this frankly is an impossible sell to skeptics who wonder why they should pay all this money for something they'll see almost no benefit for in their lifetime.</p> <p>Also, the 130th St station is an absolute deal breaker for those of us in north Seattle. It should have been included in ST2, and definitely needs to be in ST3.</p>
<p>NORTH KING COUNTY</p>	<p>I strongly oppose any plan of this magnitude that does not include light rail from downtown to Uptown, to Upper Queen Anne to Fremont, to Ballard. Light rail must serve the community centers that people actually want to go to. Central Seattle traffic is bad, it can only be alleviated by trains, and I would like to see ST3 acknowledge this. Light rail to Ballard is missing a big opportunity by traveling through Interbay. We don't need rail in Interbay. We need to be able to move between core communities quickly. This was addressed in your study of potential corridors to Ballard, last year, when nearly 70%+ of respondees voted for the route that went to Fremont, Uptown and Upper QA. I cannot support a plan that gets everyone to downtown Seattle without allowing people within Seattle to move more freely. Thank you.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	I strongly oppose any plan of this magnitude that does not include light rail from downtown to Uptown, to Upper Queen Anne to Fremont, to Ballard. Light rail must serve the community centers that people actually want to go to. Central Seattle traffic is bad, it can only be alleviated by trains, and I would like to see ST3 acknowledge this. Light rail to Ballard is missing a big opportunity by traveling through Interbay. We don't need rail in Interbay. We need to be able to move between core communities quickly. This was addressed in your study of potential corridors to Ballard, last year, when nearly 70%+ of respondees voted for the route that went to Fremont, Uptown and Upper QA. I cannot support a plan that gets everyone to downtown Seattle without allowing people within Seattle to move more freely. Thank you.
NORTH KING COUNTY	I live in Bitterlake, and currently a plan is being developed for a light rail station on 145th. My current issue with this plan, is the lack of space for pedestrian foot traffic to the station. in a few stretches of the street there are no side walks, or the sidewalks are too narrow.  I walk my daughter to school almost every morning, and when we get to greenwood ave between 145th and 140th there are no sidewalks on the portion we walk on. We have to walk on the shoulder of the road. I'm all in for the price to expand transit, but really want investment in sidewalks for foot traffic in the neighborhoods.
NORTH KING COUNTY	Prioritize Ballard to UW fully separated from grade, and completed as soon as possible to serve the most riders.
NORTH KING COUNTY	Why not include the Link along the I 405 corridor instead of buses? It will make changing trains much easier. A broadened comprehensive bus/rail plan for The Puget Sound area is important for getting people off streets and onto the Link. The expansion of Link has made a huge difference for ease of getting around. This greater expansion plan will encourage us to use mass transit and I think you will hear a collective sigh of relief when it is finished!
NORTH KING COUNTY	West Seattle rail should continue to Morgan Junction.
NORTH KING COUNTY	I think we should be worrying less about getting light rail go communities that already have heavy rail in place (like Everett). I can't think of any other mass transit system that goes that far out, and there's good reason for that.  The money would definitely be better spent in Seattle proper. Neighborhoods like South Lake Union should definitely be on the plan, as Amazon is making traffic much worse there. Also, we need more East-West options!
NORTH KING COUNTY	Light rail access in the city NEEDS to be the priority. Getting around Seattle, even in off-peak hours is a congested nightmare. The fact that you want to wait 20+ years to link Seattle neighborhoods by rail would be laughable if it wasn't for the prospect of the nightmare traffic is going to be in 5-10 years.
NORTH KING COUNTY	I feel we should start rail service first in West Seattle and Ballard. We can use the existing rail line to save cost and this would cut down on traffic quickly. From there branch out and build the other lines. I feel everybody deserves the option to have great public transportation in the Seattle area but I feel the city of Seattle should be first in creating the rail line.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	It is absurd to wait for light rail in Ballard for 22 years (which would actually be 30 years with delays). I will be retired by then- my children will have graduated from college (in preschool now). What is my incentive to approve a measure that will never benefit me? The timeline needs serious work. I am highly supportive of expansion of public transportation- I am an easy YES, but this plan makes me hesitate. Will the plan be outdated by the time it is implemented?
NORTH KING COUNTY	The 25 year time frame is ludicrous for a \$50 billion with a B project. First and foremost traffic in and around Seattle should be improved then leading out to the outlying areas and why does it take so long to put down light rail lines? Why would it take 8 years for bus rapid transit to be added? Can't the tax burden be shifted slightly to say .1% on the sales tax to lessen the continual burden that home owners pay?
NORTH KING COUNTY	I strongly believe that we should prioritize light rail within the city of Seattle, as soon as possible. This would mean speeding up the timelines for the Ballard and West Seattle lines, and also adding additional lines and stations within the city. I believe that rapid transit between downtown Seattle and surrounding suburbs and cities (Tacoma, Bellevue, Redmond, etc.) is only useful if people can get around Seattle once they arrive; otherwise, they will still have a strong incentive to drive, rather than take trains. Please do everything you can to increase light rail lines in Seattle and speed up the timelines. We need them NOW!!!
NORTH KING COUNTY	We don't need light rail to W Sea. The rapid transit buses do just fine. Ballard need light rail yesterday. That should be moved up. IMHO
NORTH KING COUNTY	17 years to provide light rail service to West Seattle is too long. I will NOT support this proposal unless the time frame is accelerated.
NORTH KING COUNTY	I do not like that it will take so long to complete the light rail lines to Ballard and West Seattle. That is simply too long! Why is Sound Transit spending so much money on free park and rides? The money would be better spent building rail than parking. Also, the proposed plan leaves out the Ballard to UW line. Currently, Seattle has no West to East link for light rail. I am skeptical about supporting a plan that prioritizes light rail to downtown Redmond over rail to Ballard. You need to fix the timelines for Seattle.
NORTH KING COUNTY	Light Rail to Ballard MUST be grade-separated and not have a movable bridge to cross the ship canal. Aside from the reliability issues of crossing traffic and waiting for drawbridges, Seattle voters may not think a plan that makes them wait 20+ years for rail and doesn't even do it right won't be worth voting for, and that would doom the plan for the entire region.
NORTH KING COUNTY	Deprioritize parking at stations. Emphasize transit connections wherever possible.
NORTH KING COUNTY	RapidRide capital improvements need to be detailed -- right now they're so vague as to be useless for informing my decision on the package. I hope to see full bus lanes from West Seattle Bridge onramps such as Avalon all the way to downtown -- anything less would not be BRT, obviously. I believe these improvements would have the best bang for the buck of almost any transit project in the region and could be implemented very soon.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	light rail to U District, Northgate, Ballard, West Seattle should be prioritized. light rail should be prioritized over busses that are subject to traffic jams, and cost should be placed more on all motor vehicles in the state of washington (people register their cars in cheaper counties), tolls on highways and freeways passing through Seattle, and not as much on the property tax, since all users use; not just property owners. Thank you, Seattle Homeowner
NORTH KING COUNTY	Love the overall plan but please rapidly speed up the timeline on Ballard (22 years!?! ) and West Seattle -- this needs to happen ASAP!!
NORTH KING COUNTY	Focus should be on getting the light rail across the two bridges; 520 and I90 and allow bikes on the light rail trains so people can cycle to and from light rail stations.
NORTH KING COUNTY	I would love to see a line that goes east west through Seattle. I also would love an earlier completion of some of the lines. 25 years is a long time down the timeline!
NORTH KING COUNTY	<p>First and foremost, I believe it to be a mistake to attempt to create a "regional light rail system." It makes much more sense to focus on increasing light rail coverage in the densely-populated innercity areas, such as the way many cities in the Northeastern US have done. We already have existing high-capacity transit options (e.g. the Sounder and express buses), which are much better suited for linking the various cities in the Puget Sound region.</p> <p>I'm also heavily opposed to constructing any portion of the light rail system where it does not have a dedicated right-of-way. This could only serve to make trips via light rail slower and less attractive than other modes of transportation, and I would not vote yes for a package the proposes surface-grade alignments where there are potential conflicts with cars. A working example of this is the existing Central Link alignment through Rainier Valley. Trains in this area must slow to a crawl, making the trip between Sea-Tac Airport and Downtown Seattle much longer than it needs to be. In a nutshell, do it right, or don't do it at all.</p>
NORTH KING COUNTY	Sales Taxes are really regressive. I would be more in favor of this plan if it relied only on the other sources of revenue
NORTH KING COUNTY	I understand the need to build a strong LINK main line, which has been currently under way for the last decade with in the Seattle city limits. The prioritizing of some of the LINK projects not connected to the mainline needs to be considered, specifically in Ballard. This is one of Seattle's fastest growing neighborhoods, to have to wait 22 more years to see LINK service there is not acceptable. LINK service should be prioritized to come to Ballard with in the next 10 years. Many will not like the short-term disruption, once it is finished the long term benefits will far out weigh the inconvenience of the disruption the studies and the construction bring.
NORTH KING COUNTY	Ballard from SLU and downtown should NOT be street grade along 15th! Priority for study, plan and construction is needed for alternatives as well as financial priority. The time frame should be advanced for the Ballard access project. Thank-you.
NORTH KING COUNTY	Should focus more on connecting ballard, downtown and u - district areas before expanding to Everett Bellevue and Tacoma

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	All Light rail in the Seattle area should be below grade as to not cause increased congestion on road ways in the city core.
NORTH KING COUNTY	520 light rail please!
NORTH KING COUNTY	Ballard and West Seattle projects should happen faster. 17 years?! 22 years?! It's better than nothing, but that seems like forever.
NORTH KING COUNTY	If adding a station at 145th in Shoreline, it is going to cause serious traffic problems. Without the link there now there are already serious problems & traffic delays due to back up of people heading I5 South. The link will only cause more congestion to an already bad area. Please put link station at 130th where it is not as busy
NORTH KING COUNTY	Ballard and West Seattle should come first!
NORTH KING COUNTY	First, the Denny Way station should be moved a few blocks east to Fairview so that it is more accessible to Cascade and all the new towers going in. Second, if we can't afford a full grade separated rail system to Ballard maybe we should build a bus tunnel and upgrade it when we can.
NORTH KING COUNTY	Downtown to Ballard needs to connect to Northgate.  The whole thing needs to be done sooner. I've decided I will NOT vote for extensions that take 30 years to fulfill. Get it done faster or forget it.
NORTH KING COUNTY	All studies should be performed first and then the entire line from Downtown to Burien via West Seattle should be considered. Likewise, all north Seattle (Bothel, Lake City Way, Kirkland, Kenmore and et) should be studied and then be included with a Ballard-UW line.
NORTH KING COUNTY	It just disappointing we can't have light rail where there are planned rapid bus services. I realize it would take longer and cost more, but even if it were broken up into different projects it would be totally worth it. Busses will always in some way be bound to our horrible traffic. You just can't avoid that, unless it's on a dedicated rail. That kind of vision is what's needed in our growing city.
NORTH KING COUNTY	The order of projects in #12 is what I don't like. We need light rail to Ballard now, not in 22 years! If you changed the order of projects focusing on those closest to the downtown area (Ballard & West Seattle) and moved outwards you'd have more support.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	<p>No credible transit planner would have dreamed up this [explicit] sandwich of projects.</p> <p>UW/Ballard is a must  Metro 8 subway is a must  Issaquah to Seattle via one seat ride is a must</p> <p>Please fix this project list if you want this to pass. West Seattle LRT is DOA - total waste of money. Paine Field is a waste of money. Issaquah is only worth doing if you go through Mercer Slough to get downtown.</p>
NORTH KING COUNTY	<p>25 years is too long. We need rail now. I would only support a project that was less than 15 years. Rail (with own access - not on roads) should take priority. Stop with adding buses into transit programs. We've voted for buses over and over and over - enough already. We need a 10 to 15 year plan with extensive light rail. I don't mind paying more in taxes. My only concern is on the sales tax - it's starting to push 10%. It's getting a little out of hand. I would support 1) car tab tax, 2) property tax, 3) \$.50 add on to all bus and light rail for use on future build - but goes away after 15 years, and 4) increased bridge tolls to pay for light rail - on both I-90 and 520. Also, why are we not selling BONDS to pay for transit? No mention of that in the plan. I will vote for light rail only if it's a short term plan.</p>
NORTH KING COUNTY	<ol style="list-style-type: none"> <li>1. SR 522 BRT needs to serve Lake City, rather than 145th Street.</li> <li>2. All new stations need to have integrated bus transfer capabilities and potential layover spots. A bus service scenario describing concepts of replacing parallel bus routes needs to be presented to demonstrate aggregate transit subsidy savings for taxpayers.</li> <li>3. All stations need to anticipate accommodating driverless transit shuttle vehicles, shared vehicles and dropoff/pickup vehicles.</li> <li>4. Pedestrian improvements should specifically include down escalators at existing and future stations wherever there are more than 20 steps as well as up escalators.</li> </ol>
NORTH KING COUNTY	<p>Ballard to U-District line should be added rather than studied as part of ST3</p>
NORTH KING COUNTY	<p>Please allow local add in's to projects where local municipalities would like to contribute more to have their projects funded and completed sooner, aka Downtown to Ballard, West Seattle to Downtown, I'm sure Seattle residence would be willing to chip in more to accelerate those.</p>
NORTH KING COUNTY	<p>Ballard should have a higher priority! I don't want to wait 22 years to take the Light Rail from Ballard to the UW Husky Football Stadium!!! Also, taking Ballard light rail to West Seattle would be a higher priority too!!!</p> <p>Light rail is far superior transportation than Busses! Hurry up to Ballard!</p>
NORTH KING COUNTY	<p>I think a light rail line from Ballard to UW (and onward to Capitol Hill) is much more important than a line from Ballard to downtown Seattle. The rapid ride and number 15 line already take people quickly downtown, but it is difficult to traverse the city to the U District (the 44 is very slow) and getting to Capitol Hill via transit can take more than 1.5 hours.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	Replace Paine field connection on light rail with BRT. Bring Ballard to downtown before West Seattle to downtown
NORTH KING COUNTY	BALLARD should be prioritized. It's at the end of the list right now, and that is not OK. There is tons of traffic in Ballard and Ballard residents want and will use transit. If only outside of Seattle is prioritized, I am far less likely to support it.
NORTH KING COUNTY	The Light Rail to Ballard and West Seattle should be prioritized above the other Light Rail extensions.
NORTH KING COUNTY	It seems like adding a Tukwila station would be comparatively easy/fast. Why is it one of the last additions?
NORTH KING COUNTY	The idea that you would put forth a plan to have at-grade rail to Ballard by 2038 is absolutely insulting and I will be voting NO to this proposal despite the fact that our city desperately needs mass transit. I can almost see the rationale behind the timeline, though, I don't like it. I get that connecting the suburbs is a priority for you even though in-city transportation is awful. However, the audacity to think you could float a plan for at-grade rail to and through Ballard is just plain stupid. Full stop.  If you fix that part, and include a plan for grade separation through Ballard, I might consider voting yes.
NORTH KING COUNTY	I think we don't need a rail system to issaquah. I think they need to make drastic changes to SR 522 asap. In rush hour, I go from downtown to north seattle and on a bad day, it can take 40 minutes to go to north seattle.
NORTH KING COUNTY	I strongly support all of the light rail and sounder phases of the project plan, but am skeptical of the bus phases of the plan , especially use of shoulders since the fiasco on I-405, and I do not even drive there.
NORTH KING COUNTY	Ballard should be built first
NORTH KING COUNTY	Light rail projects involving the connection of neighborhoods within the city of Seattle should have priority over expansion to the suburbs and surrounding cities.
NORTH KING COUNTY	The inner-city projects might need to be sped up on the timeline as population density rises and traffic, which is already a huge problem, increases.
NORTH KING COUNTY	Ballard to UW lightrail should be included. Need buses along Delridge, White Center, and Admiral to be modified around the Junction if you want make a California Ave. SW West Seattle alignment equitable for access. I'm worried no lightrail to Kirkland will lead them not to vote for the overall package; then again, so many there seemed not to want it that maybe the BRT will satisfy them. In South King please focus on developing AWAY from I-5 and in such a way that pedestrians and bikes can get to the station easily and safely, not just acres of parking lots. Otherwise this will come back to bite us a few decades down the road when this is all actually complete.
NORTH KING COUNTY	West Seattle and Ballard should be prioritized, due to rapid increases in commuter population, concentrated in those communities.
NORTH KING COUNTY	Pease prioritize speedier construction of light rail up and down the I-5 corridor and throughout Seattle as this is where the most congestion is. It's easy to drive east and west in Seattle, but it's north and south that is troublesome during peak hours.
NORTH KING COUNTY	Prioritize the projects that are needed. The cost of \$200 a year is crazy.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	The Boeing Access Rd Station is a deferred station from ST1, not an infill station. People made investments in the vicinity based on the planned station. The station should be categorized as such: Deferred original station. Given this fact, it should be prioritized on the timeline--adding the station to the existing line should be completed in the near-term.
NORTH KING COUNTY	Light rail is great but I think the focus should be on moving people around within the city first (make it easy to get from one neighborhood to another). Right now there's a big focus on moving people through or into the city, which I disagree with. There should be a higher priority for stops in each major neighborhood in the city (Ballard, Fremont, Greenlake, West Seattle, Maple Leaf, etc.). Also, light rail should be the priority (not buses or bus lanes or carpool). Finally, all light rail should run in its own corridor (no sharing roads or bridges with cars).
NORTH KING COUNTY	Less money dedicated to Park and Rides (I heard a report that \$1 Billion of this plan is dedicated to building parking garages). Light rail in Seattle proper must come sooner, ST3 will lose significant support in Ballard and West Seattle because of these long timelines. We already have a North / South option with Sounder Trains....why not increase frequency in fill-in stops on the Sounder as opposed to building a light rail extension running parallel to Sounder?
NORTH KING COUNTY	22 years from Ballard to downtown is too long. Really? 22years!? I'll could be dead by then. This plan needs to be modified.
NORTH KING COUNTY	Traffic getting into, through and out of downtown Seattle is atrocious, particularly anything crossing the area east/west. With the station already up and running to the University District, a station in the Ballard area is what is essential to help alleviate that congestion further and MUST occur before 22 years is up! That is ridiculous. Light rail should be considered for the 522 corridor around to the Redmond/Bellevue area.
NORTH KING COUNTY	We need a way to connect West Seattle to Ballard and to the airport.
NORTH KING COUNTY	There is too much focus on serving a huge area and not on moving the most people.
NORTH KING COUNTY	The extension to Ballard should not be at grade. If it is at grade, the extension should have right-of-way and not conflict with traffic.
NORTH KING COUNTY	Priority needs to be given to getting Light Rail to Ballard. That should be issue #1 and one of the first projects completed along with improving mobility on the Eastside. As seen with U-Link ridership, Sound Transit underestimates the demand for its services in the City of Seattle. The incredible levels of use of Sound Transit services in Seattle and to/from Bellevue would help pay for and cover any financial shortfalls when expanding ST to regions where it is used less. I can understand that SoundTransit wants to secure non-Seattle support for ST3. Waiting 22-25 years to complete what would be its most profitable line would be a serious error as it opens up the option for Seattle to go it alone and cannibalize ST revenue.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	As the region grows people are moving into the city more than moving to the Suburbs. I love the light rail project and have been an advocate for it, but as of yet it does not benefit me at all, and will not for 25 years. Before extending the light rail outside of the city limits lets connect our neighborhoods within the city first. There needs to be more east west routes within Seattle. An example would be a loop from Westlake, to Queen Anne, to Magnolia, to Ballard, to Fremont, to Wallingford and connecting to the Brooklyn station at UW. That would start allowing people to actually use the light rail.
NORTH KING COUNTY	This plan has many excellent features but most are needed immediately. Likely, by the time these improvements are fully implemented, they will have been outgrown. We need a simple system that can easily flex to accommodate fluctuations in population - obviously including rapid growth. The Sounder Rail infrastructure is already in place and would need minor investment to improve capability compared to a new light rail system. Although improving the rapid bus capability is a great short term solution, buses must still use the existing highway/roadway system and will continue to contribute to the I-5 corridor congestion. Allowing traffic to travel on the highway shoulder is unsustainable - Honolulu is perfect evidence. Although it may help temporarily increase the throughput on a highway, any traffic accidents will bring the flow to a halt. Furthermore, once you exceed the maximum throughput on the shoulder, there is no room to grow. I am an advocate for a light rail system but due to the high cost and long timeline, I would strongly recommend the planning team consider an alternative such as an elevated rail system. An elevated rail may follow our highways or easily navigate our downtown hills. If the system were common across the whole Sound, a visitor or resident could easily manage a trip from Tacoma to Everett without having to change modes of transportation multiple times. The pillars and supports for a well planned system may be constructed off-site and installed with minimal interruption. Elevated rails make the most efficient use of the resource in highest demand in Seattle - surface area. Bottom line, our area is known for developing creative solutions to local problems as well as global innovation across many industries. Why shouldn't our public transportation system be just as innovative?
NORTH KING COUNTY	West Seattle and Ballard plans for light rail should be planned much sooner!!
NORTH KING COUNTY	<p>Front load and improve and increase planning for areas with already high density that are growing, such as Lake City, Bitterlake and First Hill.</p> <p>Suburban sprawl should not be incentivized by continuing the planning for the misguided spine to nowhere.</p> <p>Where there are a high density people, you should build transit. Skip the political nonsense. Just build a good, high capacity network that works.</p>
NORTH KING COUNTY	Studies for Burien and North Seattle should be done first. Burien and West Seattle should be done as one line. Bothell, Sandpoint, Kirkland and UW-Ballard should be done as one project.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	I think the immediate needs are downtown, Seattle proper. Traffic is atrocious and buses are inconsistent, and very unreliable. Private companies are doing a better job facilitating the commuting need, which is a bad thing for Seattle long term.
NORTH KING COUNTY	Bring the SLU station earlier. Until that station is serviced, rapidly growing tech in this city cannot take advantage of the service and get off the roads.  DO NOT cancel bus routes that go downtown (ala 66) until you can get to the point where someone can get downtown with one transfer-- three is TOO MUCH!
NORTH KING COUNTY	The Ballard and West Seattle line must be prioritized above all else. I ride the Link line from Capitol Hill every day, and the demand output has been amazing. Surely Ballard/WS will be the same. Push up the timeline please.
NORTH KING COUNTY	This will take way too long. Seattle is in a transportation crises!!!!!!
NORTH KING COUNTY	Possibly decreased ST Express Bus service. I have seen a lot of empty or nearly empty ST buses from personal experience.
NORTH KING COUNTY	Faster light rail expansion please. More interconnection.
NORTH KING COUNTY	The Issaquah line cannot travel all the way up to Downtown Bellevue before meeting the rest of east link. This makes no sense. People from Issaquah need to be able to get to downtown Seattle. Under the existing proposal, you would have to travel all the way up to Downtown Bellevue, and then travel all the way back. Link needs to go through the Mercer Slough in this area. Otherwise the line will be hardly used at all, as it won't be a competitive way to get people to downtown Seattle.
NORTH KING COUNTY	Think the plan focuses too much on suburbs and supporting travel from outside the city. That certainly needs to be a priority, but I think the plan is missing an emphasis on intra-city connection as well. Seattle itself turns into gridlock during large portions of the day and a better connected intra-city system could help significantly, but also ensure our investments are consistently valuable in the future.  <ul style="list-style-type: none"> <li>- More emphasis should be put on full grade separation to Ballard.</li> <li>- Ballard to UW via Wallingford needs greater emphasis, at least to study sooner to fast track opportunity later (like Seattle Subways proposal)</li> <li>- Study of and planning for a South Lake Union to Capital Hill segment to create a more integrated mesh within the city (particularly here since streetcar connection is likely physically impossible).</li> <li>- Additional study of how to better support SLU and Belltown areas to support continued growth and development.</li> </ul> <p>The regional plan and package is absolutely necessary to strengthen Seattle and ensure a bright transit future. But more emphasis on intra-city mobility is crucial.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	Seattle desperately needs the inner city projects. Suburban buildouts are really critical, but the Ballard and West Seattle lines have to come on line ASAP- as in the first phase. Please, please, please speed it up in Seattle! These are all great projects, but Seattle rail is super urgent.
NORTH KING COUNTY	Seattle needs to be higher priority. Ballard needs light rail yesterday. It cannot be last. Seattle must be prioritized towards the front.  Also, don't expect Seattle voters to just automatically vote yes. This offers no support for Fremont or Wallingford neighborhoods, some of the densest in Seattle. Why would they vote for this?
NORTH KING COUNTY	West Seattle should be a higher priority. The proposal also seems too expensive for the tax payer to carry alone, especially for a project that many of us won't see the benefit of for two decades. Given that Seattle is becoming a more transient city, some young people who are not sure they want to settle here permanently may not want to pay. Are there no other funding sources we can use? No private investment we can tap into? See Denver for a fantastic example of how private investment got them a transit system cheaper and faster.
NORTH KING COUNTY	I think light rail to West Seattle to include White Center/Fauntleroy area. There is too great a part of West Seattle being left out of the transit improvements, and these areas would all benefit from the improvements light rail would offer.
NORTH KING COUNTY	The horrible housing projects developing in the larger ballard neighborhoods are in service of the growing southlake union area, to wait to support transportation in support of these populations would be unwise and (again) impact negatively on the transportation issues clogging the city.
NORTH KING COUNTY	Ballard is needed sooner
NORTH KING COUNTY	Like to see the Ballard link sooner.
NORTH KING COUNTY	The west seattle light rail should come further south through Georgetown, South Park, White Center, West Seattle and Alki
NORTH KING COUNTY	Ballard should come online much earlier. Should move up in priority.
NORTH KING COUNTY	Ballard light rail should be higher priority.
NORTH KING COUNTY	Northgate to West Seattle via Ballard light rail needs to be done now and tunnel/elevated with no surface track. This will unlock the city and while it is a complex project 22 years is 15 too late.
NORTH KING COUNTY	Focus on Link speed, currently the length of the link is almost an hour imagine how long it would be when it extends from Lynnwood to Tacoma.
NORTH KING COUNTY	You can do the rail faster. Put the money in rail and get it done in 5-10 yrs
NORTH KING COUNTY	Studies for Burien and North Seattle should be completed first and then Light Rail lines decided.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	With all of the high density building, approved/permitted by Seattle, in West Seattle, we feel that our need is greater than having to wait so many years to get this done. We believe that West Seattle should be considered ahead of other projects, especially since our bus service has been drastically reduced, and more people need to use cars to get to their destinations. Also Seattle approved no or very little included parking for these cars that are needed for our high density building boom.
NORTH KING COUNTY	SR-522 BRT line should serve Lake City as Route 522 does today; many Northshore riders want to access Lake City and its transit connections; the NE 145th Street station of Lynnwood Link is a very poor terminal for a BRT line; it will have traffic congestion due to the I-5 interchange; it will have little space for a bus turnaround or bus layover; riders will have little interest in reaching the station; the SR-522 BRT riders would be much better off connecting with Link at either Northgate or Roosevelt via Lake City; in the former case, the line could serve the NE 130th Street station. the NE 130th Street station should be an ST2 project.
NORTH KING COUNTY	West Seattle should be moved up in the schedule. We are isolated when there is an incident on the bridge. We need additional means of transportation out of West Seattle and into downtown. I ride the 55 or the C line daily and they are overcrowded (especially in the evenings) and not always reliable. Also, the 3rd and Pike bus stop is a full blown disaster. We need options now, not in 17 years!!!!
NORTH KING COUNTY	All these things need to be completed sooner. And we need more underground light rail.
NORTH KING COUNTY	Very urgent needs. But wonder about the culture in our region that would convince us to use mass transit.
NORTH KING COUNTY	Grade separated light rail system should be put in higher priority than BRT, which makes the already narrow streets crowdier. It will be more expensive, but the overall impact, including on environments, will create more advantages for the region and its exploding population.
NORTH KING COUNTY	With the rapid growth being experienced within Seattle city limits I believe the light rail projects for west seattle and Ballard should be prioritized as completed in the next 8 years.
NORTH KING COUNTY	Timeline is crazy. 17 years to complete West Seattle light rail! My newborn will be an adult. We need strong leadership to accelerate ST3.
NORTH KING COUNTY	Spend the money on rail and buses, not parking
NORTH KING COUNTY	I think with Ballard's quick overgrowth, it is imperative that a solution for commuting happens sooner.
NORTH KING COUNTY	Move delridge station farther down Delridge Way SW, around SW Brandon St. The current placement isn't around many houses, and it would be much more beneficial placed around the area I suggested, as it has a library, several stores, and is close to S. Seattle College. Or, alternately, improve route 120 by replacing it with a new RapidRide line.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	<p>Light rail to Ballard needs to be accelerated into a 10 year MAXIMUM plan. A 22 year timeline is laughable; this needed to be done 22 years ago, not 22 years from now. In addition, the route needs to be completely grade separated, either in a tunnel or elevated the ENTIRE route. In addition, the route across Salmon Bay needs to be tunneled. It is unacceptable to have a regional, mass transit system go over a drawbridge that can and will open and cause cascading delays in the system.</p> <p>An equivalent solution could be implemented tomorrow by turning the King County Metro Route 15x into an all day route and making the BAT lanes 24 hours, for a whole lot less cost. The Sound Transit plan basically builds a very expensive bus on rails.</p> <p>The current, draft route makes it seem like we are giving up mobility for the region in exchange for an geometrically awkward rail route to serve Amazon, Gates Foundation and Expedia, who may not exist in these areas in 22 years. Serve the people, not the businesses.</p> <p>Until priorities are put on Seattle, with extremely high passenger projections and not serving the far reaches of suburbia, with low passenger projections, I can not in good conscience vote yes on this plan.</p>
NORTH KING COUNTY	<p>prioritized from east side to downtown seattle light rail. and 25 years is crazy, people alive now might not reap the benefits.</p>
NORTH KING COUNTY	<p>The idea that in coming decades we'll all be driving to transit stations neglects the reality of the shift we have to make in order to avoid catastrophic climate change. Seattle should be a leader in truly innovative and just solutions. This ST3 draft plan by no means accomplishes this. Send it back to the drawing board, and come up with a plan ambitious enough to actually reflect the laws of physics.</p>
NORTH KING COUNTY	<p>Mass transit should support the densest and the most transit-dependent populations first. This plan doesn't seem to do so.</p>
NORTH KING COUNTY	<p>So this probably isn't my place AT ALL but I'm a huge proponent of Public Transit and do my best to ride the Light Rail when I can (from the U District). That being said, I do find it very odd that it essentially runs on an honors system of tapping your Orca card. I always pay, but I imagine it would be really easy to not pay at all. For instance in Japan they have gates that you have to tap in/tap out of to enter/exit the station. I think this would be a lot more efficient and probably in the long run save you guys some money. That's just my two cents. Either way, I'm really excited Light Rail expansion is happening!</p>
NORTH KING COUNTY	<p>In the past I've taken my bike on the LINK and I've had to wait a view trains to fit my bike on a car. It would be great to have more bike storage slots on the LINK trains. Perhaps the last car could be prioritized to bike storage?</p>
NORTH KING COUNTY	<p>Let's build Ballard to UW!</p>
NORTH KING COUNTY	<p>the west seattle light rail MUST include Delridge</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

<p>NORTH KING COUNTY</p>	<p>Why such a huge wait? 25 years is WAY TOO LONG to wait for Light Rail in many areas, including West Seattle and Ballard!! This plan will be obsolete by the time it is completed. Start building the multiple lines now and complete it all within 10 years. I'm a HUGE fan of light rail but I think that it asinine and absurd to build it in phases, especially since this area is gridlocked now. We don't have 25 years to wait on this. I'm sure you'll say "We can't afford to build it all now," but I'd counter with saying that "We can't afford NOT to build this all at an expedited schedule." This city/area procrastinates way too much on building this stuff. It took years to agree to build a new 520 bridge and get rid of the viaduct. We blew it 45+ years ago with not building out a light rail system at that time. We had a Monorail line approved from West Seattle to Ballard to build 10 years ago that would have been completed by now, but the lame mayor pulled the plug on that at the last minute. Don't we all wish that this Monorail line would be up and running now? How much better/easier would it be to maneuver over the West Seattle Bridge, down to the stadiums, through Belltown, South Lake Union, Lower Queen Anne and into Ballard if the Monorail was running? Let's not blow this, over think this and dilly-dally around any longer. Strike when the fire is hot and really make a lasting legacy for this area and community. Let's not 'dip our toe in the water' on this and drag it out for such a long time. By dragging it out, you minimize and mitigate the impact that it will have. You are also going to kill the momentum that this region has right now for light rail.</p>
<p>NORTH KING COUNTY</p>	<p>In general timelines should be pushed up if at all possible. A comprehensive plan is great ut hard to gather support around when the payoff is 20-30 years down the road. It's silly that the stations being added to existing lines (Graham Street) are more than 10 years out, especially if the populace has already approved it like some Seattle stations.</p> <p>Ballard seems to be getting overlooked again as far as planning goes. Cutting Ballard out of the monorail project was a large reason for it's eventual failure, and the neighborhood's only gotten bigger since. There's such a huge market there and potential to join back up with the North Link line that to promise an at grade line appears to be a real insult to Ballard in particular but also the Seattle populace in general in such a suburb focused plan. At least allow the option for a mechnaism for Seattle to push for their own lines.</p> <p>Overall the timeline is very underwhelming when you consider that the UW route was such a success.</p>
<p>NORTH KING COUNTY</p>	<p>It would be great if this plan took into consideration voter feedback before implementing the expansion of light rail to specific regions. For example, people in West Seattle would have a say as to when their project gets underway or completed. Are the completion dates for particular regions SET in this plan or still up for debate?</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	The schedule is absurd. ST has been figuring out what to do and how for the last several years on ST 2. I would expect that the timetable for completion would be about half of the proposed time--some even less. 22 YEARS to build light rail in in-town areas that needed several years ago?? If you want my support in November, shorten the time to no more than 10 years (of course it's possible--I'm very familiar with light rail construction) and do the Seattle parts first instead of giving more and more and more to the suburbs.
NORTH KING COUNTY	Ballard Light Rail should have a higher priority.
NORTH KING COUNTY	As I understand it the light rail line to Ballard will be at-grade and will be run along the existing bridge. This is unacceptable. A separate ROW should be constructed for this line, or at least the portion that crosses the canal.
NORTH KING COUNTY	Seattle has some of the highest public transit ridership but gets short changed in this plan and many Seattleites will vote against it. The Ballard rail extension should be moved up by several years. It should form a loop from downtown to Ballard via Interbay as planned but continue east following Leary Way to Fremont and back to downtown via Westlake forming a loop. Much of that route could be built above ground saving lots of money.
NORTH KING COUNTY	I am a huge proponent of light rail. However, as someone who lives and works in Seattle, I have absolutely zero interest in subsidizing the commutes of suburbanites. What do we get out of ST3? Why does it take so long?  Prioritize high-quality, grade-separated transit for the City of Seattle above all other projects, or I will absolutely vote against ST3 and encourage all the Seattleites I know to do the same. Thank you.
NORTH KING COUNTY	17 years is too long to wait for light rail between downtown and West Seattle. That's ridiculous. We needed it yesterday!
NORTH KING COUNTY	Answering #12 is difficult the way it's phrased. I believe you should rephrase because you're going to get misleading results. I disagree with the lacksidical time frames. I think they should be more aggressive. As phrased I should answer "disagree" to the question, which would lead you to believe I don't support it.
NORTH KING COUNTY	I believe our future lies in the light rail because it will get more people off the road and doesn't require idling buses or carbon emissions. Instead of trying to do several different projects at the same time, we should focus on competing a few of them quickly, in succession. If we do not move quickly on some projects, they may loose momentum over time. For example, when the Bertha drill for SR 99 was broken, the senate tried to kill the entire project. Also, by developing light rail quickly, we can take more buses off the road simultanesously and save taxpayer money by more or less requiring light rail usage. These assets can have a return on investment but not if they take 20 years to complete meaningful sections.
NORTH KING COUNTY	I would prefer excellent access (bus, pedestrian, bicycle) to light rail stations (e.g. 145th) instead of parking garages.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	De-prioritize mass transit in places where parking/space is already abundant. Instead focus on the places where you essentially have to park your car at the city limits (Seattle, Bellevue) and rely on mass transportation from within the city (think London, New York city) this will help solve the congestion on the freeways and environmental impact. Tacoma has a lot of commuters but it is not growing nearly at the pace of Seattle. Most people in Tacoma still require a car on a daily basis, whereas millennials moving to Seattle can't even afford a car and are increasingly pushing our mass transit to its limits. In addition, the only way for Buses, Streetcars, and BRT not to be a waste of time is to provide street light synchronization, or else they will never be able to compete with the convenience of driving your own car -this is a relatively inexpensive solutions that pays huge dividends for speeding up buses and helping them run on time (something they, so far, do not).
NORTH KING COUNTY	Ballard to Downtown should be first. West Seattle to Downtown should be second. A tunnel under Salmon Bay - not a movable bridge!!! If these are not changed, I will vote no.
NORTH KING COUNTY	It is absolutely absurd that a light rail line is not proposed to open in Ballard until 2038. With the massive growth of the area, this need to happen soon!
NORTH KING COUNTY	Ballard link needs to be via a tunnel, not a draw bridge. Don't reduce traffic space on 15th. Do Ballard and West Seattle sooner. Everything is for the East Side need more equity with fast growing West Side areas.
NORTH KING COUNTY	Tunnel under the Lake Washington Ship Canal to reach Ballard. No new bridge.
NORTH KING COUNTY	Light rail from Ballard to downtown should become priority one.
NORTH KING COUNTY	- Light Rail to Bellevue/Redmond should be fasttracked - Ballard Light rail is shortest distance and should be fasttracked - West Seattle Bridge is a nightmare, Fasttrack Light Rail to connect and reduce congestion/traffic into Downtown
NORTH KING COUNTY	Too much; access to light rail is important in Seattle. Bus transportation is also important. People should not be forced to use light rail as seems to be the case now (taking bus routes out.) This project is attempting to do too much in one big PROJECT. Seattle is notorious for this type of thing. I supported light rail years ago and still do but this needs to be broken down. Pedestrian access does not mean bike access either. They should be separate line items....
NORTH KING COUNTY	The light rail line to Magnolia and Ballard should run west of 15th with a tunnel under the Lake Washington Ship Canal (as opposed to investing in a surface level light rail line running on 15th and adding a new 70' bridge over the Ship Canal).
NORTH KING COUNTY	All studies should be completed first followed by Light Rail to Burien through West Seattle and Light Rail to Kirkland and Bothell via Sandpoint and Lake City Way.
NORTH KING COUNTY	A bridge to Ballard is entirely unacceptable. The proposed alignment is unsafe, unworkable, and puts a miles long viaduct though our city. There is plenty of western street right of way to use, a rail yard as well, and a freeway interchange in any part of Ballard - which is what the station will look like - is an insult to Ballard - the highest ridership line that the system will have for a long time to come. Fix this now.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	Ballard to downtown is not being prioritized correctly. We are basically next to downtown but access makes it feel like we're on an island. San Jaun ferries might get us there faster. So not need to prioritize Bellevue over Ballard just to serve the people with the most money.
NORTH KING COUNTY	<p>1. Seattle proper is growing from the inside out, particularly now that Amazon is pushing for rapid expansion in the downtown area. Ballard is an area that is much loved by Seattle residents, with its only real downfall being that it feels so much further than it really is. With effective light rail service to Ballard, the city could eliminate numerous redundant bus lines, promote people to reside in a suburban-feeling area of the city (avoiding extra freeway traffic), and promote cycling as a means of connecting transit stations to destinations. I myself am part of the new influx of technology workers in the city, and I would love to live in Ballard if getting from there to downtown weren't such an ordeal. I believe Ballard light rail should be priority number one.</p> <p>2. Growing up in Everett, I've watched utilization of Paine Field grow remarkably. Aside from getting Boeing employees to and from the area, the Seattle/Tacoma region will eventually outgrow SeaTac and need an additional hub for air travel and Paine field is the obvious choice. Additionally, as a young person splitting time between my life in Seattle (UW, downtown industry) and visiting my parents in Everett, the 510/511/512 from South Everett Freeway Station has been a staple in my transportation needs. A more reliable means of making this connection to the city (light rail) would be a revelation that I believe should be highly prioritized.</p>
NORTH KING COUNTY	The Ballard Light rail needs to be completed sooner than currently scheduled and should be an underground tunnel into Ballard on 17th NW. Overhead on 15th is totally unacceptable and will be a complete fiasco!
NORTH KING COUNTY	It is absolutely insane to have Ballard and West Seattle at the bottom of the priority list. Especially behind places like Redmond. SEATTLE, much more than the suburbs, is EXPLODING. Waiting 22 years to get the line from Ballard to downtown is essentially worthless. It will be far too little, FAR too late.
NORTH KING COUNTY	<p>My wife and I recently attended a presentation in Magnolia explaining the proposed route for light rail along Fifteenth Ave W. A surface/tunnel alternative through Interbay and under the Ship Canal was also shown.</p> <p>We feel strongly that the Interbay surface/tunnel option is the better choice. Fifteenth Ave. W. is already at capacity most of the day. With increased population and traffic growth in Ballard and Interbay as well as 4500 new commuters to Expedia, there is no room for a light rail system along Fifteenth.</p> <p>With the new SR99 Tunnel replacing the viaduct, Fifteenth Ave W. will become even more important. The tunnel will not be a practical route for Ballard, Queen Anne and Magnolia residents. SR99 users who want to avoid the toll will also increase traffic through Interbay.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	Ballard to Downtown absolutely needs to be the first and most urgent priority. The Ballard line should be re-designed to use a tunnel and not the drawbridge. Seattle-dwelling voters will need a light rail line they can count on seeing within 10-12years. REFOCUS your efforts to get Seattle moving again! If West Seattle has to wait for a potential ST4 to get LRT, it may be a necessary casualty. Please also consider studying a UW to Ballard line that would greatly ease east-west congestion among this corridor. Please also invest in building up improvements to BRT to make them more "station like" to increase ridership. What happened to the Madison corridor BRT plan?
NORTH KING COUNTY	I have two problems, the most pressing is the at grade tract for the light rail. The rail line in Rainier has shown that at grade rail is slow and accident prone. I would rather pay more for it to be either underground or elevated (with a preference for the former).  The second problem is the lengthy wait until the Ballard line is complete.
NORTH KING COUNTY	I am generally in favor of expanding mass transit, and like most of your plans, including how to pay for it. As a Ballard resident, I am completely biased about my priorities, and feel like waiting 22 years for light rail to come to Ballard is unreasonable. With the dramatic increase in housing units, especially the many buildings that do not include significant parking options, and no real mass transit solutions, we seem to be creating an unsustainable, or at least undesirable neighborhood. I'd like to see the Ballard timeline move up (meaning sooner), to help accommodate the increased number of residents, as well as extend the line up to at least NW 85th St, with the potential of connecting up to Northgate, if that makes sense based on ridership/potential ridership. I would certainly use the light rail more, especially to get downtown and to the airport.
NORTH KING COUNTY	The Ballard downtown project and east west projects should be prioritized. The amount of traffic and ridership in the northwest area is always at crush capacity.
NORTH KING COUNTY	We need light rail to Ballard BEFORE 22 years.
NORTH KING COUNTY	While I understand people commute that far, I feel this devotes too much to connecting Everett, Seattle, and Tacoma. I feel we should be focusing on in-city issues. There's nothing here addressing the bridges. I live in-city, at a light rail stop, and work next to the Bellevue Transit Center, but it takes me over an hour, without traffic, to use public transit. So I sit in traffic for 40 minutes instead.
NORTH KING COUNTY	The West Seattle line and Ballard line should be priority projects. Waiting 22 years for light rail to Ballard is horrible. I am disinclined to support ST3 if the Seattle projects are not sped up. Further, why is so much money being spent on parking stations? The point of transit is to discourage cars for commuting. Parking garages do the opposite. The Ballard to University of Washington line should be added to the plan. This plan needs a lot of work.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	<p>Is it possible to get better connections for future Issaquah riders headed to Seattle? Like possibly linking it with mercer island or one of the southern bellevue stops so that the trip is as straight forward as possible? Also, this line should be built so that future expansions in issaquah to say, the highlands or sammamish are easier to accomplish.</p> <p>The other comment is that possibly opening up the extension to tacoma community college sooner would help the tacoma link to pull more riders than it currently does, while it waits for a connection to the larger system. It seems to me like that is a more logical order to build ridership sooner rather than later.</p> <p>And keep up the good work! we want these projects as soon as possible so the more open you as an agency are about goals of these projects and the needs to accomplish them, the easier it is for us as citizens to rally around you and help.</p>
NORTH KING COUNTY	<p>The line from Ballard to downtown Seattle should be modified to avoid conflicts with marine traffic: A tunnel should be used under the Lake Washington Ship Canal instead of a bridge. I understand that this alignment has been proposed by the Northwest Seattle Coalition for Sound Transit and is being referred to as the "West" alignment. Please use this as the recommended alignment if you'd like to secure my family's support for ST3. Thanks!</p>
NORTH KING COUNTY	<p>I worry that the Ballard light rail being finished in 20 years is too long. There is a lot of density in West Seattle and Ballard now and- at least West Seattle- will continue to grow- I hope that the rapid ride improvements help those commuters.</p>
NORTH KING COUNTY	<p>Areas with dense population should be prioritized.</p>
NORTH KING COUNTY	<p>Attention to transportation within the City of Seattle should have 1st priority. As a West Seattle resident, traveling out of WS or back into WS is almost always horrible. Sunday morning is ok; late at night is good too. As I sometimes travel to Ballard, I know that travel to and from Ballard is crazy as well. West Seattle has a huge building boom and when those apartments, etc. are completed people will move here and need to commute to work. Good Grief. I like the fact that more people live here and even more will in the future. It brings increased economic vitality to our area. But the bottle neck we have for traveling to another part of the city is ridiculous and should be addressed with more priority.</p>
NORTH KING COUNTY	<p>Build light rail to West Seattle sooner.</p>
NORTH KING COUNTY	<p>West Seattle and higher priorities than Bellevue</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	I would support anything to get more transit for ballard and west seattle. My neighborhood (south park) completely misses out on any of the benefits of this plan, but I realize the needs of this city has long outgrown it's transit infrastructure. I would rather the efforts focus heavily on Seattle's needs rather than all of these outlier transit options. I strongly support transit, but to lump in Kent and Lakewood's transit needs with Seattle's is kind of silly. Those areas will be well served with auto transport for the next two decades while the Seattle/Bellevue corridor is in desperate need for improvement. If you can scratch two or three of these other projects to get a better (or faster) product in Seattle metro, I'm for it.
NORTH KING COUNTY	The Ballard Light Rail MUST be completed sooner than 2033, and it MUST be fully grade separated, with a tunnel under the Ship Canal.
NORTH KING COUNTY	Expanding public transit service to all of King County is vital, but the existing ST3 draft plan over-emphasizes light rail expansion to suburban communities in favor of more heavily used, more economic (\$/rider) urban routes. I would prioritize urban light rail expansion project (Ballard, West Seattle) and expand rapid bus options to suburban communities of Everett, Redmond, and Issaquah.
NORTH KING COUNTY	Seattle's primary pain point for public transportation is east west movement. which is why the 145th cross over is extremely important. Given how many people commute in to Seattle from the suburbs. That crossover to connect with light rail would change the way people commute into Seattle from the northern neighborhoods. The additional expansion of Google and Facebook in South Lake Union will Further exacerbate the existing choke point at mercer street. The more expedient that downtown core workers can be moved into their surrounding communities. the less pressure on that point. which will be seeing a drastic increase in traffic.
NORTH KING COUNTY	The Ballard line *must* be moved up to the top of the schedule. It makes no sense that the most dense area with the worst traffic problems is prioritized below far away suburbs. I will no support the plan if Ballard takes 22 years.
NORTH KING COUNTY	More investments in biking and walking access should be included in the final package so that it is equivalent to parking access investments.  Also, the Downtown Seattle to Ballard should be expedited and should not have a surface street alignment (tunnel only).
NORTH KING COUNTY	Getting dedicated lanes for the BRT by using the shoulder makes complete sense as it will give the buses time advantages that will then incentivize its use. It seems like the Ballard line could be move forward at a quicker pace. Using a street car like system with dedicated lanes along Leary would make this more cost effective and more feasible.  Pushing for density upzoning at transit stops should be assisted by regional authorities to help deal with the local nimbyism that always occurs around this issue.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	You have a stop in 145 NE Shoreline, but what about all of us on the west side of I-5? Why no stop over here, other than going the wrong way, as to Edmonds to get the green line to go downtown. Why not a stop in Richmond Beach ??!!!!
NORTH KING COUNTY	Parking should be available at transit stations, but it should not be free. Parking has a number of external costs and its availability should reflect this cost to help shift societal expectations about their car owning rights.
NORTH KING COUNTY	I am only interested in paying for HIGH SPEED trains in dedicated rights of way or express buses serving outlying communities. BRT is a joke and a waste of money. People need to take a local bus to the train station....in other words, I am not interested in paying for parking. I want the light rail to be completely grade separated and, preferably, underground. Those areas most populated need to be built first (e.g. Ballard). Some emphasis needs to be added that we want a Regional Transit agency that works efficiently and is not comprised of overpaid politicians that just manage bloated construction contracts...that way, maybe construction won't take so long.
NORTH KING COUNTY	I support transit generally, but my own neighborhood in NorthEast Seattle has been gutted by Metro changes to the point that our household may have to add a second car. For most Seattleites to support this project is pure altruism. I would strongly prefer that Metro work on more reliable, frequent east-west connections in Seattle rather than enabling regional sprawl.
NORTH KING COUNTY	The timeline is ridiculously too long. 25 years to connect Ballard to the rest of the city via light rail make no sense in light of density now and to come. It would make much more sense to connect Ballard to the University of Washington in the near term while waiting for a new downtown tunnel.
NORTH KING COUNTY	We need faster development. I understand the importance of strategic planning, and that no strategy can attempt to achieve all objects urgently, but I do think we need to expand Light Rail faster and extensively. Once that system begins to develop, ridership will increase and mobile traffic should decrease. While Buses are important, they don't necessarily impact traffic as much as Light Rail. That, and Light Rail is a more ecologically sound and forward looking development.  I appreciate all that you do. Go ST!
NORTH KING COUNTY	Ballard to downtown a priority and should not take 22 years!
NORTH KING COUNTY	The best way to sort out Greater Seattle's transportation woes would be to identify a central hub and then spoke out from there. I believe this would be best accomplished by repurposing Terminal 46 (currently used by Hanjin Shipping) so that ferries from all over the Puget Sound arrive and depart from that pier similar to the way in which Sydney Harbor's ferry system's 7 ferry lines all converge together at Port Jackson. Build up the on and off ramps of I-5 and I-90 in that area to swiftly move vehicular traffic away and provide a concourse for ferry pedestrians to move quickly to the King Street Station and China Town Light Rail/Bus Tunnel entrance.
NORTH KING COUNTY	Pushing Ballard out for 22 years is ridiculous. It's a prime area for commuters and the Sound Transit studies indicate that it would be used more than Seattle to the East side routes.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	time frame to complete EVERETT LINK needs be shortened population of region growing faster than transit need to take into account why now you are 40 years too late
NORTH KING COUNTY	Ballard and west Seattle light rail should not take 22 years. Large gas tax increases should be imposed in addition to the proposed tax increases.
NORTH KING COUNTY	Altho the rapid bus would be the easiest to implement, I would prefer the light rail project to be implemented first. The light rail are more convenient, reliable, reduce traffic (i.e. not sharing the roads with cars like the buses still have to do). If something needed to be dropped to reduce the overall cost, I would rather not spend any money on expanding the buses. They will just add to the congestion.
NORTH KING COUNTY	Build the lines in the city first: Ballard, West Seattle. The fewer cars the city dwellers need to drive, the less traffic through town and the greater commercial growth.
NORTH KING COUNTY	East-west (Seattle to Bellevue across lake Washington) is sadly lacking. We need better Seattle to Bellevue transit, that is the biggest challenge and opportunity.
NORTH KING COUNTY	I would be strongly supportive if the Seattle let portion of light rail were moved to the front of the time schedule. The city acts as if all mass transit is for moving people from the suburbs to downtown. Let's get city dwellers out of their cars. Build the in cities you links first , then expand to the suburbs .
NORTH KING COUNTY	Money should be better utilized on fixing existing problems: the congestion of the street cars on street with cars, the waste of money on the sounder because it is constantly on a weekly basis late or stopped. There are too many factors that obstruct it's efficiency. The buses to shoulder of I-405 would cause more problems such as the frequent accidents use the shoulder so then the buses would also be adding to the backup. Take the buses out of the tunnel! No other city has this and for good reason- look it up! Money should be spent on the link because it actually addresses the issue of congestion that will be uncontrollable with all the thousands of people expected. Stop wasting money on quick fixes that waste money!! street cars, extra bus lines, spend the money on actual solutions, long term investment is what will b e future's answer!!!!
NORTH KING COUNTY	Please consider connecting the light rail to other transportation such as ferries, specifically the Fauntleroy Ferry in West Seattle.
NORTH KING COUNTY	22 years is a long time to wait for light rail access for Ballard and West Seattle.
NORTH KING COUNTY	Light rail between Ballard/downtown Seattle should be a higher priority. In 22 years the today's transit needs that we area planning for week not be adequate. Increased bike and pedestrian routes should be part of this plan. I am in favor of increased taxes to fund the plan, I strongly support transit improvements, I'm not certain we are focusing on timelines in the right areas.
NORTH KING COUNTY	22 years is too long
NORTH KING COUNTY	15 years and over seems like quite a long time to wait. many of the individuals who will be contributing to the plan will have moved out of the area where it may be impacting or out of king county all together and get no benefit but have paid into the plan.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	West Seattle light rail should be on an 8 year plan.
NORTH KING COUNTY	Please design the system to link to other systems. Please also consider additional light rail or train service that is not on surface roads in lieu of expanded bus service that still relies on roads shared with commuters i.e. SR 522 express buses and C and D line expansions.
NORTH KING COUNTY	With the amount of people that live in the Ballard neighborhood and are constantly moving in. The Ballard proposal should be moved up in completion date. When this order was created, there may not have been extreme growth considered. Please move the Ballard addition up in years! This is an issue considering our distance to 99 or 1-5 making an optimal corridor necessary.
NORTH KING COUNTY	No additional parking. Add TOD and feeder bus routes, not SOV's.
NORTH KING COUNTY	Ballard first!
NORTH KING COUNTY	<p>I think that rail should be built where demand is currently the highest - Ballard to downtown is extremely important not only for the purpose of ridership, but because an additional downtown tunnel could create opportunities for creating late night service on weekends and around sporting events.</p> <p>** I should note this is assuming that the new tunnel would be an expansion of the current one, as opposed to a separate but adjacent structure. By having alternate tracks for trains to run on late at night, it could avoid disruption to the already slim nightly maintenance window that the system requires. It would help to avoid the problem that currently plagues DC Metro (as one example) with their late-night weekend service, which is the source of constantly deferred maintenance.</p>
NORTH KING COUNTY	The plan for the light rail from Ballard to Downtown should be rethought. Adding another drawbridge and an elevated track on 15th would cause undesirable congestion and ruin the character of the Ballard neighborhood, especially the elevated track on 15th. Also, 25 years seems far too long to serve this neighborhood with better mass transit options. I would assume, as well, that many people from north of Ballard will want to park and take the light rail downtown. As this is already a very congested area for parking, something will have to be done to accommodate that.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	<p>Projects should begin where they will have the greatest impact in the shortest amount of time. For example, light rail from Ballard to downtown should go online earlier than later. Twenty-two years away is insane. The need is now. Five to seven years would be more logical. Identify the bus routes and roadways with the largest number of current commuters and build those lines first. That would unclog the roadways and buses for riders and drivers with a longer commute.</p> <p>As the UW is a major employer in the region, it would make sense to have non-stop or transit center to transit center stops only on the express routes. As a UW employee and resident of Shoreline, within walking distance of Aurora Village Transit Center, I find it insane that both the "rapid ride" and the "express" buses take nearly an hour to travel those ten miles. I suggest this as an interim plan, as the light rail won't reach 185th in Shoreline until 2023.</p> <p>There are currently too many "ideas" out on the table...</p> <p>Thanks for your efforts and good luck moving forward.</p>
NORTH KING COUNTY	For the love of god please prioritize West Seattle and Ballard connectivity to the central mass transit artery
NORTH KING COUNTY	<p>Ballard to downtown must be 100% grade separated! No exceptions. The alignment should ideally be away fro 15th avenue. The preferred alignment should be in west interbay with a tunnel under the ship canal and a tunnel under Market Street.</p> <p>Further Ballard/UW must be included as a contingency route.</p>
NORTH KING COUNTY	It is incredibly important to be developing these alternative transit options, thank you for that. However, in their creation, we also cannot forget the people who are poorest in our community, knowing that many of them rely on transit to get around, and the most recent updates to the bus systems severely disadvantaged those poorest among us. We need to make sure that transit is accessible to everyone, and not leave out the poor.
NORTH KING COUNTY	20 Years for Graham St station!?! South Seattle was promised the station 20 years ago. Now you are asking us to wait another 20 years. We have had to deal the construction and the traffic headaches light rail has brought to rainier valley but not the convenience. I work downtown and my wife works at UW. Taking the light rail should be a no brainer but with children in daycare it is hard and time consuming to walk a mile to either Othello or Columbia City to ride the train. My family does not feel compelled to vote for ST3 so we can pay for more infrastructure when we do not feel we get the benefit. You want to increase our taxes so we can sit in traffic on either a bus or a car for another 20 years. No thanks!
NORTH KING COUNTY	A funding commitment for the NE 130th Street Station in North Seattle would assure my vote. Remove the non-committal "provisional" wording.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	<p>Fremont is being neglected. It is a huge growth neighborhood in Seattle, especially with the influx of tech jobs from Google, Adobe, and Tableau. In fact, the only change to Fremont has been the reduction of buses going across the Fremont bridge, further reducing the amount of transit accessible to Fremonters.</p> <p>Also, the 522 corridor is getting the shaft. BRT is not a sufficient answer to the growing populace in Maple Leaf, Lake City, Kenmore, and Bothell. The 522 corridor needs options that are not at-grade. Buses are subject to street traffic and gridlock, even if it has a refuge lane for part of the path. The only reliable solution is to go over or under the streets and run trains at consistent intervals, removing cars from the equation.</p>
NORTH KING COUNTY	Focus should be on the Seattle core and looking at adding stations to the existing light rail system to maximize return on investment
NORTH KING COUNTY	The "s curves" between Renton and Bellevue on 1-405 are frequently congested to "maroon" on the Washington State Department of Transportation website. I would prioritize a 1-405 adjacent light rail before the Bellevue-to-Issaquah stations beyond Eastgate (Bellevue College). I get the Bellevue to Redmond light rail because Microsoft is a colossal employer / tax base, but I am dubious that most Microsoft commuters begin their route along the 1-5 adjacent stations. Overall, I am giving "somewhat support" because of the timelines; as a single adult with no dependents who earns 45K annually, I would be in favor of paying more per month if it meant all the timelines be moved up. As we all know, the light rail is way overdue and the Seattle metropolis is in the top for unpredictable travel times, which I attribute in part to the lack of comprehensive light rail system.
NORTH KING COUNTY	Light rail from Lynnwood to Everett and from West Seattle to downtown should be the priority projects for ST3. Sales tax is a regressive tax and the poor pay a disproportionate amount of taxes this way. Find another way to fund these projects. How about taxes on bicycles (require bicyclists have licenses and license plates for their bikes). We've spent a ton of money to make roads bike friendly yet many cyclists don't obey the rules of the road and there's no recourse (you can't turn in their license plate number for example). Cyclists should pay their fair share!
NORTH KING COUNTY	Modify the Ballard alignment to eliminate South Lake Union Station and provide alignment independent of at-grade 15th Avenue West, preferably on 20th Avenue West.
NORTH KING COUNTY	Timeline is a deal breaker. We can't wait decades for these improvements. Greater taxes are okay if it means I can actually benefit from the plan in the foreseeable future.
NORTH KING COUNTY	Less rail in outlying areas. More emphasis on how to get people to transit at the edges of the existing rail system.
NORTH KING COUNTY	This is incredibly important work that everyone knows should have been done decades ago and will be vital to managing the growth of the Seattle area. As a driver, if I could pay \$200 to make traffic in Seattle less terrible every year, I would. Make sure there's parking because Seattle won't be a utopia of transit-oriented development by the time these stops are finished. Is it possible to get light rail from the U district to Ballard?

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	Light rail should be the priority. The instant success of the expansion to Capital Hill and UW should support this! More bus lanes and improved bus times are good but aren't taking vehicles off roads! I would never get out of my car for a bus. I would commute every day in a train to the east side!
NORTH KING COUNTY	Focus should be on connecting light rail at expense of buses. Rail will make this city expandable, not buses.
NORTH KING COUNTY	Ballard was identified many years ago as a priority for light rail destination and stop for going downtown. I think the city government should honor that designation.
NORTH KING COUNTY	Ballad via interbay doesn't serve riders & needed routes. We need crosstown light rail: ballard to UW would provide a route to downtown. Ballard to 65th, and then up Lake City Way would also be welcome. !!
NORTH KING COUNTY	All light rail should be built down the middle of major freeways & highways. Bus routes should be contained within neighborhoods & service the neighborhood's light rail station. One additional bus route should run from neighborhood to neighborhood around major cities (i.e., Seattle, Tacoma, Everett).
NORTH KING COUNTY	We should improve the timeline in connecting Seattle to Ballard and West Seattle.
NORTH KING COUNTY	Move up Ballard in the plan!
NORTH KING COUNTY	Local Seattle light rail should be expanded to accommodate higher density and put the service where it would get the most use and the best bang for the buck. I don't currently use much transit but have begun to use light rail and will continue to do so, but would like more options in seattle
NORTH KING COUNTY	I understand that the eastern suburbs want more for their transit dollars, but everyone out there drives. Many families in Ballard can only afford one car already, and in 22 years, Ballard won't even be middle class if we don't support a much faster rail timeline.  A 22 year timeline is a failure.
NORTH KING COUNTY	Light rail should be priority to lessen congestion and give citizens more options. Adding more buses, different routes (shoulder on freeway), or rerouting does not help overall issues.
NORTH KING COUNTY	The Ballard to downtown extension should be expedited. While bike and ped access to stations is important - when the trains are full it's hard to get bikes on and off. Please consider alternate car configurations that allow better bike access on trains. Also consider stroller access and storage. Copenhagen has excellent examples of cars that have large open areas for bikes, strollers, wheelchairs, etc. Stations should also be linked with better and safer bike/ped routes so large parking areas are not required at all stations. This will require better coordination with local municipalities to extend sidewalks and bike lanes.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	In a perfect world, the ST3 wouldn't disrupt the existing footprint of Seattle. I would hate a light rail that cut through the middle of the city. I'd rather have underground tunnels rather than elevated platforms where there's lots of noise and obstructs views. I strongly recommend there are larger cabs on the light rail to accommodate family cycling like cargo bikes. And I strongly recommend there is access to the light rail for elderly passengers, cyclists and pedestrians. I can't stress how many cargo style bicycles are in Seattle and if they do not fit in light rail eventually you will have to change the design and infrastructure to accommodate these bikes, you would be surprised just how many of these bikes are being purchased in the west coast. Anyway, good luck!
NORTH KING COUNTY	Please do not forget those with accessibility issues! As a disabled person, I am unable to use any of this for one of the following reasons: I cannot park near a light rail station; buses are so overcrowded that I cannot get a scooter/chair on board; there has been very little thought/accommodation for those with mobility challenges so I support all these efforts solely to get cars off the road so that I can take care of myself rather than rely on something that clearly does not allow for those with handicaps.
NORTH KING COUNTY	Any way to move up the plan to focus on West Seattle and Ballard area first.
NORTH KING COUNTY	I wish this could happen more quickly as Seattle is growing very fast
NORTH KING COUNTY	I question the logic of building light rail to Issaquah as there is not sufficient housing density there to support it. It seems to be included for political reasons only. I realize that all the added service cannot just be in Seattle, but that is where the ridership is and will be. Ballard in 22 years is way too far off.
NORTH KING COUNTY	Put light rail to Everett straight up I-5. Limit the number of stops and use buses to feed the rail like "real" cities do in the east coast. Ballard/Greenwood light rail should be a priority. Restore Metro route 48 that you just destroyed by splitting it in half.
NORTH KING COUNTY	More stations in the Seattle area should be completed sooner than 22 years from now.
NORTH KING COUNTY	The West Seattle and Ballard light rail projects are URGENT. These should be moved up in priority and accelerated as much as possible. 22 years is too long to wait for light rail to Ballard. Can we not do it in 3-4?
NORTH KING COUNTY	far too much emphasis on suburban routes when bulk of spending is from within city limits.  ballard to uw route is critical. yet not a single survey question here. shows me how this project is going to be prioritized. not a good sign.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	Looking at the proposal, many of those benefiting from Light Rail will be predominantly white/affluent residential and commercial areas (Central Ballard, Northern West Seattle, Downtown Redmond, Issaquah, Boeing). Southern West Seattle/White Center/Burien is pushed to "future development" and will continue, as with many less affluent/higher minority areas, to be dependent on slower/less dependable modes of transportation (ie: buses). Apparently, our time is less valuable than those with money. Even with the West Seattle connection, the timeframe for all of these projects is ridiculous. 30 years and \$50B until completion... and what is being done to address the transportation problems of tomorrow, next year or even 5-10 years from now? As with any Seattle/King County/Sound transportation project, how much of this money will be wasted and how much will it REALLY cost? How sad that people who vote for this proposal will be middle-aged/elderly at completion. Taxation with ZERO benefit during the lifespan of most voters. Truly shameful!
NORTH KING COUNTY	I think projects should be done as fast as possible to maximize what is already available or soon to be available. I think projects that would be done on already existing lines should be done first. For example, a new station at Boeing Access Road. The link light rail is already here. This project should be done as soon as possible to get more people on light rail. With Boeing, Microsoft, Metro, Providence and other large companies employing thousands of people within a couple miles of this potential station it is a huge opportunity to get more people using light rail and transit. It should not be put off for later it should be one of the first projects done.
NORTH KING COUNTY	You are dependent on massive density increases to Ballard and West Seattle yet Ballard won't get significant improvements for 22 years, prioritized last. You want to turn Ballard into an even denser urban village but improvements don't come for decades. Please sync up with the city's aggressive up zoning plans.
NORTH KING COUNTY	Ballard is *melting* under the weight of development. Need more/better transit options ASAP! Bring rail sooner!
NORTH KING COUNTY	There are several big needs here intermixed with a lot of nice-to-have proposals. A backup proposal should be prepared with a trimmed down and focused agenda, as this asks for the world all at once. More transit options are great to eliminate traffic and otherwise reduce the reliance on cars in the area, but proposals that don't make them easier to use aren't useful, such as lack of parking at stations or easy biking connections to bus/link/sounder.
NORTH KING COUNTY	Tax to pay for the ST3 should be more evenly divided between residential taxes and other sources to reduce property tax burden.
NORTH KING COUNTY	Ballard downtown should be completely grade separated (no surface tracks!) and be moved up in the project order. Ridership numbers suggest we'll get the most value by moving that project up.
NORTH KING COUNTY	Funding should come from businesses not homeowners!
NORTH KING COUNTY	Ballard expansion should be in the eight year plan, and should go further north into Greenwood/Blue Ridge. This would increase ridership far beyond any of the east side expansion plans!
NORTH KING COUNTY	Based on population density, the West Seattle and Ballard routes should be the completed first. Unless the timeline for the West Seattle and Ballard routes changes, I will be strongly opposing this plan.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	Light rail to Ballard and West Seattle must be top priority. The ridership estimates alone should make this clear. In addition, it will provide significant tourism cross-traffic opportunities between the urban villages.
NORTH KING COUNTY	I live in Northgate, in a house adjacent to the western edge of I-5 (150 NE 116th Street), with a large family that loves our home. All of us use metro transit daily, and love the light rail, but we're extremely concerned that a rail extension north will result in losing our house to a city program. We want to set down roots in this house, to raise at least one generation and live here for the rest of our lives preferably. If there's any way the light rail running north along I-5 could spare our home, we'd be eternally grateful and ardent supporters of this program.
NORTH KING COUNTY	Ballard to downtown--or Ballard-UW--should have a much higher priority.
NORTH KING COUNTY	Link light rail and express buses should be favored over plans to expand the Sounder train.
NORTH KING COUNTY	I think you should prioritize the largest residential neighborhoods first, like Ballard and West Seattle, in terms of light rails because you'll get more users and therefor more revenue right away. It makes no sense to wait something like 17-25yrs to bring Ballard and West Seattle into the light rail game. We have the least amount of options as two of the largest residential neighborhoods that are also the furthest west which makes it all the more difficult for us in some ways to use other sustainable alternatives. I moved here in the Fall of 2001, voted for light rail three different times and here we are in Ballard 15 years later with nothing! That's why I would strongly oppose this plan because it's doing the most effective thing last in this plan you are proposing vs. doing the most effective thing first. And, I'm someone who supports more taxes for more sustainable transit options. AAAAGH!
NORTH KING COUNTY	Move the Ballard line up in time frame. High density area that needs access sooner than two decades
NORTH KING COUNTY	With the population growth in West Seattle, light rail to that area needs to be addressed earlier than 17 years from now. Please prioritize that project!
NORTH KING COUNTY	West Seattle light rail should be traveling on Delridge corridor to provide greatest access for people who need transit. West Seattle project timeline should also be accelerated.
NORTH KING COUNTY	1) Do all studies 1st. 2) Do Downtown to West Seattle and Burien combined. 3) Do North Seattle(Lake City Way, Sandpoint, Kirkland, UW and Ballard combined)
NORTH KING COUNTY	Projects in the city should be prioritized above far north and far south projects.
NORTH KING COUNTY	1) Move Ballard up/faster. We are a priority ... and we will serve more people and be more cost effective to ST to build due to high ridership. 2) Extend Ballard line up to 65th. Crown Hill is being asked to absorb tremendous growth under HALA ... growth without better transit is lethal for our neighborhood. Look forward/plan ahead. 3) Why are we doing the elevated option to Ballard. We could have already had the Monorail by now if we wanted elevated. Follow recommendations for "West is Best" option to move the Ballard line west and then tunnel. 4) I will pay more for something remotely relevant to me and my life. Right now ST3 will do nothing for me or my neighbors - and we have been asked to absorb even more density. It's pretty miserable right now being "Trapped in Ballard".

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	Prioritize West Seattle and Ballard lines first- would serve more riders and ease gridlock in Seattle. Also build a Ballard to UW line.
NORTH KING COUNTY	Please reconsider buiding the Ballard extension at grade, this will significantly impact the performance of the segment The Ballard and West Seattle segments stopping at Market and Alaska Junction are a massive shame. Is this a real representation of subarea equity, to prioritize the suburbs over the city? What about lower income individuals who live in White Center or north of 65th? This is especially troublesome considering the reduced performance the Rapid C will provide once the Viaduct is torn down. Parking should not be free at suburban and should be replaced with private parking garages funded outside of ST3 when feasible Are we funding suburban stations (and parking?!) with Seattle area sub-equity?
NORTH KING COUNTY	Light rail in Ballard should be grade separated the entire way
NORTH KING COUNTY	Build lines with the highest projected ridership first and with grade separation.
NORTH KING COUNTY	Ballard and West Seattle need transit now. Ballard to U District seems like a better way to get the project completed faster and provide many needed connections.  People want to bike to light rail. Stations without secure bike parking are unreasonable with the extremely limited bike space available in the current trains.
NORTH KING COUNTY	Cost is way too much. Remove all regressive taxation like property and sales taxes.
NORTH KING COUNTY	Since there are plans to expand the lightrail system as far out as Issaquah, I find it disheartening that cities like Shoreline are not included in the lightrail plans. I'd argue that people in Shoreline commute to Seattle and back just as often if not more. Buses are always a great investment as is any form of public transportation that helps aid our traffic congestion. However, like most, I'd prefer to take the train over the bus.
NORTH KING COUNTY	These projects should not take decades to complete. I strongly oppose all the plans due to the timelines. We have a transit problem that needs addressing this year.
NORTH KING COUNTY	22 years is insanelly long to wait for light rail to Ballard. The region will have changed out of all recognition by that time. Why are you not prioritizing mass transit for dense areas within the city of Seattle above connecting the outskirts of the entire puget sound region.
NORTH KING COUNTY	I think the link rail expansions to Ballard and West Seattle from downtown should be prioritized above all other aspects of the ST3 draft plan.
NORTH KING COUNTY	With Ballard given such a distant completion time, the project building a bridge over the shipping canal rather than tunneling, and moving the light rail at-grade along Interbay, I will not vote for this project.
NORTH KING COUNTY	High demand projects like west seattle and ballard light rail should be prioritized and fastracked.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	<p>The Ballard to downtown line should be delivered first. It offers the most bang for the buck. The fact that it is in Seattle is not relevant. What is relevant is the massive bang for the buck.</p> <p>We must build everything grade-separated. We must do this right the first time.</p> <p>We must speed up delivery of these projects. I would easily support five times the tax hit in order to speed up delivery. We need to make sacrifices so that this will be completed while I am still young enough to use it.</p>
NORTH KING COUNTY	<p>25 years is way too long to wait for these things to be completed, especially the urban light rail projects.</p>
NORTH KING COUNTY	<p>Light rail from downtown to Ballard through Seattle Center needs to happen much sooner, more like 8 years than 22.</p> <p>I would strongly support a plan in which this line (and others) came online much sooner.</p>
NORTH KING COUNTY	<p>Emphasis on Ballard Light Rail needs to be further studied. Building light rail stations in affluent areas is not a high priority. Other suburbs would be better served by these funds.</p>
NORTH KING COUNTY	<p>The approved ST2 light rail station at 145th is poorly configured to serve Shoreline and North Seattle. The proposed 522/145 BRT exceeds the capacity of the station. Use the inside facility loop for Metro Access and handicap, move regular service out to 145th Street and 5th Ave. Provide elevator service from the south side of 145th into the station. Continue the 522/145th buses over to Aurora and their BRT corridor. Provide North Shore/Tricities access to Rapid Ride/Swift and provide rail access to the Aurora Corridor.</p> <p>Transit Oriented Design is a poor mandate from the state, some stations need density and some stations need bus service. Leave density choices to the local jurisdiction and designate stations for bus service where congestion already occurs. Light rail should provide about 5 routes per new station to increase ridership and solve local congestion problems with the existing population. I5 is clogged in the afternoons already, we don't need to shape residential areas for the future, we need to get buses out to the suburbs now.</p>
NORTH KING COUNTY	<p>I hope that the order in which the light rail extensions is planned in a way that affect the most people first, for example, if the growing population of West Seattle would benefit most by a light rail to downtown, versus the population of Ballard, the rail to West Seattle would be first priority.</p>
NORTH KING COUNTY	<p>the current light rail seems to have a lot of inconsistencies or interrupted service. It also needs to have a dedicated line through downtown. It shouldn't be faster (30 minutes) for me to walk from Sodo during early rush hour (4:30/5:00) to get to downtown Westlake. If it were on a dedicated line and it buses were in a separate lane than all single occupant vehicles then you would really have a public transit system that people would ride, which is what actually helps congestion. Also, having ample parking at express bus centers, I hear that Bellevue fills by 7:30am and Eastgate is backwards if that fills. you need a real plan Sound Transit! Look at Boston's public transit system and go back to your drawing board. There are so many condo's and apartments flying up in Ballard, the express 18 is already packed and rapid ride is a joke, it takes too long to go through Seattle Center. Make that a separate route for tourist. Most of us need to get downtown and a dedicated line along the waterfront is the best way to achieve that.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	Instead of bus rapid transit, it should all be light rail! One, unifying mode of transportation instead of different types. Light rail is way more convenient and safer than buses.
NORTH KING COUNTY	<p>I recommend an alternative route for Ballard light rail that delivers much more reliable, rapid transit service at comparable cost. This alternative, which involves: using a corridor to the west of 15th Avenue West; crossing the ship canal by means of a tunnel; and constructing an underground station in Ballard with the best options for northern and eastern expansion capability identified in Sound Transit planning documents as alternative CT01c.</p> <p>In addition to more reliable service, we need light rail much sooner than 22 years from now. We believe that Sound Transit's priority must be first to deliver a reliable Ship Canal tunnel crossing to the highest ridership corridor proposed in ST3 and second to ensure the fastest delivery schedule possible.</p> <p>I support the recommendations and reasoning presented in the Northwest Seattle Coalition's white paper found here: <a href="http://www.northwestseattlecoalition.org/Northwest_Seattle_Coalition_White_Paper.pdf">http://www.northwestseattlecoalition.org/Northwest_Seattle_Coalition_White_Paper.pdf</a></p>
NORTH KING COUNTY	Think some of these projects should be re prioritized.
NORTH KING COUNTY	<p>Light rail must be faster than driving. Make sure there are local and express trains.</p> <p>There needs to be an express train from the airport to downtown that doesn't make a zillion stops and makes it actually faster to take rail than drive. I would also like to prioritize light rail from the montlake station to Redmond via 520 which would take a ton of traffic off the i5/520 interchange which is still a mess with people merging 4 lanes to exit and is a primary cause of traffic in n Seattle.</p>
NORTH KING COUNTY	Ballard first
NORTH KING COUNTY	Build it faster

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

<p>NORTH KING COUNTY</p>	<p>I am a 4th generation West Seattle resident. I could never have imagined our congestion could be this horrible. It's crippling. I work at UWMC and spend over 2 hrs a day commuting. It's ridiculous! I can't understand why there is still zero busses that go from West Seattle to the UW? Or at the very least a bus from downtown to the UW?! With the amount of commuters in West Seattle that go to U District, there should be a straight route. Let's not forget the additional ferry traffic that's added to our commute. This has been ignored for FAR too long. What are we to do when the viaduct closes?! I'm fortunate to have found a Metro Vanpool, but it's difficult for hospital workers to put one together when our hours vary so much. I urge ANY transit desicions makers to try our commute for ONE DAY...then understand what we deal with daily! There is still massive amounts of new condo/apt buildings going up and still one way off our hill! It's heartbreaking what's happened to my West Seattle. I understand it's getting crowded everywhere and we have big problems to deal with...but it seems as though we're a forgotten or overlooked area. Morning traffic reports don't even mention West Seattle Bridge traffic unless there's a huge accident! We desperately need help over here! Thank you for your consideration and offering this survey. Respectfully, [name]</p>
<p>NORTH KING COUNTY</p>	<p>It's very frustrating that the light rail is modifying the current bus schedules and making it more difficult to use the busses. Over the last few years my bus route (316) has not only been moved from the tunnel to the street but more recently has a number of routes in the morning have been removed thereby forcing people to drive into work rather than take public transportation.</p> <p>The light rail stations do not have enough parking lots. If don't use light rail because they're are not any close to my house but even if I wanted to drive to a station there is not parking close by.</p> <p>I use to think Seattle has a good public transit system compared to other large cities, but over the last few years my opinion has changed and Seattle has become a more difficult city to use public transportation.</p>
<p>NORTH KING COUNTY</p>	<p>The consideration for expansions should be major cities, and highly populated areas. This plan should be shown in comparison with expansion of highways for current drivers. The cost package for this plan over the next 25 years should be shown in comparison with wsdot major projects over the same period of time.</p>
<p>NORTH KING COUNTY</p>	<p>Currently there is no way to go straight to a light rail station from west Seattle. It would be nice to have a bus service that directly feeds a newer station in the light rail maintenance facility.</p>
<p>NORTH KING COUNTY</p>	<p>The failure to connect Ballard to UW is a massive oversight. Seattle badly needs an east west route around downtown. The inclusion of the Ballard to UW would finely give the city a comprehensive train system. Do not blow this opportunity!</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	the length of time to complete the West Seattle and Ballard extensions or UNACCEPTABLE. Also not having right of way is ill conceived at best--in 25-30 years our population will be so high these improvements will be negligible. I have supported and actively campaigned for every single transit related expansion. I cannot support this plan as it stands--in fact if changes are not made--not only can you expect a NO vote but you may also plan on this voter actively campaigning against this plan. Get it together ST. You can do better--you must do better.
NORTH KING COUNTY	would be interested to understand the prioritization process for choosing Tacoma over W. Seattle or Lynwood over Ballard. Population driven? Growth Driven? Congestion Driven? Outlying neighborhoods are ripe for transit where cars can be left at home - commuting in the suburbs tends to be a more car-centric affair with commuters needing to drive to the station - by investing in city neighborhoods, you can reduce the car traffic where people can walk/ride to transit and get to work...
NORTH KING COUNTY	Seattle is the economic center of the region. Seattle projects should be higher/highest priority!
NORTH KING COUNTY	The order of projects is wrong. The process should be to fix issues within the city (Ballard to downtown, West Seattle to downtown) before worrying about the suburbs.
NORTH KING COUNTY	More direct rail & light rail extension, focus on high-speed, long-range service, particularly North-South. Emphasize rapid bus service across East-West corridors to connect with longitudinal rail. Stop building erratic, loopy, inefficient light-rail across lakes and hills unless you're just going to tunnel under everything. Eastside Link route is a joke. Scrap it now.
NORTH KING COUNTY	The first priority should be connecting West Seattle, Ballard/Fremont, Green Lake areas. These are local neighborhoods that cause the most congestion on our city streets and waiting 25 years to solve these issues is unacceptable. Revise the plan or I vote NO and my friends vote NO and anyone I can get to listen to me, I will encourage to vote NO to ST3. GET THE LOCALS OFF THE ROAD FIRST! Give us the ability to get around our most densely populated areas first THEN worry about the suburbs. They already have commuter rail options that can be improved, add more service hours to support them. Build out West Seattle, Ballard, Fremont, and Greenlake neighborhoods FIRST.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	<p>The Ballard line needs to be modified. Taking out lanes on 15th, which is already extremely congested, is not a good idea. The line needs to run either below ground or above it. It does not make sense to have this at-grade. Another option is to move the line west, away from 15th. Additionally, the draw bridge is a fundamentally bad idea because it will really slow down the line and make it unpredictable. A tunnel should be built, rather than the bridge, so it is not dependent on maritime traffic. The Ballard line also needs to go farther north, up to Crown Hill (NW 85th St). The current version stops at Market, so it misses Ballard High, and a lot of development in the new "urban village" that extends up to Crown Hill. We should also consider looking at a cross line in the future to go from Ballard to the University district. This is another busy route.</p> <p>I would love to support this plan, but find myself against it as it currently is drafted. It is not a smart design (for Ballard, at least), and will take way too long to implement. Make changes like I have suggested to make it a better and faster route, and please consider bringing this line on first! Ballard has the most expected riders, but it will take 22 years to get here. We need it much sooner.</p>
NORTH KING COUNTY	Ballard to Downtown should be prioritized as the first thing we do, not the last. 22 years is too long!
NORTH KING COUNTY	The ballard phase needs to be finished sooner than currently scheduled.
NORTH KING COUNTY	Light rail in West Seattle and Ballard should be prioritized much higher than it is now. That should be in the within 8-year plan. 17 years is too long!
NORTH KING COUNTY	Light rail to Ballard should be prioritized. 22 years is far too long to bring this into service.
NORTH KING COUNTY	I think that getting inner core stuff done first is more important and Ballard/west Seattle should be done sooner.
NORTH KING COUNTY	<p>Because of the huge demand (estimates go up to 145,000 weekday trips, pretty much the population of Bellevue), the Ballard&lt;-&gt;Downtown light rail should have top priority. 22 years is too long; we can &amp; should do it in 15. Additionally, it should not have the compromises that are currently proposed. The whole line should be grade-separated, so that it is not delayed by level-crossings, and the ship-canal crossing should be tunneled, to avoid delays due to boat traffic.</p> <p>The Ballard-&gt;UW-&gt;Eastside corridor should be more than a corridor study. At the very least, we should prioritize the design &amp; engineering work so that it is "shovel-ready" should a Federal grant become available, or should Seattle voters choose to double-down on mass-transit.</p>
NORTH KING COUNTY	Build light rail supporting densest areas first, not focusing on inefficient park and rides. Promote TOD and increased density around urban lines to further support most efficient transit.
NORTH KING COUNTY	West Seattle and Ballard should be connected well before the 17 year and 22 year plans.
NORTH KING COUNTY	West Seattle is the fastest growing neighborhood in Seattle, with tons of condos being completed as we speak. It needs to be a higher priority than suburbs

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	I am a staunch advocate of transit and development but will not vote for this plan (nor encourage those I influence to do so) unless the downtown-to-Ballard project is elevated to top priority, built below-level, and the suburban projects are deprioritized.
NORTH KING COUNTY	Push for Light Rail in Seattle to come on MUCH sooner than suggested...
NORTH KING COUNTY	Expedite the Redmond light rail service.
NORTH KING COUNTY	The corridor today which appears to have little to NO transit coverage at all is the Mercer corridor. As someone that lives in Queen Anne, its Odd that its so difficult to get from Queen Anne to South Lake Union and back.
NORTH KING COUNTY	The projects need to be speeded up and the core Seattle projects (Ballard, West Seattle) which would have greater ridership should be considered first.
NORTH KING COUNTY	I don't know if I can wait 25 years to have decent transit from Ballard, especially at the current rate of development. Please do what you can to speed up these timelines.
NORTH KING COUNTY	I would like to see the connectivity to the Lynwood/Everett area happen sooner than 25 years from now. I take the 512 multiple times a week, and this change would dramatically impact my commute. At that time frame, though, I'll be retired before it happens. Thank you for your hard work and consideration!
NORTH KING COUNTY	Ballard Light Rail will have highest ridership and impact - build it first, and make sure it is never in traffic.
NORTH KING COUNTY	Given the overall concern with the length of the construction timeline, I think it would greatly increase public support if rapid ride lines were built to follow propped lighth rail expansion and, most importantly, were referred to as those lines prior to completion of light rail. Thus people would more intensely feel that they are benefiting the expansion of the system as well creating opportunities to celebrate transit as lines "graduate" from RapidRide to light rail.
NORTH KING COUNTY	Please ensure that light rail from Ballard is unimpeded by traffic and has it's own dedicated right of way.
NORTH KING COUNTY	A more aggressive time table is required. The focus seems to be on connecting to the suburbs when there isn't a core infrastructure to connect to - more needs to be done in Seattle proper to ensure that the system is usable by those who would commute to the city.
NORTH KING COUNTY	Build Ballard and west Seattle light rail first! It makes the most sense given ridership.
NORTH KING COUNTY	Better connections from suburbs to hubs to get to work as real estate costs increasingly prices families away from cities
NORTH KING COUNTY	Best is West + tunnel to Ballard and improved schedule in light of ridership from Westlake to Ballard.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	<p>Most urgent is to make the most of the current investments in Link Light Rail - this can be done by quickly building large Park &amp; Ride areas at the endpoints (current and planned) and shifting operational costs of lightly utilized neighborhood bus routes to the expansion of these parking lots and improvements to the rail infrastructure. Capacity, transit time efficiency, and future utilization can be best maximized by letting individuals make small trips from their home to a station by personal transportation, and then use the network for the longer common routes.</p> <p>All of the ST3 plans are bad because they are hugely expensive, they do not apply enough pressure on operational efficiency or utilization, and they do not fit the needs, modalities and lifestyles of a majority of the Puget Sound residents.</p>
NORTH KING COUNTY	<p>1) 22 years is completely insane to get LRT to Ballard.                  2) Light rail from Everett to Tacoma is completely unwise. Find a similar system anywhere in the world that has a 70 mile long LRT train.</p>
NORTH KING COUNTY	<p>The inner Seattle projects need to be speeded up as much as possible. As a city resident, I'd be willing to pay more than those in the rest of the ST3 area to accomplish this. I think a Ballard to UW subway and Alaska Junction to White Center light rail projects should be added. I support all of the projects in ST3 but can't support the timelines for inner Seattle where support and demand is greatest. I understand the need to put emphasis on the suburban (north, east and south) projects to gain political support. That is why I suggest possibly having the City of Seattle possibly make an additional request to City residents to expand and expedite the inner Seattle projects. The popularity of the UW line extension should demonstrate the desperation felt by Seattle residents to have more reliable/frequent transit sooner. I also support the notion of making the South Sounder an all day/all week service.</p>
NORTH KING COUNTY	<p>Twelve to twenty-five years to get light rail built out? A quarter of a [explicit] CENTURY to give the already overcrowded and fastest growing tech area in the country access to halfway decent public transit? I've already moved once and changed jobs twice to get me and my wife closer to work and out of hours of traffic every day. Hell, we even work in tech/medical and make good money, but we got started a bit too late in our careers and we're priced out of the market. We're in a position to play it smart and get out of this rat race early, but we can't do that paying the ridiculous prices around here, in areas that are so disconnected by the existing public transit.</p> <p>Listen, we came to Seattle for a better future, and to enjoy a thriving metropolis in the middle of the most amazing environment in the world. But it's pretty [explicit] difficult to enjoy everything Seattle has to offer when your only options are contending with the awful traffic and parking, or dealing with the grossly inadequate public transit -- both of which are fantastic for wasting your time and sanity. These transit surveys go around for years and produce these [explicit] suggestions that are still decades out? [explicit] on a cracker.</p>
NORTH KING COUNTY	<p>Ballard and West Seattle should come first in plan</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	<p>We need to look for every possible opportunity to expedite the construction of light rail mass transit to Ballard and West Seattle. These corridors should be highest priority, and should be fully grade-separated.</p> <p>ST3 should not include significant funding for free parking for commuters at suburban stations. Any public lots should require some payment, and opportunities for transit oriented development should be prioritized highly over adding parking garages or surface parking lots.</p> <p>Until Ballard light rail is constructed, the existing Ballard line of RapidRide should receive focused money to improve speed and reliability. I see buses stuck at lights routinely (for example, at the southbound station at Leary, buses frequently get stuck on the north side of Leary before they can get to the stop...). Addressing this and other bottlenecks and issues along existing RapidRide corridors will make these services much better.</p> <p>ST# should also include funding to support EIS review of the future Ballard to U-District line.</p>
NORTH KING COUNTY	Connect Federal Way to Seattle ASAP!
NORTH KING COUNTY	Light Rail in West Seattle and Ballard (more dense areas) should have priority over Lynnwood, Bellevue and Renton (less congested areas).
NORTH KING COUNTY	The plan seems heavily weighted to serve the east side without adequately attending to pressing issues between Lynnwood and Seattle.
NORTH KING COUNTY	I would adjust and put the light rail capacity projects ahead of the BRT projects. Given the heat generated from buses and the associated environmental impact it makes more sense to move forward with the light rail projects and thereby reducing the overall CO2 and heat generated in the metro area. Twenty two years out seems too far out for putting light rail into Ballard. Also would like to see more solutions for East West traffic with North Seattle particularly U district (+ Magnuson Park) to Ballard.
NORTH KING COUNTY	The Proposed Ballard plan goes to downtown, while quite a few residents in the Ballard/Loyal Heights, Crown Hill, Greenwood neighborhoods need to commute not only to downtown but across to the UW campus area. It would make more sense to add a light rail line that would connect with the UW/Northgate line where one could connect to continue to UW/Capitol Hill and downtown. This would also eliminate the need to build a bridge over the ballard shipcanal.
NORTH KING COUNTY	Living in West Seattle and working in Ballard, I believe I is dire to offer light rail ASAP. 17years is entirely too long. As a tax payer, I see little value in paying for these projects as planned. Considering the new tunnel through downtown as a primary transit option isn't nearly enough. Additionally, many people are already being passed by busses trying to get downtown to work. West Seattle is experiencing extreme rapid growth and needs viable options much sooner than proposed.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	Ballard has been significantly impacted by construction of new high density housing recently, and the building and plans for building continue. I do not see how the Ballard Bridge, two lanes each way, can possibly support the population that needs to get downtown for work. It is already a nightmare crossing the bridge on a bus. Is there any way to move up the timeline for the Ballard light rail improvements?
NORTH KING COUNTY	<p>Despite the fact that the Ballard neighborhood has exceeded the city's growth targets by a larger margin than any other neighborhood (429% of targets for 2024), Seattle Transit has announced that it will not execute the Ballard extension of light rail until 2038, at which time there will be 7–10 years of disruptive surface work (construction and staging equipment) along 15th Ave, an arterial already beset with gridlock during peak commuting hours. Traffic is bad today getting to and from Ballard. In 22 years, traffic will be beyond untenable after a disruption of this magnitude (lasting 7-10 years)!</p> <p>The city MUST PRIORITIZE Ballard, which has already received a massive influx of growth. Furthermore, since the city has already put the cart before the horse (in terms of permitting growth before infrastructure expansion has taken place), a less disruptive plan must be considered so that residents are not trapped by gridlock for the 7-10 years during which construction will take place.</p>
NORTH KING COUNTY	Light rail extension to Ballard is a much higher priority than a 22 year wait suggests. The rapid growth in the south end of the east the east sound, such as Issaquah should receive a little more priority. I believe, in terms of timelines, that the priorities are set in reverse order here with respect to ridership probabilities, current alternatives, and contributions to congestion.
NORTH KING COUNTY	I'm biased, but many of the new homes built in the area are pushing northward. If we are looking in 10-25 years time, try to anticipate these needs.
NORTH KING COUNTY	I live in Greenlake but my son lives in Ballard and commutes downtown to Amazon. If the Ballard line doesn't get public transportation for another 22 years, perhaps we should reconsider the lax zoning laws and density plans currently in place within Ballard?
NORTH KING COUNTY	Money isn't the issue; this just seems like a plan with its priorities backwards. Having moved here from SF, I understand the political pressure of pleasing the suburbs but have seen the results - empty suburban cars while eager urban residents wait. I would like to move to Ballard but can't see it happening if the only option for 22 years (!!!) is bus.
NORTH KING COUNTY	West Seattle needs to be addressed earlier to alleviate the traffic congestion issues and rapid population growth which is occurring in the next 2 years due to large scale development of apartments.
NORTH KING COUNTY	Grade separate any new light rail lines, omit the draw bridge over the ship canal in favour of a tunnel, and prioritise projects with the highest projected ridership. Extensions of light rail to Everett and Tacoma should only be pursued if they will move more people faster than existing commuter rail and express bus service.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	West Seattle and Ballard seem to be lacking in transportation as most busses are standing only. Also, east-west options for ballard and downtown need to be considered or enhanced. The #8 is one of the only east-west busses and is many times full, late, or both.
NORTH KING COUNTY	West Seattle and ballard should have higher priority
NORTH KING COUNTY	West Seattle light rail needs to be done SOONEST, and Ballard behind it. The microhousing boom is still going on in West Seattle and overwhelmed the D line already in Ballard. Oh, and GRADE SEPARATED.
NORTH KING COUNTY	Not fair that ballard service is hitched to a second downtown tunnel while west seattle is not. 5 year delay b/c of this is lousy! This makes D line brt improvement more critical than C line in early years.  ST needs to include study of where to go next from 65th street in this plan NOW. Need to fund alt.analysis and PE to design a good 65th LRT station and will need some bus connection investment if really stopping at 65th. It isn't an easy transfer locale for buses and so, also not far enough north for a terminus in my opinion.
NORTH KING COUNTY	MUCH QUICKER TIMELINE NEEDED! It's already far behind the actual need. Speed up this timetable. Also too much money for busses and BRT! More for rail more quickly. Money spent on massive bus and road upgrades is a waste for how little actual impact it will have for the most people.
NORTH KING COUNTY	I would gladly pay more in taxes to accelerate the rollout of this plan. 25 years is ridiculous, and everything should be completed in a fraction of the time. Modify to provide a plan to accelerate rollout. Prioritization is a concern as well.
NORTH KING COUNTY	I am in support of the Ballard-Downtown Seattle line, but I don't support the proposed timeline. On most Spring/Summer (rush hour) afternoons, it can take me up to 45 minutes to travel from Interbay to Pike/Pine whether via car-sharing, driving my own vehicle, or riding Metro. That's only about 4 miles away! When certain businesses occupy (i.e. Expedia) the vacant spaces on Elliott, I can see this getting much worse. I would like to see Ballard-Downtown Seattle moved up in the timeline.
NORTH KING COUNTY	I would like to prioritize Ballard and West Seattle connectivity to the light rail. These districts are both difficult to get to on public transit because of the lengthy bus rides currently in place.
NORTH KING COUNTY	Investing in the light rail will be the best long term solution for reducing traffic and allowing commuters viable options for daily commutes. The Sounder is so limited in service that it is hard to use to get to work. Busses get stuck in traffic and have limited capacity. The light rail is really pleasant to ride, has more stops, and is not impacted by traffic. It should be the top priority.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	<p>I don't see much value in the bus options. Seattle traffic is terrible and only getting worse. Buses get stuck in traffic, no matter whether they're able to use the shoulders or not (people park in the shoulder regardless, so the bus has to go around). We have to provide incentive for people to use transit. To me, that means trains. They don't get stuck in traffic, meaning they will hopefully be faster than commuting alone. Chicago has a huge transit ridership because you can get to the suburbs via train in about half the time as it takes to drive. Even people in near-in neighborhoods take the train because it's faster than finding a parking spot. If we want public transit to be successful in this city, we need to support train systems, not more buses.</p> <p>Also, the timelines are unbelievably long. I understand the need to keep the taxes relatively low to get this passed, but because of this timeline it's barely better than doing nothing at all. We need solutions now (or 5 years from now), not 25 years in the future.</p>
NORTH KING COUNTY	<p>Finish all studies first and then plan a DT to WS and Burien line. Finish all studies first and then plan a Kirkland - Sandpoint - Ballard line and Bothel/Lake City Way to UW line.</p>
NORTH KING COUNTY	<p>I have two main areas for feedback:</p> <ol style="list-style-type: none"> <li>1) We really need the West Seattle light rail project to extend further into West Seattle at a minimum to the Westwood Village area to be viable. Ideally, it would extend to the Burien Transit Center.</li> <li>2) The timelines are extremely too far out to be of comfort to support the current plan. Sound Transit should find ways to bring both the West Seattle and Ballard projects online more quickly including exploring additional funding mechanisms in order to speed up the timeline.</li> </ol>
NORTH KING COUNTY	Get light rail to Ballard faster!
NORTH KING COUNTY	Train to Ballard sooner than 22 years.
NORTH KING COUNTY	<p>Some of the highest tax payers are northwest and southwest of downtown. Ballard and W. Seattle are growing by leaps and bounds. The plan should be modified to give these LINES WEST OF I-5 SHOULD BE GIVE THE HIGHEST PRIORITY. West Seattle has a population of 49,000 (2010 Census) and the new high rises going up are surely going to make the population surge. It is the most populous section of the city. The proposed light rail to WS is so short, it would be easy and inexpensive (competitively speaking) to run it over the lower bridge. This would be an easy way to get support from the western neighborhoods - concentrate on the city first, then you can connect Everett. No one over here is interested in a line to Bellevue if you can't get on it over here.</p> <p>[name and phone]</p>
NORTH KING COUNTY	Put Ballard ahead of Lynnwood, Bellevue, Renton, Redmond and Federal Way and West Seattle & Tacoma.
NORTH KING COUNTY	Needs to be built quicker. Traffic is horrible. We can't wait 25 years

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	The plan should focus on bus service which is flexible, rather than light rail which is extremely expensive and has a too-long timeline to complete. If anything, we should focus on subway underground, as long as Bertha or Seattle Tunnel Partners are not involved.
NORTH KING COUNTY	<p>The Seattle traffic mess and projected city growth should shift the priority of the ST projects. The City traffic needs to move with a rail system independent of the buses and cars and cyclists and skate boarders, etc.</p> <p>LIGHT RAIL NORTH, SOUTH AND EAST TO WEST NEEDS TO BE DEVELOPED - should have been developed 50 years ago!</p> <p>More employers and more people are moving to Seattle, this is great for Seattle, but all of this development needs to be met with light rail appropriate to move people to and from.</p> <p>I'm a former New Yorker, and used to decent transit with the NYC subways. While I realize this is a very different area geographically, Seattle needs help.</p> <p>Fish trucks and broken bridges should not paralyze a city, putting aggressive bus drivers on the road instead of light rail does not help these disasters. Just think, what will happen when we have a real disaster?</p>
NORTH KING COUNTY	<p>As a former Tacoma resident with family still there, it's very odd that the Tacoma light rail is running along 19th rather than 6th, which is significantly more active in terms of restaurants, bars, and cafes. 6th street also brings the light rail close to University of Puget Sound, a large population of students that would be happy to take the light rail to downtown Tacoma or even transfer to take light rail to downtown Seattle. If modifications can still be made, I would suggest switching the line to 6th st.</p> <p>In addition, the fact that this project will be completed by 2041 is very unattractive to Tacoma voters (family members still there wonder why they should pay for something prioritized so low). Given that this line is one of the less expensive projects and requires no tunnels or bridges, why will it take so long to complete?</p>
NORTH KING COUNTY	I think that projects within the boundaries of Seattle should be focused on first Instead of Ballard and Greenlake being one of the last. Traffic is worse in Seattle, downtown, Ballard and university district. These should be the area of focus instead of trying to get Redmond and Bellevue traffic to Seattle. People actually living in Seattle are not able to pay for things as much because it's so expensive and this is where the transit should be improved for these people instead of others who are able to pay to come into and out of Seattle from Redmond, issaquah or bellevue.
NORTH KING COUNTY	Too slow. 17 and 25 years for light rail to Ballard and West Seattle is ridiculous when the monorail was voted yes by the city twice 10 years ago.
NORTH KING COUNTY	Rail service should be interconnected and not simply stop in a neighborhood such as Ballard or WS. Explore more bus options, beefing up what service we already have.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	Light rail from Downtown to Ballard in 22 years is unacceptable. Ballard is one of the fastest growing neighborhoods in Seattle. It currently takes 55 minutes to ride an "express" metro 17 or 18 bus from Nw 75th to international district. Nearly 30 min of this ride is getting through downtown. Also the proposed line stopping at Market also very short sighted. Why not continue the Ballard line above surface to 85th nw then expand to Northgate station which would serve so many more people other than those that live in a confo in downtown Ballard
NORTH KING COUNTY	I believe that we need to focus on building the link light rail to Ballard and west Seattle before expanding to the surrounding cities. 22 for a light rail to Ballard is absolutely unacceptable. we need to focus on moving people in and around the city before we can focus on moving people from outside in or inside out. I purpose we move up the Ballard and west Seattle line to first on the list and also possibly adding a Ballard to U district line.
NORTH KING COUNTY	Ballard rail (grade-separated) should be prioritized. It would move more people than any other proposed line.
NORTH KING COUNTY	Considering how rapidly West Seattle is growing, I believe the West Seattle line should move up on the priority list.
NORTH KING COUNTY	Ballard to Downtown line with a at grade section is a bad idea considering the current traffic.
NORTH KING COUNTY	Light rail to Ballard and West Seattle should be fully grade separated. Also, these projects should be completed BEFORE the expansions to Everett and Tacoma. You've got two tunnel boring machines sitting around after the Northgate tunnel gets dug. Finish the East Link expansion into Bellevue and then ship them back to dig tunnels to Ballard and West Seattle.
NORTH KING COUNTY	Forget about tunneling for the light rail, build elevated rail if you can do that faster and cheaper. We desperately need more light rail sooner. Also reevaluate whoever you buy escalators and elevators from because they break down way too often. The repairs alone that you're spending on them has to offset the cost of buying better escalators and elevators in the future. Godspeed!
NORTH KING COUNTY	It is my view that these projects are not being completed quickly enough to truly combat climate change. I think that efforts should be made to spend more up front/ get federal and other grants to complete the "spine" by 2018-2020 at the latest. Current freshman students upon graduating from high school should be able to get to college via these proposals from anywhere in the metroplex. Thank you for your consideration.
NORTH KING COUNTY	Ballard has been determined to be a higher priority then many other projects. It is political concerns which pushes it immediately aside. It should have a higher priority (along with the parallel tunnel) then other projects. Plus, the idea of running it up 15th Ave. NW is absurd. The impact on transit because of the impact on 15th can be avoided by a tunnel. Also, having an above grade transit hub at 15th and Market will destroy the connection between Central Ballard and East Ballard. It will also be, quite frankly, a massive concrete structure in the middle of Ballard.
NORTH KING COUNTY	Tacoma and South Sound demographics are best suited to average public transit riders, it would make most sense to start developing the sites with the most potential ridership; this would be the south sound unless your data and market info suggest otherwise.
NORTH KING COUNTY	For my personal needs (not necessarily indicative of the whole of Seattle), I would want the Ballard and West Seattle light rail stations to be open sooner, and as such a higher priority.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	Ballard should ideally be above grade and needs to get finished sooner. I will vote no if the Ballard link takes until 2038 to finish. You are planning to build the light rail out to cities that constantly vote no to transit improvements. Buses in Ballard during commuting times are always packed and with all the new construction in Ballard it is going to get worse.
NORTH KING COUNTY	Ballard in 32 years is UNACCEPTABLE. This project has the highest ridership and by far the biggest need. Do what is right for the city as a whole NOT just the suburbs!!! This line will reduce traffic for everyone and make the city a better place to live. Get your priorities right. ALSO Build it right. GRADE SEPARATED all the way!!!! There is NO excuse for building a sub-standard line to Ballard. You will be screwing our children and their children with this short-sighted design.  <a href="http://seattletransitblog.com/2016/04/19/ballard-to-downtown-must-be-done-right/">http://seattletransitblog.com/2016/04/19/ballard-to-downtown-must-be-done-right/</a>
NORTH KING COUNTY	Re-prioritize the West Seattle and Ballard shift to rail to the first phase. This would get MANY buses off the roads downtown and provide additional entry points to downtown.
NORTH KING COUNTY	For the sounder train, is there any way to add one more departure from Seattle to points south in the morning after 6:50 AM? It may be more viable to instead add another departure of the 590 bus from Seattle to Tacoma between 7:30 AM and 8 AM. The 8 AM bus always has standing passengers because it is too full, which is dangerous when driving on the highway. Also, please phase out the bicycle racks on buses that can only hold 2 bikes. There have been many instances where myself and others could not board the bus because the bike racks were full. Finally, I don't expect to be living in the area by the time any of these projects get finished, but still strongly support all of these mass transit initiatives in order to reduce greenhouse gas emissions and congestion. Thank you all for your hard work on this.
NORTH KING COUNTY	Way too long for Ballard!!
NORTH KING COUNTY	Where are the stops for Fremont and Wallingford? With the opening of the UW link station, many of the buses have been cut through those neighbourhoods.
NORTH KING COUNTY	The Downtown to Ballard and Downtown to West Seattle segments should be started and completed much earlier than the current timeline - it's absurd to have to wait 22 years for light rail service to Ballard, especially when other cities can build out a full (downtown-centric) subway system in fewer than 10 years (for comparison, the initial buildout of the DC Metro system took 7 years to open, with more mileage than the Downtown-Ballard route).  Additionally, it's a non-starter to have the Downtown-Ballard route cross the ship canal via a drawbridge. Every effort should be made to completely separate Link from traffic, be it car, bus, rail, or boat traffic.
NORTH KING COUNTY	I believe that there should be grade separation on the entirety of the Ballard to Downtown light rail line. This is crucial.
NORTH KING COUNTY	Ballard needs to be 1st and done right. It is by far the biggest ridership and benefit for the entire city!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	Ballard to downtown should be entirely grade separated  The timeline for Ballard should be moved forward
NORTH KING COUNTY	Ballard is the most densely populated neighborhoods in Seattle and construction continues non-stop. Most of these new projects do not include resident parking, forcing residents to use transit to access locations throughout the city. And, you would wait 22 years to provide light rail to Ballard- that is a wait for an entire generation!!! The only transit carrot you offer is the existing D-line. I will not support a plan that ignores Ballard for a generation! And all your plans run north / south. No thought whatsoever for transit to/from Ballard to the U district.
NORTH KING COUNTY	Increase costs in order to deliver the West Seattle light rail sooner than 17 years. Target 10 years to get support from voters today so they might actually get to see benefits in their lifetimes.
NORTH KING COUNTY	The Ballard to Downtown needs to NOT be on the street. This has to be an underground system to not further clog 15th.
NORTH KING COUNTY	Please add the 130th NE Light Rail station as a full non-provisional part of the plan.
NORTH KING COUNTY	The project timelines are way too long! Cut the red tape and get to building already!
NORTH KING COUNTY	Do this faster:) This city is growing and none of this is getting cheaper.
NORTH KING COUNTY	Ballard to Seattle completely off grade is the most important project available. The 2nd is the passage between Seattle and Bellevue. If these things are prioritized the highest, I will vote for the deal.
NORTH KING COUNTY	West Seattle to Downtown Seattle: This entire line will need to be grade separated and should be expedited if possible to allow for an earlier delivery. Is it all possible to speed this up to a 10 year or even 12 year time line?  Ballard to Downtown Seattle: This line absolutely has to be grade separated the entire length of the line. There is no question about this. The stations need to be planned to accommodate future line from Ballard to UW and further north. Lastly, this timeline has to be sped up. This line needs to be delivered in 10 - 12 year time frame. This has to be possible, just tell us how much money is needed.
NORTH KING COUNTY	Being a Seattle resident, I of course am going to prioritize Seattle-based projects. I would support higher tax rates in Seattle (as opposed to the greater Seattle area) to fund light rail expansions specific to the Seattle area (i.e. Ballard to downtown, Ballard to UW, Seattle to Bellevue, etc.)
NORTH KING COUNTY	Ballard needs to be moved up, with grade separation ( <a href="http://seattletransitblog.com/2016/04/19/ballard-to-downtown-must-be-done-right/">http://seattletransitblog.com/2016/04/19/ballard-to-downtown-must-be-done-right/</a> )
NORTH KING COUNTY	Ballard rail project should be prioritized and completed first! It has the greatest number of riders and will link the City of Seattle to the overall transit system. Cost and time efficiencies should be developed to move Ballard to be first in the plan and build a tunnel instead of the proposed bridge over the ship canal. It is unbelievable that the Ballard line will be open in 22 years-- my 2 year old daughter will have finished college by that point. This is important! Please consider revising this plan!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

<p>NORTH KING COUNTY</p>	<p>Grade Separation. The Ballard corridor must be grade separated. That includes avoiding almost all disruptions due to shipping traffic when crossing the Ship Canal.</p> <p>Recognize that both Downtown Subway Tunnels will be regional assets. Resourcing the tunnel as a regional asset can ensure funding available to resolve reliability issues north of the tunnel that will affect the entire system if left unaddressed.</p> <p>We hope to see a timeline for Ballard delivery under 20 years. We ask that Mayor Murray, the Seattle City Council, and community stakeholder groups commit to the actions outlined above with the stated goal of shaving 3 years off delivery timelines for all high ridership projects within the City of Seattle.</p> <p>Plan and build for the future. We look forward to seeing ST’s terminus alternatives to ensure North and East lines can easily be added from the Ballard terminus. In addition, Ballard to UW and West Seattle to Burien need to receive full EIS/Record of Decision status, as well as the Lake City Extension HCT Corridor Study, and the Metro 8 Extension HCT Corridor Study.</p>
<p>NORTH KING COUNTY</p>	<p>Ballard cannot wait 25 years for light rail access. The roads from Ballard to downtown and the buses are already full/jammed every day. The order projects are completed should be based on projected ridership as well as ease to current traffic.</p>
<p>NORTH KING COUNTY</p>	<p>Light rail service to Ballard needs to come sooner than 22 years from now. The city is adding density in many places, but Ballard is one of the major focus areas for increased density. The existing transit options in Ballard are limited, and have been made worse with recent modifications to bus routes. Additionally, the Rapid Ride D line does not proceed from Ballard directly downtown, and instead makes several stops in Queen Anne on its way. These factors cause many people to use cars to commute relatively short distances from Ballard. While some investments in bus transit may help, the light rail is the real key to modernizing our transit infrastructure to support expected growth and additional density in the coming years. It is worth taxpayers spending more to accelerate the timeline for the transit plan because that additional expenditure will be offset by savings elsewhere, such as reduced time and money spent commuting and reduced numbers of automobile accidents. Additionally, preparing for higher density sooner rather than later encourages the growth of the tax base, which helps offset per-taxpayer costs.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	Asking Sno.Co. residents to pay during the entire time frame and be last to receive rail service into Everett seems incredibly inequitable. Considering the cost, more emphasis should be put on BRT. The Ballard light rail extension should be the lowest priority or people in those portions of Seattle should be asked to pay more (or Sno.Co. residents allowed to pay less). Considering the 20-40 year time horizon for completing the proposed phase there needs to be some expiration date and/or roll back to the tax rates/taxable formats. There must be more protection for taxpayers when Seattle's leading politicians are constantly complaining about cost of living/overly expensive housing costs. These taxes will make Seattle even more unaffordable than it already is.
NORTH KING COUNTY	Ballard light rail in 22 years?! As in the year 2038?? Are you kidding me??
NORTH KING COUNTY	Become a real city and expand your light rail first. The buses work... shift focus to light rails.
NORTH KING COUNTY	The Ballard light rail line (and frankly all future light rail lines in Seattle) should be GRADE SEPARATED from street traffic at all times. It does nobody any good to build fantastic public transportation options and then subject them to the same traffic problems our current bus system deals with. Trains will not be reliable if they run on the street w personal vehicles.
NORTH KING COUNTY	There must be a way to speed up the delivery of services to these much needed projects! Light rail to Tacoma (17 years) and Everett (25 years) is unacceptable!
NORTH KING COUNTY	Emphasis should be placed on high-ridership projects. Install as much BRT as possible as quickly as possible. Then, install Link light rail in the areas of highest potential ridership first. Issaquah will be more effectively served with BRT until ST4, so use those funds to service high-ridership areas instead.
NORTH KING COUNTY	Ballard line should be prioritized. And when doing so, please look at having a station at *top* of Queen Anne hill, and not just all the way down by Seattle Center.
NORTH KING COUNTY	I strongly do not support the proposed Sound Transit Light Rail and/or Sound Transit Bus additions in the Ballard   Interbay   Queen Anne Neighborhood as shown on the Sound Transit Map on this survey. I strongly support the current Metro   Rapid Ride Bus system we now have in place. I think Seattle   King County Transportation system is perfectly fine and serves this areas transit needs well. I support expansion of Light Rail outside of the Seattle Core Neighborhoods. Areas such as Everett   Paine Field and the combined bases in Tacoma need a better transit than they now have.
NORTH KING COUNTY	22 years to get light rail to Ballard is not a good plan - while i'm not sure if it's reflected above if that's not revised i would be hesitant to support the plan as currently proposed. As far as increased ridership adding the Ballard line is clearly preferable to West Seattle.
NORTH KING COUNTY	Parking at the current stations need to be the first priority. People who want to take the transit need a place to park. The current lots become full before the commute even starts. There is no parking at Husky Stadium and the Northgate lots cannot handle current bus loads. The proposed Northgate garage is too small and at least 1,000 cars will need to park at 145th & 130th.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	With the influx of new residents in West Seattle & Ballard the need to increase light rail to those areas should have a higher priority in my opinion; especially in light of the fact that bus routes to/from West Seattle have been drastically changed or reduced in recent years making it even more difficult for commuters to use mass transit over driving to those areas of Seattle.
NORTH KING COUNTY	I believe that Light Rail to Ballard, due to its greater density, should be commenced before West Seattle. But I also believe we should exhaust all possibilities, in terms of funding, bond issuance, etc., to speed up the timeline for the ST3 plan to increase its chances for passage.
NORTH KING COUNTY	Personally, with all the growth in Seattle, we should take the chance now to really build out Seattle light rail. Connect all the neighborhoods - Queen Anne, Fremont, Madrona, etc.
NORTH KING COUNTY	West Seattle desperately needs more buses on the C line. I got on at the Fauntleroy ferry dock and got off at SW Avalon and Yancy. Luckily, I had a seat, but by the time we got to the Alaska Junction, many were standing -- already!
NORTH KING COUNTY	The majority of traffic is due to commuters on limited highway space. It is difficult to expand the highways due to natural geographic boundaries, so we need to remove vehicles from the road. Most people would rather sit in traffic than take the bus, so expanding the bus service does not help the problem and only costs more. Light Rail is the best way to reduce road traffic. However, Sound Transit needs to ensure the Light Rail stations actually go to the locations of the largest employers (consider the Boston Commuter Rail with a stop at the GE station). Having a station "close" will not work, we will just drive to avoid having to walk 30 minutes in the rain to our offices. I would love to take the train daily, but it does not stop anywhere close enough to where I (and most people I know) want to go.
NORTH KING COUNTY	Your Ballard to Downtown plan needs to change and is more expensive than other options offered.
NORTH KING COUNTY	Ensure the the Downtown to Ballard line is not at grade.
NORTH KING COUNTY	The two biggest improvements I see are the separation of light rail lines from regular traffic on proposed lines to speed up service and increase reliability, as well as to include in the ST3 final plan studies for future lines, especially proposed lines to Burien and future lines from Ballard to other destinations in North Seattle.
NORTH KING COUNTY	It was not clearly stated if the West Seattle and Ballard Light Rail projects would be built as tunnel, raised rail, or traffic congested surface street rail, and it is important that these project progress without limiting current or the growth of street traffic.
NORTH KING COUNTY	The light rail to Ballard needs to be a priority, especially with the density the city is putting in Ballard.
NORTH KING COUNTY	I am disgusted by the order of projects proposed in the ST3 draft. Ballard to downtown first or I vote against the plan. Period.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

<p>NORTH KING COUNTY</p>	<p>-It's imperative that new transit projects not have to sit in traffic with cars or wait for lights. The travel time to Seatac could have been reliably much faster than driving, but someone decided it should stop at traffic light on MLK. The new trolleys/streetcars whatever they're called are insane, I could ride my bike faster.</p> <p>-With this in mind, I'd like to see proposals that eliminate unneeded delays for existing transit. Time the lights on MLK for light rail. Build more bus-only lanes, or re-allocate existing lanes as bus-only, put bypasses around intersections where possible, and time the lights for them too. There should be an excellent cost/benefit opportunity here.</p> <p>If public transit is the fastest way to get somewhere, then everyone will get behind it, and everyone will ride it. If not, poor people will ride it and rich people will fight it. And by rich people I include all the Microsoft etc employees who are riding privatized mass transit already.</p> <p>-Did you check your map for usability to red/green colorblind? I'm just barely r/g colorblind and I had a hell of a time with it. Also your graphic designer wants to strangle you for using a .jpeg copy of the artwork instead of a .png</p>
<p>NORTH KING COUNTY</p>	<p>Ballard-CBD line should strive to attain a High reliability rating through the elimination of all potential right-of-way conflicts in the at-grade segment/replacing at-grade segment with grade separated option, as well as reduce the operational impact of the Salmon Bay crossing. The project timeline should be prioritized to deliver the Ballard-CBD light rail line earlier than 2038 through better construction phasing (e.g. construct the Ballard-Westlake w/O&amp;M facilities in the Interbay area in the first phase earlier than 2038 followed by the construction of the 2nd Downtown Transit Tunnel).</p> <p>Graham St and 130th St stations should be prioritized as earlier deliverables to provide better regional connectivity to the Central Link and Lynnwood Link lines. Preferably, both stations should be completed by 2023 in time for the opening of the Lynnwood Link and East Link extensions.</p> <p>An extension of the West Seattle-CBD line to International District/Chinatown Station should be considered as a stopgap until the the delivery of the 2nd Downtown Transit Tunnel to enable better connectivity from West Seattle to one of the major transportation hubs in Downtown Seattle. This would also make the International District/Chinatown station operationally ready to handle split-spine operation as soon as the 2nd Downtown Transit Tunnel is delivered.</p>
<p>NORTH KING COUNTY</p>	<p>I would rather see Sound Transit focus on light rail rather than spending funds to improve rapid rides, etc on corridors where light rail is proposed. It is a long wait for light rail to West Seattle (and the very vocal complainers in Ballard) and my understanding is that while part of it is the time to develop the project, part of the reason is also funding. If less dollars are spent early than the light rail funding may be available sooner</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	I work in community mental health in South King County. There are many low-income housing units in White Center and the bus system is infrequent here. In terms of supporting income equality, I believe it would make more sense to give people in this area access to higher paying jobs and good services downtown. It would make more sense to have the rail line be a straight shot to Burien, rather than jogging west over to the junction. West Seattle already has rapid ride, which could be used to connect people to a North/South line closer to the West Seattle bridge.
NORTH KING COUNTY	You should start close to Seattle and work out
NORTH KING COUNTY	The timeline is ridiculous. Ballard and West Seattle need transit solutions now. For it to take 22 years is unacceptable. By the time 22 years roll around the city could look completely different and then what? Another 85 gazillion dollar transit plan that we "have" to implement for the sake of the city? I'm not buying the flaming pile you are selling.
NORTH KING COUNTY	Remove extra SLU station in favor of tunnel under ship canal. Going to Ballard needs to be reliable, a bridge that opens precludes this.
NORTH KING COUNTY	I think it would be better for the Lynnwood to Everett route to go directly to Everett via either I-5 or Evergreen Way, and not go to Paine Field/Boeing. It would save time and money.
NORTH KING COUNTY	Would like the Ballard line to come faster. Ballard line should also *not* include at grade sections. It should not be affected by car/bike/pedestrian traffic.
NORTH KING COUNTY	The most dense neighborhoods are in the most dire need for LRT but this plan wouldn't deliver to those areas until 17-22 years from now! Unconscionable. Why is getting LRT to places like Federal Way being put ahead of that? It makes no sense except to satisfy political demands. The dense neighborhoods already have the land use pattern and the population (8K - 12K per sq mi) to ensure strong ridership. Ridership = success. Federal Way, Lynnwood, etc. have 1/2 the density (4K per sq mi). More importantly, they have an extremely auto-oriented land use pattern that requires large park and rides to attract ridership. These jurisdictions (and others similar) should be required to develop station area plans to ensure adequate activity units (jobs and population) in the vicinity, walkable from the station. We can seed the need for those types of areas with BRT as a precursor to eventual LRT. As you know, when/if BRT has its own dedicated ROW, it can offer many of the same advantages of LRT. In summary, I would like to see at least a modified plan that accelerates delivery of true mass transit for Seattle's urban neighborhoods (Ballard, West Seattle) that are both horribly tough to get to now, including by bus. That would get my support even if the overall cost and scale of the plan didn't change.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	I believe that the West Seattle light rail line should be in the FIRST phase of light rail rather than the second. Access in and out of West Seattle is the WORST in the entire King County area. Please, please, please consider bumping up the West Seattle line ahead of Bellevue and east of Lake Washington. Thank you very much. I totally support this effort but really, West Seattle is being screwed by the loss of the viaduct and we desperately need better access to the entire area, based on the huge influx of high-density housing in West Seattle. (I believe we have already achieved the population goals that were set by the City Council for several years into the future, and the traffic crunches are really hurting us.)
NORTH KING COUNTY	I reviewed the plan for the Ballard to Downtown route and strongly disagree with building a large above-ground station on 15th and Market. Ballard is becoming more and more dense. I don't think a station like that, with a long platform for an extra train to boot, is right for that space. Let alone building ANOTHER draw bridge over the ship canal? I saw earlier plans that included tunneling under the ship canal, and while I realize it is more expensive - in the scheme of this huge proposal, I did not think it was a material amount.
NORTH KING COUNTY	The tunnel plan for Ballard is the best open. Building another bridge across the ship canal? Having a draw bridge is half our congestion problem now! The trains can't run "every 6 to 8 minutes" if you have to wait for a bridge. Only a tunnel provides the way to keep that kind of schedule.
NORTH KING COUNTY	Condos are being build all over Ballard and there are no improvements being made to support this growth. 22 years does not help.
NORTH KING COUNTY	Light Rail from West Seattle/Ballard to Downtown should be placed at a higher priority than BRT.
NORTH KING COUNTY	130th street station should NOT! be provisional. This area agreed to more density with the understanding that light rail would be provided. North Seattle needs another access point to the light rail.
NORTH KING COUNTY	For the Ballard to downtown route, why not avoid the bridge and 15th Ave Interbay area, and instead go north from Ballard up 15th Ave NW to Hollman Rd then under Interstate 5 to the Northgate station park and ride area.
NORTH KING COUNTY	Buses can be put on the roads today and infrastructure is minimal compared to rail. Imagine the existing light rail track as a road exclusively carrying buses and airport taxis. The service would be more flexible, cheaper to implement and could adapt to technological advances more quickly than trains. The choice to go with rail should be scrutinized heavily and fully vetted before committing. Also, continually leaning on property taxes for cash results in pile-on and pushes the less advantaged out of their homes, gentrifying Seattle. Bump up the sales tax since those who have moved to retirement would not be forced to pay as much as those at the peak of their earning potential. Think of it; two houses of equal assessed value but one home has two earners at peak levels, the other household has retirees with no income, drawing off of retirement savings to pay bills. Why should both pay the same amount for public infrastructure? They both do not have the same means to pay. Top earners have more disposable income to pay toward taxes and growth.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	It is important that Link Light Rail projects in the urban areas be separated from traffic - either elevated or below grade. The idea of a drawbridge across the Ship Canal is silly. Tunnel is a better option. Think long term and the additional cost compared to risk of injury and slow service becomes moot.  I am concerned about the delivery timelines. How will you get voters in Ballard excited about supporting a service that won't arrive for 22 years???? What would it take to speed up delivery system wide?
NORTH KING COUNTY	Focus on Seattle Light Rail projects. Focus on using Sounder to connect different metropolis areas. Drop light rail extensions to Everett and Tacoma in favor of Sounder improvements.
NORTH KING COUNTY	Ditch light rail. It's locked in to just one route. Use lots more buses.
NORTH KING COUNTY	West seattle is land love ked and need help much much sooner than the plan outlines. Property taxes need to be spread between all counties server and not just seattle
NORTH KING COUNTY	It seems West Seattle has been generally D prioritized in transit options. We really need better ways to get into downtown and other business hubs. The congestion with 99 and the upcoming title will really grow worse. West Seattle needs options now – not in 17 years.
NORTH KING COUNTY	Ballard to downtown should be moved up to first priority. Add the 130th street station.
NORTH KING COUNTY	The west seattle station should be one of the first projects completed. I feel that it would relieve a lot of congestion between Boeing and downtown.
NORTH KING COUNTY	The Boeing access road station must include improved access for South Park residents to light rail. West Seattle improvements should also connect to South Park!
NORTH KING COUNTY	West Seattle has only one road way to get to Downtown Seattle, that being the West Seattle Bridge. There are many routes to get from Ballard or Northgate into Downtown. Why is light rail not a priority for West Seattle? 17 years for West Seattle to get Light Rail?! It is already a big problem to get across the West Seattle Bridge and with all the apartment density going up in West Seattle, it is only going to get worse. Additional bus service puts more buses on the already overcrowded West Seattle Bridge. This is not a solution.
NORTH KING COUNTY	Make sure that any light rail to Ballard our the east side is high enough that it doesn't get stopped by ship traffic
NORTH KING COUNTY	The decision to use street-rail and a new bridge to Ballard should be reconsidered. With the expanding density and traffic within the city limits, gobbling up surface real estate is a bad idea. Street rail still gets hindered by road traffic and open-air stations like those used in the Sodo and Central districts pose security risks. Please don't "cheap-out". Make the investment, build it right and use tunnels as much as possible within the city limits.
NORTH KING COUNTY	Consider more access through the Central District. Consider West-East lines connecting UW to Ballard and Cap Hill to Madison Valley through the Central District would be effective alternatives.
NORTH KING COUNTY	With expedia moving in to the interlake area, the Ballard light rail NEEDS to be much sooner than 22 yrs

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	I would like to see light rail service to Ballard be a higher priority and earlier completed item than light rail service to West Seattle.
NORTH KING COUNTY	Add 130th station ASAP. This will help abate the southbound I-5 slowdown mess which (guess what!) always starts at about 130th
NORTH KING COUNTY	I can't understand why Seattle neighborhoods, like Ballard and W. Seattle are so low in priority and so late in the schedule. Given the exploding density, this makes no sense to me.
NORTH KING COUNTY	Prioritizing lightrail to Issaquah over South Seattle and South King cities like Burien doesn't seem to get the best bang for the buck. I don't support encouraging growth farther from the urban center by reaching to Issaquah with lightrail. We need to hear serious conversations about the length of the lightrail spine, from Tacoma to Everett. The original spine from Sea-Tac Airport to Westlake in Seattle made a ~40 minute commute of a ~16 mile stretch. Will enough people want to spend ~80 minutes traveling from Tacoma to downtown Seattle? Why not focus on densifying King County lightrail options before spending the money to reach so deeply into Snohomish and Pierce? If we could get more Burien, Renton, Kent, (and yes, Ballard/West Seattle) commuters into the lightrail system, rather than trying to get Everett/Tacoma commuters to make the switch, could we see more traffic improvements per dollar spent than building so far south and north but having fewer east/west connections to the spine?
NORTH KING COUNTY	As a recent Ballard transplant from Capitol Hill, I am feeling the effects of fewer transportation options. Although I strongly support the idea of non-bus public transportation to/from Ballard, I am trepidatious about the existing proposal's solution. It sounds as if the risks are considerable, even to the layman reading the proposal. After recent history with digging for the latest light rail expansion, I can't imagine the citizens or voters will have much tolerance for such risk. Is there an alternate proposal if the testing shows tunneling to be difficult/cost-prohibitive/technically impossible. I think the plan should be comprehensive in its exploration of alternatives, and I favor as aggressive a timeline as is reasonable. For example, based upon what I see in the traffic and development in Ballard, having a system that proposes to solve the problem in 22 years, seems woefully inadequate. I appreciate the intermediate measures by proposing increases in reliability of the D line, yet the limitations inherent with bus service make this solution helpful but inadequate.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	The Ballard to Downtown Seattle connection is perhaps the most vital connection in the plan, and has been left for last. On top of that, it is proposed to be at grade, leaving it to repeat the mistakes of Link on MLK, and the streetcar along Broadway. Why would we remove capacity along one of our busiest corridors that could be modified to better accommodate BRT while enhancing the public realm to put in an at grade rail line that will undoubtedly lead to more traffic issues? No matter how you set it up, there will be cars or buses waiting at traffic lights, stations, etc. for the train to pass, and 15th will become a parking lot (more of one than it already is). Grade separation is the only option, be it underground, elevated, or adjacent to the BNSF railyard. Running rail adjacent to 15th will allow riders to be free from traffic while allowing the city to improve RapidRide and other modes along the corridor. Interbay is one of the few areas where we have the capacity to put grade separated rail above ground in the city, and by losing this opportunity now, we lose it forever. Don't do it. Also, don't leave it for last, the line is needed now. The fact that low density Issaquah will receive a rail line adjacent to a freer flowing I90 before Ballard is preposterous.
NORTH KING COUNTY	My additional feedback on the proposal is to try and have any BRT project proposed to service a light rail station (ie SR-522 to NE 145th Station) come online around the same time the the station is completed. My biggest fear is that; for example if of the light rail station projects is completed and in use but the BRT doesn't come online until many years down the road. In this scenario I feel that the potential of having them together would not be fully realized as they would be working together from the start of the stations life.
NORTH KING COUNTY	Why are we not increasing the gas tax? It seems like the vehicles congesting the roadways are not proportionally taxed. I have a car that I barely use and having to pay excise tax for having it sit around seems unfair.
NORTH KING COUNTY	This does not address the fact that commuters driving themselves are suffering. Adding additional busses only helps a small portion of the population. The busses coming from North Seattle to Seattle DT are full of people misbehaving and on Drugs. Security measures and better standards must be added for any support of the already stressful experience of riding the bus. You must be willing to regulate bus riders and provide a way for other riders to report misbehaving passengers. I would recommend a text system and security that can respond quickly. I would also recommend additional funds for infrastructure, if you can't park at a park and ride structure what does it matter if you have more busses coming and going?
NORTH KING COUNTY	Light rails, especially from West Seattle to downtown Seattle, need to be completed sooner than 17 years from now! The population in West Seattle is expanding way too fast. You won't keep up.
NORTH KING COUNTY	25 years is unrealistic. I oppose because the timeline should be halved. Take care of high density areas first, then expand to the areas that are less. Ballard first, Everett and Bellevue second, and every one else in the final phase. This needs to be done now, not in the next generation.
NORTH KING COUNTY	Why are outlying areas which have traditionally voted against transit being given priority over Ballard and West Seattle which have strong supported transit AND are seeing rapid growth in high density housing? If it takes 20+ years to reach Ballard I will vote against as I will be close to retirement by the time it benefits me.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	Ballard needs to be prioritized before wear Seattle. West Seattle is better served by buses than light rail as there are more people who commute daily from Ballard than West Seattle and the West Seattle line is more track with fewer stations.
NORTH KING COUNTY	Could light rail go straight across lake to issaquah without the jog north to Bellevue-follow path of I-90?
NORTH KING COUNTY	Large employment centers, including south lake union and Google Kirkland, are not very accessible under this plan. Not enough of the plan services dense Seattle areas. Trains to Everett are unnecessary, BRT from Lynnwood down I-5 would more than suffice, especially with dedicated lanes.
NORTH KING COUNTY	<p>Please reconsider your priorities on the light rail. The biggest problem our region faces is rapid growth and traffic congestion. While I agree that Redmond should be first given the fact that it is home to a major regional employer, Federal Way should be at the end of the list. In fact, if I were to pick, I would go:</p> <ol style="list-style-type: none"> <li>1) Redmond</li> <li>2) West Seattle</li> <li>3) Ballard/Tacoma</li> <li>4) Federal Way</li> </ol> <p>Lots of people comment from West Seattle to SLU/downtown and can only get there via one stretch of highway. The way I see it, completing that stretch would have a solid impact on traffic. The same with Ballard and Tacoma. I say this as a Capitol Hill resident that stays local for work too.</p> <p>I just don't see why Federal Way should be that high on the priorities list. I can understand if the issue is the fact that you can get it done sooner due to not having to dig as much, but if it's anything else then I think you need to reassess your priorities.</p>
NORTH KING COUNTY	Ballard to Downtown light rail needs to be prioritized much higher. Having to wait 22 years is completely unacceptable.
NORTH KING COUNTY	service to Ballard should be higher on the list
NORTH KING COUNTY	I think Ballard and Tacoma links need to be prioritized and done quicker.
NORTH KING COUNTY	Timeline is way too long. I say I support the plan because I want something to happen, but the timeline is ridiculous.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	<p>I live in Ballard so of course I am biased, but also I know what I am talking about. The RapidRide to Ballard is already over capacity during rush hour and things are only going to get worse as more housing comes on line. It is preposterous that we have to wait 17 years for light rail to come here. It is equally preposterous that the proposal does not include a tunnel under Salmon Bay. That is a recipe for slow, underutilized transit that annoys transit riders and drivers. Yes, of course it will be more expensive. It will also be worth it. You only have to look at the popularity of the recently opened Capitol Hill and UW stations to see the value of fast, convenient transit that connects densely populated areas and downtown and doesn't interfere with street transportation. We also need more RapidRide buses in the interim (and more express buses -- the routing through Queen Anne is a joke). Honestly, this is a problem that the transit agencies should be delighted to have -- too many people riding transit. But if the service levels don't improve, that trend will start to go in the other direction.</p>
NORTH KING COUNTY	<p>I understand this is a big issue with a lot of moving parts. Your organization is failing, has failed to communicate why it has taken so long for us to get here and why it will take so long to get this done. The growth in the region isn't going to slow down. These light rail expansions need to be done in five years or less. Get a few interns and mid level communications director to put together a 3 minute youtube video on what you need from the public to make this happen now! Is it public pressure to fast track the permitting process? Pressure on elected officials and if so a what level? More money? I really feel like the timeline you released will be a permanent black mark on sound transit's image.</p> <p>Also why can't you get from metro Seattle to the airport in under 2 hours to catch a 6 am flight? If light rail to the air port started like 30-45 minutes earlier you could catch an early morning flight.</p> <p>[name and contact info]</p>
NORTH KING COUNTY	<p>Light rail service through Fremont, Phinney, Greenwood and other neighborhoods that would likely grow as Seattle's population grows.</p>
NORTH KING COUNTY	<p>While time and money have been invested in these presentations, it is also necessary to be absolutely sure that the options that are offered in this huge plan meet the needs of the most people. Getting from the west side of Seattle to the east side of Seattle by car is very congested and most of these plans respond more specifically north south flow. Regarding financing, there has rarely been a highway project has been able to come in on budget, and there is no reason to diminish the cost of these endeavors for the purposes of good public relations. It may also be necessary to have communities commit to using new commuter services by promising that 50% of their travel endeavors will be committed to using the new transport systems.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	I live just north of Ballard. I feel that pushing the expansion to Ballard out 23 years is too far out. Ballard is rapidly growing and the need for public transportation to get all of the people moving into the area is critical. I want to support the expansion but I know that I'm not alone in saying that it will be hard for me to do with the current timeline that is proposed.
NORTH KING COUNTY	Please get Ballard to Downtown light rail done quicker! And please take it off the street either tunnel or rise, so it doesn't have to sit at lights. It just feels slower going through SODO then when its in the tunnel connecting UW to Cap Hill. I like that speed.
NORTH KING COUNTY	Ballard and new Seattle DT tunnel need to be moved forward and open sooner. The density is there and needs the mass transit.
NORTH KING COUNTY	The Ballard light rail should be sped up to come online in fewer than 22 years. Understood that the projects need to be phased, but the ballard/fremont areas seem to be rapidly growing, along with West Seattle, and the ST3 plan should be revised to reflect this.
NORTH KING COUNTY	Light rail from Ballard to downtown should be completed much sooner than 22 years from now---that's far too long in the future.
NORTH KING COUNTY	Light rail into west Seattle should go down Fauntleroy to the west Seattle junction and not up 35th avenue with sharp turn down Alaska street
NORTH KING COUNTY	So far BRT has been a waste of taxpayer money - all the lines are referred to as "Un-Rapid" lines by those of us stuck using them. We want the old Metro routes back. The only way to make them work is to remove the cars along the routes and that is unreasonable and completely unrealistic. It has created more congestion than it alleviated.
NORTH KING COUNTY	The station at 130th should be a priority of ST3, not provisional.
NORTH KING COUNTY	Southwest Seattle is missing in this plan. This includes the southwest Seattle area near the areas of Highland Park, Westwood Village, South Seattle College and also White Center south all the way to 128th Ave S in Burien. This LARGE very populated geographic area supports a very large, diverse working class community. We have thousands of residents that are not being supported at all by this plan, but we will be paying for it. We will also be very likely to use it for commuting, rather than more affluent neighborhoods. Many of the residents are lower income, or on fixed incomes, are senior citizens, young families. The West Seattle development stops near the West Seattle Junction and the plan doesn't pickup again until Burien Transit Center - that is 8 plus miles!!! It is also unacceptable that it will take 17 years for West Seattle/Junction area to get service. West Seattle is in the City of Seattle, with thousands of residents - many commuting to downtown Seattle, these residents would benefit from light rail sooner! We currently one major roadway out - the West Seattle Bridge. We need more access, we need light-rail service sooner, please. That all said, thanks for the great job so far! I know it is a TON of work and a lot of catching up to do! Thanks!
NORTH KING COUNTY	Re order priority for light rail stations to the North end stations. Consider Ballard to University District light rail.
NORTH KING COUNTY	25 cents per thousand is too much. Ballard and West Seattle should be considered first to ease congestion.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	Light-rail to Ballard should be at minimum grade separated along 15th with a bridge tall enough to avoid most commercial boat traffic. Even better, include a tunnel under Salmon Bay if we can find the money. Pay for these improvements by acknowledging that the new downtown transit tunnel is a regional asset and should be funded as such when it comes to sub-area equity. Speed up the timetable by limiting alternatives considered in the EIS, build 24/7 if you have to, and hold Seattle's feet to the fire (don't worry, I will too) to get permitting done in a reasonable timeframe.
NORTH KING COUNTY	Ballard is the highest priority service neighborhood.
NORTH KING COUNTY	I think the UW to Ballard link should be done before the Downtown Seattle to Ballard tunnel extension. The downtown to ballard portion is hindered by a lot of infrastructure needed (tunnels and bridge improvements) and Ballard needs light rail access a lot sooner than those infrastructure challenges allow.
NORTH KING COUNTY	Ballard and west seattle must happen NOW, not 25 years from now.  Ballard must be grade separated, and not impact car capacity on 15th.  Ballard must cross ship canal with at least 75 foot minimum height clearance, or tunnel Under the canal.  Spend the money NOW and get the system working in less than a decade, not a quarter f'ing century!
NORTH KING COUNTY	The ST3 plan should be modified so the priory is given to the inter city neighborhoods which are growing rapidly with several high rise condo and apartment building coming on (namely West Seattle and Ballard). These are short lines that could be completed relatively quickly compared to longer lines outside of the city of Seattle. Having access to the system by rail from these neighborhoods would alleviate congestion on the freeways keeping in mind that most people in these neighborhoods are working in places other than downtown.
NORTH KING COUNTY	22 years it too long to wait for the ballard to downtown line to be built. We have a huge amount of commuters that would use the line every day (114,000 to 144,000 estimated). There needs to be a modification to speed this lines construction up.
NORTH KING COUNTY	Money to increase Bus service should only be used as *temporary* measure while more light rail and/or dedicated ( non road)transit options are implemented. Especially in the Renton/I-405 corridor!! Our household would go from no transit to primarily transit users if this were the case!
NORTH KING COUNTY	I fully support light rail across the Puget Sound, however, the rate at which these projects are planned to be completed is asinine. Light rail to Ballard in 22 years? Bus rapid transit takes 8 years? The timing of these projects, that is what needs to be modified. Our region needs improved mass transit services much faster than this 25 year plan.
NORTH KING COUNTY	I support an elevated rail to Ballard with a tunnel under the canal. A draw bridge is the antithesis of rapid transit.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	Please raise the Ballard light rail project's priority level. The already booming population as well as the increasing residential density, requires action sooner than 22 years out. Can you imagine how impossible 15th Ave NW and Fremont Way will become after another 22 years of growth at the rate we've seen without light rail?!
NORTH KING COUNTY	Need for rail In Ballard and West Seattle is high. Should be targeted for completion in less than 20 years
NORTH KING COUNTY	Rail line to Everett needs to be completed sooner, and Ballard to the East side should be included in the plan. Also accelerating the rate of construction would be better, and a more simplified route in Everett (Snohomish County has proposed a different route that would work).
NORTH KING COUNTY	Ballard and west seattle light rail need to be completed soonest.
NORTH KING COUNTY	No surface light rail to Ballard and use NW Seattle coalition plan ASAP compleation
NORTH KING COUNTY	Bus rapid transit should be used in lieu of light rail in many of the route extensions or new routes. Can be completely grade separated in choke point areas and allows for some routes to continue beyond the "end of the line" or to have during "rush hours" routes of varying distance. Rail lines further out simply encourage sprawl and cost too much. Parking at major rail and BRT stops is very important. Timing BRT to feed (and pick up from) light rail is key as well. The BRT connection Woodinville to the 145th Station is a great idea (with some parking along the way)!!
NORTH KING COUNTY	Ballard and West Seattle should be prioritized over far flung suburbs. Fix the mess in the city first.
NORTH KING COUNTY	22 years to build the Ballard rail is ridiculously long; in that time, there should be rail to Crown Hill, Broadview, and Edmonds! In addition, the Ballard route should neither run ON congested 15th Avenue nor kowtow to So. Lake Union developer interests.  The rail extension north from Northgate already has too many stations, and should move over to the Hwy 99 alignment a.s.a.feasible. In particular, adding another station on I-5 (e.g., 130th) will inevitably slow travel and be redundant.  The sources of funding are haplessly unfair: neither a sales tax nor adding to residential property taxes is progressive or just. There are better alternatives available now, and Sound Transit should be fighting the Legislature for an income tax realization.
NORTH KING COUNTY	Selfishly - I would like to see the Ballard extension completed sooner rather than later. I live up north and work on Capitol Hill, and the commute seems unnecessarily arduous.
NORTH KING COUNTY	Any rail should be either elevated or underground. No more super slow surface rail! Use a bus, it's way more cost effective.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	Focus on link stations in Seattle. Focus on Connecting Seattle to Tacoma, Bellevue, Everett. Let's become world Class. The metro region needs to grow up!
NORTH KING COUNTY	West seattle and Ballard are the 2 most important light rail extensions and their completion dates need to be moved up considerably. I will not support a plan that shows them complete in 17 and 22yrs..they both need to happen in next 10 yrs
NORTH KING COUNTY	BRT MUST be completely separated from automobile traffic. Otherwise, don't bother. It does no good to have buses stuck in traffic. The whole point of transit is to separate people from cars.
NORTH KING COUNTY	Most light rail should be underground or in a dedicated road bed. Not to replace current road with rail.
NORTH KING COUNTY	It is my belief that the inter Seattle projects should be a higher priority with outskirt parking areas to help with traffic problems in the city. Then once the city of Seattle is better set up then bring in the outer limits projects once the city is able to handle in increase in people.
NORTH KING COUNTY	I am shocked that Fremont I'd not considered in any of these plans. It's ridiculous that an important neighborhood is not considered in the least.
NORTH KING COUNTY	<p>It's ridiculous to claim that 130th Street station can't be built until after trains are running to Lynnwood. If Denver can get stations added without jeopardizing their federal funds, surely we can, too! It's been in all the documents that the feds approved, so it's no surprise to them. 130th Street Station should be operational in 2023 with the rest of that line, no excuses.</p> <p>In the documentation, Boeing Access Road station is shown as being part of "North King subarea" when it clearly is in the "South King subarea". Make sure that you're not taking Seattle's money to give to Tukwila.</p> <p>If a rail line is built to Issaquah, it must join East Link at South Bellevue. It's entirely possible to build right along I-90 through the 405 interchange. Use a little imagination. If it connects farther north, who do you think will use it? It will be much worse than the current bus routes. Issaquah residents will have to use their cars to get to Seattle in a timely manner. Is that really what we want??</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	<p>For the Ballard to downtown Light Rail Project there should be 1 additional stop north of Market Street. The Ballard Urban Village extends to Northwest 65th Street. There currently is about a billion dollars of new residential construction in this area. It's too far to expect residents to walk to Market Street from the North End of the Ballard Urban Village. As part of the increased residential zoning that created the Urban Village, Ballard was promised increased Transit service.</p> <p>Waiting 22 years is too long a time before this area is serviced by light rail. The Transit extensions to the suburbs I fear will only increase urban sprawl as people now can move farther out into the open areas and still maintain their current commute time.</p> <p>Sound Transit needs to reward those people who move into the urban core. It's now faster to commute from Shoreline to downtown than it is from Ballard. That didn't seem right.</p>
NORTH KING COUNTY	<p>In light of the results of the priorities of previous surveys, the completion date of West Seattle light rail needs to be much sooner than 2033. We live within city limits, and it is completely unfair that the date of completion is the same as linking Seattle and Tacoma by light rail. I want to be able to enjoy light rail linking West Seattle and downtown before the last 7 years before retirement if at all possible. All the same, thanks for all you do and the overall plan is encouraging.</p>
NORTH KING COUNTY	<p>No new downtown seattle transit tunnel. Have elevated ballard line terminate at westlake (new main base in interbay).</p>
NORTH KING COUNTY	<p>The focus needs to be light rail. Streamlining buses would be nice, but the expansion of the light rail system would serve the city and suburbs more.</p>
NORTH KING COUNTY	<p>More covered/protected bike parking and bike access to light rail. Less money spent on car parking.</p>
NORTH KING COUNTY	<p>The schedule for light rail to West Seattle should be accelerated. With only one main access point to the community (West Seattle Bridge), we need another option that does not depend on streets, in the manner Rapid Ride does.</p>
NORTH KING COUNTY	<p>West Seattle and Ballard lines should come on line sooner.</p>

<p>NORTH KING COUNTY</p>	<p>OUR POOR NEIGHBORHOODS IN SOUTH SEATTLE are the ones in most urgent in need for light rail and bus service from the secondary streets to the arterial.</p> <p>Recently we lived through Trayvon Martin’s killing in Florida, Michael Brown’s death by a police officer in Ferguson, Freddie Gray in Baltimore, and many others. We have Black Lives Matter, a Movement that points to our poor neighborhoods as focus of segregation, continuous poverty and the failure of integration. In Europe; hoping we will not get there, the poor segregated neighborhood of Molenbeek has been consistently generating terrific terrorist’s attacks in and around Paris and Brussels.</p> <p>Planning Policies and Strategies</p> <p>In the U.S. these tragedies, born from mostly poor urban neighborhoods are the result of late 19th and 20th century sub-urban automobile planning, that came with segregated zoning, culminating in dysfunctional planning architecture and design that increases economic stagnation income inequality, crime, homeless, and displacement, while promoting ever increasing areas of sub-urban sprawl and congestion outside city limits.</p> <p>Many believe the reason for these tragedies to be the policing, lack of jobs, bad schools lack of housing etc. However these are consequences of the dysfunctional planning we planners; learned in planning school.</p> <p>It’s time to acknowledge isolation and segregation are not working and change to a more equitable functional physical planning and quality architecture. For these are no less then human rights, a social and moral issue.</p> <p>Sound Transit \$50B light rail build out must be considered a structural element for planning a 21st century progressive and profitable future for our culturally rich however poor neighborhoods of South Seattle.</p> <p>Sites with regional node potential, such as close and around the Othello Light Rail Station, (not every corner or crossroad) need be envisioned plotted and protected, for future 21st century walkable malls with structured underground paid parking, that will become destinations for all incomes within an integrated transportation system, will help connect all districts.</p> <p>Regrettably the new \$50B transit plan does not mention the South Seattle neighborhoods: Georgetown, South Park, Roxhill, Delridge, West Seattle, and Rainier Valley, Hillman City, down to Seward Park. They can all be accessed by the East West arterial from S. Othello street, coming from the existing North-South light rail at the Othello Light rail Station in the heart of South Seattle.</p> <p>We wonder, could the ending stations be called Jimmy Hendrix to the West and Quincy Jones to the East? Or are they destined to live in isolation with a lesser transportation system, busses, old automobiles and bikes?</p> <p>It is paramount to acknowledge our ignorance of the needs of our society’s popular, creative and bohemian culture. Currently our</p>
<p>NORTH KING COUNTY</p>	<p>Project completion time will be insufficient for seattle's rate of population growth.</p>
<p>NORTH KING COUNTY</p>	<p>West Seattle light rail should be moved up. It should happen fast!</p>
<p>NORTH KING COUNTY</p>	<p>Prioritize Ballard! Growth is skyrocketing and transit is not keeping up. There is no highway to Ballard like the east side. BALLARD LIGHT RAIL FIRST!</p>
<p>NORTH KING COUNTY</p>	<p>connections to West Seattle and Ballard should be prioritized.</p>
<p>NORTH KING COUNTY</p>	<p>Pierce county and Seattle should be connected first.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	The elevated crossing for the Ballard light rail line with a surface station at 15th and Market is just stupid. Why not build a higher bridge - maybe partner with Seattle and rebuild the current Ballard bridge higher so that bridge openings don't delay transit and light rail. Also, the best spot for light rail is probably a few blocks west of 15th at say 20th NW where two other proposed RapidRide corridors come together and closer to the heart of Ballard.
NORTH KING COUNTY	Too long and too much money. We are still paying for ST2. I think the plan needs to be scaled down and a way to expedite the higher priorities should be the focus.
NORTH KING COUNTY	Shorten time frame. We need all this now! We need more stations in the city and faster trains/subways!
NORTH KING COUNTY	I'm very supportive of the Ballard (with the modification of a tunnel instead of a bridge over the locks) and West Seattle light rail projects, which have the worst transit times to downtown (given proximity). However, I do not support the amount of time for completion. This transit solution should have been done two decades ago. I'm willing to pay more in property taxes, etc (even though there are caps on increasing these taxes currently). The city needs to figure out how to get more money upfront for capital costs associated with the construction, before proposing such a poorly thought out plan. If this first plan fails, we will only be given a less optimal and cheaper second proposal. Let's do it right the first time!
NORTH KING COUNTY	West Seattle and Ballard light rail should happen much sooner than planned.
NORTH KING COUNTY	Ballard is the fastest growing community in Seattle, with so many multi-unit buildings going up with insufficient parking. Occupants need rapid transit now, not in 18-22 years, to make Ballard livable. If light rail is 18 years away, the city must stop allowing multi-unit buildings that have less parking than there are residential units, and we must fix the traffic bottlenecks on 15th Ave toward downtown.
NORTH KING COUNTY	The Ballard light rail should be moved up in the timeline. 22 years is way too long. The neighborhood is so densely populated already and growing every day.
NORTH KING COUNTY	The Ballard and West Seattle extensions should be prioritized. The city needs to be connected via Light Rail as soon as possible to ease congestion. A 17 - 22 year plan to incorporate West Seattle and Ballard is far too long. They need to be incorporated by 2020. Yes that's aggressive, but the city is growing too fast to postpone local light rail needs.
NORTH KING COUNTY	Add West Seattle to Burien leg down California/35th/Delridge corridor.
NORTH KING COUNTY	Ballard and West Seattle should be prioritized. Twenty two years is a ridiculous amount of time to wait, especially with all the new condos going up in Ballard and West Seattle. We need improvements much sooner. Thank you.
NORTH KING COUNTY	speed up delivery times of a few projects vs. distributing across many.
NORTH KING COUNTY	The urban routes should be prioritized over the suburban routes.
NORTH KING COUNTY	Salmon Bay crossing should be via a tunnel and not be subject to delays due to boat crossings. Also not be at-grade through Interbay. I also support modifying the Everett Link line so that it skips Paine Field initially and going straight to Everett
NORTH KING COUNTY	West Seattle is growing far too rapidly to wait 22 years for light rail. At that rate we won't have light rail until after my unborn baby graduates from high school and that is ridiculous.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	Indtead of doing a 2nd North/South route from West Seattle to Ballard, any new routes should be east/west located to tie in with the exiting station. An East/West from Magnolia & Queen Ann should go East to Madison Park. A second east/west link should go from Shilshoe east to Laurelhurst. East/West lines at West Seattle to Lake Washington, ditto at 65th, Northgate, 130th, 145th, etc. Now that the North/South line is built, future lines should focus on crossing it with transfer points. Same with most bus lines! Simplify!
NORTH KING COUNTY	The number of P&R's is way too high for too high of a cost. The investment in BRT's rather than a true light rail system is unfortunate. It's a waste of money as a temporary bandaid. The Paine Field alignment is not as good as a direct alignment with the opportunity for expansion.
NORTH KING COUNTY	Although I strongly support ST3, I would really like to see the Ballard/Downtown connection made grade-separated. It would be unacceptable to have mass-transit snarled because of a traffic incident on 15th Ave NW, which is something that happens frequently (yesterday: <a href="http://spdblotter.seattle.gov/2016/04/25/injury-collision-investigation-at-15th-avenue-westwest-armory-way/">http://spdblotter.seattle.gov/2016/04/25/injury-collision-investigation-at-15th-avenue-westwest-armory-way/</a> ). Transit needs to offer improved value over driving, and grade separation is one way to attain that. Especially since the timeline is so far in the future, we should make the Ballard/Downtown connection as strong as possible and not compromise.
NORTH KING COUNTY	It's nuts that the Ballard extension isn't one of the first things to do in this plan. I understand the long term vision for the suburban extensions but a line to Ballard will *instantly* have huge ridership and do a lot to ease traffic. Change the priorities.
NORTH KING COUNTY	the city of seattle needs first priority. west seattle has one way in and out. west seattle should be 1st priority. other seattle lines should be next. at that point work outwads.
NORTH KING COUNTY	West Seattle: just going to the junction is VERY IMPORTANT, but would serve far more people if extended down to Roxbury to serve south West Seattle. Connecting to the link at the airport would make the most sense, right away. Support the density that has been happening. We were overlooked when the monorail went down after FIVE votes. Don't make the same mistake now. Make West Seattle a sooner priority, and extend the line through the rest of West Seattle.
NORTH KING COUNTY	It makes not sense to build LRT to Issaquah which doesn't connect in South Bellevue. The current alignment would make it impossible to use LRT to get from Issaquah and Eastgate to the center of the region.  Also, the diversion to Paine Field requires large amounts of money and make LRT slower in Snohomish County. ST should build a direct link to Everett, and connect to Paine Field with a spur or a BRT alignment.
NORTH KING COUNTY	Replace with Everett Paine Field alignment with a direct Everett rail alignment with a junction for later rail expansion to Paine Field. For Ballard to Downtown, route must by fully grade-separated along Interbay to make for a fast reliable trip.
NORTH KING COUNTY	Direct routing along SR99 between Everett and Seattle, bypassing the Paine Field industrial area. Build a BRT system in place of the previous rail plan.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	Prioritize light rail to Ballard and west seattle
NORTH KING COUNTY	The fact that it will take 17 years to get to west Seattle. It's almost \$7000 for my family - with nothing to show for it for 17 years. That's ridiculous. West Seattle is basically isolated. I'm tired of paying for transportation that benefits everyone else. I cannot support this plan. How about 5 years? Or don't charge me until 5 years out.
NORTH KING COUNTY	The projects should be timed to support and increase urban density; include green spaces and commercial spaces in and around new/improved hubs to support community development and reduce travel requirements; prioritize projects that have the greatest effect of reducing traffic congestion.
NORTH KING COUNTY	Light rail to West Seattle it desperately needed sooner than 17 years. Other neighborhoods have better transit options that West Seattle, particularly because it is largely cut off from the rest of the city and the main entry/exit point is the bridge, which is only three lanes at the widest (one of which turns into HW 99, and one of which gets bogged down with the only entrance point to I5 north).  With the ever growing population in West Seattle due to the addition of multiple condos, row houses, and high-rise apartments, more and more people are migrating here and the bridge is becoming increasingly worse. In the four years I have lived here, my commute time has increased approximately 15-20 minutes (depending on the day), and if there is even one accident or stall on the bridge, everyone is late to work.  We need light rail to come to West Seattle!
NORTH KING COUNTY	As a Belltown resident, I am extremely disappointed that the currently proposed Downtown -> Ballard LRT line makes an unnecessary diversion through SLU and in the process completely misses Belltown. I would suggest routing the line through the more direct and likely cheaper Belltown alignment (as studied in the "Ballard Transit Expansion Study" released in June 2014) and adding a short one or two stop spur to reach SLU.  ST3 should then include funding to study and make "shovel-ready" a new LRT "8 Subway" line (Downtown -> Belltown -> SLU -> Capitol Hill -> Central District) as depicted by Seattle Subway. This would extend the SLU spur line through capitol hill and onto the central district.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	The worst traffic choke points are between West Seattle and downtown Seattle and between Everett and downtown Seattle. These routes are ALWAYS a problem. Thus, it is ABSOLUTELY ridiculous to have these projects be among the last to be completed. These timelines demonstrate the same stupidity that brought us a tunnel without the ability to access downtown which will make traffic coming from the south and West Seattle even more of a hideous nightmare. I am willing to pay more to support transit, BUT ONLY if those choices make sense. And these timelines for the various routes make no sense whatsoever. SDOT and WADOT are destroying Seattle and this region and they continue to offer NOTHING useful at all and only more horrific plans. I am a business owner who is going to move her business out of Seattle because I cannot get to my office downtown and my clients find it a nightmare to try to get to see me. This just guarantees that I will be leaving and in spite of the current building boom, Seattle will collapse under the weight of its traffic and your inability to do anything even remotely reasonable or rational.
NORTH KING COUNTY	West Seattle light rail needs the timeline moved up to ease congestion on the bridge and throughout Seattle.
NORTH KING COUNTY	Besides addressing ST express buses, additional bus service within neighborhoods to get people to the light rail stations needs to be addressed. This has become abundantly clear after the problems getting to the UW light rail stadium station following changes to Metro bus service. Expanding light rail is great but not if people can't get to the light rail stations as none of the light rail stations within Seattle (UW stadium, Roosevelt, etc) have parking lots.
NORTH KING COUNTY	Tunnel To Ballard... no bridge. West Is Best... stay off 15th. Build a Ballard to UW Line, with a stop at 8th & Market (West Woodland Neighborhood). Thank you!
NORTH KING COUNTY	Increase timeline. 25 years for some stations is too long to wait.
NORTH KING COUNTY	Ballard should be moved up the timeline to completion asap!
NORTH KING COUNTY	I know that a lot of thought and energy has gone into the current plan. That said, I'm disappointed to see the lack of access to the South Park and White Center neighborhoods represented in this. These are growing, diverse, low-income neighborhoods that rely on transit. I hope that this is resolved in future plans.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

<p>NORTH KING COUNTY</p>	<p>Some points:</p> <p>Light rail should always run off grade, preferably underground. A bit more expensive but worth the investment.</p> <p>A short underground light rail line should run from Ballard to the University. Stops at downtown Ballard, 46th and Phinney, 45th and Wallingford, etc. I don't live in this area but this would be a most useful line.</p> <p>Future light rail lines operating in West Seattle should run underground. Don't make the same mistake made in South Seattle by running the trains at grade on surface streets.</p> <p>The time table need to be speeded up and all projects for ST3 should completed within 15 years. 25 years from now we should be well on our way with ST4</p> <p>Looking past ST3 to ST4:</p> <p>The at grade on street level light rail portion south of Beacon Hill should be cut and covered. Moving that portion underground.</p>
<p>NORTH KING COUNTY</p>	<p>Buses to and from the poorest and most populous parts of West Seattle to other areas of the city are more and more packed. Meanwhile, the density in the city just keeps going up. I understand that Sound Transit's charter should be to serve all of Puget Sound, and agree that the failures to provide effective mass transit should fall squarely on the shoulders of the City of Seattle and King County. However, the spillover effect of hiring at Amazon, Facebook, and Google means that these workers are being pushed to the outskirts of the city. In short, you have a demographic that cares a lot about the environment, values mass transit, has money to burn, and lives in Ballard and West Seattle. I acknowledge that you have West Seattle and Ballard light rail stops in the longer-term plan, but 17 years is simply too far away. I'd put these in the 8-year timeframe, if not sooner. Trust me when I say that, if you build them, you'll get your money's worth. The sooner Sound Transit gets that money, the better for Sound Transit.</p> <p>I also strongly believe that light rail access from 35th Ave SW is as important as Delridge -- maybe that's the plan for the Avalon stop, but it's not clear from the map.</p>
<p>NORTH KING COUNTY</p>	<p>Speed up the timetable for everything, particularly projects around the downtown core. Construction schedules of 17 years to West Seattle and 22 years to Ballard should be an embarrassment to Sound Transit. I cannot emphasize this enough</p>
<p>NORTH KING COUNTY</p>	<p>Seattle to Everett should be the top priority at this point.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	Light rail should be prioritized within the city of Seattle (e.g., the Ballard and West Seattle lines) over buses, as the existing buses are overcrowded and slow. Accelerate the short-distance light rail projects and allow buses to deal with the outer-city transit.
NORTH KING COUNTY	Please consider above ground transit options. Look at the bus rapid transit system, TransMilenio, in Bogotá Colombia for inspiration. Portland and Chicago have different ways of handling trains above ground that are very successful as well.
NORTH KING COUNTY	1) Planning for a second extension from the Junction to Burien, formerly referred to as option C-13, must include funding for a complete Environmental Impact Statement (EIS) and record of decision, which would shave up to six years off future construction of this line at minimal cost. 2) The Junction to Burien and Ballard/UW lines must be designated "provisional projects." 3) Reach West Seattle as fast as possible.  Thank you.
NORTH KING COUNTY	1) ALL Link services must be built grade separated for performance and reliability - particularly important in the Ballard corridor  2) Deliver 130th Street station as part of ST2 as promised or at a minimum as an immediate front end ST3 project  3) Bypass Paine Field and speed Link construction to Everett - BRT can support multiple geographically spread stops in the Everett industrial area much better than light rail  4) Reclassify the Ballard-UW and West Seattle south Link expansions as Provisional Projects and fully fund the preliminary studies so tha they can be delivered quickly if additional funding becomes available or immediately in a future levy.  5) Consider a modification of the ST rules to allow a slightly higher debt load to accelerate cash availability and project timelines
NORTH KING COUNTY	130th street station should be fully funded in ST3, this will alleviate congestion st 145th street, and better service both lake city, Haller Lake and Bitter lake communities.
NORTH KING COUNTY	I don't think the line to everett should go to paine field. Getting from the station to work will be a hurdle that a lot of people won't care to deal with. Might as well make it cost less and finish sooner so you don't lose the everett vote.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	<p>The 130th Street Station should absolutely be included in this plan. Not only does it not cost that much more to add it in, but it would make a huge difference in the ability to navigate North Seattle and North King County. The community has been advocating for this for quite some time and for it to not be included, especially after we were told it would be is kind of a slap in the face. Adding this station would continue to move the conversation on growth in our area further and would add a whole new urban village to our neck on the woods. It's a necessity and I don't think that I can vote for an ST3 plan that does not include a station at 130th.</p>
NORTH KING COUNTY	<p>I have to say, the timeline makes this proposal very unappealing to me. I am a big supporter of transit, but I live in Seattle. With the current timeline, I think Seattle could build a better system (i.e. include Ballard to UW) faster than ST3. We must prioritize a strong GRADE SEPARATED urban core within 15 years. To make this proposal better I want to see the following changes:</p> <ol style="list-style-type: none"> <li>1. The Ballard to downtown must be grade separated. Traffic is currently terrible, and it will only get worst in 25 years. We need to plan a system that is able to move people quickly and efficiently. Grade separation must include crossing the Ship Canal.</li> <li>2. The second Downtown tunnel is a regional asset. It will be used for the entire system, so it should be funded as such. This funding should be used to accelerate the timeline.</li> <li>3. With this new funding, we must accelerate the timeline for the Ballard line. We need to study fewer options (only grade separated solutions)</li> <li>4. Provide complete funding of an Environmental Impact Statement (EIS) for the extensions from Ballard to UW and from West Seattle to Burien, and add both lines as "provisional projects" if additional funding becomes available.</li> <li>5. Fund 130th Street station and build it before North Link is online. This will save funding and provide a vital stop for the system.</li> <li>6. Bypass Payne field and go directly to Everett via I5. I worked at Boeing in Everett, and having light rail go to Paine Field is a waste because of last mile transportation problems. We will need buses regardless of the station, so lets provide the fastest transportation to Everett and then have rapid ride buses for Paine Field.</li> </ol> <p>I would vote against the current draft plan and advocate that Seattle build the system alone. I hope that the final plan proposes something Seattle voters can rally behind so we can build the regional system we desperately need.</p>
NORTH KING COUNTY	<p>Would like to see West Seattle light rail sooner as commutes will be impacted by the viaduct being removed.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	I'd rather spend the \$ necessary to go rail all around as opposed to rapid buses. My guess is better transit experience, higher usage, more support.
NORTH KING COUNTY	Graham Street infill station must be completed during the first phase of ST3 projects.
NORTH KING COUNTY	Faster
NORTH KING COUNTY	Please concentrate on light rail. Buses have a much shorter lead time and can be added anytime. Also, ALL rail MUST be tunneled or elevated from now on. Trains having to deal with intersections is ridiculous and slow. The train from downtown to the airport takes much longer than it should and creates danger for pedestrians/drivers. The cost savings are not worth it in the long run.
NORTH KING COUNTY	Given the numbers of residents living in the Ballard and West Seattle areas, it's ridiculous that these regions won't get light rail for an additional 22 years.
NORTH KING COUNTY	Please don't wait so many years for Ballard expansion. I would be willing to support funding needed if it would expand sooner than 22 years.
NORTH KING COUNTY	Light rail MUST be completely grade separated otherwise it's not worth the price premium over BRT. I want a transit system designed by transit experts not politicians. Please strongly consider all suggestions from Sound Transit Blog and Seattle Subway. All plans should be designed to account for ease of implementing possible future expansions.
NORTH KING COUNTY	The core should take priority. We need solid central light rail transport to which we can extend bus feeders. Suggest reverse timeline starting light rail with Ballard and West Seattle with extensive bus improvement north to Everett south to federal way
NORTH KING COUNTY	The order of the efforts seems a bit skewed. West Seattle and Ballard today have MASSIVE growth and traffic problems -- you want to wait 17-22 years to address this? I think those need to be accelerated, at least. The whole plan could be done in 10-15 years with appropriate political will. If you had this plan in place today, you would have significant and growing use of light rail.
NORTH KING COUNTY	Ballard station timetable should be moved up. Need it now.
NORTH KING COUNTY	Given the region is basically trying to start a multi-modal transportation system from scratch, I don't quite understand the priorities. Why does light rail extend beyond Seattle city limits? It seems for longer commutes to various suburbs, commuter rail and BRT are better, cheaper options. The idea of someone taking light rail from downtown Tacoma or Everett or Redmond to downtown Seattle is ridiculous. Those commuters would be better off with heavy rail or BRT that should be quicker and more efficient for them. Metro buses, and other bus systems, could then be used to connect the various light, commuter rail and BRT stations with areas that are not easily served via those transit options. The current ST3 plan just seems like a mish mash of expensive, incoherent options. I can't support that at the price requested.
NORTH KING COUNTY	move the light rail project from West Seattle and Ballard to a faster online pace

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	Seattle is extremely congested during rush hour, with many single drivers that live within the city limits. Neighborhoods need to be connected with reliable transit that is free from traffic congestion. This will give incentive to take public transportation and in effect bring traffic congestion down, not to mention the environmental benefits.
NORTH KING COUNTY	Consider other major US and international cities that have highly functional transit plans (Berlin, New York, Paris) Please start with the city core, so people are using transit to go to work, the grocery store, etc instead of driving a mile. If we have fewer cars (because of viable public transit options) in our densest population areas we could go very far in alleviate congestion.
NORTH KING COUNTY	Changing the priority list. Speed up light rail from Everett to DuPont to help ease congestion on I-5 before doing a lot of the south King county improvements like Renton or Federal Way.
NORTH KING COUNTY	If we're going to wait so long, I would rather pay more and get the 'perfect' route. Don't subject a Downtown-Ballard line to a drawbridge. Keep the line separate from all traffic, all the time--that includes boats. Consider the Ballard-UW spur.
NORTH KING COUNTY	The whole thing should speed up! And we should get Ballard to UW sooner. Thanks!
NORTH KING COUNTY	We need light rail to Ballard and West Seattle immediately. I would pay much more to see this happen. Considering most current commuter options are \$100 or more (parking garage, orca card) \$17 is nothing and we could easily do more if it meant we could ride the Light Rail instead of just our great-grandchildren.
NORTH KING COUNTY	Ballard faster.
NORTH KING COUNTY	Light rail to Ballard and West Seattle should be completed much sooner - like by 2020!!!!
NORTH KING COUNTY	The Link station at 130th needs to be moved from provisional to planned status and ST Express buses should connect Aurora to that station. 130th is a critical east-west thoroughfare and its importance will increase with the completion of the new Seattle Police Dept North Precinct at 130th & Aurora. The growing urban village in Lake City also requires access to light rail at 130th. The center of that urban village is 125th/130th, not 145th and bus transit south on Lake City Way won't be able to keep up with population growth in that area. A station at 130th with good connectors from Aurora and Lake City would have a huge benefit to people with mobility challenges who lack adequate east-west and then downtown service now. As a result, they rely more on the much more expensive to operate Access van services. There will be growing populations of people with disabilities living around the 125th & Lake City center and the 130th & Aurora center because of the availability of other needed services that are not found along 145th. Transit needs to keep up with that population growth and a 130th light rail station would help immensely.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

<p>NORTH KING COUNTY</p>	<p>For the Ballard light rail, I strongly felt that we need to priorities it higher than any of then any other route as it has the highest demand(rider share) among all other route. Also we should also consider to build one more stop of Ballard station to western 24th street as there are 2 public scenario spots, Golden garden beach and Ballard Lock. These 2 places always has traffic issues and it impact the neighbor hood's environment.</p> <p>On top of that, we should also consider to add a new route from UW (NE) to Ballard (NW) to release the traffic condition as it is always the worst commute neighbor hood within greater Seattle. You have to spend almost 40 to 60 minutes drive from Ballard 24th street to UW.</p>
<p>NORTH KING COUNTY</p>	<p>Light rail that gets stuck in the same traffic as cars and buses is a complete waste of money. What is the advantage of light rail over a bus in this case? Completely separate bikes from cars - more bike lanes like the Burke Gilman trail. Create bike right-of-way paths on certain residential streets. Divide street in half with no parking on one side. create physical barrier to separate cars and bikes.</p>
<p>NORTH KING COUNTY</p>	<p>I'm a long-time resident of Ballard and have watched with horror as we have been inundated with new development WITHOUT concurrent new infrastructure (new development in Ballard is currently 427% of what was predicted for the year 2024). And while Metro has valiantly tried to keep up with new ridership and high transit use, buses are standing room only during commute hours and consistently full throughout the day.</p> <p>We deserve to have rail service sooner than the year 2038. In fact, in meetings over the last 2 years, Sound Transit promised to prioritize Ballard in its plans. Furthermore, it is clear that the Elliott/15th Ave corridor is already near or over capacity. So why on earth would you run an elevated track for rail smack down the middle of 15th? It's difficult to imagine the traffic logjams during the 7–10 years of construction.</p> <p>I strongly support the Northwest Seattle Coalition alternative plans for Ballard light rail: an elevated line WEST of the Elliott/15th corridor, a tunnel under the Ship Canal that continues north under Ballard, and an underground station anywhere but on 15th Ave NW--perhaps on the 20th Ave NW corridor. The additional expense is well worth it and would alleviate the construction mess on 15th that ST3 currently proposes.</p> <p>Ballard has endured the development; we deserve the transit--and we deserve it sooner than the year 2038.</p> <p>Light rail to Ballard MUST be prioritized.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	As the line with the highest projected ridership, it would be ridiculous not to prioritize a new line from downtown to Ballard. I also think that a draw bridge over the ship canal on said line would be a major mistake. A line from Ballard to UW should also be a major priority as there are still very densely populated areas in North Seattle that would greatly benefit from light rail service. Overall, I'm a little unsure as to where ST priorities are coming from. Certainly there's an argument to be made for building out to Redmond before West Seattle, but before Ballard?? I also think that the timeline that's been set is incredibly unambitious. If we're to be realistic, many of these projects could be finished sooner than projected. Rather than set itself up to say certain projects were completed well ahead of schedule, ST should set a timeline that more accurately reflects approximate completion times.
NORTH KING COUNTY	Everett portion completed first. Ballard needs a tunnel, not a 75 foot high bridge...think Earthquakes..do you want to plunge 75 feet, or be in a tunnel and go out an escape route
NORTH KING COUNTY	Since 15th NW is so heavily traveled, why not have the rail come along Leary Way with a station at 24th NW and Market Street? Continue bus service on 15th NW.
NORTH KING COUNTY	Ballard needs light rail in less time. Please keep Urban growth in mind and plan for Ballard to have access to downtown sooner.
NORTH KING COUNTY	West Seattle transit projects should take highest priority to allow a large seattle community to transit more efficiently in and out of the greater Seattle area.
NORTH KING COUNTY	The West Seattle light rail should come before the extension to Federal way. It would be best to deal with the city proper transport issues before the suburbs.
NORTH KING COUNTY	Light rail to Ballard should tunnel under the bay.
NORTH KING COUNTY	West Seattle and Ballard light rail projects should be the top priority and should be done first.
NORTH KING COUNTY	The Ballard line should not be on grade on 15th and should go under the ship canal rather than over by another bridge. The loss of capacity on 15th due to surface line would be too great on what is already a vital north south arterial. The plan to go over the canal an up 15th in Ballard on an elevated line leaves the line too vulnerable to disruption by continued shipping traffic and to earthquakes. The elevated line in Ballard would also hinder the continue growth and quality of life in one of (the?) fastest growing neighborhoods and commercial areas in Seattle.
NORTH KING COUNTY	More trains, less BRT
NORTH KING COUNTY	Cut Tacoma services. Plan us way too long.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	West Seattle has always been gypped in the transit realm. How about some decent transit to/from the airport (since a disproportionate number airline industry employees live here)? What about decent bus service from the Admiral area? It is currently ridiculous. West Seattle to downtown is the last project on the rail docket, and still requires going to downtown (to go south to a major airport) to anywhere. Yet...West Seattle is one of the neighborhoods with the most egregious and wanton over-development in the city right now. Traffic is off the hook and most of the new units are not even filled yet! I the plan wants my support, then help the people in urban areas who live with constant congestion in the urban areas (West Seattle/ Ballard)!
NORTH KING COUNTY	Ballard need light rail today. Not in 22 years!
NORTH KING COUNTY	I strongly support light rail from downtown to Ballard. HOWEVER, THE CURRENT PLAN WILL BE BAD FOR BALLARD TRANSIT- I SUPPORT An Alternative route-A TUNNEL UNDER THE SHIP CANAL AND KEEPING LIGHT RAIL OFF OF 15TH .We cannot afford to lose more of the inadequate transit capacity we have right now.Also the timetable needs to be sped up- transit by 2038 is too long for the rapidly growing area.We have waited long enough!
NORTH KING COUNTY	I believe that priority should go to light rail to Federal Way and West Seattle should be first. More buses causes a bit more traffic than light rail.
NORTH KING COUNTY	I live in Ballard and drive to Boeing Field everyday for work... I know a lot of people who do a similar commute and know that if a mass transit option was available, I would start taking it immediately, especially with my company's commuter benefit. That would get a lot of cars off the road, and out of Seattle to aid in traffic flow while other projects are underway. It makes me sad that I pretty much will be retired by the time the project to get me from Ballard to Boeing Field would be complete.
NORTH KING COUNTY	The time table for light rail is too long.  Light rail should go down Delridge.
NORTH KING COUNTY	there's little logic to creating a plan with such a long timeline with so little to be done as laid out in the draft. more focus needs to be paid on connecting large residential areas to large work and communal centers that, today, are choked by current infrastructure. connecting Ballard and West Seattle to the Central LLR line should be prioritized. removing obvious obstructions, like buses from the downtown tunnel, to actually achieve the "6-8 minute" schedule during weekdays needs to happen. no current stop at Boeing's Seattle plant or Southcenter/Tukwila is an embarrassing oversight. 25 years to complete something that any other region, city or country can complete in 10 is an embarrassing waste of money as costs rise due to inflation and borrowing over time.
NORTH KING COUNTY	Please drop light rail service for Paine Field. Everett, and the rest of the light rail network, would be better served by having what will likely be a lightly used station drop from the northern segment. Instead use BRT to service the Boeing Industrial area with future plans to build a light rail spur if ridership ever pencils out. Issaquah is also low priority, ST3 should be trying everything to get to West Seattle and Ballard ASAP where demand is the greatest.
NORTH KING COUNTY	Ballard light rail and W Seattle light rail should be highest priority.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	<p>-Please build less parking. We have too many cars in the region and downtown as it is, and I don't want these transit investments going into parking.</p> <p>-Please avoid at-grade light rail; it's just not as fast or reliable (or safe) as below-grade or above-grade. This region is so car-reliant, and people need to see transit beating driving (in travel time, as it does in NYC and, for example, from UW to Capitol Hill now) in order to be persuaded and change their habits. A sea change is needed and the trains need to travel as fast as possible in order to help that sea change happen.</p> <p>-West Seattle is very car-dependent and not that dense. Please make sure the ridership will support the light rail line before going forward on that. I want there to be more stations and lines in Seattle proper, and close to downtown, so I'm enthusiastic about this line - but only if it has enough ridership to justify the project.</p>
NORTH KING COUNTY	<p>Parking at stations should be a lower priority and other methods of access, such as walking, biking, and taking transit should receive more emphasis.</p>
NORTH KING COUNTY	<p>The Ballard area has seen enormous growth in population in the past few years and should not have to wait 22 years for light rail. This corridor is one of the highest projected ridership segments per STs own analysis and needs to be built earlier in the st3 plan in order to get voter support for st3. Options that do not require a second downtown tunnel should be evaluated, such as going east from Ballard to either the 65/Roosevelt station or the U district station. From their riders could go north or south. A station in Ballard should be in central Ballard near Market and Leary rather than Market and 15NW. Thanks.</p>
NORTH KING COUNTY	<p>Implement BRT sooner and plan to do it for all segments until light rail comes online. I understand that long timelines are part of the "Seattle process" of trying to make everyone happy and doing very high quality engineering and design work.</p> <p>Please consider the equity impacts of LRT and route bus connections appropriately -- only those who live on expensive parcels within 0.5 miles of a LRT station will benefit from it, so some critics are quick to say LRT is adds to socioeconomic stratification and the further limits the access of poorer people in our urban and urbanizin areas.</p> <p>Encourage TOD in the Rainier Valley and elsewhere ST intends to route LRT. We need high residential and employment density near stations for this megaproject to be worth anyone's tax dollars.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

<p>NORTH KING COUNTY</p>	<p>PLEASE PLEASE PLEASE stop dinking around with the Boeing Field/Tukwila Station. I live right below the light rail, and in order to use it (since there is no parking at the 'Tukwila' station - due to the parking being presold, and no parking at the next 5 stops - I have to either:</p> <ol style="list-style-type: none"> <li>1. Walk 1/2 mile to a bus stop that runs along Tukwila International Boulevard, to get directly to the light rail - but that bus only runs every 1/2 hour, and is notoriously late/early/no-show.</li> <li>2. Take 3 bus transfers to get down Interurban Avenue to Southcenter, to the F-Line to the station.</li> <li>3. Bike 3 miles to the Rainier Beach station and board with my bike/park my bike and walk on.</li> </ol> <p>Please make Boeing Field a priority. 20 years is too late. We are right on the line, and our entire community can't access the best transit in the city. We don't need a full station - just give us a walk on platform like the Rainier/Columbia City stops.</p> <p>We also employ upwards of 100,000 people in Southcenter. Plus Boeing/BECU and a new Industrial Park. The businesses are willing to pitch in a bit to offset the costs so that their employees can get to work easier.</p> <p>We are right here, and due to poor design, we are passed over literally every 6-7 minutes by a train that runs through our neighborhood that is completely out of our reach.</p> <p>Please move us up on the list. [name]</p>
<p>NORTH KING COUNTY</p>	<p>Please focus on transit, pedestrian, and bike access to stations. Shift money from parking to other priority investments.</p>
<p>NORTH KING COUNTY</p>	<p>We need a Belltown station closer than LQA or SLU. Belltown is a residential hot spot and transportation dead zone. It would make the proposal way more attractive to me, both because I'm a resident who would use it (I currently rent my Belltown apartment out and live in another space in Pioneer Square because of the transportation issues) and because I know it would be good for tourism revenue. I would move back into my own apartment if there were a light rail station within 5-7 min walking distance of 1st and Wall, for example.</p>
<p>NORTH KING COUNTY</p>	<p>I generally support the position of Seattle Subway. I believe we need grade-separated rail to Ballard (preferably underground), and serious plans and study of a Ballard to UW line/extension and extensions south from Alaska Junction. The long timeline is unfortunate, but it is more important to build the projects the right way than to build them quickly. If there is ever a choice between quality and speed, I would choose quality. Additionally, I think Seattle voters would be in favor of putting some additional Seattle-generated revenue into Seattle projects if it meant there would be more/better/faster construction in Seattle. But I don't know if such a possibility exists.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	The Ballard light rail line needs to have 100% priority over boats and car traffic. If the final plan commits to this, I would support the plan at any reasonable cost, probably even 2x the current projected.
NORTH KING COUNTY	I want to strongly support the ST3 plan for light rail to Ballard, but 22 years is absolutely ridiculous!
NORTH KING COUNTY	Ballard and Bellevue should be the main priorities since they have the highest congestion of traffic.
NORTH KING COUNTY	(1) The recent Sound Transit expansion to bring light rail to the University of Washington highlights how extremely important it is to have local transit connections that work with these big projects. I find myself essentially unable to use the new expansion due to the increased total time to get where I need to go. When I have ridden the expansion, I've found some interesting unreliabilities: for example, signs in the station will say a train is departing in 3 minutes, but the train arrives and leaves early and another doesn't come for 9 more minutes. (2) While I see a yellow dotted line across north seattle from wedgwood to ballard, there appears to be no expansion there. The east-west travel in this area is much less efficient than north-south travel in the city. This would be an important component to add to the plan.
NORTH KING COUNTY	Recommend soliciting Private investment from those benefitting most but contributing least... (especially those which have politically lobbied for light rail routes the loudest - Vulcan, Microsoft, etc).  Move Ballard and West Seattle (and new transit tunnel) to very top of list, in front of extensions to Everett, Redmond, Tacoma etc. Must accommodate core routes and feeders first and build a better system backbone, and THEN... extend further out. Delaying hardest projects (and worst chokepoints\most bottlenecked or landlocked people) is worst plan. Do NOT be afraid of simultaneous projects (north and south).  ALSO...I consider relook of New down-town tunnel plan. Consider Ballard LTRail line following 1st (Elevated).. service stadiums (Stadium West Station).. continue elevated up Alaska and service Ferry Terminal (Waterfron\Ferry Terminal Station)... continue elevated and turn east in new tunnel near Pike\Pine... turn north sharply under 3rd... where a new subsurface station would connect directly to existing Westlake station (like two elbows, opposite but kitty corner to eachother connected by pedestrian corridor at Mezzanine Level)... continue north (Belltown Station).. (Seattle Center/Lower Queen Ann Station)... then under Queen Anne for a Deep station similar to Beacon Hill's (Queen Anne Station).. then turn back west by south west for a station serving cruise terminal (Innerbay Station)... north at grade or elevated (Dravus Street Station), then tunnel under ship canal to a Ballard Station... continue and pop up and continue on surface (sim to MLK line), for a 65th St Station... A Downtown Hill Station, etc...
NORTH KING COUNTY	light rail from SEATAC airport through West Seattle to downtown should be top priority. Redmond to Seattle via Bellevue should be right up there, too. BRT connecting Ballard to Lake City is also a vital link.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	<p>Skip paine field. If you build a paine field detour into the system from the get go, then every train from Everett to Seattle has to make that same dumb detour every time. It'll be a milk run. Just get straight to everett, and leave a stub in an appropriate place so you can run to paine field later. Honestly, probably the best thing would be to leave things set up so that in the future you could run from Mukilteo/Paine field straight down the 405 corridor to Kirkland and Bellevue, tying into the existing system with an interchange station at Alderwood perhaps, and then again in Bellevue.</p> <p>What I'm saying is don't try to do everything with this first leg. If you try to accomplish all of it with one line, then none of it is going to be particularly great. Get the everett to Seattle line in, and build something people go ga-ga over, and they'll throw money at you for another line down the eastside. I know I will.</p> <p>Oh, and for what it's worth I'd love to see every foot of link, the whole system I mean, underground. I know it costs a fortune up front, but in the long run it pays off. DC did a study about their system as I recall, and they concluded that underground was the way to go. I wish I had that here I'd send a link.</p>
NORTH KING COUNTY	<p>Light rail should not go to Paine Field. Use BRT to service this area with more stations ( a bus network would be required anyway if there was a single light rail stop due to the dispersed destinations in the largely industrial area). The light rail spine should be just that - a fast reliable line to get the most people through the corridor, with branches to get people to their local destinations.</p>
NORTH KING COUNTY	<p>Ballard and West Seattle projects need to be moved up</p>
NORTH KING COUNTY	<p>Deal with Ballard and West Seattle First. Thanks and good work</p>
NORTH KING COUNTY	<p>I strongly urge ST to emphasize that the greatest opportunity for positive economic impact is to have stations accessible by foot and bike or bus, not park and rides. This spurs economic development and community building around stations, providing a direct return on investment in the form of increased tax revenue from those developments. Park and rides are heavy subsidies and is a short term political move to get votes from existing area residents. I realize this is how the sausage is made, but I have faith in the voters as a whole that they realize the main goal of ST3 is to make central Puget sound more livable.</p>
NORTH KING COUNTY	<p>The Graham Street station is a relatively quick project which would substantially increase ridership for a minimal investment. I hope that this can considered an immediate priority.</p>
NORTH KING COUNTY	<p>The Ballard line should be bumped up as the growth and traffic in the area has out paced other areas in the Puget Sound. Also Seattle to West Seattle should also be made a priority. Waiting 25 years is way tooooooo long.</p>
NORTH KING COUNTY	<p>We need Light rail to Ballard much faster and less disruptive.</p>
NORTH KING COUNTY	<p>I don't think a Ballard station is needed.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	Building Seattle transit network builds regional equity because it removes cars from job centers that other regions commute to. It has the greatest ridership benefits and should be prioritized. Additionally, the timeline is unacceptable for Seattle voters. Who wants to pay a tax they would see no benefit from? Seattle transit investment needs to be prioritized and increased and the timeline needs to be halved.
NORTH KING COUNTY	1. Sound Transit is a regional system. It should not duplicate what city buses or trolleys can do. Getting to Everett, Tacoma, Bellevue are priorities, not Ballard, W. Seattle and other in-town areas that can be served as well by conventional transit.  2. Is Boeing still going to be a major employer at Paine Field 25 years from now? Would direct access to Everett Downtown be more logical with a future extension to Boeing if it is still a viable destination?
NORTH KING COUNTY	ballard & west seattle first with less alternative route studies
NORTH KING COUNTY	Rail should be built where ridership is strongest and, generally speaking, density is highest. This plan spends billions upon billions building rail where a network of buses could be much more effective. Spending \$5 billion on light rail to everett, for example, make no sense on a cost per rider basis. Meanwhile, SLU, with 20,000+ new jobs, is left wanting until 2038. This plan is clear evidence that ST need to go back to the drawing board next time and put transit planners in charge instead of politicians.
NORTH KING COUNTY	I really wish that the Ballard to UW line would have been evaluated sooner rather than the Ballard to downtown line (even though the Ballard to downtown line is infinitely better for me personally).  Also, the idea of a non-grade separated line between Ballard and downtown worries me. The light rail in South Seattle gets so bogged down in that. I don't know how much time we'd be saving compared to the RapidRide D (although I'm lucky and can take the 17).
NORTH KING COUNTY	The Ballard line has the highest ridership projections and needs to be completely grade separated. Including where it crosses the ship canal. The Ballard terminus should be built to allow for future North and East expansion.
NORTH KING COUNTY	Timeline for Ballard needs to be shortened and putting tunnel crossing instead of bridge at Salmon Bay. Project should be prioritized based on highest projected ridership. Finally, Ballard to U-District light rail line should be included at least as provisional in the upcoming ballot.
NORTH KING COUNTY	I would highly support moving Ballard to Downtown up by 7 years. Potentially slashing the vehicle traffic off of 15th W, 50th & 45th NE, and a reduction in I-5 arterial would have a massive impact on our current congestion woes.
NORTH KING COUNTY	I strongly oppose prioritizing wealthy suburbs over projects serving Ballard, West Seattle, and Federal Way. Bellevue, Kent, and Redmond are the absolute lowest priorities on my list.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	<p>With Expedia moving into the Interbay area, light rail, or Sounder Rail, service through the area to other neighborhoods desirable to the existing and new commuters in Magnolia, Ballard, Queen Anne, Crown Hill, and north will be very important. I believe the light rail to Ballard should be completed as quickly as possible. Not having this service for 22 years will keep Seattle behind where it should be in terms of transit to major neighborhoods.</p> <p>A potential solution in the interim could be to expand Sounder service, which runs through Interbay and the West side of Ballard. Adding Sounder stops at Dravus, somewhere along Shilshole, and maybe even near the sculpture park would allow residents to have greater access to quick and reliable transit downtown and back.</p> <p>Additionally, the planned expansion of Sounder service should include longer operating hours going both north and south. Aside from having to commute to the South side of downtown town just to catch the train, the main reason I do not ride the Sounder more often is due to lack of return trips from South Sound locations later in the day and on weekends.</p>
NORTH KING COUNTY	<p>I am strongly opposed to the Bus in shoulder option. I see far to many cars already using bus only lanes and feel that bus in shoulder would have drivers turning the shoulder into a general lane. If this option is seriously going to be implemented, you need to install cameras at frequent enough intervals to prevent drivers from driving in those lanes.</p>
NORTH KING COUNTY	<p>With the huge population boom in Ballard due to high density building, and its close proximity to SLU employers, the Ballard Light Rail should be moved up a decade or two and be a top priority. And, instead of being a stub line, it should continue north and connect with Shoreline.</p>
NORTH KING COUNTY	<p>Re-prioritize timing and routes. Ballard and West Seattle light rail highest priority. Willing to pay more for shorter timeline.</p>
NORTH KING COUNTY	<p>We need rail in the city of Seattle first and foremost. 22 years for Ballard? Insanity. Why are all our resources going to connecting the suburbs? Start with the urban core, then move outwards, not the other way around. I am happy to be taxed for public transit. I support transit 100%. But pandering to the outlying areas while ignoring the actually dense areas in the city is ridiculous.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	<p>Light Rail needs to be addressed sooner in the plan. By the time it rolls around, the population and needs will likely exceed carrying capacity. Already, during peak hours, one not infrequently has to wait for a train or two to pass before there is room. Platforms are becoming increasingly congested during peak hours.</p> <p>As we add more support, and people understand that it is a commuting option, people will park in outlying areas to save money and will commute in, adding load.</p> <p>We grow nearly 3% currently per year in population. In the 17 years it will take to get West Seattle, as one example, Seattle's population may be 165% of what it is currently, compounding that growth percentage. The ability to drive given that growth will decrease and the need to commute via alternative means will increase. I anticipate that the existing routes will become increasingly frustrating without expansion, and that the need for new routes will eclipse our ability to provide them in time, given current plans.</p>
NORTH KING COUNTY	<p>Downtown to Ballard Line needs to be a priority.... 22 years is way too long. Concentrate on the Seattle core before moving outwards.</p>
NORTH KING COUNTY	<p>Light rail is too costly and moves too few people and is too inflexible to be considered in the Puget Sound area. It simply is a poor use of taxes. Focus on expanding buses and also providing turnouts for the bus stops so they don't impede traffic when loading/unloading.</p>
NORTH KING COUNTY	<p>Build the West Seattle line sooner!</p> <p>The Delridge, Highland Park and White Center communities are diverse and fairly low-income (for Seattle), yet we are always looked over when it comes to transit. Please think about these communities when you're planning light rail.</p> <p>Thanks for all you do, [name]</p>
NORTH KING COUNTY	<p>Why can't we run light rail from the University district across Wallingford into Ballard instead of a whole new train? Wallingford could use light rail too. Run it from the Ballard locks, down market to 45th in Wallingford to the University district station.</p>
NORTH KING COUNTY	<p>Projects within Seattle (Ballard and West Seattle) or connecting to Seattle (Seattle to Bellevue) should be given higher priority.</p>
NORTH KING COUNTY	<p>I find it crazy that with the growth in NW Seattle that a Ballard light rail link (to downtown AND to UW) is not a higher priority. Would be interested to learn more about why that is as you'd think you could expand out from the center, naturally hitting communities in outer Seattle areas next.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	Downtown to West Seattle and downtown to Ballard via SLU should be a bigger priority. I have no car, this is my only transportation and I would love having a way to get to these neighborhoods. Priority number one needs to be on making transit inside Seattle more smooth, connected and efficient. Focus on the city, then start branching out after a great urban transit system has been established. Let's work on getting to a place where no one will need cars.
NORTH KING COUNTY	<ol style="list-style-type: none"> <li>1. It's really important that light rail have it's own right of way in tunnels like other successful world class mass transit systems. Boston, New York, London and Paris all put their light rail underground more than 100 years ago when congestion was so bad it made the most sense even during the era of horse drawn transportation. Please make long term investments that will continue to have value more than 100 years from today.</li> <li>2. It's also really important to have huge enormous parking facilities at the end points of both light rail and commuter rail so it is convenient and easy for car commuters to make the intermodal transfer. Boston built many of its parking lots too small so they fill up at 6:00am which forces people to drive to their destination anyway.</li> <li>3. It's super important to connect the dots for all modes of transportation. In other words, it should be convenient and easy to make an intermodal transfer from car to train, bike, ferry, or airplane by sharing stations and transfer points. More good examples of this in Europe than in Boston and New York.</li> <li>4. Please provide each mode of transportation with its own dedicated throughway. Trains and bicycles should not have to mix with cars and buses.</li> <li>5. Please invest for the next 100 years and allow for growth of the system.</li> </ol>
NORTH KING COUNTY	Ballard needs more transit options, much sooner than 22 years
NORTH KING COUNTY	I feel that light rail service within the city of Seattle (specifically to West Seattle and Ballard) should be a higher priority than extending light rail out of the city. West Seattle and White Center have been underserved, and light rail would be an important change.
NORTH KING COUNTY	<p>Why do we need a second tunnel downtown, in addition to the current tunnel?</p> <p>Why is it going to take 20 years to build the line to Ballard?</p> <p>This plan does nothing to address the issue of traveling East - West in the city.</p> <p>Why are none of the station built to service future lines? Why do we need to build multiple stations in an area when one would work well.</p> <p>I am very supportive of mass transit in Seattle but I do not believe many questions have not been addressed or explained to the public.</p>
NORTH KING COUNTY	Complete grade separation of Light Rail to Ballard or I will serious reconsider my support. The at grade section is a mediocre compromise from a 2016 perspective. We can not be limiting ourselves permanently by expedient choices in from today's perspective
NORTH KING COUNTY	#tunnel to Ballard; #west is best option, and sooner than 22 years!!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	The rail in west Seattle should go down the Delridge corridor, not the 35th St corridor. We should build light rail to serve the low income people who rely on it more. By serving the Delridge area, we can do this, and help the financial inequality in the area.
NORTH KING COUNTY	You've built up Ballard so it's a traffic nightmare. Get light rail and better bus service there now. Busses are packed at peak hours. We need more options and sooner to keep us out of our cars. Some days I swear I'd rather sit in traffic in my clean car than deal with transit chaos you've created through poor planning.
NORTH KING COUNTY	The Sounder needs to add stops in Ballard, Magnolia, & Seattle with improved bus feeders to the stations. This would reduce the need for a Ballard light rail. No light rail from Ballard to Seattle should be considered without a stop on Magnolia or incorporation of additional pedestrian & bicycle routes across the ship canal.
NORTH KING COUNTY	Inner city projects should be completed earlier. Ballard to downtown & West Seattle to downtown.
NORTH KING COUNTY	Speed up Ballard and West Seattle Link Light Rail construction time.
NORTH KING COUNTY	The Ballard-Downtown light rail line is projected to have the highest ridership among all the projects proposed in ST3. It needs to be prioritized accordingly and should be fully grade separated and NOT include a drawbridge over the ship canal. Waiting for maritime traffic will completely negate the 6-8 minute wait on the busiest line. A drawbridge should be avoided on this line at all costs for future investment and use.
NORTH KING COUNTY	Survey is biased as your major emphasis is on the east side and north and south corridors with marginal discussion about Ballard or West Seattle routes. The elimination of the monorail to Ballard and West Seattle and a tunnel that eliminates two major exits into downtown will most drastically impacted the commuters of West Seattle. You've spent money to improve the I-405 corridor and now you want to help them more now. Where is the balance and fairness? This plan doesn't guarantee that a West Seattle route will be built. We've seen how you failed to build the route to Federal as promised and now want more money to build that extension. Will you return our tax dollars if you decide in ten years not to build a West Seattle extension? Where is the consideration for the more economically challenged individuals of Delridge and White Center. Help the rich, and screw the more impoverished is the name of this plan. I'd vote NO on this poorly thought out plan.
NORTH KING COUNTY	E line needs more busses during peak times in morning and evening.
NORTH KING COUNTY	Issaquah and Ballard commute projects should have higher priority!
NORTH KING COUNTY	West Seattle Bus Service and Transit to the Admiral Junction and Alki has been severely cut. I do not see improvements in this plan with ST3 serving only the West Seattle Junction. I am concerned that this entire portion of West Seattle is being left out. Bring back the bus service to Admiral - not just morning commute times and you will see more people using it again. There is a senior living facility on Admiral and you have cut off a whole group of seniors who can no longer easily use the bus during the day for appointments downtown. Also, difficult to use bus service for weekend sporting events at SAFECO and Century Link fields due to the cutbacks.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	I don't know the answer to this question and I suspect you have already considered it, but to me getting around in Seattle is the most important thing - those are the projects I would like to see ST focus on first. The reason is that we have the most population density in the city (which is already much less dense many foreign cities). Making it easier to get around in the dense areas will encourage more density, a good thing I believe.... and while I appreciate the Rapid Ride bus as an improvement over the old clunky bus system, it is more for shorter, neighborhood trips and has the disadvantage (seen often already) of getting bogged down in the same traffic it is intended to alleviate.
NORTH KING COUNTY	If Ballard isn't one of the first sites I will vote against the plan. Ballard has been ignored too long. My bus (18) is standing room only before we get to Market Street. The Rapid Ride sucks. It takes too long to get downtown and it is incredibly uncomfortable. Ballard was chosen to be a Hub Urban Village around 1987. Since then we have grown by leaps and bounds, but ignored when it comes to support for the growth. Again, I will vote against this if Ballard isn't in the first batch of sites for service.
NORTH KING COUNTY	Ballard and west Seattle are in desperate need of better service. If you don't fix those hubs you are going to continue to have traffic and housing issues across the region
NORTH KING COUNTY	I am feeling ill at the idea of running Light Rail out to the far county line when your most dense line to Ballard, 5 miles from downtown that is projected to be higher usage than all of Portland's light rail system all together is taking 22 year to get finished is a tough pill to swallow. Ballard needs completed 6 months ago! Rapid Ride D is a FAIL! It is no more rapid than any other line, is stuck in traffic all the time in downtown and is completely spaced out in frequency. I am really disappointed with RR-D. I am considering voting no if Ballard isn't high priority. It is worthless to run trains out to East King County where they didn't vote for the lines and have typically been ill supporting of light rail in the first place. Ballard is busting at the seams. The Metro 40 route alone is packed by the time it starts to get to Market St. I just can't vote for irresponsible growth of light rail. PLEASE get Ballard done sooner than 22 years, we simply CAN NOT WAIT.
NORTH KING COUNTY	Highly recommend seattle to Bellevue and stations on the south end.
NORTH KING COUNTY	Lines with highest ridership should be emphasized; Ballard in particular. Ballard line should be entirely grade separated, not surface running in Interbay. The second downtown tunnel will affect mobility around the entire region and should be supported by tax revenues from *all* subareas, not just Seattle/North King. No detour to Paine Field which is too decentralized for a single station and is better served with BRT or shuttles. BRT on 405 should be true BRT, not a grab bag. The 130th St Station is absolutely necessary, and the Graham St station should be moved up in the timeline. Parking structures should be deemphasized; TOD near stations will actually make the stations nicer places to want to be than a monolithic garage would be. Parking should NOT be free, that goes against the whole point of trying to get users onto transit. All stations should have excellent bike and pedestrian access (I hope that lesson was learned from the Northgate I-5 bridge). Study additional projects so that they are shovel ready should additional grants, savings, tax revenues, etc. become available. All projects should plan for future expansion; e.g., stations in Ballard and West Seattle should be oriented so the lines can be extended without disruption.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	My understanding is that the Ballard route will be on 15th Avenue and cross the Lake on a bridge. This is a major project that should be placed besides the train line through Interbay and cross under the lake. Ballard needs and underground station similar to the other neighborhood station. It seems incredible hard to believe that this station and trains would compete with an already increasingly congested area. Let's get this right, it will last for a hundred years!
NORTH KING COUNTY	We really need to do the Ballard to UW line, West Seattle, and the 130th Street station
NORTH KING COUNTY	<p>Additional/provisional LRT stations need to be located in areas of greatest pedestrian accessibility and TOD potential, i.e. large areas of auto-oriented commercial development adjacent to established neighborhoods. Stations along an I-5 alignment would make both of these opportunities difficult.</p> <p>Locate stations/alignments for access to densest centers and redevelopment opportunity areas. Minimize modal transfers as this lowers desirability of using public transit.</p> <p>Increase tax on private vehicles - possibly with a premium on single use 'recreational vehicles' i.e. sports cars, motorcycles, etc. Or consider congestion charging.</p>
NORTH KING COUNTY	<p>While I strongly support mass transit I will NOT vote for ST3 if there is not a merger of all Puget Sound transit services or the privatization of the many overlapping transit agencies with attendant deregulation to allow vigorous competition. Our current system is incredibly wasteful with empty buses passing each other during rush hour and no connection between competing agencies such as ST and Everett Transit.</p> <p>VOTE NO!!!!</p>
NORTH KING COUNTY	Ballard to downtown should be prioritized higher-- 22 years is a long time to pay taxes before seeing any benefits. I would accept higher taxes for a timeline like 10 years or less.
NORTH KING COUNTY	<p>Im in Osaka right now, and they have *amazing* transit options— especially the municipal subway, and how easily it connects to 3rd party (JR, Hankyu) rail.</p> <p>Like Japan, we should also have food/magazine kiosks **inside** the rail stations. Rail stations are for people, and people gotta eat.</p> <p>I'm generally disappointed with how slow light rail is coming online, especially to close to downtown, dense neighborhoods like Ballard, Fremont, and Wallingford.</p> <p>One last point: PLEASE make light rail grade seperated. Pleaaaase! It won't get any use, and be a huge pain otherwise!</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

<p>NORTH KING COUNTY</p>	<p>For future rail lines, we must lower per mile costs and maximize value. Good sense dictates that we construct urban infrastructure that takes advantage of light rail's cost-lowering attributes: tight curve radii, steep grade tolerance and general flexibility in service offerings.</p> <p>To this point, instead of wildly pricy deep bore tunnels, we must explore surface and elevated infrastructure options that exploit the wide streets of South Lake Union and Lower Queen Anne, specifically Westlake Avenue, Fairview Avenue, Dexter Avenue and definitely Mercer Street. Possibly, if the cost increase is deemed acceptable, rip up the avenues for cut-and-cover tunnels and stations, literally saving billions of dollars over deep bore tunnels.</p> <p>Elevated lines in many, if not all, of these areas would be perfectly fine, except on the immediate approach to Westlake Station, which rests underground. And if those neighborhoods are unwilling to forgo an auto lane in lieu of the support pillars for a grade-separated rail line, then how committed are they to urban growth, and how deserving are they of a far more expensive tunnel? Not at all, I argue. You want the region to pay for new rails and yet demand that your neighborhood sacrifice nothing to accommodate it? Then no rail for you, unfortunately.</p> <p>For the same proposed corridor, our region has to accept a drawbridge over the waterway to Ballard with marine traffic restrictions during the corridor's busiest hours, or similarly reasonable sacrifices in line quality. The trade-off is quite okay. Again, we don't require tunnels, nor ludicrously tall bridges, for a rail line that hosts only moderate demand at peak-hours, and which will receive priority over boats during those times anyway. However, if the drawbridge proves politically unacceptable to our region, build the UW to Ballard rail extension instead, which totally circumvents the need for a new bridge over the Salmon Bay Ship Canal.</p> <p>Next, finally cancel the Alaska Junction, West Seattle, rail extension. It is such an absurd and outrageously expensive project serving zero core neighborhoods of the city, nor does it improve regional mobility. This is a ribbon cutting project for politicians if there ever was one, and the entire route is better served by legitimate bus rapid transit.</p> <p>Continuing on, ST3 should actually dedicate lanes for bus-rapid transit services that will have a far reaching impact on our region's mobility and residents—or construct new lanes in key areas. No longer should the vast majority of our transit trips suffer from zero</p>
<p>NORTH KING COUNTY</p>	<p>Please tie the Georgetown and South Park neighborhoods in to the plan!</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	<p>Downtown-Ballard needs to be grade separated, and needs to be completed much faster.</p> <p>Lynnwood-Everett should take advantage of Community Transit's SWIFT 2 line, and not extend to Paine Field. I am saying this as a Boeing Employee - I would rather have a ANY connection soon, rather than a perfect connection by the time I retire. Also, consider a bus like the current route 512, with a fork to Paine Field (and maybe a stop at Green Lake or Northgate). If it's so important to get light rail there, why not at least run a bus there in the interim? The current route 512 and CT Swift 2 won't even share a common stop!</p> <p>Build a UW-Ballard line.</p> <p>Consider some frequent transit in the Greenwood area.</p>
NORTH KING COUNTY	Ballard & West Seattle should be a priority.
NORTH KING COUNTY	West Seattle line must be in a tunnel to Alaska Junction and allow for further expansion to Burien in future phases.
NORTH KING COUNTY	I oppose the plan because the Admiral district of West Seattle is not included. At this time, our bus service has been decreased significantly when Rapid Ride service started. Our area, and Alki, no longer have direct service downtown, and in the evening hours we have long wait times for a bus to take us from the Alaska Junction to our homes in Admiral and Alki. We have been forgotten, and I cannot support additional transit funding that does not serve my neighborhood.
NORTH KING COUNTY	<ul style="list-style-type: none"> <li>- Timeline is way too long for in-city projects such as light rail to Ballard.</li> <li>- Light rail at-grade should be avoided and light rail should NOT run on streets (e.g. 15th Avenue NW and Elliott Avenue West).</li> <li>- General-purpose lanes should not be converted to bus-only lanes, as this increases congestion while the bus lane is under-utilized. Overall throughput of people is lower, with little change in bus average speed. Buses on the shoulder is an even worse idea.</li> <li>- The main improvement needed on the Sounder North is a way to avoid the frequent closures due to mud slides. It's currently not a reliable mode.</li> <li>- More thought needs to be given to how people will get to transit (specifically train) stations. Few are close enough to walk, and bike accommodations are inadequate. Many need to drive, and there's little or no parking.</li> <li>- Need a more enlightened choice of funding sources instead of the usual easy targets: car tabs, regressive sales tax, and still higher property taxes. A substantial part of the cost needs to be borne by those profiting from the unchecked growth and development that is driving the massive need for transportation infrastructure.</li> </ul>
NORTH KING COUNTY	West is best Ballard option. And not in 25 years!
NORTH KING COUNTY	Timeline is a non-starter. Rapid Ride C and D corridors get improvements with nothing for Rapid Ride E. I'd be more supportive of building a 2nd downtown transit tunnel that would serve Rapid Rides C, D and E that could be built quicker without light rail (but possibly upgraded to rail at a future date).
NORTH KING COUNTY	I'd be willing to pay significantly more in taxes (even compared to the proposed increases) if it meant these transit options became available sooner. ~20 years is too long.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	<p>I understand the logistical complexity of a new DSTT and building across the ship canal, but light rail to Ballard needs to be expedited. I'm 38 now, and wouldn't see light rail to Ballard open until I'm 60 – that's a really long time from now, and traffic congestion will continue to get worse in the interim. Ballard and SLU have absorbed disproportionate shares of regional growth already! Furthermore, the Ballard corridor has the highest ridership estimates of any segment, yet gets lower quality grade separation than the mainline through Capitol Hill and NE Seattle – why? It would make perfect sense to tunnel from Downtown to Ballard, and serve QA and Interbay on the way, as we have for CH and the U-District. The reliability issues with a bridge over the ship canal present potential problems, and the surface disruptions posed by lane closures on 15th are also worth addressing.</p> <p>I'm extremely in favor of this plan on the whole; my only hesitations come from 1) the long timeline for and suboptimal implementation of one of the most crucial projects in our region, LRT to Ballard, and 2) the taxing structure is somewhat regressive, given that we have one of the most regressive tax structures in the nation, so increasing the sales tax just exacerbates this, while increasing property taxes will further hurt low-income renters.</p>
NORTH KING COUNTY	<p>Modify the Everett light rail plan to go more directly to Everett without the Paine Field 'loop' in the line as now shown. This gets light rail to Everett sooner and cheaper and shortens the rail travel time to/from Everett. Include the necessary engineering to add a future spur light rail line to Paine Field later, use BRT to/from Paine &amp; the light rail line in the interim.</p>
NORTH KING COUNTY	<p>The Ballard line should be prioritized due to the extremely dense and ever growing population that largely commutes to downtown Seattle. I've heard that the long building plan is a result of the onerous approval process, and that it could be resolved through action by the City of Seattle. Please work with Seattle to make this happen! The bus commute between Ballard and downtown Seattle is terribly slow due to the bottle necks in this corridor. A light rail link would greatly improve the commute, and consequently our overall quality of life!</p>
NORTH KING COUNTY	<p>Direct stops for Boeing Everett and Boeing Renton</p>
NORTH KING COUNTY	<p>I am unclear if BRT is true separated rapid transit or buses still stuck in same traffic as other vehicles. Only in favor of the former.</p> <p>The amount of free parking alarms me. Getting fewer people driving is a big reason I would consider this a wise investment. As a family without a car, I feel like I'm subsidising a package that will only have a slight reduction on driving, and meanwhile I'm still begging for safe and adequate bike parking at stations. Infuriating that currently I feel scared leaving my bike at rail, am banned from taking on (cargo bike rule), would have to rent a safe space *if it were ever available at my local station*, and yet am being asked to support giant investment in free parking.</p>
NORTH KING COUNTY	<p>Stations at 145th and or 130th need to reengineer traffic as there is already to much congestion</p>
NORTH KING COUNTY	<p>I would love for it to take a lot less time as 20+ years is insane, but I will take what we can get as seattle desperately needs trains.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	The time frame needs to be decreased to keep up with the population increase in the region.
NORTH KING COUNTY	Other options should be considered for the downtown Seattle to Ballard. A tunnel really?
NORTH KING COUNTY	Grade-separation on the Downtown-to-Ballard light rail line is crucial. At-grade was a huge mistake in Rainier Valley and would be even worse on this line.
NORTH KING COUNTY	Light rail does not have to extend to each corner of the Puget Sound region in order to have an impact on the residents who live there. The plan should focus on getting the most people off the road as soon as possible. People within Seattle still drive to work within Seattle due safety concerns with biking and the inadequacy of the bus system. Giving them rapid transit first will ease the commute for people living farther away.
NORTH KING COUNTY	The Ballard line needs to be off-grade. The traffic on-grade is only getting worse...it would be a waste of money and effort to allow our transit system to get stuck in the same traffic we are trying to avoid by building it.
NORTH KING COUNTY	First comment: Pedestrian and bike needs are different. You should have them as separate questions. I believe strongly that pedestrian needs should be prioritized — everyone is a pedestrian. People won't walk to the stations if the walk is unsafe. Second comment: New stations should have parking. Maybe parking garages can be built in a way so that they can be converted into housing once the parking needs go down, but the parking is necessary right now and will be for the next few decades. People won't use the trains (or buses) if they can't get to them. And that means a car because our bus service isn't reliable enough or thorough enough or flexible enough make cars unnecessary. Third comment: Please get to Everett faster. I think the whole system would be well-served and succeed faster if you get to Everett sooner. Fourth comment: Please keep the 145th Street Station. It is a good place to have a stop. 130th is a nice idea, but not necessary for the success of the system.
NORTH KING COUNTY	The light rail line to Ballard needs to be implemented much sooner to ease congestion in this fast-growing area of Seattle.
NORTH KING COUNTY	Ballard can't take 25 years! Prioritize inner city transport. I would be happy to pay even more if we could get the ballard and west seattle lines done before I'm dead.
NORTH KING COUNTY	I strongly feel the most bang for the buck will come from creating a light rail line between Ballard and Downtown Seattle. The timeline for the installation of this line should be moved up as it will benefit more people that live in the greater Seattle area relative to the other proposed light rail lines.
NORTH KING COUNTY	The increasing density of Seattle neighborhoods highlights the need for Ballard and West Seattle to come online earlier.
NORTH KING COUNTY	I believe strongly that 22 years is too long to wait for major improvements to transit service in Ballard. Need to invest in either the light rail extension (preferred) or significant improvements to the rapid bus lines in a shorter timeline in order to reduce commute times and pollution.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	<p>I want a #TunnelToBallard and the #WestIsBest route in Interlay (Option 3)</p> <p>Why should we make this kind of investment in the Downtown-Ballard line? The expected ridership in the Downtown-Ballard corridor is projected to be roughly 140,000, the highest of any sub-area in the entire Sound Transit region. It is critical this corridor is done quickly and done right. The Downtown-Ballard line will be a regional corridor—that is a fact. Our communities deserve infrastructure investments to meet the demands of regional ridership.</p>
NORTH KING COUNTY	<p>Ballard light rail can be improved greatly with the following:</p> <p>1) replace the 70 drawbridge with a simpler tunnel, a dredge-tube-cover, similar to the BART transbay tunnel. Dredge the route across the bay, drop a prefabricated tube, and then cover. More reliable than a drawbridge, and not as complicated construction as a TBM under the bay. Shallower approaches for light rail results in less expensive infrastructure. Run trains at-grade in Interbay, albeit in exclusive right of way with no grade crossings, and cut &amp; cover station/tracks in Ballard.</p> <p>2) speed up Ballard timeline by separating the downtown tunnel portion into it's own project and running Ballard link down 1st ave from Lower Queen Anne through Downtown on the surface until the tunnel is complete. When tunnel complete however many years/decades it will take, 1st Ave surface alignment to become the Belltown branch of SDOT's City Center Connector, while Ballard link continues into the tunnel. This could speed up Ballard by 10 years AND give Belltown residents a reason to vote for ST3.</p>
NORTH KING COUNTY	<p>Link light rail should be completed to Everett before the completion of light rail to Ballard. Since corridor I-5 is the main transportation stem from Everett south to Seattle moving people from cars to light rail from the northern outlying areas will relieve some of the pressure off the close in Seattle neighborhoods, easing their commute into downtown Seattle.</p>
NORTH KING COUNTY	<p>Ballard link light rail should be prioritized to complete much earlier than the current proposal and should not share grade with 15TH AVE NW.</p>
NORTH KING COUNTY	<p>See Seattle Subway.</p>
NORTH KING COUNTY	<p>Any light rail at grade is a huge mistake.</p>
NORTH KING COUNTY	<p>First priority for funds and timeline should be the I-5 and 405 corridors for BRT lines, stations and schedules. Get people moving quickly in the north/south corridors and connect them with frequent cross-town shuttles running along major cross-streets. Modify circuitous bus routes for efficiency, and build public tolerance and expectation for walking 2-3 blocks to transit (ie: San Francisco, Manhattan).</p> <p>Once the system is moving, build rail infrastructure strategically. Plan more above-ground rail lines and access whenever possible for cost effectiveness.</p> <p>Proactively acquire available property along transit corridors/stations for pocket parking lots enhanced as city/county parks.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	Putting light rail to Ballard at-grade is a terrible idea. It needs to be in a dedicated space. I travel along this route daily and feel it is essential to get rail in this area (and hopefully a LOT sooner than the plan anticipates) but putting it on 15th is unworkable. If you're going to spend the money to do it, at least do it right!!
NORTH KING COUNTY	In 17 years I will no longer need mass transit as I will, more than likely, not be working. The timeline needs to speed up! And look at where the priorities are. It takes me 40 minutes to drive 7 miles to downtown. Yet you want me to pay MUCH MORE than \$200 per year and never benefit from it. Not too realistic!
NORTH KING COUNTY	<ul style="list-style-type: none"> <li>- Too much North-South emphasis, not enough East-West.</li> <li>- Add more light rail/subway in City of Seattle</li> <li>- Go faster!</li> <li>- Ridership on Link downtown seems amazing...shows how much demand there is for fast, in-city service</li> </ul>
NORTH KING COUNTY	It's gotta happen before the next generation. Escalate the rail improvements. 25 years is just too long.
NORTH KING COUNTY	I'm concerned about the tax burden on people with fixed incomes and lower incomes. I strongly support expanding bus service; I'm not so sure about building infrastructure that may be outdated in 25 years, in light of expanded urban villages, driverless cars, etc.
NORTH KING COUNTY	You should consider the Ballard route to bypass Westlake and Fremont, considering the multitude of big businesses and residences it would bypass, rather than fewer businesses on the Interbay side.
NORTH KING COUNTY	If the H130th street station is built before the n 145th street station I will go door to door in my community telling my neighbors to vote down this plan.
NORTH KING COUNTY	<ol style="list-style-type: none"> <li>1. Monorail for West Seattle - Downtown Seattle - Ballard/Crown Hill</li> <li>2. Instead of light rail from downtown Bellevue to Issaquah, branch off from Seattle-Bellevue line at Factoria to Issaquah.</li> <li>3. Build station at 130th. Frequent bus service along 130th/Roosevelt/125th corridor would provide access to/from retirement home on Greenwood, Linden, and in Lake City; apartments in those areas, business on Aurora, 15th N.E., and Lake City; Broadview-Thomson K-8 school on Greenwood and Ingraham High School between Ashworth and Meridian. It would be expected that opening of the station would lead to more high-density housing and business around the station and along the 130th/Roosevelt/125th corridor. No parking should be provided since auto drivers can go one mile north or south to parking facilities at 145th or Northgate. Riders boarding at this station would arrive by foot, bike, wheelchair, or bus, be dropped off by drivers.</li> </ol>
NORTH KING COUNTY	West is best for the Ballard line

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	Instead of building a line from Ballard to Downtown via interbay, couldn't ST3 shave time and cost off the plan by having an east-west tunnel from Ballard to the University District Station that shared the montlake cut undercrossing, and forked off the Cap Hill tunnel to stop in SLU, then into the new transit tunnel. In addition to sparing the cost of a new water crossing, this plan would kill two birds with one stone, serving the congested 45th st. Corridor as well as the Ballard to Downtown commuters. If you designed it so Downtown-bound Ballard boarders didn't have to transfer at UW, they could probably get Downtown in about the same amount of time as they would with an interbay route, right? Does the residential density in Interbay warrant a light rail connection?
NORTH KING COUNTY	It's ridiculous that West Seattle (with only the bridges to get to the city now) should have to wait for 17 years to see light rail. I supported the monorail idea years ago and still think it's the best way to get everyone 'above the traffic.' Light rail is a second choice, but to wait THIS long within the city is ridiculous! Seattle taxpayers pay the lion's share of taxes as it is, but are far underrepresented in these plans.
NORTH KING COUNTY	West Seattle/Ballard lightrail should be a priority with the influx of employees from Amazon, and soon Google, that live and work in these areas. Current plans need to be updated with the demands of the area. Partner with Amazon/Google/Microsoft for additional funding as lightrail is more reliable and less costly than running employee shuttles.
NORTH KING COUNTY	East west traffic in Seattle is still terrible. If you are finally adding expansion to BALLARD, why does it only go downtown? East west traverses are a nightmare with few public transport options.
NORTH KING COUNTY	Light rail to Everett, Ballard and West Seattle should be higher priority to be completed sooner.
NORTH KING COUNTY	The Proposed surface alignment along 15th Avenue for the Downtown to Ballard is unsupportable. It's impact on capacity along that alignment, both during construction, and beyond is too great, and will provide for a line with poor reliability, given that it must yield to marine traffic. It is well past time to keep the tunnel boring machines running, right under the ship canal. I can tolerate waiting for the construction if it is done the right way, underground. I also question the value of delivering suburban commuter lines into the city center that still lacks a truly reliable transit system. We all want this done ten years ago, I think we can agree on that point, but we also want it done right. West is Best on the DT to Ballard line. I don't think I can support ST3 if 15th remains surface running, I know many that feel the same way!
NORTH KING COUNTY	West Seattle should be sooner than 17 years given the massive growth and limited transportation out.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	<p>The city dweller lose every time in Ballard and West Seattle. W. Seattle deal with Ferry traffic and Port shifter traffic. We have taxed ourselves to provide extra transit. You need to move people in the city with dedicated service not just buses. Put I-5 to use in the outer areas with greater park and ride and rapid ride. Give the east side the same options. Build affordability and accountability into the system. You should not build a system with per mile costs of 200 to 300 million. (Comparable to Portland OR at 15 to 20 million per mile.) You cannot have an affordable city and continue to have big asks. Prioritize the city people with light rail around the gridlock created by people living outside the city entering the core. The priority need for movement of bus rapid ride and park and ride in the regions you prioritize for rail first is a mistake of epic proportions.</p>
NORTH KING COUNTY	<p>The timing and order are not inline with planned density. In city transit is important first, then suburbs. This is backwards. The current transit commute times in city make us a joke. Capital hill to Ballard via bus in the evening commute takes an hour. For that commute I can move out of the city I love. Maybe this plan is trying to promote suburbs but it does not support living in Seattle. Without a change to the timeline, support by many in the city will be nonexistent.</p>
NORTH KING COUNTY	<p>Downtown to Ballard alignment - west is best. Do not take lanes on 15 ave w for light rail</p>
NORTH KING COUNTY	<p>Graham Street Station time line should be move ahead on the plan.</p>
NORTH KING COUNTY	<p>The light rail from Ballard to downtown should not wait 22 years! That and light rail to West Seattle should be done first. Please change those timelines! 22 years is way too long.</p> <p>I support bus on shoulder programs because they actually reduce volumes, whereas merely adding more buses to sit in the same traffic does not.</p>
NORTH KING COUNTY	<p>ST3 project prioritization should build Link light rail to West Seattle first and it should be done in 8 years instead of 12. Of all the light rail projects, this is the best combination of low price, fast delivery and most importantly, provides mass transit to a large population of people who live in walking distance of future West Seattle Link stations but currently drive to downtown. Upon project completion people would immediately be able to convert from driving to walking onto mass transit.</p>
NORTH KING COUNTY	<p>Ballard and urban neighborhoods need better rail transit sooner than the plan. Bus service in the city neighborhoods is stuck in the same traffic as cars and doesn't solve commuter or traffic challenges.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	<p>1) There has got to be a way to speed up light rail to Ballard and West Seattle. 22 YEARS?? I don't have children now, but I could have grandchildren by then.</p> <p>2) All new light rail really must be grade-separated and should not be limited by bridge openings.</p> <p>3) Please improve pedestrian and bike access to stations. Parking cars should cost money. More bike lockers at all stations would be much appreciated.</p>
NORTH KING COUNTY	<p>Being that I live in Seattle, I would like to see Ballard links and West Seattle links established before reaching out to outlying areas. Those folks are commuters during rush hour and sporting events but most likely would not use it on a daily basis for other uses, whereas Ballard and West Seattle would use it more often.</p>
NORTH KING COUNTY	<p>It is imperative to make light rail connections to Ballard and West Seattle the highest priority based on demand - number of users that would benefit. I believe it would serve the most users sooner. I also strongly support the 130th street station as this location is an important East West crossroad linking lake city and north aurora to the light rail system - both areas are candidates for increased density.</p>
NORTH KING COUNTY	<p>From your own survey, "Light rail operates in its own right-of-way, separated from traffic," but the current Ballard line is the opposite of this. It will face competition from both cars and boats. This will kill speed and reliability. We are making a 100 year investment here, please do it right by giving the rail "its own right-of-way, separated from traffic". The mixing of rail with traffic is the only reason I will oppose ST3.</p>
NORTH KING COUNTY	<p>There should be tax breaks for bicycles, and higher taxes on gasoline, car tabs, parking, and meters. Do you know that the annual car registration in Shanghai China is higher than the purchase price of the car? and they still have congestion and traffic because the rich elite and corporations will always pay for their personal cars to avoid public transit. Also, in my opinion we want to solidify the flow/commute to and from downtown first. Cars and drivers in downtown are dangerous. Every day I walk past Pike Market and am aghast we allow cars to cross that intersection when we really should make it pedestrian only/friendly with the amount of people and tourists on foot at that location. Make downtown really easy to connect to from Ballard, West Seattle, U Village Link stations with plenty of park and ride parking first. Look most people avoid downtown because of the one way streets and horrible parking. They already don't prefer driving into downtown. All you have to do it make it easy to ride the light rail in. Put these stations close enough at Ballard + West Seattle + U Village first. Then expand rail further. But you need to promote riding into downtown as the first priority and stop the cars from driving in. The best example are game (Sounders/Seahawks/Mariners) days when I see lots of fans riding the bus. They all are in a good mood and seem to enjoy the bus ride. Imagine every day as game day and the fans as commuters -- you don't need, don't want cars.</p>
NORTH KING COUNTY	<p>Not fast enough development in the projects that support the immediate areas around Seattle. Seattle is a bottle neck.</p>
NORTH KING COUNTY	<p>Consider Ballard/Downtown light rail as priority for timeline.</p>
NORTH KING COUNTY	<p>Light rail to Seattle Center/Queen Anne/Ballard/Greenlake is crucial</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	I support the "West is Best" proposal for light rail between Ballard and downtown. We need continued transit improvements much sooner than the 22 years outlined in ST3 given rapid growth in Ballard.
NORTH KING COUNTY	There needs to be some bus transit and bike route improvements to the 185th St Station in Shoreline from both the east and west sides of the station.
NORTH KING COUNTY	Light rail between Bellevue, Kirkland and Totem Lake.
NORTH KING COUNTY	The Ballard to Downtown line is the most important line on ST3 and needs to be completely grade separated. The line needs to either be tunneled under the cut or on a tall fixed bridge that will never open! We should not be building lines that don't meet those standards! I would be in favor of switching money from the proposed bus improvements to get all the lines built faster and to higher quality. The lines should be pushed to open in 12 years at the most. The ST3 package needs to focus on light rail and commuter rail. We already have a bus system called King County Metro.
NORTH KING COUNTY	The 130th street station should not be provisional and should be completed much sooner than is currently included in the plan. This is an easy win, as it will already be along an existing rail line. The stop at 145th is arbitrary and does not serve as many communities as a stop at 130th could, more easily reaching diverse individuals that rely more heavily on public transit increasing ridership including Pinehurst, Bitterlake, and Lake City. The timeline for the light rail to Ballard and West Seattle should also be sped up as these are growing population centers that currently lack decent transit options.
NORTH KING COUNTY	Why build another expensive tunnel. Stop running buses through the downtown tunnel and add more trains at faster speed!! Also, the plan has completely left out the Central District. Make Mt Baker a hub and create a train from Mt Baker to the UW to Ballard!
NORTH KING COUNTY	I don't understand why the projects have been staggered in the order that they have and I don't believe in investing in a different type of bus system since that will further delay the light rail that we know is effective and eat up limited funds - focus on the infrastructure that works and drive towards it! But I also don't understand why the Ballard link is so delayed, when I ride the bus from Ballard to downtown at any time during peak hour, there is sometimes not even room to enter the bus. The bus changes made 5 years ago have crippled the public transport on this side and that neighborhood is growing exponentially. Until I see traffic numbers that support why the projects are staggered the way that they are (vs developers and politicians greasing the wheels to get the projects they want...), I can't support this proposal. I don't mind paying taxes to support light rail since it works and it is the future we need but we need data to show why you are staggering the projects in the manner you are proposing.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

<p>NORTH KING COUNTY</p>	<p>Make NE 130th Station definite, not provisional. Figure out how to fund it without disturbing the Lynnwood Link grant, and try to open it in 2023.</p> <p>Replace the Paine Field detour with BRT or a spur line. Link has diminishing returns the further north it goes, so consider leaving it at Lynnwood or going just to 164th or 128th.</p> <p>Instead of 405 BRT and Issaquah Link, give Metro a large capital contribution for its Long Range Plan. That would serve the dispersed area much better. Make the 535 and 560 more frequent, and create an ST Express route from downtown Bellevue to downtown Kirkland and Totem Lake.</p> <p>Transit, not parking! Let the cities fund garages around the stations if they want them. That's what east coast transit agencies do.</p> <p>Make Sounder South hourly and speed it up.</p> <p>Pierce and the other subareas should contribute to the second downtown tunnel, since it's a regional asset that benefits them.</p> <p>More grade separation in Ballard.</p> <p>Give Ballard-UW light rail a complete EIS and Record of Decision. Do Alternatives Analyses for Ballard-Lake City-Bothell light rail and "Metro 8" light rail (Denny Way, Central District).</p> <p>Implement your new policies for TOD and affordable housing around stations.</p>
<p>NORTH KING COUNTY</p>	<p>I support alignment N-02b for the Lynnwood to Everett segment over alignments N-02a or N-02c. Paine Field should not be a mandatory stop on the backbone for all riders travelling to and from Everett; instead, it should be connected with a spur route. The accelerated timeline, lower costs, and quicker travel time are all well worth it.</p>
<p>NORTH KING COUNTY</p>	<p>Please run the West Seattle light rail line down Delridge Ave.</p>
<p>NORTH KING COUNTY</p>	<p>Placing a higher priority in mass transit for the west to east corridor (Ballard to Bellevue) is very important.</p>
<p>NORTH KING COUNTY</p>	<p>I think the most important project is connecting Tacoma's light rail to the airport and to Seattle.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

<p>NORTH KING COUNTY</p>	<p>I want to preface my comments by stating that I am a huge supporter of mass transit and love that the Seattle area light rail options are growing and serving the community so well.</p> <p>I have concerns that really long distance light rail - to Everett from Lynnwood, to Tacoma from Des Moines - is not a good value overall. It seems that projects focused in more dense areas (inside Seattle, on the Eastside) would benefit more riders and be a better value for the taxpayer. Commuter rail seems like a better option for the really long distance travel. Because it's not drawn to scale, the map you use to show the draft plans does not accurately convey how far Everett and Tacoma really are.</p> <p>I understand that this proposal is a 25 year plan and that the engineering and construction of the light rail lines to Ballard and West Seattle with an additional downtown tunnel are very complicated. But we really need relief from traffic sooner. Please speed up the implementation to the extent possible, including bringing more BRT online sooner.</p>
<p>NORTH KING COUNTY</p>	<p>Raising property tax soothing be the solution. That would impact low income families and elderly on fixed income. The money should be coming from elsewhere.</p> <p>I would vote for state income tax to finally take place.</p>
<p>NORTH KING COUNTY</p>	<p>Ballard to downtown Seattle plan needs to be moved up.</p>
<p>NORTH KING COUNTY</p>	<p>Prioritize Graham Street station. This would be transformational for residents of Rainier Valley, doing the most good for the lowest income residents.</p>
<p>NORTH KING COUNTY</p>	<p>Light rail has been great, and it's only getting better with each line we have. I fully support investing new light rail at the cost outlined above. However, we should focus more lines on central Seattle and less on taking it out into the suburbs. This plan only includes a couple lines in the city, and those are the farthest off. I would like the see additional lines in the city built out faster. Other lines out into the suburbs (e.g., down south) might be better served with buses or Sounder trains.</p>
<p>NORTH KING COUNTY</p>	<p>I have concern over the extent to which Snohomish County's demand for a diversion to Paine Field will require money from other subareas, especially North King County. Despite that, I don't strongly oppose what another subarea wants to do so long as it doesn't negatively affect the most important aspect of this plan: light rail line from downtown to Ballard. That line must be fully grade-separated for me to support this plan. No matter what else is built with ST3, I will support ST3 if the downtown-Ballard line is fully grade-separated, but oppose it if it isn't. The current ST3 plan calls for at-grade crossings in Interbay and drawbridge over the ship canal. I will not support this plan under any circumstances, even if construction is sped up, but will support it if the line is redesigned to be completely grade-separated, even if the timeline is 25 years out. Sound Transit must build light rail lines right the first time. At-grade along MLK is a mistake that I will not support again.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	The alignment of the light rail project to West Seattle should be described as grade separated rather than elevated in the financial plan for ST3. A decision between elevated vs. other options should be made during the preliminary design/environmental process.
NORTH KING COUNTY	Several thoughts: 1.) The LRT projects in particular are skewed towards East King County at the expense of more urban areas along the Seattle-Everett-Tacoma corridor. It's a fairly blatant sop to voters on the Eastside, but not necessarily good transportation planning. 2.) In the same vein, it's absurd that a neighborhood as close-in as Ballard would have to wait 25 years for LRT service -- these priorities are totally out of order. 3.) Where is the east-west connector in North Seattle? To me, that would be even more useful than a Ballard-downtown line, as it could also connect with the main LRT "spine." 4.) Sound Transit, like all transportation agencies (transit and roads) suffers from the overwhelming desire to BUILD MORE THINGS. What we really should be doing is focusing on how to reduce the need for everyday, regional trips in the first place, rather than simply accepting them as a given and spending insane amounts of money on the necessary infrastructure. But, I suppose a tiger can't change its stripes...
NORTH KING COUNTY	Replace the Paine Field router with a BRT spur from I-5.  Do we need a second tunnel through downtown to accommodate the Ballard line?
NORTH KING COUNTY	While I understand the need for various pieces, we need to complete the light rail system across the city first rather than patch and piece an ecosystem together now. I am a HUGE supporter of light rail and mass transit but this plan seems long and there are too many moving parts. For a city the size of Seattle with the growth we are expecting and our geography, we need solutions that will have the biggest impact.
NORTH KING COUNTY	22 years to Ballard is really far too long.
NORTH KING COUNTY	- Please find a way to find 130th St. Station in N. Seattle! This will be the only easy and reliable way to access Link from Lake City and Pinehurst. - Please pursue options that allow for full grade separation on the Ballard-DT line. - Do what you can to speed up project delivery!
NORTH KING COUNTY	The rail connection to West Seattle should include an underground station at Alaska Junction. I am very disappointed that Sound Transit has not considered (so far as I can tell) any alternative alignment that includes this underground station. If light rail construction is going to be slow and expensive, it might as well be done right, and an elevated rail line/station would complicate the ultimate extension of rail to White Center/Burien while destroying the treasured streetscape on California Ave.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

NORTH KING COUNTY	Taxes should not be based on residential property only - need to find a way to fairly tax all potential users of transportation, i.e. have renters pay their fair share as well.
NORTH KING COUNTY	I believe it is important to build from inside out . Which is from Seattle city center out . The Ballard light railway will be one such project which is extremely important to be implemented immediately. People living in the city will then be able to travel using public transportation rather than cars which will help with congestion and parking.
NORTH KING COUNTY	The negative impact of light rail in West Seattle would outweigh any benefits. There is simply no place at the West Seattle Junction to build light rail without destroying the character of the neighborhood. Visit any city in the US to see the negative impact of elevated trains on neighborhoods. Or just look at conditions along/under our Alaskan Way viaduct. Nobody wants to live, shop, work or eat under an elevated roadway. We should build light rail in non-populated neighborhoods and have good bus service from population centers to the light rail stations.
NORTH KING COUNTY	Ballard should be expedited and built with grade separation. There are already delays with the light rail from UW and Capitol Hill.
NORTH KING COUNTY	Look into bus lines running more frequently (ie 125 running every 15 minutes instead of every 20). Also look into offering incentives to businesses who choose to open and/or operate within certain proximity of bus stops and light rail stations.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - North King County

<p>NORTH KING COUNTY</p>	<p>I grew up in the greater Seattle area. I have voted to fund every public transit project proposal for many reasons, especially because I believe that urban areas should have infrastructure to support people, especially those who are lower income, mobility challenged, too young/old/impaired to drive, visiting from other countries, etc. That said, this proposal (or something similar) will be the hardest to decide on a vote, especially because the deliverables are so long and the items are so varied. I think ST and the related transit agencies need to be more adaptable to the realities of usage especially given the recent reductions and elimination of Metro service this spring when light rail opened. I get that some people who have been waiting for 10 years finally got their Light Rail stations and I am happy for them. But trying to restrict the traffic patterns which force people with limited mobility into funneling through transfers and huge amounts of walking or biking in areas that are not always super accessible is terrible for those with mobility challenges and also those who work non-traditional hours (which is likely the majority of working people). I realize that these plans are trying to be all things to all people everywhere, but what about people who decided to buy houses (or rent) intentionally in areas that were super accessible to public transportation and are now left with 15 or more minute walks to the nearest transit location, and left with no or little service in evenings, nights or weekends? Whatever the plan entails, I hope that there will be yearly surveys or focus groups or community meetings (whatever it takes) for ST and related transit agencies to continue to assess the service needs of people. Even someone who is historically as pro-transit as me will have a hard time voting for something that seems to leave a lot to be desired in terms of affordability, accessibility and efficiency. At some point when my commute time doubles it becomes unrealistic to keep taking public transit. Then ultimately if it becomes so unusable, then it becomes harder to pay so much for something that has dramatically worsened the commute for our household and so many of our neighbors and coworkers. Good luck. I will try to stay engaged in positively helping crafting a solution if community input is still sought after during the next 25 years.</p>
<p>NORTH KING COUNTY</p>	<p>The Ballard connection to downtown should be completed earlier. There should also be a route connecting Ballard to the UW. This will only get more expensive the longer it is delayed. In addition, these routes should NOT BE AT GRADE!. These need to be below ground (or above) to not conflict with existing traffic.</p>
<p>NORTH KING COUNTY</p>	<p>This survey asks the wrong questions. The only good project in the entire package is downtown to Ballard based on Sound Transit's own ridership estimates, yet that project is pushed to the back and done cheaply in order to build dubious projects in Snohomish County and West Seattle. Ballard-UW crosstown rail combined with true BRT between downtown and Ballard is a better and more cost effective project. The 2nd downtown tunnel is a regional project and the costs should be split between all of the jurisdictions. And: bonding should be more used to speed up the project, and to spread the costs over the future users as well as current tax payers. I strongly favor expanding transit in the region and would be willing to pay for it, but this is a package of bad projects whose only value is to generate suburban votes.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - East King County

Subarea	Additional Feedback - Project(s) should be modified in the ST3 final plan
EAST KING COUNTY	The Ballard line needs to be at the very least on a fully separated grade. A tunnel under Salmon Bay would be very important as well, but definitely putting it at grade through Interbay will be a long term mistake. This is the only key issue for me. I probably won't vote for the measure as is, but would if this was changed.
EAST KING COUNTY	<p>I completely oppose current plans for BRT on the I405 corridor. They will do nothing to alleviate my travel time or improve my commute as an existing daily bus rider. BRT basically means more frequent buses for me which is nice but not worth the \$1000+ more a year in taxes I will pay. At that price point it becomes worth it for me to pay to use the HOT lanes vs take the bus.</p> <p>I will vote no to ST3 without transit on Cross Kirkland Corridor. I and several other 252/257 riders will actively encourage all 1,000+ metro riders at the Kingsgate Park and Ride with whom there has been little to know direct engagement to oppose it also. Give us our light rail station or BRT stop!</p>
EAST KING COUNTY	I think light rail should run up and down I405 BRT will not help reduce congestion,
EAST KING COUNTY	<p>Transportation in the Puget Sound is completely broken today. Traveling between cities and neighborhoods requires slogging through endless traffic jams on overburdened highways, regardless of whether one chooses to drive or take a bus. We need a transportation plan that provides fast, reliable transportation between our densest, most populated areas *now*, and I wouldn't hesitate to vote for such a plan. However, I can't support the ST3 plan in its current form, when it:</p> <ol style="list-style-type: none"> <li>1. Won't get me to Belltown, Fremont, or Wallingford - some of the densest, most populated neighborhoods in Seattle - without sitting in traffic.</li> <li>2. Won't get me to Ballard or West Seattle for two decades, when travel to these areas is literally impossible at times today.</li> <li>3. Won't allow for crosstown travel in Seattle without a detour and transfer downtown.</li> <li>4. Won't get me to downtown Kirkland at all - 405/85th doesn't count.</li> <li>5. Won't get me to Everett without a lengthy detour.</li> </ol>
EAST KING COUNTY	<p>Ballard to Downtown needs grade separated rail.</p> <p>Ballard to UW seems like a necessary part of the plan.</p> <p>25 years is too long.</p>
EAST KING COUNTY	Renton is very poorly served by transit of any sort. Express buses from downtown Renton, as well as shoulder access for express buses, should be prioritized in the ST3 final plan.
EAST KING COUNTY	You state that "light rail to Lynnwood and Tukwila at Boeing access road in 20 years" but I thought light rail would be at the 44th Ave P&R in Lynnwood by 2023 (7 years). Has this time frame changed?
EAST KING COUNTY	Please consider Ballard to downtown to not create a new drawbridge/use the existing one, if possible. Boat traffic could significantly hamper the consistency of any light rail crossing the ship canal.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - East King County

EAST KING COUNTY	Why so long to come to Issaquah?? Issaquah has struggled with recent growth and there is no long term plan in place to address it. Bring the light rail (and plenty of parking spots!)
EAST KING COUNTY	The Eastside Rail Corridor should feature light rail (or DMU commuter rail) connecting Woodinville, Kirkland, Bellevue, and Renton. With transfer to Sounder operations during peak hours at either end! This is such a valuable, publicly owned asset, in which ST already owns easement rights.
EAST KING COUNTY	I want light rail from Renton to Bothell.
EAST KING COUNTY	I wish the Issaquah link were coming sooner, but I understand that this costs a lot of money.
EAST KING COUNTY	Timeline way too long and costly. Why is it taking almost 50 years from the start of ST to the projected end?? I support transit but I will be dead before it is expanded enough for me to use. Why should I pay with no chance of getting any benefit.
EAST KING COUNTY	1) Light rail should prioritize on Seattle where there are lots of residents and jobs and few parking lots. For people from suburb, light rail should provide plenty of parking lots in existing suburb stations and a few strategic new suburb stations so people can park and ride. New roads should be built if necessary to handle the traffic to there. The parking lots should not be free. The fee should be higher initially to recoup the construction cost in reasonable timeframe. Afterward, the fee should be enough to support ongoing maintenance.  2) Light rail should not share road with cars and boats. It should have extremely reliable schedule.  3) The rails in Seattle and the park and rides should be completed within 10 years. Maybe it can be financially supported by new property development near or above light rail stations where property values will increase substantially.
EAST KING COUNTY	You should have a light rail system that loops around the north end of lake Washington--I5-I405-522, another from 522-I5-I405-520, another from I5-520-I405-I90, and another from I5-I405-I90.
EAST KING COUNTY	22 years for Ballard light rail sounds preposterous. Eastside projects sound about right.
EAST KING COUNTY	Access to Ballard via light rail should be a higher priority given some of the express and rapid ride options that will help supplement other light rail destinations that don't really exist for Ballard.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - East King County

EAST KING COUNTY	<p>You need to remember that technology will continue to develop over the next 25 years and this 'plan' and time frame are completely ridiculous. Self driving cars on highways will make your plans to expand clear to Everett, Tacoma and Issaquah completely useless by the time they are complete - much like how the 520 bridge will already be at max capacity when it is completed.</p> <p>Get light rail completely integrated into the core of Seattle before expanding it, then do it in an intelligent and cost effective way. Also, a direct like from Ballard to UW Seattle as well as going up Lake City Way to downtown Seattle are far better routes than having 'Rapid Ride' buses that hinder traffic more than help. Also, dont over-design and spend too much money on stations - the CH station is gorgeous but incredibly over built. Keep them clean and utilitarian and put money into the actual rails.</p> <p>Also, you are getting push back from the cost. Programs like this hurt middle class homeowners as well as the poor - who are already being forced out of Seattle as-is. Money is a finite source.</p>
EAST KING COUNTY	<p>It is unfortunate that the Tukwila to Bellevue area is not going to receive light rail.</p> <p>I-405 traffic will only continue to get worse and tolling I-405 does not help the traffic, it only makes it confusing for drivers and is marginalizing to those that cannot afford the high tolls. As well, studies have shown time and again that on the whole, more people are likely to take rail transit rather than take the bus. Ultimately BRT will be a waste of money, time and infrastructure. I understand that it will be cheaper and faster to deliver to people in the short run, but by not connecting that portion of the region by rail, you will handicapping the citizens that live there in the future. Please reconsider using BRT and please think more carefully about bringing light rail South I-405.</p>
EAST KING COUNTY	<p>In my humble opinion, the current plans are going to burn too much money on light rail.</p> <p>The issue here is traffic and number of people to service.</p> <p>Why spend money building light rail dedicated infrastructure when we already have the infrastructure needed to vastly improve our transit situation.</p> <p>Simply improve the bus infrastructure. That means send busses (not light rail) on dedicate road lanes avoiding all traffic. Increase bus system coverage, reliability and frequency of service.</p> <p>This will be cheaper, scalable, and quicker improvement to our transit system than building light rail everywhere.</p>
EAST KING COUNTY	<p>I am curious of the overall transit plan and why a consistent light rail around the lake wouldn't be desired with shorter bus routes then being required to destinations on the light rail. it would be possible that light rail from Bellevue to Redmond or Issaquah might not be necessary. I do not know. I assume drivers on the highways or main roads would decrease. Is Seattle's tram necessary or even part of this survey?</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - East King County

EAST KING COUNTY	All light rail should not be at-grade. It should be above-grade or below-grade. We are trying to fix traffic issues not increase them
EAST KING COUNTY	My vote is No. All the folks I talked to in my neighborhood is a No. 25-30years plan is not acceptable. Please lower the scale of the project with a 5-7 year commitment. Also, I am very disappointed the rail will not reach Kirkland. We will have higher property tax just to get a transit station on 85th & still on bus. No Thank You.
EAST KING COUNTY	Issaquah is a priority please
EAST KING COUNTY	Why is the 405 corridor only planned to receive bus service? Anyone driving this nightmare at any time of day can see that demand would certainly fill light rail up - in my mind the only solution to our gridlock. Also: have you ever had to stand in a 554 express bus during rush hour as it hurtles across I90 at interstate speeds? I do not consider this a serious alternative to light rail - for safety reasons!
EAST KING COUNTY	The plan has relatively little to offer the Renton area. The Bus Rapid Transit plan depends on smoothly functioning transit lanes in the I-405 corridor, which are not currently available. The recent experience with the express toll lanes north of Bellevue is a cautionary tale. I would like to see better and more specific plans about connecting Renton to employment centers in downtown Seattle and Bellevue. Perhaps more ST express buses could do part of the job, along with improved park and ride locations.
EAST KING COUNTY	Mass Transit can use any fuel we decide in the future and go much faster than cars if we decide change the engines.  I am curious if a round the lake light rail plan would be feasible with shorter bus or rail routes to the decided convenient stations.
EAST KING COUNTY	I see inadequate planning or inclusion for communities that will be growing in the coming years such as Woodenville Snohomish Millcreek Clearview there is nothing in your plan that addresses that area you make no guarantees about BART or anything else so I would vote against this
EAST KING COUNTY	Bellevue to Issaquah details are confusing. The description states the Wilburton station will be an end station and then the description goes on to describe a connection at East Main. I would prefer a Wilburton end point and avoid more rail lines around SE 8th on the west of I 405.
EAST KING COUNTY	As usual, no one is listening. Light rail should parallel every major throughway, I5, I405, I90, 520, 522 with stops and transfers at all major junctions. If the rail goes to and from where the cars go there will be more transit use and less vehicles clogging the roadways. Instead the ST3 plan is a hodge-podge of individual parts that build up to a completely dysfunctional system. For example... Want to get from Tacoma to Newcastle with ST3? Can't be done without getting on a stupid bus that you'd have to wait for 40 min at the train/bus transfer point (if history tells us anything)... But worse, you'd get stuck in eastside I405 traffic just getting from Tukwila to Newcastle. ST3 does almost no investment in the south I405 corridor except put more cars on the road. Stop messing around with buses and put light rail everywhere. If you-all were really motivated you could get it done in 10 years max... Other Metro areas have, but for some reason the Puget Sound area planners can't figure it out.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - East King County

EAST KING COUNTY	BRT on I-405 is the wrong choice for Kirkland. I am not going to drive to a flyer stop to take a damned bus, but I would walk through the Kirkland neighborhoods to take light rail running on the existing rail right-of-way (CKC). Light rail to Totem Lake/Evergreen would be an wonderful means of knitting together Bellevue, to its neighbors to the north. You can't say that about buses running on a freeway.
EAST KING COUNTY	Less stations
EAST KING COUNTY	No part of ST should be built on or use the Eastside Rail Corridor. We need transit, but we also need parks. That is a linear park, gifted to the people of King County by the Federal Government in the Rails to Trails act. They pay the property owners for the conversion of the rail easement to a hiking and biking trail. It is sad to see the County solving the transit problem by stealing a linear park from the people. Trains and hikers/bikers don't mix. As I-405 is being widened, it should be constructed Light Rail "friendly" so that eventually the BRT can be replaced with Light Rail in the median of I-405, like is being done on I-90 and 520.
EAST KING COUNTY	Make a Light Rail line across the North End of King County ie: SR522!!! from 145th to Woodinville and/or Redmond. Forget the added Bus service along SR522 which will still need to use the existing surface roads.
EAST KING COUNTY	Why do you always phase Tacoma to the middle-to-last of these initiatives? I would first extend light rail down to Tacoma and beyond AND extend Tacoma's Link in their city. This would capture the 2nd largest city in the state with the 1st to provide dual alternatives for commuting giving us the ridership to justify such a system. I honestly believe it is somewhat of a mistake to expect someone to sit on a light rail train from Everett to Seattle with all of those stops; might as well drive - CR is a better choice but Light Rail should be more localized to the community (like Tacoma's Link). Also, it is a HUGE mistake to remove existing ROW (such as the I-90 Express Lanes or adding busses to shoulders); we need dedicated ROW and we have a vehicle already being built to cross Lake Washington and that is 520. Why doesn't the line cross from UW (which arguably will be the 2nd busiest transit node in the region) to Bellevue and then branch to Redmond and Issaquah - this makes more sense and does not take away from the already very useful transit infrastructure we have with I-90 AND it gets us away from an expensive and totally unnecessary Bellevue tunnel (or at least not as long). I like transit, I just think it needs to be rethought and some areas reprioritized. How can we keep ignoring the 2nd largest city and why would we take away from existing functional ROW we we have a new opportunity already being built? If you reprioritize, likely things will be less expensive and at least you'd have the ridership to justify potential help from the feds or other sources and not just trying to increase vehicle registration taxes and property taxes on those who wont have service (as usual).
EAST KING COUNTY	We need to provide transit to the areas that need it more economically

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - East King County

EAST KING COUNTY	<p>I think you have gone about the extension to Ballard all wrong...and I don't live in Ballard. It seems to be way too far off in the future, and I find it very difficult to understand why it seems like to good idea to build light rail at grade when that involves crossing a drawbridge.</p> <p>Additionally, the cross-Seattle (Ballard to UW, possibly then extending to the east side) seems like a no-brainer to pursue.</p> <p>I think you will really need to sell why we need Link to go all the way down south when there's already a commuter train that travels the same route.</p> <p>Finally, as someone who on the eastside south of Bellevue, I feel like my community is pretty much ignored by the plan. Yes, there will be busses on 405, but that does nothing to make getting around in the neighborhoods (or getting to the busses from my house) any easier. I'm also skeptical that this will do much to make 405 any more palatable. When my wife and I buy a home we plan to buy largely based upon accessibility to transportation, but it seems a real shame that with all the building going on in Newcastle/Renton/etc very little is being done to help the new residents buy in to public transport and alleviate the congestion that already exists (for a fun time, drive Coal Creek Parkway during commute times) and will continue to boom.</p>
EAST KING COUNTY	<p>The Landing/Southport and North Renton shouldn't be ignored in the 405 BRT line. It's the one part of Renton that's currently developing and growing. The new massive park and ride on Grady and Rainier in South Renton will be fantastic, but won't adequately serve all of Renton on the BRT line. An 11th stop on the BRT route at an inline station at Park Ave on the 405 would better serve the developing Landing/Southport, the rest of North Renton and the Renton Highlands.</p>
EAST KING COUNTY	<p>Support for the central king projects is critical for the passage of this plan. The timelines for West Seattle and Ballard should be moved up a couple years and if feasible, done concurrently. Furthermore, the Ballard run should be fully grade separated to avoid road and boat traffic impacts, as well as improve speed and reliability in general. The U-link extension has proven grade separation is worth the cost. It should be for the Ballard line as well.</p> <p>Finally, a comment on the Issaquah line. Missing downtown Bellevue is a huge whiff on this one. While it would require a second crossing of I-405 or figuring out how to mitigate environmental impacts to the Mercer Slough, downtown Bellevue as a destination as well as ease and speed of transfer for those continuing into Seattle is critical for a fast and reliable service. If our vision of light rail is to build up urban centers, such as Issaquah, then making connections between those centers harder is counter to that goal.</p>
EAST KING COUNTY	<p>Light rail shoul run on SR 522 from Woodinville to 145th and then west on 145th to I-5 as a substitute for the BRT plan.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - East King County

EAST KING COUNTY	Getting BRT busses from general traffic lanes to express toll lanes will add to congestion problems on I-405.
EAST KING COUNTY	We need to make sure that the light rail from Ballard to downtown is grade seperated. Traffic from there is horrible and anything that has any contact with surface street traffic will drag down service time reliability like no other.
EAST KING COUNTY	8 YEARS for BRT to come online for the I-405 corridor? Why so long? I can understand if it means constructing new 'transit only' freeway lanes, but otherwise implementation should be on a more accelerated timetable.
EAST KING COUNTY	<p>SR99 alignment for Link Angel Lake to Federal Way. Aligning it along the highway merely complements an existing transit corridor, but aligning it to SR99 creates a new corridor entirely. Highways obliterate neighborhood walkability (look at the poor use of Rainier Ave. Freeway Station), and the whole point of Light Rail and TOD is to make walkable neighborhoods. Building light rail stations next to the highway to Federal Way misses this goal by forcing people to walk in a pedestrian hostile area and misses the commercial cores of the cities it serves, along with the increased ridership the intra-neighborhood traffic the commercial core alignments would bring.</p> <p>Also! Dont you dare align the Issaquah Light Rail over the ERC. Ridership estimates for Issaquah-Seattle trips over potential light rail could be as high as 7000-9000 people a day. If you route the light rail up and over the ERC, it not only misses downtown Bellevue, forcing a transfer for Bellevue commuters (a major faux pas), it also would add so much time to the Issaquah-Seattle commute that, given 10 extra minutes, the commuters may as well just walk from Eastgate to South Bellevue. The best routing would be Highlands-Issaquah-Eastgate-South Bellevue-Bellevue-Wilburton-Etc. to Totem Lake.</p>
EAST KING COUNTY	Too much Sound Transit planning, programming is geared around existing badly-pre-planned mess. Streamline and make more direct-line, high-speed, high-capacity, longer-distance transit. The entire plan will be 25 years out-of-date by the time you get around to doing any of it, and fortunes have already been spent on "research" analysis, debate, process, and retro-active re-evaluation instad of getting anything tangible accomplished. Move up timetables to 'unreachable' goals to prod more efficient and cost-effective results.
EAST KING COUNTY	focus more on light rail, less on buses
EAST KING COUNTY	<p>Having spent a significant portion of my life using the excellent transit in Duesseldorf, Germany, I am both acutely aware of how light and heavy rail systems are a boon to society. I am strongly in support of expanding these systems in Seattle. However, the ST3 plan includes at-grade light rail to Ballard and a draw bridge. Coming from a region that expended great effort to grade-separate its light rail (Duesseldorf), this proposal is backwards from the start.</p> <p>Additionally, the notion that Bus Rapid Transit on 405 will do anything for mass transit is laughable. Proposing to allow buses to pass traffic on the shoulder of a highway is a half-baked solution to what we know we already need - grade-separated transit. Anything else just contributes to the congestion. If you can't put light rail along the eastside to Seatac, at least build a busway for the BRT.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - East King County

EAST KING COUNTY	Light Rail to Issaquah should go to the South Bellevue Park and Ride, so commuters can easily transfer for service to downtown Seattle. Reuse track through Bellevue. Why build a parallel line less than 2 miles away?
EAST KING COUNTY	I don't believe the statement in question #14.. that "the plan would cost the average resident in Puget Sound approximately \$200 per year." This appears to me to be a wholesale lie. An increase to my property tax, plus an increase to my motor vehicle excise tax, plus an increase in the sales tax... will certainly add up to more than \$200 annually. And why doesn't this "survey" of my opinion ask me if I support paying that cost (on top of what I'm ALREADY paying for ST2) for 25 years? It all adds up to A LOT of money. Where I live, it doesn't appear that I (or even my grandchildren) will get much service benefit for my investment and my community's investment.
EAST KING COUNTY	My largest complaint is that BRT on the CKC will not preserve the existing trail, where light rail could coexist with the existing trail due to its smaller foot print and lower amounts of noise pollution.
EAST KING COUNTY	Surprised you chose to include a Bellevue-Issaquah Light Rail versus having a similar option through Kirkland/Bothell. Issaquah has 33K people whereas Kirkland has 89K and Bothell is growing. I think the ST3 plan falls flat and doesn't push Light Rail enough on the Eastside. Yes it is expensive but if the plan connected more neighborhoods (Ballard-UW-Kirkland-Redmond route would have been nice). BRT through Kirkland along the 405 is inadequate. Yes, it may be quicker but you have the Cross Kirkland ROW to use that takes you directly from a built Park N Ride station to Downtown Kirkland to Totem Lake. Parkplace and Totem Lake are being rebuilt as I type this and the ST3 fails to connect directly...You'd still need to take another bus from the 405 down to downtown Kirkland. If BRT through Kirkland was modified a bit, then maybe I can support this, but the Eastside still lacks decent options in ST3 and makes only the 90 or over Lake Washington the only options to connect to Seattle using LR or BRT. I'd love to see a light rail option that circles the entire lake. Have you looked at how Los Angeles MTA is being so successful in quickly adding subway/LR to the region? Seems like a new line pops up every few months and they have received some federal funding, too. Thank you.
EAST KING COUNTY	why no light rail going from bellevue to lynnwood or over the lake from kirkland to seattle??
EAST KING COUNTY	Please DO consider using the old railroad right of way now called the Cross Kirkland Corridor for either bus or light rail and avoid freeway stations on 405 that would be more difficult to access. the current opposition is coming from a group of people that purchased property along the corridor and want it to be their personal trail.
EAST KING COUNTY	I would prefer to remove the Tacoma/Everett links.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - East King County

EAST KING COUNTY	<p>-It is imperative that all Link extensions be made fully grade separated. That means no level crossings, and no shared ROW. Surface alignments are only acceptable if totally separated from all other modes of transportation.</p> <p>-The South Link alignment must be changed to the hwy 99 option for its entire length. This maximizes TOD, walkshed, and speed potential. Building up against a freeway may save some money, but removes these advantages.</p> <p>-An east/west line between Ballard and the UW, with future extension to U-village, Children's Hospital, and Kirkland must be included. This line has higher ridership potential than Ballard/downtown, and would still enable faster trips from Ballard to Downtown than current bus service.</p> <p>-All lines and stations must be built with future expandability in mind. That means stations capable of multiplatform support.</p> <p>-Build with the goal in mind to upgrade to automated metro service in the long run.</p>
EAST KING COUNTY	I would like to see light rail on the eastern side of lake washington going all the way to the airport
EAST KING COUNTY	we need transit now!!! no on projects that are not efficient and quick! No at grade projects that the link rail has to compete with cars and busses. Let's create a world class transportation system. Yes for Ballard / UW line!!
EAST KING COUNTY	Rail across SR 522 from 145th instead of bus.
EAST KING COUNTY	Light rail needs to be the priority. Get it done faster-25 years is way too long. Let's focus on the rail and none of the other projects
EAST KING COUNTY	Faster.
EAST KING COUNTY	<p>While expanding bus routes in an 8 year plan is a cost effective band-aid idea to improve mass transit in the PS area, it is a flawed plan, much like the 405 tolling system. I have little faith in current WST management and leadership who are incapable of fully conceptualizing mass transit ideas. Bus routes will only further congest freeway/highway traffic. I commute between 110-160 miles/day for work in the Puget Sound area (90, 18, 405, and I-5 corridors); and have lived in the Los Angeles, DC/NOVA, and in Japan--and understand traffic congestion, and efficient mass transit systems (e.g., used in Tokyo, JP). We need to prioritize efficient and thorough planning into light rail and supporting infrastructure development first, and foremost, especially given the influx of commuter population into the PS area, especially considering the geographic/topographic constraints against further developing our highway/freeway system; and the fact that most residents are already priced out of purchasing homes/renting in King County, where most of our current/future economic development (e.g., the IT industry), and already commute into King County from Pierce and Snohomish counties daily for work.</p>
EAST KING COUNTY	I think it's time to build a light rail to Issaquah, we shouldn't wait for 25 years to have it done.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - East King County

EAST KING COUNTY	<p>I'm concerned with the plans solution for transit on I405 from Everett to Renton. This should be a MUCH higher priority. You say rapid bus service is a solution as it is a quicker fix but your plan and cost for this is long term. I want to see a plan for a temporary solution using rapid buses with a more concrete plan to add light rail from Everett to Renton. The funds for the bus system should go to light rail in this corridor. You mention a short term solution but I would expect to see the schedule support this and implementation of funds redirected to light rail.</p> <p>People want light rail as the wait times are so short. The traffic song 405 is horrific as well. Please add this to your plan sooner or address it upfront. Thank you!</p>
EAST KING COUNTY	<p>The light rail should connect Issaquah with Seattle, not Bellevue. All plan should be completed faster.</p>
EAST KING COUNTY	<p>405 BRT missing station at NE 70th, Link missing station at NE 51st in Redmond. The combined gap means I'll campaign within Redmond against ST3 unless the gaps are addressed.</p>
EAST KING COUNTY	<p>Allowing buses to drive on shoulders is an unsafe and atrocious idea. The number of accidents that have occurred on highway shoulders to people pulled over have been numerous across the nation, and this would increase that drastically in the area. It would become a dangerous and scary situation to get something as routine as a flat tire. I strongly oppose the entire plan due to this component.</p> <p>In general, it's time to stop focusing on buses and shift to light rail in a timely fashion as a real solution.</p>
EAST KING COUNTY	<p>Please push Issaquah earlier in the plan. Please also connect Issaquah directly to Seattle.</p>
EAST KING COUNTY	<p>We do not need BRT. Just build light rail.</p>
EAST KING COUNTY	<p>The extension to Issaquah needs to be MUCH sooner than 25 years. More like 10 at the most.</p>
EAST KING COUNTY	<p>I think we need to increase the speed with which we build light rail. We need it now, not 25 years from now.</p>
EAST KING COUNTY	<p>The I90 corridor to Issaquah should be addressed sooner than 25 years.</p>
EAST KING COUNTY	<p>Remove the bus projects and start the light rail now!!!</p> <p>Build light rail from issaquah to Seattle</p>
EAST KING COUNTY	<p>Light rail is not cost effective compared to buses for the number of people moved. Furthermore, I will be taxed immediately for it, but not even see that negligible benefit from it for years. Why should I be asked to shoulder an excessive tax burden to support people electing to live from away from their places of employment?</p>
EAST KING COUNTY	<p>It is time to expedite Bellevue and Issaquah links. We are tired of continually getting the short end of the stick.</p>
EAST KING COUNTY	<p>Having the Issaquah/Eastgate link cut up to Bellevue instead of continuing west towards Mercer Islands does not make much sense from a Seattle-bound commuter living in the region's fastest growing cities of Issaquah and Snoqualmie.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - East King County

EAST KING COUNTY	<p>I CANNOT support a plan that takes 25 years to solve today's crisis. These projects shouldn't take a generation! It smacks of incompetence and stupidity that these projects might be finished by the time I retire. This is an avenue for partnership with state and federal government, inclusion of broad use of eminent domain. Eminent Domain might be some bad PR, it might be a hard part of the job, but you and the do nothing government need to DO YOUR GOD DAMN JOB! If the plan is dependent on state and federal partnerships to complete in 10 years, include that. We'll protest and vote. That's part of your job, so DO YOUR GOD DAMN JOB! Do you get the message that this plan is showing us that you don't know, or don't care, about doing your job.</p> <p>I'm voting NO unless we have some projects that finish in 4 years. This is a stupidly lazy proposal. It makes me want to run against you in an election. A plan to need 25 years to finish, which I'm guessing is to give you job security on a "do nothing" job. Put forth a real timeline, or get voted down. We can vote this one down, protest for years until you don't want to run for this position again, and vote some competent people in to finish this project in 12-13 years.</p> <p>We're not as stupid as you. We know it isn't "this or nothing". This kind of incompetence in government is leading people to want to vote for corrupt demagogues, when we need to just work to get competent people in.</p>
EAST KING COUNTY	Seattle to Issaquah light rail done in next ten years instead of 25!
EAST KING COUNTY	<p>Light rail makes sense in Seattle where the density is higher and people there are more apt to have a car-free lifestyle. It doesn't give you that bang for the buck once you move outside the city and over into the suburbs. In the suburbs where cars are a necessity, park &amp; ride lots are important, as are buses. I'm not going to vote for something that pushes light rail to places like Issaquah. Get more park &amp; rides, and more bus service, and give the buses easier access to the HOV lanes on I-90 so that they aren't stuck in traffic.</p> <p>You really need to let the citizens of Seattle tax themselves to build out whatever they want and quit trying to get folks outside the city to bankroll their public transit. A light rail line out to Issaquah just looks like you're throwing us a bone in the suburbs to vote for something.</p>
EAST KING COUNTY	Increased prioritization of light rail projects, including Issaquah, West Seattle, etc. Moving forward with the light rail aspects would permit potential reductions in service or negotiations of other aspects of the project, resulting in additional savings in the latter part of ST3.
EAST KING COUNTY	It would be much more valuable to focus on light rail, and less on busses. I drive from Issaquah to Seattle every day, and busses would not save me time, and are very inconvenient. Light rail (like Vancouver's skytrain) is very reliable and user friendly. I would take light rail. Many people I know would not take busses but would use light rail. No traffic and the frequency of trains is the main reason
EAST KING COUNTY	I love all of this, but I really wish it could be done much faster. 25 years from now is an immense amount of time, and even 8 years from now seems like it just won't be soon enough.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - East King County

EAST KING COUNTY	The greatest growth in Issaquah is the Plateau and the Issaquah Highlands. Connecting into downtown Issaquah will just make it more difficult to get around old downtown. The SR900 park and ride should be moved to the freeway, and/or more routes added up into the Plateau, otherwise no one will fight the traffic to get to the park and ride, and will continue to drive.
EAST KING COUNTY	<p>Please please please consider adding more parking to existing and proposed new stops on the light rail and commuter rail stations. Tukwila Sounder Station's brand new parking lot is much too small so it's almost full at 7:30 each morning and I know the other stops' parking lots are frequently full well before then. For some reason the old parking lot was fenced off so people could not park there anymore, which was ridiculous since that's where people had to park before. Now it's a staging area for construction but that lot has been fenced off for a long time. Bus service does not come near my home and if I had to try to use that to reach the station, my commute each way would easily be 90 minutes or more and it would be faster to drive. If we have to pay for the parking or have to carpool in order to get a spot, these transit systems become far less attractive and less cost effective for people to take it. Parking is paramount to my concerns, and likely many others who currently or are interested in utilizing the Sounder trains or the Light Rail system to get to work/school. I like taking the train to work, since I'm still able to park in the morning, but if I had to get there at 7 or earlier just to get a spot (and still have to start my shift at 8), I would probably be better off driving.</p> <p>Also, putting aside a bit more money for improving Sounder train reliability would be nice. Some months have multiple trips cancelled for riders, often with not enough notice to take another route to work to get there on time (even though the train broke down at the first station an hour before the alert text reaches the riders). There will always be some circumstances that arise that can cause a train to be late or cancelled, but when it's frequently maintenance, it seems like there should be more effort taken in making sure they're operating properly and reliably.</p>
EAST KING COUNTY	we should get transit farther into the eastside faster, as there is a large population of seattle employees stuck in traffic trying to cross the lake
EAST KING COUNTY	Ballard line should run to UW and connect to spine there.
EAST KING COUNTY	Considering the growth and expansion east on I-90, if we're really talking about 25 years until the light rail is completed to Issaquah, it should continue to the City of Snoqualmie (I-18) or possibly even North Bend. Also, I don't see anything in the plan addressing the horrible traffic congestion on I-18 and 167. Thanks.
EAST KING COUNTY	Pushing buses is a waste of time and money. Having lived here and ridden buses for decades, I know all too well that they get caught in the same traffic messes as everyone else. Grade-separated rail should be the sole push.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - East King County

EAST KING COUNTY	I think that projects within Seattle such as the Ballard light rail, Graham St. Station and West Seattle light rail should be prioritized because improving transit within the city helps everyone in the region by de-congesting the core and providing fast and reliable transportation to the largest number of people. City dwellers are simply more inclined to drive less than their suburban counterparts so transit should focus on that population first.
EAST KING COUNTY	The BRT plan for I-405 is flawed and does not provide a reliable high capacity transit option. As offered, it would weave and mix with general purpose traffic for about half of the corridor. The other half would depend on performance of the toll lanes. There are no stops between Bellevue and South Renton. This project will not win votes for the package, especially with the new proposed tax burden. Please come back with a better plan for the I-405 corridor.
EAST KING COUNTY	Anything that can move the timeline for light rail projects up for faster completion will make ST3 more palatable as a whole.
EAST KING COUNTY	What role do autonomous vehicles play in this plan? How has sound transit modeled the impact of autonomous vehicles in its planning? What is sound transit doing as part of its plan to accommodate autonomous and electric vehicles? This plan feels like its based on a technology vision frozen in the 1960's.
EAST KING COUNTY	Renton should be included in Light Rail expansion that connects Renton to Seattle, Bellevue and the airport. BRT is not helpful, is not faster or more convenient (currently) and it does not help the roads to clog them up with more buses. Renton is the last community around Lake Washington that is experiencing very rapid development and population growth and residents of Renton have paid into the transportation improvement funds at the same rate as other communities. Please consider Renton for Light Rail - not more buses. We are not frequent transit users but would be if we had better public transportation options that connected our community to the region.
EAST KING COUNTY	I think there should be a connection between Issaquah and Seattle across I-90 without having to go north to Bellevue. Seems like a missing link.
EAST KING COUNTY	I ride on the Sounder train into Seattle from Tukwilla every day. One way to greatly improve my experience and cause minor impact, would be to add another train heading South after the 6:20pm train, thus making it possible for people who work late, etc. to use this train.  Also, I believe there may already be plans in the works, but parking is pretty much impossible at the Tukwilla station. I would suggest putting in a huge multi-story parking garage here if your plan includes accommodating population growth. It's also very difficult to park in Kent. I've tried to drive to Kent to catch the train, just because they have the garage, and still not found parking.
EAST KING COUNTY	Prioritize timing of work inside 405/5 corridors first to serve the most people with the best. Use buses and satellite stations to bring people to rail. Very disappointed to see that Lynnwood to Burien will remain buses and not rail. Shorten outer spurs and drive more rail traffic inside I405/I5 corridors
EAST KING COUNTY	Ballard line should run to UW, not to downtown.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - East King County

EAST KING COUNTY	Get light rail to Redmond MUCH sooner!
EAST KING COUNTY	<p>Bus rapid transit- It would be a good idea not to spend money on new buses and work on the routes. Currently taking the bus along I-405 is a waste of time and will be a waste of time if further consideration is not taken to address parking and how to get to final destination with sporadic bus service. It is frustrating to be dropped off at a freeway bus station and then a person has to work 45 minutes to get to a final destination. This does not help to address too many cars on the road.</p> <p>Light rail- It would be a good idea to get the eastside connected to Seattle and the airport. It is frustrating to see the eastside being left out and having to be so dependent on a car to get around anywhere.</p>
EAST KING COUNTY	Light rail on the 405 corridor and across 520.
EAST KING COUNTY	More focus on extending light rail capability over bus lines.
EAST KING COUNTY	Seems like ST3 is no longer negotiable as all meetings scheduled are in the major affected areas. Aren't the communities to the East and South of Lake Washington in Renton, Kenndale, Newcastle, Maple Valley, Covington, and Black Diamond affected as well? Personally living on the Renton plateau, I can only imagine what my options will be in the next few years on I405, SR900, SR167, and Coal Creek Parkway and certainly do not wish to wait 8, 12, 17, 20, 22 or 25 years! I currently have to limit my use of these routes to mid-day use only so as to avoid them during commute hours.
EAST KING COUNTY	It is imperative that light rail lines be built around the north and south ends of Lake Washington to link to those Eastside communities. This should supplant the Rapid Transit Lines and be completed within 10 years. Bridges are terrifically expensive and delaying light rail routes around the lake will add millions to the cost.
EAST KING COUNTY	Remove pain field stop. Run down I5 to Everett and down Broadway. (No guarantee Boeing manufacturing will be here in 50 years). Let's get Link rail moving from Everett to Olympia ASAP.
EAST KING COUNTY	I just moved into Redmond at the end of 2015. I was so disappointed to see I had to drive into Seattle instead of take the train. Having lived in major metropolitan areas with max transit trains (San Francisco, Portland, D.C, Singapore) I was surprised to see Redmond not on the loop due to the heavy influence of Microsoft in the areas economy, as well as all the people who live in the outlying areas and have to commute into Seattle. Getting the light rail up an running ASAP is a priority. I've never seen people use the bus system as they do the metro/bart/max... systems. They are commuter and tourist friendly compared to buses.
EAST KING COUNTY	Light rail service from Issaquah should go to Seattle not Bellevue. I could transfer at Mercer Island to get to Bellevue.
EAST KING COUNTY	Expanding light rail to Kirkland via the Cross-Kirkland corridor is a huge missed opportunity in ST3! More bus service to Kirkland/Totem Lake are highly appreciated but we need to continue building out more options that don't rely on our already congested road infrastructure. Whether that is light rail, subways, gondolas, or canons shooting people across the water we've got to improve our infrastructure.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - East King County

EAST KING COUNTY	The more we connect and expand light rail lines, the more useful it becomes. Being in Kirkland there is very little new service that will be viable for me anytime soon as if I have to drive to a station, I might as well just drive to the location. We don't need large expensive transit stations, we need to connect to more locations and integrate buses to light rail. I am disappointed there is no light rail services along I-405. We already have buses on I-405 but they take too long driving to large transit stations (like in Bellevue) to really be an efficient alternative to driving (unless you are going to the Bellevue transit station). I think some of the tax breaks going to large employers should instead be used to increase light rail and speedy transit to these locations. Especially considering the exceptional parking issues at Everett and Renton Boeing sites, many employees would greatly value a viable transit option.
EAST KING COUNTY	The 405 Corridor is in urgent need of transit options. Instead of express bus service they should also think about light rail along the entire 405 Highway
EAST KING COUNTY	I think it's ridiculous to expand BRT from Renton to Lynnwood. How antiquated! My husband and I have lived in our house in Renton for over 20 years and, for over 20 years, we've wondered why there wasn't a rail system running from the Renton Boeing plant to the Everett Boeing plant. For my extra \$200 a year in taxes I expect to be included in the light rail plans along with the rest of the region, rail that I would actually use, and not just get additional buses running up and down I-405 that contribute to the already unbearable traffic in this area.
EAST KING COUNTY	Light rail needs to come to Lynnwood in 2023 not 2036. Light rail should not go to Ballard or West Seattle until other areas are served. Everett should come next after Lynnwood. Federal Way light rail should occur as planned and further south before the eastern route. Why will it take 8 years for the BRT between Renton and Lynnwood on the 405?
EAST KING COUNTY	For any of these mass transit plans to work, residents must be able to get from their homes to the hubs (light rail stations, heavy rail stations, bus lines). In South king county there is very little local bus service, so plenty of parking at these hubs is required, which is not there especially in Renton/Tukwila. Please provide more parking at the stations. Otherwise adding more light rail, trains, express buses is pretty much useless.
EAST KING COUNTY	I live in eastern Bellevue, and just started a job in downtown Seattle. I am puzzled about the layout of the Bellevue-to-Issaquah Light Rail. Why does it head north along 405? That seems to make it slower to get from Eastgate Park & Ride to downtown Seattle. Will it require a transfer? Or will there be another train that makes a turn and continues on to Seattle, making it direct? It just seems inefficient -- shouldn't the junction be closer to I-90 (e.g. the Bellevue Park & Ride)? Additionally, there should be many more secure bike parking facilities all over (the bikelink locker). The Bellevue Way Park & Ride (which I never use) also looks incredibly crowded. Are there plans to improve it?

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - East King County

EAST KING COUNTY	The Light Rail parking situation at the Tukwila station is grossly insufficient. This has been the case since it's opening and has only become worse as usage of the station has increased. I don't know if all parking at all stations needs to be increased, but many people bypass Light Rail at Tukwila and take their car into Seattle due to the lack of parking at the Tukwila Light Rail station. It's a shame when you have motivated customers who go the less 'green' route of driving individual cars into Seattle because of lack of parking at your Tukwila Light Rail station.
EAST KING COUNTY	Light rail should take precedence as opposed to the quick and dirty fix of adding busses.
EAST KING COUNTY	I think the timeline needs to move up.
EAST KING COUNTY	Building Light rail to Issaquah and Redmond seem like much lower priority than connecting the Eastside north and south including commuting to the UW Bothell campus and eventually up to meet the other light rail in Everett or Lynnwood. Microsoft already provides lots of transit opportunities for its employees and it doesn't seem there is another major employer or reason for lots of people to go to either Redmond or Issaquah. I would swap the bus routes to Redmond and Issaquah and replace the Bellevue to Lynnwood section with light rail options.
EAST KING COUNTY	I believe that a rapid electric bus system would be much better for the Puget Sound area, would not require as much infrastructure, can be up and running faster and can be more easily updated. In addition, emergency vehicles could use the bus lanes if needed. Light rail is antiquated and a rapid bus system would be much better for this area. I do not support rail, but would support a rapid bus transit system from Issaquah to Seattle.
EAST KING COUNTY	The overall plan just seems too expensive. As much as I'd love better access into SLU, \$5 Billion for a new tunnel is just too much.
EAST KING COUNTY	Parking is horrible on the light rail in Seattle. The only park n ride is at Tukwila and there are never any spaces available after 7am. I like that the Boeing Access Road will have a park n ride and I think more stations should have one.
EAST KING COUNTY	I'm disappointed by the lack of light rail to Kirkland. Hopefully this opens the door for an east-west line from Kirkland-UW-Ballard in the future, but I think light rail would be a great benefit for a rapidly growing city with very few and increasingly congested roadways leading south to Bellevue and the lake bridges.  I don't understand what the advantages of BRT are, or even what that means beyond standard bus service. Buses are slow, they load slow, they stop frequently, they accelerate slowly, they arrive late, and they get stuck in traffic. If BRT solves these issues, I think it should be made more clear exactly how. Otherwise, light rail seems to be of a much greater benefit.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - East King County

EAST KING COUNTY	<p>Eliminate the BRT projects, bring back the Totem Lake Light Rail segment, and consider Light Rail along 522.</p> <p>Given the cost and timeline for this plan, I expected much more. While I strongly support the expansion of light rail in the region, I do NOT support the use of BRT, except as a temporary measure. Unfortunately, this plan offers very little on the East Side apart from BRT (especially the north East Side). It is difficult to support a plan that has us waiting 25 years for so little. As it stands, I will be voting against this in November.</p>
EAST KING COUNTY	<p>Speed up the timeline for the South Lake Union light rail station.</p>
EAST KING COUNTY	<p>I would prefer to see the light rail stations be completed sooner, rather than the focus on the Rapid ride system. Given the number of Microsofties and other tech companies building on the Eastside, it would be extremely helpful to connect Seattle to the Eastside via light rail ASAP. This would help alleviate the traffic jams in the area immensely. I would also see if there was a way to get the corporation who are bringing people into the area to help fund parts of the projects since it would benefit their employee base as well.</p>
EAST KING COUNTY	<p>Shoulder driving should be in place. Front-load light rail on East side to contain sprawl and preserve habitat.</p>
EAST KING COUNTY	<p>The bus rapid transit along 405 should be light rail or any other form of transit that does not use the roadway. Additionally, none of the light rail projects should ever share the road with cars, including intersections. The marginal cost of separating the rail from the road is negligible compared to the costs of additional travel time on a normal schedule and additional time when there are accidents with the rail and cars. If you want my vote, do it right or not at all. I am willing to pay for transit that is off the roads. The more anything interacts with the road the more likely I am to vote against it.</p>
EAST KING COUNTY	<p>It looks like commuters from I-90, Issaquah, and further out would need to travel through Bellevue when taking the train. That's just dumb. These commuters currently go directly to Seattle.</p> <p>It's pretty insane, stupid, dumb, and the like that it will take 25+ years to get the train from Seattle to Issaquah along an existing freeway, I-90. Actually, it should be globally embarrassing that it would take the United States, of all countries, 25+ years to build a simple light rail line a few miles. GLOBALLY EMBARRASSING!!!!!! The buses are currently so overloaded that they are unsafe to ride. 25+ more years of growth can be handled by buses????!!!!</p>
EAST KING COUNTY	<p>ST should connect the population/work centers within the region as a first priority. Extending service to West Seattle and Ballard (intra-regional) before completing the connection to Everett is not the correct prioritization.</p>
EAST KING COUNTY	<p>If there are to be 1,000,000 additional residents in the coming 25 years, the plan is inadequate from its inception. Light rail is the proven best solution for moving increasing numbers across greater distances and should be the primary focus. Buses are fine in the heavy urban centers, but quickly become impractical when travel distances reach out to current suburbs, not to mention the suburbs which have yet to be developed, or conceived. Light rail as far as Mt. Vernon and North Bend should be developed immediately, not 25 years from now.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - East King County

EAST KING COUNTY	The Issaquah segment to the Bellevue central terminal should join the segment across Mercer island at Richard Road rather than extend into the Bellevue Station. It should help relieve congestion at the Bellevue Terminal and allow a transfer into Seattle and Bellevue much more efficiently.
EAST KING COUNTY	Issaquah continues to be underserved by this plan. Suggest adding a direct route into SEA and SEATAC.
EAST KING COUNTY	Re-evaluate the estimated cost of \$200 per year per average resident to fund the \$50 billion budget. Does this mean that for a household of 4 people, it will cost \$800 for that family? Can the fiscal budget be re-allocated to help with more of the \$50 billion budget? What about the inevitable over-run of the projects? How will this be funded? The costs need to be transparent.
EAST KING COUNTY	The 17+ year duration of completion means 17 more years of current traffic nightmares and is a bit discouraging :(
EAST KING COUNTY	Neither of the redmond stops are very close to the technology campuses that it's supposedly serving. It'd be great if there was a stop closer to 148th/156th & 40th range, near the overlake transit center
EAST KING COUNTY	Think about the communities that have very little infrastructure first. Redmond and Issaquah have very limited bus service. I live in Sammamish and it takes me 1 1/2 hours to get into Seattle.
EAST KING COUNTY	Proposal for light rail from Issaquah to Bellevue should be realigned to follow I-90 and connect with ST2 project. Coming across I-90, the line should split into 3 lines -- Bothell, Redmond, and Issaquah, with appropriate headways for each line. Having Issaquah folks go into Bellevue and transfer there makes no sense. Light rail trains should be able to run on 3 minute headways so you should not need a second tunnel in Seattle. You need to go back and plan something more reasonable that can be done in a shorter time frame.
EAST KING COUNTY	The timelines for completion need to be cut in half on all these projects.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - East King County

EAST KING COUNTY	<p>I strongly believe the I-405 corridor needs a more adequate solution than what I suspect would be something akin to mild improvement. The recent expansion of I-405 is an extremely temporary solution at best, and by the time the BRT expansion is completed in just under a decade, I see no reason to believe the traffic situation will be anything less than several times worse than it is now.</p> <p>Adding buses and stations, I believe, will have little-to-no effect on traffic along I-405. Already during rush hour, traffic along nearly the entirety of I-405 comes to an almost complete halt, including buses. If the bus offers little in the way of improved commuting, travelers will have little reason, aside from monetary, for taking the bus.</p> <p>I strongly believe an extended light rail system, or added bus-only lane would serve the purposes of public transport much better than improvements to the current routes. The Eastside is, and hasn't been for a long time, simply the handwave-able group of suburbs across the lake from Seattle. Much of it is an much closer to urban than suburban, and with the rising costs of housing and increase in apartment complexes and condos, the urbanity of the Eastside will be much greater by 2024. As such, I think it warrants consideration for the same degree of high speed public transportation that its more western neighbor has. Anything less will likely have a marginal impact, if any at all, and we'll remain a metropolitan area treading water at best, while the rest of the country speeds ahead.</p> <p>Thank you,</p>
EAST KING COUNTY	The SR522 route should include Woodinville and the Wine areas: The Warehouse District and the Woodinville Wine Valley.
EAST KING COUNTY	Why is the rail spur on the Eastside from Woodinville to Renton /Kent not being activated? Upgrade the tracks etc. We Europeans use better logic to move commuters.
EAST KING COUNTY	Light rail projects should be prioritized, and then the rapid bus lines. I strongly support the expansion but would like access to East Marginal Way along the Boeing field Corridor to improve my commute
EAST KING COUNTY	EastLink is a disaster, it won't make anything better and it will make the commute worse for many people. Should not be taking lanes away from I90 bridge, if you do, you need to get to Issaquah AND serve people south of I90 AT THE SAME TIME that the lanes on I90 are lost. I can't comprehend why you are forcing Issaquah commuters to detour through Bellevue to get to Seattle. I can't believe you are seriously proposing BRT on Richard's road to connect to downtown Bellevue. I've been wanting commuter rail in the Seattle area for a long, long time, but the way you are implementing it is driving me mad. It seriously makes me want to move to a city with well designed mass transit like Portland or Vancouver, BC.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - East King County

EAST KING COUNTY	Traffic on the eastside is a critical concern. The toll lanes on 405 only made the matters worse. I am disappointed to see eastside projects continue to be a lower priority. Given that I will pay an above average share for these transits plans, I will only support a plan that moves up the priority of eastside projects and offers real solutions (not using the shoulder lanes as a stop gap).
EAST KING COUNTY	I think the north/ south commute needs to be improved more than the east/ west commute.
EAST KING COUNTY	I'm fine with the taxes proposed EXCEPT for the property tax. Especially when my area isn't be helped.
EAST KING COUNTY	I would support this fully if light rail to Issaquah wasn't the last project for completion. 25 years is ridiculous, especially given Issaquah is an area with tremendous growth and will continue that rapid growth trend. I'm not as likely to support at this point when our area won't feel the substantial benefits for 25 years. Ridiculous!
EAST KING COUNTY	I believe with the future expansions and construction in Issaquah, the plan should have Issaquah transit sooner than 25 years from now. HWY 90 is already backed up with traffic all day everyday and the buses are too full to use to get to downtown in peak hours. There are times and times when from the park and ride you have to wait for at least a couple of buses in the morning in order to be able to get on the bus. More buses should be added and the train system should be expanded sooner than 25 years. I think that timeline is unacceptable!!!
EAST KING COUNTY	It's hard to be supportive when rail to Issaquah is 25 years out.
EAST KING COUNTY	Continue direct rapid transit to Seattle as exists in 2016 . Oppose rail/bus to Bellevue first enroute to Seattle. Provide direct transit Issaquah/No Bend to Seatac airport avoiding travel into Seattle first. Having to travel to Bellevue center is OUT OF THE WAY!!
EAST KING COUNTY	I somewhat oppose #12 because I strongly oppose adding more buses or putting any more \$ into adding more buses or widening our roads. Our main focus should be 100% on building trains. I would easily start taking a train if it ran in my area. But I refuse to take buses because they are slower than if I drive. Buses slow down traffic. Stop adding buses.
EAST KING COUNTY	I think the project should be done in a shorter time that suggested.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - East King County

EAST KING COUNTY	<p>With existing gas taxes, new highway tolls, and other transportation dollars available to Sound Transit, why is there not a single project being discussed to expand road capacity and improve our existing roads? Why is <i>*more*</i> money needed given all of the existing fees, taxes, and tolls that are collected today?</p> <p>The project and priorities do not reflect the priorities and wishes of communities on the Eastside, so I and other actively oppose the current ST3 plan.</p> <p>I also have very little confidence and trust in the current transportation leaders to develop, execute and complete our transportation projects. Fiascos like Big Bertha delays, unexpected sinkholes, mismanagement of budget from state audits, ridership nowhere near projections that were used to sell the program (can't blame lack of money here), and unacceptable budget overages and late completion of the new 520 bridge are examples behind the lack of trust. If I can't trust leaders to make responsible planning and management decisions for simple, straightforward projects, then how can I be expected to trust leaders with something as huge and complex as the ST3 plan?! I don't! And it's not because building a transportation plan is easy - it's not - but since I've been living here the past 15 years, the transit and transportation leadership has not given me any reason to believe or trust that they know how to plan and deliver a program <i>*that best serves the public.*</i></p> <p>Until transit can show it can deliver programs that are valuable to the public, not program that the leadership wants, you won't get my support or my \$s.</p> <p>Thank you for the opportunity to provide feedback on the plan...</p>
EAST KING COUNTY	<p>Why light rail to Redmond and Issaquah? The demographic of those cities is a higher than average household income and the people who are least likely to use public transit. I don't see those residents as willing to give up their BMWs, Audis, and SUVs to take mass transit. The ST3 plan ignores the fact that the highest users of mass transit are those who have no alternative as in the residents of South Renton, South Kent and outlying areas. You have given them buses and are sending the light rail to the rich folks who will mostly ignore it. I understand that the plan is to get cars off the road but really, the wealthy will not give up their cars. Give the light rail to those who need it and stop pandering to the rich.</p>
EAST KING COUNTY	<p>EAST LINK LIGHT RAIL SHOULD BE INSTALLED ON THE 520 -- NOT RETROFITTED TO TRAVEL ACROSS THE I-90!!!</p>
EAST KING COUNTY	<p>We don't need to wait eight friggin years to build parking structures in Kenmore that are needed today. TODAY. It is not fair that we fund your transit projects everywhere else in the region and have to wait for the completion of the light rail station in Shoreline EIGHT FRIGGING YEARS from now, when we could use the projected 300 parking spaces now. User pay if necessary. Let's get started and drop the artificial link between the light rail station and our parking structures, which we need now.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - East King County

EAST KING COUNTY	The existing Kingsgate and Brickyard park and rides are completely full every week day. People are parking along the curb in spots that are not parking spots and even in the grass on occasion. Parking spaces should be added ASAP. A quick stopgap fix would be to take the decorative medians and greenery out, square up the space and then restripe. There is a lot of wasted space as currently designed. Waiting 8 years for a parking structure at Kingsgate is a terrible idea. A structure should be built but there needs to be some added spaces THIS YEAR.
EAST KING COUNTY	What we need on the Eastside I-405 corridor is light rail, not buses that add to the congestion on the already crowded roads/highways. Think about the future and how traveling from Lynnwood/Alderwood to Redmond will be very indirect via Seattle.
EAST KING COUNTY	More transit-oriented development, and buses that would help eliminate the need for P&R to access light rail from the suburbs and exurbs.
EAST KING COUNTY	Add light rail north-south on eastside. It is only going to get more expensive to in the future. Need to get started so it can get finished, duh. Nobody wants to pay, but all of us have to pay. Need to make sure nobody (contractors, etc) are going to get rich off this project. Fair firm-fixed project awards and hold contractors accountable.
EAST KING COUNTY	Keep Cross Kirkland Corridor free of light rail and bus/motor traffic. Bike and pedestrian only
EAST KING COUNTY	I'm against BUS transit on CKC trail. There are two little designated bicycle trails in the area. For my family bicycle commute is the main type of commute for 5-10 miles distance. CKC trail is the great commute corridor, but not with buses around.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - East King County

EAST KING COUNTY	<p>Light rail should go directly from Eastgate through Seattle much like the ST554 bus route. No one in Eastgate or Issaquah is going to want to take a detour through downtown Bellevue to get to Seattle. If it wasn't for Microsoft, the Bellevue to Redmond link light rail would be pointless. Make Microsoft pay for improvements that benefit them and their employees. Not our problem that they chose an out-of-the-way location for their campus. If they don't like it, do like Amazon did and expand in downtown!</p> <p>Major transit routes should follow major highways. When it deviates, you should really carefully consider "why"? The link light rail between the airport and Seattle is terrible because it takes longer than the express bus it was supposed to replace! Why it didn't just follow I-5 I'll never know! When visiting San Francisco, the BART follows highways and goes directly where you want to go. No need for a car!</p> <p>Park and Rides should always have parking all times of the day. Otherwise, I'm not going to waste time gambling on no parking and just drive instead. The parking at Tukwila for the light rail is a joke. No way people can park and ride at that station. It's hard enough fighting through the parking area just to pick up or drop off someone! At the very least there should be a way I can check real-time parking information at park and rides before I start my trip.</p> <p>I tried using sound transit to go to work, but at an hour and a half each way, it's no good! I work near Olympic Sculpture Park at the Seattle waterfront, which is somewhat of a 'transit hole'. If you kept the ST554 going north from downtown through Belltown, you'd have something I could use.</p> <p>I know it's maddening process to try to please everyone AND try to get people to pay for it! Thanks for reaching out for feedback.</p>
EAST KING COUNTY	The rainier valley dog leg becomes redundant when the Kent connection to downtown Seattle is done. So the SeaTac to Seattle line can be revised to give faster service by following a straight track separated from other traffic.
EAST KING COUNTY	It's ridiculous not to have light rail serving the i-405 corridor
EAST KING COUNTY	522 has been adversely effected by rolling on 405 and 520 yet is one of the oldest routes in and out of Seattle. I find it disappointing that plans don't include light rail along this, which would not only ease traffic, but link UW campuses and Bothells biotech companies to Lake Union. Instead the plan is based on past employment in low growth aircraft manufacturing which is moving more out of state to avoid local unions. Rather than reach out in long lines it would be better to create infrastructure surrounding the lake and the east side, thus decreasing suburban sprawl, and creating rail commutes that are functional from homes to work. Build a solid core for business, research, and academics, not strings connecting parking lots.
EAST KING COUNTY	More parking at park and rides!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - East King County

EAST KING COUNTY	I feel as the whole East side is in need of more modifications of transit besides just the speed, frequency and reliability of the bus system. I live in Renton and commute all the way in to Wallingford. The traffic on I-405 is ALWAYS backed up, whether its 9 am, 1 pm or even up into 8 pm when I come home from work. I think extending the light rail down south on I-405 to either Kent, Tukwila or Sumner would make a huge improvement on commuting.
EAST KING COUNTY	Issaquah connection appears poorly designed.
EAST KING COUNTY	Kirkland should have a light rail in the Cross Kirkland Corridor.
EAST KING COUNTY	Really 25 years. Already some of the worst traffic in the US. Plan should have much more aggressive timeline. At some point traffic becomes a detractor to growth. Fund it now, build it now creates job now and in the future.
EAST KING COUNTY	spend more on busses, less on light rail
EAST KING COUNTY	Why is light rail being ignored in what is the hottest real estate market presently in the East side (Bothell/Woodinville/Kenmore)?  Buses are nice, but there has been remarkably little foresight involved with bringing long-term investment to these areas well in advance of what is promising to be a surge in both density & property prices.  Anyone who disputes the need for mass transit in this area can travel from Lynnwood to 85th st in Kirkland between 7:30am and 9:30am, or 3pm to 6pm pretty much any day of the week.  (Bonus points for driving into Kirkland via Juanita Drive during this time)  Closing the loop (if not by 405, then perhaps by taking 522 to Avondale, to Redmond Town Center, neatly avoiding the whole 'Kirkland Issue') will significantly add to redundancy, ease traffic, increase the tax base and make your support in this traffic-locked section of the Eastside quite fervent.
EAST KING COUNTY	Remove Bellevue to Issaquah line in favor lowering cost (too much cost per rider), add Link station at NE 51st in Redmond
EAST KING COUNTY	Do not put any High Capacity Transit on the CKC Trail Remove the environmental study between Bellevue and Bothell via the CKC Trail Remove the proposal of mass transit from Bellevue to South Kirkland Park & Ride If all of these are not removed, I will actively work to defeat ST3 in November

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - East King County

EAST KING COUNTY	I believe this is a vital project but I believe it should go even further. Eventually connecting the whole state with long term goals of connecting the country. Along with ST3 updating the sounder to high speed and extend from Vancouver B.C. to Portland, Spokane to Tri-Cities then Spokane to Seattle. The final goal to work with the federal government but be positioned to connect the west coast from north to south and are state to the east coast with high speed rail.
EAST KING COUNTY	I live in Kirkland near the cross-Kirkland corridor, and support light rail on the corridor as in earlier drafts of the plan. I think good transit up and down the Eastside and across the lake to Seattle is critical for the region, and buses are not remotely adequate. Sorry for the noisy opposition from a few of my neighbors.
EAST KING COUNTY	Issaquah to Seattle should not have to stop in Bellevue. A light rail direct route from Issaquah to Seattle should be considered. Thank you for asking and providing this opportunity for feedback.
EAST KING COUNTY	north/south Light rail on the east side should be pursued further, either along 405 or further east (preferred over 405 BRT).
EAST KING COUNTY	Too much reliance on bus transit. Rail & light rail on dedicated right of ways will do more to reduce traffic congestion. Priorities should be on building longer distance routes first: i.e. routes Seattle to Bellevue, Issaquah, North Bend and Seattle to Redmond, and the northeast residential development areas as well as Olympia to Arlington along I-5. Concentrate on routes that get people to/from residence and their work areas. Use buses as feeders to rail for long distance.
EAST KING COUNTY	People on the Eastside want to get North and South and into Seattle. I would support light rail but when I commuted on Metro it would take me nearly 2 hours to get to and from work, from North Kirkland to South Seattle (4 hours!!). I have had it with the wild promotions of the less than fast bus service. Also what is this crazy idea that people are going to take buses to rail lines; Mayor Murray should not be listened to! You urgently need parking!
EAST KING COUNTY	Would like to see BRT in Kirkland connecting to Seattle, too. ST Express bus service to north Kirkland is minimal, would like to see longer hours and better access. I generally support the plan because, for a metropolitan area, we have very poor public transportation. But none of these plans will directly impact my use of transit because it does not serve the areas where I travel (live/work.)
EAST KING COUNTY	BRT from Bellevue to Renton should be replaced with light rail that would extend all the way through Tukwila and to SeaTac. South Lake Washington could then have a circle line for all communities in that region.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - East King County

EAST KING COUNTY	I think that alternatives need to be looked into in the plans to run BRT from Bothell to Kirkland via the Kirkland Corridor Trail. There are very few mixed use running/bike trails in that area. My children often come and run with me on the trail; their safety and that of the many other children and adults who use the trail for cycling and running would be severely impacted by utilizing the trail for transit. I am definitely in favor of increasing transit from Bothell to Kirkland, but hope that existing roads, and BRT on 405 will be considered instead of the Kirkland Corridor. I also hope that light rail options may be considered instead of BRT for a more long term solution to our transit needs. Thanks.
EAST KING COUNTY	BRT are the least cost options and for the price of a mile of light rail, you could greatly improve bus service. We need reliable fast transportation. buses are the right way to quickly complete this. Then adding light rail. I oppose Levies that are perpetual.
EAST KING COUNTY	Focus should be put on adding and improving light rail services sooner instead of improving buses.
EAST KING COUNTY	Timing of light rail to Issaquah should be accelerated as there is already alternate bus options in the downtown area for mass transit.
EAST KING COUNTY	<ul style="list-style-type: none"> <li>• PLEASE DO PUT High Capacity Transit on the Kirkland portion of the ERC, the "CKC"</li> <li>• PLEASE expedite the environmental study between Bellevue and Bothell via the CKC</li> <li>• PLEASE ADD the proposal of mass transit from Bellevue to South Kirkland Park &amp; Ride along the ERC</li> <li>• I will actively work to SUPPORT ST3 in November</li> </ul>
EAST KING COUNTY	Cities outside of Seattle should be the first priority to help with congestion on I-5, I-405 and the bridges. Bellevue, Everett and Tacoma should be the first cities complete, not the last. Ballard should be completed last as there are already several buses taking residents to downtown Seattle from there. Focus on the areas that need it the most first, then address the areas that could use it for convenience.
EAST KING COUNTY	The opposition to having light rail on the Cross Kirkland Corridor has been loud, however, I believe that it would be beneficial and would like to see it stay.
EAST KING COUNTY	More taxes, finish this up faster.
EAST KING COUNTY	BE SURE TO MAKE RAIL LINE TRANSFERS ACROSS THE PLATFORM TO MAKE THEM AS EASY AS POSSIBLE FOR RIDERS.
EAST KING COUNTY	The Eastside, especially Issaquah and Redmond, are growing rapidly. I think ST should strongly consider moving Issaquah up from the 25 year completion goal to at least 15, if not sooner.
EAST KING COUNTY	Could the Rapid Bus line on SR522 from Bothell to 145th Street be Light Rail?
EAST KING COUNTY	Ideally I would want light rail connecting downtown Bellevue, downtown Renton, & Seatac Airport with stops covering Factoria and Renton Technical College.
EAST KING COUNTY	The Seattle downtown to Ballard line seems like the most significant project in the whole package by far. It should be prioritized sooner and with maximum quality (i.e. fully grade separated right of way). I'm also confused about the Redmond extension going to east Redmond before downtown. If feasible the other order

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - East King County

EAST KING COUNTY	Relieve the major corridors (i.e. 405 and Lynnwood to Everett) before dealing with Ballard and W. Seattle. There are already a lot of transit options in the city, including buses, Uber, taxi, and biking. Getting cars off the freeways gets people in to the city and neighborhoods without clogging things up for those who live in the city.
EAST KING COUNTY	Do not put any High Capacity Transit on the CKC Trail Remove the environmental study between Bellevue and Bothell via the CKC Trail Remove the proposal of mass transit from Bellevue to South Kirkland Park & Ride If all of these are not removed, I will actively work to defeat ST3 in November
EAST KING COUNTY	We should make these improvements on a shorter timeline if possible, even if it will cost some extra money. We're facing a gridlock problem now, a global environmental crisis NOW, and there's an appetite for more people to use mass transit in any situation where it isn't exceedingly punitive to do so.
EAST KING COUNTY	I would like to see any LINK LRT expansion removed in favor of BRT expansion using EV buses. EV buses like Proterra seem to be a more economical solution today and has the potential to be much more cost effective over the 25 year window using EV, Autonomous Driving, and other safety measures that are coming online. I believe that the same amount of passenger boardings can be accommodated using BRT over LRT...please use our tax dollars wisely!
EAST KING COUNTY	Please keep mass transit off of the Cross Kirkland Corridor. Don't bother with any environmental studies. Spend that money elsewhere. The CKC's abandoned railroad ROW should remain a pedestrian-oriented (bikes and dogs too) thoroughfare. If on the other hand, mass transit is inevitable, then please limit it to light rail. Rapid bus transit is not tolerable. Thank you. Bill Hoover, Kirkland, WA
EAST KING COUNTY	Please keep rapid transit off of the CKC and on I405. I use the CKC almost every day to commute on bike and for walking and it would not be the same with busses on the trail.
EAST KING COUNTY	The Boeing Access road site is an easy win to bring both light and heavy rail together. It also provides access to the Museum of Flight, Boeing sites, and many other businesses in the area that currently are not served by rail in any way. I strongly urge the plan to consider doing this project as one of the first to be funded.
EAST KING COUNTY	Make Overlake & Issaquah a higher priority.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - East King County

EAST KING COUNTY	I firmly believe the systems in place to get from south King county to Snohomish county are frustratingly limited. If the Sounder train from Seattle to Everett is the last item on the list, perhaps you could consider running the Sounder both directions in the mornings currently instead of only from Everett to Seattle in the morning and Seattle to Everett in the evenings. It's difficult to live south of Seattle and commute north, I believe a plan to expand direct routes, add an express bus or use the Sounder trains that are already running in the morning from Tukwila to Everett would be heavily used and appreciated by the commuters! Currently if you commute from Renton to Boeing Everett, you need to take the 101 into Downtown Seattle, then 512 to Everett, then the 8 to Boeing, this route is heavily trafficked in the morning and I believe more people would use transportation if you had a few routes that completely bi-passed downtown Seattle or stopped once on the way north. Thank you so much for your time!
EAST KING COUNTY	BRT investment needs to be increased on I-405. It should be thought of a light rail on rubber tires. The level of investment in BRT versus Light Rail makes no sense and the ridership numbers are not credible. For example light rail from Bellevue to Issaquah has a higher level of investment and higher ridership projections than the I-405 BRT project from Lynnwood to Renton serving 5 regional growth centers. The level of investment in this plan seems to have more to do with the make of the ST Board Members than an objective plan that serves the region.
EAST KING COUNTY	Re-focus on light rail and drop the Bus Rapid Transit projects immediately. I can not support the continued wasteful focus on Bus transit projects that are inefficient, only add to congestion on are roads abd consume more dollars without commensurate benefit
EAST KING COUNTY	Ballard to downtown should be the priority, followed by West Seattle to downtown. All other components should be secondary to these two.
EAST KING COUNTY	Bring light rail, Renton to Bellevue
EAST KING COUNTY	Buses are not even close to as desirable as trains. Rail is necessary for service reliability. Expand rail.
EAST KING COUNTY	25 years is far too long for some of these projects, particularly the eastern corridor even out from issaquah which is exploding in size. The timeframes need to be accelerated.
EAST KING COUNTY	Replace the I-405 toll lanes with light rail
EAST KING COUNTY	I strongly support including bus or rail commuter transit on the Eastside Rail Corridor between Renton, Bellevue, and Kirkland in addition to developing it as a ped/bike path.
EAST KING COUNTY	25 years for issaquah light rail is too long. Much too long. The east west traffic over 90 would be greatly alleviated by having reliable mass transit. We need light rail to the east side sooner than that.
EAST KING COUNTY	My gut tells me there should be shuffling of time lines as well as more speed in completion. 405 is extremely needed especially with the tolling that is removing capacity. I'd think link light rail would be best there especially if it could connect to existing system in the long run.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - East King County

EAST KING COUNTY	"rapid bus routes along 405" and the bus routes in general should be scaled back and stable light rail routes should be implemented instead. Would love to be able to get from Redmond to seattle or southcenter or Issaquah on a reliable schedule with 1 or no transfers. East side residents have seen so many bus routes get axed over the years that we can't get anywhere in a reasonable amount of time using public transit. id sooner fund heavier light rail development and have bus lines that can run shorter routes with more reliability. It currently takes about an hour to get from east Bellevue to downtown Bellevue if you don't get in the bus at just the right time. That's unacceptable. I'd rather have a subway-system equivalent at or above ground level (though preferably below where possible) running as quietly as possible on electric.
EAST KING COUNTY	Need to accelerate the schedule of the ST3 plan as we have thousands of people moving into our area now and we need the transportation assistance ASAP!!
EAST KING COUNTY	I would like to see the Issaquah Light Rail moved up in the proposed schedule
EAST KING COUNTY	25 years is a long time to wait for a Bellevue to Issaquah route, if I have to wait that long then it becomes hard to support. I would be more supportive of 5 years.
EAST KING COUNTY	Add light rail to the 522 line. There is way too much traffic there, especially after the 520 bridge became a toll bridge!
EAST KING COUNTY	Adding more bus service, whether rapid or not, does not seem to be future looking. Please look at data on the expected growth of businesses in the Puget Sound region, especially large technological companies bringing in an exponential growth in the number of people living in the region and commuting to work every day. Seattle and Eastside are projected to the next Silicon Valley. Please look at data that shows the number of vehicles on the road as a ratio of the population. If there is a burst in population, the number of vehicles on the road will grow exponentially. In such a scenario, buses, rapid or not, can't compete and would necessarily be slow. The only way out of this is to fund more light rail expansion than what is proposed and get it done faster. Even at the cost of not adding anymore bus service. By the time the bus expansion is done, it won't be effective due to the surge in traffic. I rather wait just for light rail and know that my money is going there and it will arrive faster if I don't have to fund bus service.
EAST KING COUNTY	I would like to see them accomplished faster! I would pay double or triple in taxes to have these services implemented sooner. They greatly increase the quality of life in an urban area and Seattle is WAY behind most other major cities worldwide in the area of public transportation.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - East King County

EAST KING COUNTY	<p>In my opinion, light rail needs to be the one and only priority of this project. As noted, light rail is reliable and convenient transportation that takes buses and other vehicles OFF the road. People like me will not opt into bus transportation because buses still get stuck in traffic, are overcrowded, and they are unreliable when it comes to being on time. We don't need additional bus services on the road, and I certainly don't want a gigantic bus blowing past me on the shoulder of the freeway. Putting funds towards making the current bus system better is a waste of time and public money that could be better spent on shortening the timeline for light rail and actually solving the commute problem. A complete comprehensive light rail system is what the city/region truly needs, and the success of the UW/Capitol Hill line has shown that people will use it, when its available.</p> <p>I am somewhat bias because I live in the East Renton Highlands, but I think a light rail line that comes across the I-90 to the Eastgate stop should then turn south and travel along the 405 through Newcastle, Renton, and meet up at the Tukwila station completing that circle. Stops could be at the current park and ride on exit 9, the VMAC on exit 7, the Landing on Exit 5, and then travel through downtown Renton with a stop or two toward the Tukwila stop on the current line. Primarily I support this idea because this section of the 405 is only three (3) total lanes (including a carpool lane) vs. the five lanes it becomes just north of the I-90 interchange moving north. Additionally, more and more SR-167 traffic is taking I-405 to bypass going through the city on I-5. Renton is the next boom town of this current Seattle area growth cycle, and in my 2 years in this part of the city, I have personally experienced more traffic congestion as people are pushing further and further out to find affordable housing.</p> <p>I am not an expert on the situation, but the I-90 seems more primed to incorporate light rail right now than the SR-522 since in theory, you could just use the express lanes for the track, but I would hope the future of light rail goes around Lake Washington in its entirety serving all of the commuters in the communities northwest, north, east, and south of the lake, and across both the 522 and i-90 bridges.</p> <p>I would still support the light rail expansion at the proposed timeline above, but in 22 years, I will basically be retired, and the problem will be so much worse than it is even now. We need light rail as fast as we can build it, and the cost is worth it. We are one of, if not the fastest growing city in the country, and our decision in the 70's is negatively affecting us now! We should be able to charge a fee to new residents applying for ID's and licenses when they move here since they are part of the reason traffic has become so bad. I would gladly pay \$17/month in extra taxes to have a fully functional light rail system. I would also HAPPILY use</p>
EAST KING COUNTY	<p>Putting light rail into Issaquah that requires riders to go into downtown Bellevue and transfer in order to get to Seattle is a poorly conceived plan that will make riding light rail totally unattractive to me, and undoubtedly to a very large number of others.</p>
EAST KING COUNTY	<p>Rethink the timeline for Ballard and West Seattle.</p>
EAST KING COUNTY	<p>When considering Seattle Center stops please include stops for the business on Elliott like Holland America, F5, And the new Expedia Building.</p>
EAST KING COUNTY	<p>Issaquah needs light rail sooner than 25 years.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - East King County

EAST KING COUNTY	Renton, and particularly the neighborhoods outside of downtown are not served by this plan. Light rail does not come close to us, and access to light rail to get into Seattle is not addressed in this plan. I believe few of my neighbors will vote for this, as we are left out.
EAST KING COUNTY	Timeline it too long, more investments to speed this project up and increase investment to provide faster high quality trains.
EAST KING COUNTY	Must hold vendors responsible for bids so burden of additional project costs are not passed onto taxpayers. I would highly consider adding light link rail to 520 bridge starting NOW because this is going to turn into a case of "we should have done this a while ago" just like this project has turned out to be.
EAST KING COUNTY	<p>Just reading this makes my blood boils.</p> <p>1/ The timeframes are insane. Just as 405 was never adequately done &amp; when it finally opened, it quickly became overloaded;</p> <p>2/ it's beyond me that we can't have the missing light rail link on the Eastside. Why is ST not including a proposal for a logical link between Tukwila, Renton, Bellevue and on to Redmond &amp; Woodinville??</p> <p>It is one of the worst corridors NOW, how do you expect that it'll look in 5 years? Let alone, 8, 17 or 25 at the rate of construction going on in the Renton area &amp; elsewhere??</p> <p>The current bus system requires that I spend twice as much time commuting, or about 1.5 hrs one way for only 11 miles, with going to the Transit Center, drive up &amp; down 405 stuck in traffic, walk to the office! Adding more buses on 405, how do you ever expect that they'll access &amp; exit a freeway that is completely congested most of the day, except for a couple of hours?</p> <p>The Kenndale area of Renton with houses on both side of the freeway is a complete bottleneck; brand new big houses were recently built just above 405 past Renton, nearing the Coal Creek Pkwy exit.</p> <p>On the other side, it's the rail corridor &amp; expansive homes on the lake.</p> <p>Where will those buses go?? Adding to the awful congestion?</p> <p>Your plan isn't one, it's completely insane, unfeasible &amp; I wouldn't trust you to spearhead &amp; manage the projects within reasonable budget &amp; timeframe.</p> <p>Back to the drawing board!</p> <p>We NEED a light rail link from Renton along Lake Washington going N &amp; of course linking to Tukwila.</p> <p>Renton is currently building 730,000 sq of mixed office space, hotels, living space at Southport, with a Hyatt hotel &amp; Convention Center, &amp; a second hotel across the street also currently in construction.</p> <p>How will the 1,000s of people working there or attending conventions move in &amp; out of there onto 405???</p> <p>That part of 405 is already a parking lot mornings &amp; afternoons.</p> <p>Be real, what you're proposing is off the mark completely!</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - East King County

EAST KING COUNTY	East side light rail access should be moved up the timeline to be sooner than 25 years. It needs the rail system in the next ten
EAST KING COUNTY	Bellevue-Issaquah line should be either extended to Kirkland (or UW or Ballard) or changed to an Issaquah-downtown Seattle line. Why replace one section of 555/556 (which doesn't even run all day) when you could replace 554 (an all day route) with fewer miles of track?
EAST KING COUNTY	Direct connection from Issaquah to Seattle is more important to me than Issaquah to Bellevue. Is it possible to plan connection to Seattle south of Bellevue (maybe through Richards Road station)?
EAST KING COUNTY	As much as I support transit development in general -- including previous YES votes for ST1 and ST2 -- I will not be able to support ST3 as it now stands. Those of us on the I-405 corridor north of Bellevue have waited patiently for this phase and yet, ST3 does almost nothing to support transit access to/from Kirkland. The 85th ST freeway station is expensive and practically useless. Incredibly, ST3 funds an expensive LRT extension to low-density Issaquah but completely ignores HCT to Kirkland. ST should reconsider its dismissal of Kirkland's BRT proposal on the Eastside Rail Corridor. Instead of wasting money on the 85th ST freeway station, ST should fund an HCT connection (BRT or LRT) from the Willburton station to the South Kirkland Park&Ride.
EAST KING COUNTY	Light rail service expansion should be prioritized over all else.
EAST KING COUNTY	I love the plan, overall, however I feel that it is paramount to start the Ballard/West Seattle extensions ASAP!  As an aside: I'd like to suggest that shutting down the Viaduct for 2 weeks means we can shut it down indefinitely without replacement. Use the monies to make the water front great and maybe use the surplus to start the Ballard/West Seattle extensions early (I'm aware that this plan is currently not possible due to how federal and state monies are earmarked, however if there's one thing I've learned through the tunnel process: anything a politician wants, they will get). The tunnel has been a disgrace since the second time it was (rightfully) voted down by the people.
EAST KING COUNTY	Add: Link station at NE 51st in Redmond, Drop: Issaquah, Drop: Light-rail south. Long transit should move to commuter rail, vs. Light rail (i.e. from south sound)
EAST KING COUNTY	I would prefer light rail along the I 405 corridor and would reallocate the money designated for the environmental study of the Cross Kirkland Trail to that project.
EAST KING COUNTY	Kenmore and the North end of Lake WA have been negatively impacted by prior projects: the toll on 520 and the mess that was made of 405. Priority on servicing the impacted area should be the highest by implementing BRT in the 522 corridor early. Also, inclusion of a BRT along the 522 corridor to Northgate Transit Center should be included.
EAST KING COUNTY	Project should focus on getting the light rail up as soon as possible with minimal cost. Adding additional buses and other "plans" slows down the process and waste funding. If the light rail can be build faster, commuter will use it. That will significantly reduce traffic in the road. If people have assess, they will make it participate.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - East King County

EAST KING COUNTY	Everett before anything more in Seattle. Seattle has sufficient options for now. Lynnwood and North do not!
EAST KING COUNTY	Light rail should be used everywhere the plan shows rapid bus, especially 405 corridor and 522. A 25year plan that does not completely circle lake Washington with light rail is incredibly short sighted. Rapid transit buses should be implemented immediately and used only as a temporary solution while light rail is under construction. The timeframe for this proposal is ridiculous. For this amount of spending we should see it complete within 10 years maximum. We also need more accountability for this spending. I do not trust sound transit with this much money
EAST KING COUNTY	Strongly recommend altering the Lynwood-Everett route to follow the I5 alignment to save money & reinvest that into BRT service to Paine field area via 526 to connect Paine field to both SWIFT on 99 and Link on I5. Phasing: early deliverable support for SWIFT 2, then build out the LRT, and have BRT on 526 go live when LRT reaches Everett Mall.  Strongly recommend serving Ballard via UW. Mitigate lost service to Uptown by supporting Center City Seattle Streetcar extension. Fund Ballard-UW by eliminating Interbay routing, and fund new downtown tunnel only to Seattle Center station but place DT tunnel at end of ST3 phasing to support all other projects first. Finish building out the system, and then have the entire region fund the 2nd DT tunnel at the end of ST3. Perhaps fund EIS for Seattle Center to Ballard but not engineering & construction.  Thanks!
EAST KING COUNTY	PLEASE DO NOT USE THE CROSS KIRKLAND CORRIDOR FOR BUSES OR LIGHT RAIL
EAST KING COUNTY	Access to/from West Seattle should be prioritized higher, with bus connections to Burien and Renton. BRT on I 405 is supported, but any mass transit on the Cross Kirkland Corridor is not supported.
EAST KING COUNTY	Why not use the rail lines that used to run all around the eastside? The dinner train had the ability to run from woodinville (and farther) all the way to Renton (and farther). The law required that the trail that now exists was REQUIRED by law to be turned into mass transit. Why not use those existing lines and add that to the current light rail
EAST KING COUNTY	We will not vote to increase taxes for any of these projects. We are sick of seeing empty busses and vanpool vehicles with tinted glass hiding one or two riders in them go by, and this is the majority of what we see.
EAST KING COUNTY	Light rail within Seattle communities like to Ballard and West Seattle need to happen before 22 years from now. That's ridiculous.
EAST KING COUNTY	Please make Sound Transit Buses Safe Place Friendly for LGBTQ individuals so that they are able to feel more comfortable. Thank You

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - East King County

EAST KING COUNTY	This takes way too long. By completion technology will make the plan obsolete. Buses are an obsolete technology as autonomous vehicles will be the norm in 25 years.
EAST KING COUNTY	1. Should include extra cars (8 and 10 car) for south Sounder service. 2. Issaquah to Bellevue LRT line should not cross I-405, but instead stay east of 405 and connect at Wilburton Station.
EAST KING COUNTY	Make Issaquah light rail a higher priority and extend it to Issaquah Highlands.
EAST KING COUNTY	I won't support any option which includes study of light rail or BRT on the CKC. In fact, I will do what I can to help defeat this ST plan based on that alone.
EAST KING COUNTY	The timeline is so long, and the needs are so great at present, that the Kirkland to Seattle situation really needs improvement, quickly. There are so many new bus riders from Amazon, just in the last 2-3 years, that the bus trips (e.g., 255) are dangerously overloaded. We know they are from Amazon because they get off the bus at the first stop (by REI) on Stewart (and they were their badges and bring their dogs). Plus routes were cancelled, like the 265, so there are fewer options to get to Seattle from Kirkland.
EAST KING COUNTY	Light rail from Lynnwood to Renton along 405. Roads are too congested and rapid bus is not the answer.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - East King County

EAST KING COUNTY	<p>Thank you for the opportunity to provide feedback on the proposed plan!</p> <p>My wife and I are staunch supporters of the creation and expansion of light-rail throughout the Puget Sound. We have voted in favor of every initiative offered to the public for this improvement.</p> <p>I heard on the radio that the proposed plan is described as "equivalent to San Francisco" - "A regional transportation solution" Having visited San Francisco many times without arranging for a rental car - I am very familiar with what San Francisco offers and would be delighted if the ST3 plan lived up to this claim!</p> <p>However, in reviewing the ST3 plan it is very obvious that only 3 (of 4) quadrants of the Puget Sound are being offered light rail. Why is it that the South East quadrant continues to be bussed - while all the other quadrants receive light rail?</p> <p>I have first hand experience in traveling on the I-405 corridor, every weekday, from Renton to Everett and back, for over 2 years. On the worst days (typically Thursdays), a one way trip takes nearly 2.5 hours. On average my one-way travel time is 1.75 hours. This has improved somewhat with the additional Good-2-Go lanes installed North of Bellevue, but the roadway from Bellevue to Renton is really a problem.</p> <p>I am seeking your consideration for revising the ST3 plan to add Light rail along (or adjacent to) the I-405 corridor from Renton to Bellevue. Such a change would demonstrate equal (not second rate) service to the South east quadrant.</p> <p>In evaluating this request, please consider the traffic snarl that is present every day from downtown Bellevue to Renton (I typically have to sit IN-GRID-LOCK from downtown Bellevue to the I-90 junction for 35-45 minutes).</p> <p>If this transportation were available - we would choose to use it Daily instead of driving our cars.</p>
EAST KING COUNTY	go with electric or alternative buses - much less expensive to run and maintain, much more adaptable to future needs
EAST KING COUNTY	Increase priority of Ballard. Hasten timeline for BRT on I-405 to "within 2 years"--it's a BUS, this should be easy and quick. Add rail to 520.
EAST KING COUNTY	BRT is a joke. I will only support a plan that circumnavigates Lake Washington with a light rail spine which is fed by bus or other surface street options. Start with that, and I'm on board. Otherwise, forget it.
EAST KING COUNTY	Please prioritize the light rail to Issaquah higher on the priority list.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - East King County

EAST KING COUNTY	Too many transit solutions are suggested which will be too costly. It should be done in phases implementing those phases first that will have greatest impact. That is likely bus service and extending the Sounder corridor. Light rail takes forever to build and burns money both before and after the trains are running. We are subsidizing every passenger for every mode of transportation and that is wrong. I especially oppose this because there is little thought given to east of Lake Washington but you sure want our tax dollars.
EAST KING COUNTY	Bus service from the NON SEATTLE, areas of Puget Sound needs to be improved so the residents can use the service with reasonable times and reliability. At present everything is centered around Seattle and the service in the outer parts of King County is terrible. Good, frequent, dependable bus service will give people a reason to use the service. It takes far less investment to concentrate on bus service rather than light rail. Any service must include adequate parking so the people who use it have a place to leave their cars since it will never get to the point of direct access from rural or semi-rural addresses. Mass transit would be used if the service was reasonable, at the present time it is not, NOT, a reasonable alternative to a POV. The only viable alternative to building roads is to provide transit that is reasonable in cost but most of all convenient to use and that doesn't mean spending hours getting around the County. Yes, there will be a period, a learning period, before the average commuter will use the transit. That period takes investment, but eventually will be a self funding operation. Another thought is to stop the WASTE that occurs with every government controlled project, road, light rail, parking etc. to "beautify" the surroundings. The maintenance cost of these so called improvements is a travesty. Let's move people not build monuments.
EAST KING COUNTY	I would consider using light rail going up and down 405 corridor to ease traffic congestion. Connecting cities from Everett to Bothell to Redmond to Bellevue, Issaquah and Seattle. Please take a reference from other light rail system in UK, Hong Kong, Tokyo. Completely using light rails without having to use bus transit. It is more efficient and time saving to link up cities.
EAST KING COUNTY	More parking needs to be added at all eastside lots. Most lots fill up in the early morning and give many riders no other option than to drive themselves.
EAST KING COUNTY	I would prefer investment in extending light rail to Kirkland over just busses. We really need a single integrated system rather than several different systems. I need the ability to go from Totem Lake to downtown Seattle, for example, and coordinating that between bus, brt, rail, etc puts me off enough that I'll probably end up driving instead.



Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - East King County

EAST KING COUNTY	Where is Renton in all this? We get a parking lot and a bus stop and that's it? We are gridlocked on 405 and there is no other option but a bus stop in South Renton that I have to get on 405 to access? I live in North Renton and it'd be faster just to drive north through the gridlock than to drive south through the gridlock to get on a bus that goes back into the gridlock going north to get to Bellevue. It's so ridiculous it might be comical if it weren't so short sighted. This plan ensures that Renton will be left in it's own version of road hell while everyone else can move smoothly. I've wanted to use public transit to get to my job in Issaquah for 5 years, but the fastest bus trip takes 1 hour 45 minutes each way. Or I can drive it in 15 minutes. You guys don't see a problem with that? Why should I vote for more taxes for a plan that doesn't benefit the 4th largest city in King County at all? Seattle seems to be your hub, but Bellevue is a better hub. Or why not have both? This plan is ridiculous and I will vote against it.
EAST KING COUNTY	I live in the Renton Highlands. Our family is active in the Kent and ISSaquah areas every day. Why is this taking 8 years to do anything? Why isn't Renton part of Light Rail expansion? We are a HUGE hub, for traffic. Have you seen how many people DRIVE through our neighborhoods from Kent to get to ISSaquah. IT's frickin' ridiculous! Our transit system is a joke. I wanted to show our kids how to use and to get to Issaquah it takes 2 hours on the bus. And we live in Issaquah School District. Fundamentally we are wasting time and money. We need to address the hardest hit areas ASAP! This needs to be done NOW
EAST KING COUNTY	The route down the I-5 Corridor from Everett to Seattle needs to be a top priority - not one waiting 30 years. The highway congestion and relief will not only support the workforce but those that are moving north and working in Seattle each day. Snohomish County offers affordable housing for those that work in King County and should be the priority. The growth in Snohomish County also offers jobs as well. The priorities need to be re-adjusted.
EAST KING COUNTY	Light Rail should go around the lake (i.e. Tukwila to Renton to Bellevue), not over the lake removing car lanes.
EAST KING COUNTY	It is too expensive and I don't trust the money will be used efficiently
EAST KING COUNTY	Construction needs to happen faster. You are asking me to pay \$25,000....TWENTY FIVE THOUSAND DOLLARS....before I will get ANY benefit. Totally unacceptable!!!!
EAST KING COUNTY	<p>Ballard to downtown line must be grade separated to avoid the mistakes of current Central Link alignment in the Rainier Valley (delays, collisions, etc.).</p> <p>East/west connections that are currently poorly served must be studied such as Ballard to U-District (and possibly continuing over 520 to Redmond and/or Bellevue) and Metro 8.</p> <p>Eastside rail projects require enormous capital investments for lower ridership than some of the more urban projects. Because of that, BRT/express bus service may be more cost effective in certain suburban corridors while serving multiple arterial routes for the same cost as rail.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - East King County

EAST KING COUNTY	I think more emphasis should be made for the current bus transit system, as much as all these future plans sound great and would be much needed for our ever growing population, we also need to look at what we can fix now. Parking at transit centers and park and rides need to be improved. A lot of the stations/transit centers do not have enough stalls to accommodate riders. Either expand them or make more plans for when building future stations that you make more stalls and levels. If you want lots of people to utilize these systems then make room for them. Hire more bus drivers so we can add more routes back and not have buses that are full and don't run as often during peak times. Of course more drivers will be on the road when they try to get to the park and ride or transit centers and they don't have a parking spot, so let's focus on what improvements can be made to expanding what is already in place.
EAST KING COUNTY	I'm willing to pay higher taxes now to speed up the timeline that light rail gets done so we can finish everything and under 15 years.
EAST KING COUNTY	Extending the light rail all the way to Everett and Tacoma makes no sense and is in stark contrast to known good practices in urban planning. Light rail is far too slow for those long distances. Commuter rail is best and far cheaper. The light rail should be focused on servicing the 15-20 radius around Seattle. The Ballard link is already late and should be fast tracked. ST3 should also be targeting a loop around Lake Washington and relieve pressure on 405.
EAST KING COUNTY	Provide voters the opportunity to decide whether to pay increased costs for expedited construction schedule. 25 years is too long to wait for completion of some of these projects.
EAST KING COUNTY	BRT should be in middle of 405 between Bothell and Renton; BRT from Issaquah to South Bellevue light rail station makes far more sense than two light rail lines into Bellevue paralleling each other; 405 BRT needs another stop at the landing in Renton.
EAST KING COUNTY	Yes to Bus Rapid Transit on I-405; No to Environmental study on the Trail, instead do a study of light rail on I-405; No to Mass Transit from Bellevue Wilburton Station to S. Kirkland P&R; and No to High Capacity Transit on the Trail.
EAST KING COUNTY	Change the bus line to light rail from Renton to Bellevue. Expedite all projects, as we are already way behind in our mass transit options.
EAST KING COUNTY	PLEASE bring light rail to the Eastside. Ballard and West Seattle gets light rail but 405 corridor and 522 don't? That doesn't make any sense. Until you adopt light rail as the future plan for all areas, I don't know if I can support your measures.
EAST KING COUNTY	HCT environmental study from Bothell to Bellevue via ERC/CKC needs to include best alternatives for HCT than the CKC. Local stakeholders need to be vetted in determining scope of study.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - East King County

EAST KING COUNTY	<p>Issaquah is amply served by I-90 and Redmond is doing better than I-405 with the 520 investments already made but there are very little if any transportation benefits for Renton &amp; Southeast King County. The I-405 corridor especially south of I-90 needs far more service sooner. If not light rail at least provide dedicated true BRT on I-405 with new dedicated lanes and cut back on some of the Light Rail to areas already better served with existing traffic lanes using BRT instead. More true BRT would provide more and quicker relief generally than the Light Rails. Find a better financing plan to get this done more timely.</p>
EAST KING COUNTY	<p>I'm highly skeptical of any "improvements" to the bus system. I think using shoulders on freeways/highways during peak traffic is dangerous and an unacceptable solution. Our transit system is pathetic and embarrassing. I get the short term relief of adding and "improving" the bus transit system, but light rail is really the only sustainable long term solution. As a resident of unincorporated King county, our access to any public transportation is a joke. If you want people to use it, especially people commuting from the suburbs into large business centers, you have to put in light rail, period. My family rarely goes into Seattle because a) public transit into the city takes forever (90 min +) with multiple bus transfers (even when leaving from a park &amp; ride) and b) if you drive, you're paying ridiculous tolls and parking to shave 30 minutes off the drive. So, we just don't go, which is what I think the Seattle city council wants anyway, no one to visit the city ever.</p> <p>I'm not thrilled at paying \$200 a year for a transit system I won't use, nor will my family. I just don't see how the proposal improves use of the bus. Comprehensive light rail is the only good long term solution.</p>
EAST KING COUNTY	<p>Bart or sound transit not to NE 145 St. to long time line, why not go to Roosevelt station, or Northgate station.</p>
EAST KING COUNTY	<p>Don't take the train to Paine field          Take the quickest and easiest route and use rapid transit to get to Paine field. It makes perfect sense because people will use the train either way so you should jump at every opportunity to provide service quicker</p>
EAST KING COUNTY	<p>Rapid Bus Transport plans for Bellevue/Bothell/Kirkland/Bellevue should be replaced by lite rail and/or Sounder rail plans from the Eastside to SeaTac Airport. We need similar service on the East side as is provided by the Bay Area Rapid Transport (BART) in the San Francisco Bay Area.</p>
EAST KING COUNTY	<p>I do not understand why Renton is not considered in the future light rail plans. Also, are there plans to expand parking facilities for better access to light rail. There is never any parking spots available at the Tukwila light rail station during the weekdays.</p>
EAST KING COUNTY	<p>I think focusing primarily on light rail is most important. While it is the most expensive, it is the best option to reduce traffic congestion while simultaneously providing viable time-saving public transit options vs. current bus service that typically means wasting large amounts of time on a bus. You have to make mass transit time-efficient otherwise people like me will not use it.</p>
EAST KING COUNTY	<p>Consider scaling down the plan a bit. For example, duplicating most of the proposed light rail spine with Sounder wastes money.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - East King County

EAST KING COUNTY	Rail from Bellevue to Issaquah is not smart. Take the line to eastgate area and either switch trains to go to Seattle or switch trains to go to Bellevue. I can't support a line where one would go up to the hospital then down to go across I-90.
EAST KING COUNTY	Emphasize bus rapid transit, which can be implemented sooner and for less money. It would be a shame for BRT to be scuttled due to public's lack of appetite for large, costly infrastructure and delays associated projects like the the 99 Tunnel.
EAST KING COUNTY	Seattle-Ballard should be early priority. Paine Field better served by BRT at this time.
EAST KING COUNTY	I think a lot of the assumptions and plans built into this plan are wrong-headed. I'm an engineer who's worked in transportation, and to be blunt, I think a lot of the plans (at least in connecting Seattle to the inner-ring Eastside and within the inner-ring Eastside) could use a lot of work.
EAST KING COUNTY	You need to step up the time line. How about taking the trails back from "rails to trails" the original intent was to preserve those right of ways for the future. Our highways suck, you need mass transit now not 20 years from now. Also do away with the "rich People" toll roads or Lexus lanes.
EAST KING COUNTY	I am strongly supportive of light rail expansion, but 25 years to connect the major cities is too little to late. This plan should have been done 25 years ago. Does your plan account for population and traffic growth over the next 25 years whatever you are designing today will be outdated in 10, 15 and 25 years. So glad the next generation will enjoy 20th century technology for commuting, by the time I can utilize I will be retired.
EAST KING COUNTY	I think the projects may need to be re-prioritized. There's a greater need to extend service AREAS as opposed to making current routes faster. That seems like a very low priority to me. We need to focus on making locations more accessible as the housing market continues to become less affordable - I'm less concerned about getting to a location 10 minutes faster and think that's a waste of taxpayer money.
EAST KING COUNTY	The plan continues to be Seattle-centric, ignoring the fact that many people in the region do NOT work in Seattle proper. The heavy traffic on the Eastside, channeled into the very narrow corridor of I-405 requires a re-evaluation of this plan. Acknowledging that the Eastside portions of this plan are inadequate for the traffic issues that exists is mandatory.
EAST KING COUNTY	The Everett Lynnwood link should be in states faster. I have a hard time voting for something that I won't use for 25 years, if that.
EAST KING COUNTY	More of an investment should ve made in eastside/405 bus rapid transit including exclusive shoulder use and on/off ramps to allow it to function as a cost effective light rail on wheels. Cancel route to issaquah, not enough ridership and too much cost. Look into adding renton and kirkland light rail.
EAST KING COUNTY	Focus should be on light rail. light rail doesn't get stuck in traffic.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - East King County

EAST KING COUNTY	Yes, Bus Rapid Transit on I-405 only No, Environmental Study on the Trail, instead do a study of light rail on I-405 No, High Capacity Transit on the Cross Kirkland Corridor Trail
EAST KING COUNTY	Too slow. Too expensive. Nothing to improve roads for the majority of us who need to drive when and where we choose and w/o passengers. Replace some buses with point to point on demand modes (taxis, DART).
EAST KING COUNTY	Focus should be on routes with highest ridership instead of one's that are almost as expensive with low ridership better served by bus, ie Issaquah. Cost overall is too much. Renton is huge but continues to get nothing even though it is close to light rail connection.
EAST KING COUNTY	ST3 should look at population growth historically and reprioritize the timeline distribution of projects. Obviously the 405/5 corridors need immediate assistance. If the current problems there are neutralized, expansion to the rapidly growing Redmond and Issaquah areas can be placed on the fast track for rail systems in the 12 year plan.
EAST KING COUNTY	Support light rail extension to Redmond Town Center. Connection from Bellevue to Issaquah should be Bus Rapid Transit NOT light rail. Oppose rail and BRT on Kirkland Corridor, but fully SUPPORT BRT on I-405 with good connections at Totem Lake and 85th Streets in Kirkland among others. BRT projects and heavy rail extensions north and south should be given top priority given that they can be accomplished more quickly and cheaply using existing roads and rail infrastructure. Light rail extensions, given large cost and ROW acquisitions, etc. should be a lower priority. Also consider dedicated busways like in Pittsburgh PA. Cheaper than light rail and has advantage that buses can run on regular streets too. Can equip metro area with THOUSANDS of energy efficient, low polluting buses for cost of a couple of light rail extensions. Bag new downtown Seattle tunnel proposal and other items that add tremendously to transit costs and instead direct efforts elsewhere such as heavy rail extensions north and south and more BRT on main freeways and arterials.
EAST KING COUNTY	Extend all the way north to the S. Kirkland P&R as has been discussed, and then complete the study of how to use the rest of the ERC up to Bothell, and down to Renton
EAST KING COUNTY	North to south plans are far more urgent than any east to west
EAST KING COUNTY	Light rail to Bellevue/Issaquah should be implemented first.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - East King County

EAST KING COUNTY	The timeline for running link light rail up to Everett is unacceptable. A 25-year wait to connect King and Snohomish County's largest economic centers will hinder the economy and traffic continues to inch closer to a standstill. At 31 years old, I will not see a benefit to commuting by any means other than a car to get to Everett until I am 56 when the light rail is expected to open. Why is Everett such a low priority for Sound Transit where places like Ballard will have already completely constructed light rail to commute several miles to downtown in addition to Bus Rapid Transit which is already set up. The largest commute times will hinder the development of Everett's downtown and commercial interests while Seattle continues to gentrify and push families like my own closer to Everett where they can afford a home over a studio apartment to house family members. Please re-consider the 2041 date to connect to Everett. Snohomish County's economy depends on it. Thank you.
EAST KING COUNTY	I strongly believe that just based on the estimated ridership that the Ballard extension should be given first priority simply for its miles to ridership ratio. This would bring in additional capital and support for the next highest ridership projects.
EAST KING COUNTY	BRT services, especially along the 522 corridor, should take a priority over other bus improvements as they will have a more dramatic impact on traffic in the short term as the longer scope projects are slowly implemented.
EAST KING COUNTY	Why is LRT not an option on I-405? I understand the I-405 master plan decided BRT over LRT as the mode choice, but I feel like that was a decision made based on jurisdictions along the corridor being less supportive of rail at the time. Maybe that Master Plan should be revised today with an opportunity for current public input. If investments are being put into a high-quality BRT line on 405 why not just make the investment in rail? I'm sure the cost wouldn't be much higher and the quality of transit would be better.
EAST KING COUNTY	The timelines proposed look a little too futuristic. These improvements in the public transportation are a necessity TODAY. Without a reliable and quality cost effective public transportation system congestion and pollution are just problems worsening in a daily basis.
EAST KING COUNTY	The proposed plan provides almost no benefit to the Cities of Kirkland and Renton, yet the citizens would be expected to help pay for services in other cities which they may or may not benefit from.
EAST KING COUNTY	<p>More than anything else, I want to see the Rapid Ride along I-405 replaced with Light Rail, preferable through urban areas, either elevated or in a tunnel, or with bus along a dedicated corridor, like the cross Kirkland corridor. Many people support the Cross Kirkland Corridor, even if their voices aren't heard.</p> <p>Also: MOVE THE BUILDING SCHEDULE UP. Work with the state to expedite permitting and land acquisition. We need this system built faster. In more like 15-20 years.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - East King County

EAST KING COUNTY	<p>I believe we have general positive support for Light Rail in the Puget Sound. We also have several community groups and activists supporting Light Rail. Sound Transit should take advantage of this positive support and build the Light Rail Spine faster.</p> <p>For the Light Rail within Seattle, pass along the responsibility for implementation to SDOT (i.e. First Hill Streetcar). For the regional/intra-city Light Rail lines, why not start the environmental work, alignment, design, etc for all the Light Rail simultaneously after ST3 passes?</p>
EAST KING COUNTY	<p>Massive cost and time required for light rail cannot be justified as, in the time needed, it is probable that, as is already under way in the East, the Uber and Lyft concepts will be developed to permit direct commuter/commuter connections, rather than via driver. By the time ST3 is complete, it is probable that this will have been developed to the point where commuters will arrange by app for direct transport from their front door to their destination, probably by electric - and perhaps driverless - vehicle, together with all those with a similar requirement, as combined by computer. The life expectancy of this massively expensive rail system will be terribly short</p>
EAST KING COUNTY	<p>Light rail to Redmond should be completed in less than 8 years. The region has been rapidly growing with many commuters to Bellevue and Seattle. Efficient public transport is the only way to alleviate the traffic and current commute times for working people.</p>
EAST KING COUNTY	<p>Not sure plan addresses low income communities most in need of transit. Timeline for BRT is TOO slow.</p>
EAST KING COUNTY	<p>Kirkland, Bothell, Woodinville, Kenmore and Lake Forest Park are not served. Why on earth would we vote more taxes for a service that offers our area more infrequent and unreliable bus service?</p>
EAST KING COUNTY	<p>GRADE SEPARATE BALLARD</p>
EAST KING COUNTY	<ol style="list-style-type: none"> <li>1. Sound Transit should focus on high quality, grade-separated rail.</li> <li>2. Stop funding parking spots!!! If the cities want to do that, let them.</li> <li>3. Stop with this low-ridership BRT stuff---specifically the I-405 BRT. I'd much rather have you build a short, but high quality, *grade-separated* extension of Link from Bellevue toward, say, Kirkland.</li> <li>4. Stop with these stupid I-5 aligned rail segments. This is related to point #2 in that future ridership is permanently crippled because TOD does not occur around freeways. I realize I-5 alignments are politically expedient, but you're forever damaging our regions future growth. I strongly feel that Sound Transit overestimates the importance of these suburban concessions.</li> </ol>
EAST KING COUNTY	<p>I would like to see separated/dedicated BRT lanes instead of light rail. BRT can carry more people, at less cost, and with more flexibility. Dedicated and separated lanes would ensure travel time reliability.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - East King County

EAST KING COUNTY	<p>The only way to build light rail that meets the ST claims of frequent, reliable, and consistent is to build grade-separated rail. This is essential in order not just for the new lines to perform, but for reliability to remain high throughout the entire system. If mitigations can be put in place, such as improved BRT infrastructure, I am willing to wait the extra time for rail that is ultimately done correctly as an entirely grade-separated line.</p> <p>As reliability on light rail is an asset for the entire region and not just the areas where new lines are constructed, I ask that sub-area funds from ALL AREAS be available for regional projects such as the new Downtown Tunnel. Light rail from every sub-area will benefit from this infrastructure, and the funding mechanisms should reflect this.</p> <p>At the Seattle ST3 open house, it was mentioned that congestion won't decrease, we can only do our best to provide alternatives so that it doesn't get worse. With this insight, it is clearly important that we continue planning for even further into the future. I ask that the studies along the Ballard-UW corridor and in Southwest Seattle to Burien be upgraded to full Environmental Impact Statements. We will need these lines, and including a full EIS as part of the ST3 package will help to accelerate the timelines in 10 years when we're voting on the next package. Indeed, I know that a majority of commenters (myself included) are less than thrilled concerning the slow timelines for many of the projects in ST3, so it is all the more important that we include as much planning as possible for projects that we know are not simply "if," but "when."</p> <p>As our region grows, we need to focus more on transit oriented development with infrastructure for bicyclists and pedestrians the top priority. For a transit and mobility project, parking should always be an afterthought and never a priority. Stations should be a highlight of growing urban neighborhoods, not just another building surrounded by a parking desert. The plans to expand parking on the north sounder line are especially worrisome as the existing parking is not at all near capacity. Improve the quality and frequency of transit first - lack of parking is an OK problem to have, but without good transit options, why build a parking lot that no one will use?!</p> <p>As someone who lives in the suburbs and chooses to not own a car, transit is critical. We must proactively provide GREAT transit choices that are applicable to as many people as possible and not simply sell out to loud voices with money who advocate for providing OK transit options for those who have no other mobility options.</p>
------------------	---

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - East King County

<p>EAST KING COUNTY</p>	<p>Improved transit is essential to the long-term growth and development of the region, and it is because I believe so strongly in our need for better transit that it pains me deeply to be so opposed to ST3 in its current form. I support many of the modifications promoted by Seattle Subway and SeattleTransitBlog.com, and *especially* staying true to the principles that grade separation in urban areas is critical, and that regional infrastructure should be funded regionally. Only with grade-separated solutions that serve not only our high-density urban cores, but also provide lower-density residential neighborhoods with compelling, realistic alternatives to filling our highways and streets with cars can we truly address the long-term needs of our region.</p> <p>For those reasons, it is especially as a Kirkland resident that I am so deeply opposed to ST3 in its current form. It's sad and unfortunate that our Kirkland City Council has allowed the Save Our Trail organizers to dominate the conversation in Kirkland, but Sound Transit needs to understand that the vocal interests along the trail nonetheless do not speak for everyone in Kirkland. As nice as the trail may be, the Sound Transit easement along the Eastside Rail Corridor is an essential part of meeting the long-term needs of Kirkland, and we cannot under-serve the growing residential and commercial neighborhoods in Kirkland with a plan that placates a small number of homeowners by virtually ignoring Kirkland's transit needs through 2040 and beyond.</p> <p>As much as the Kirkland City Council may wish to promote Totem Lake as the city's key area of future growth, it is Kirkland's established and vibrant downtown core that sorely needs transit investment. Between Google's expansion, the Kirkland Urban project, lots of new mid-rise development, and promoting access to the regional gem that is Kirkland's waterfront, it is criminal to ignore the growing transit needs at and around Kirkland Transit Center. Over 90% of people living in Kirkland work elsewhere, and over 90% of people working in Kirkland live elsewhere, and Kirkland's transit infrastructure cannot possibly meet the needs of its residents and businesses without further investment. Rush-hour traffic is already miserable and worsening on Kirkland's smaller streets (relative to car-centric Bellevue). Calling BRT on I-405 an effective solution is preposterous, when neither Sound Transit nor King County Metro have any realistic ideas for how to make an I-405/85th St. BRT station (up a giant hill from downtown, and in the middle of a clover-leaf of on-ramps) accessible to our community.</p> <p>As evidenced by ridership on the Metro 255 bus, Kirkland's greatest need is a strong connection to Seattle and the north-south rail spine, yet that bus will get pushed out of the downtown tunnel as light rail improves. As a non-express bus, the 255 already plods slowly through South Kirkland residential neighborhoods, and yet the solution on the table to serve downtown Kirkland is three-</p>
<p>EAST KING COUNTY</p>	<p>Light Rail should be added along the 405 corridor. Kirkland is being left out in the cold but has a usable rail bed with the cross kirkland trail, wich was intended for transit use and would be ideal.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - East King County

EAST KING COUNTY	<p>Somewhat support rather than strongly support because:</p> <p>a. Can look at reducing the timelines (and hence cost). Are all studies during planning necessary or can they be shortened? Waiting for 25 years is almost 1.5 generations from now.</p> <p>b. Why was light rail across the new 520 bridge not considered when light rail was extended all the way to UW and there is a huge ridership on 520 public transit on buses 545, 255 and 271 (these buses are packed during peak hours even at 5-10 min frequencies and full even during non-peak hours).</p>
EAST KING COUNTY	<p>I am very favorable towards the Sound Transit board's draft ST3 proposal. The basic approach of commitment to an ambitious long-term program that will enable continuous investment in regional transit infrastructure for the next quarter century is very good and far preferable to the uncertainties together with the fits and starts that would inevitably result from multiple smaller and shorter-term initiatives. If adopted, this ST3 plan will not only drastically improve transit and mobility for the region for decades to come, but the certainty it provides will also allow numerous other investments to be made – both public and private – that will improve the quality of life in the Puget Sound region.</p> <p>In general, the specific projects, timelines, and financial assumptions are solid and justifiable. However, there are always elements with which some disagreements may result. Included below is a list of specific critiques on individual elements of the draft plan. While there may be good counterarguments to many, perhaps even all, of these critiques, it would be valuable for the Sound Transit board to better articulate its reasons for these decisions.</p> <p>System-Wide</p> <ul style="list-style-type: none"> <li>• Completing the Light Rail Spine</li> </ul> <p>Many professional transit engineers have said that light rail is not the best way to connect communities as far from Seattle as Everett and Tacoma in a region with its current density. Riders will be discouraged when they learn that their trips between Seattle and the cities of Everett and Tacoma on light rail will be substantially slower than they are today via either Sounder commuter rail or ST Express Buses. These light rail "spine" projects only become productive if and when the density of the Puget Sound region reaches that of larger metropolitan areas such as the San Francisco Bay region.</p> <p>Although there is a strong public desire for these spine completion projects, I encourage the Sound Transit board to act early only to preserve right of way necessary to build these projects and to sequence the construction of these projects late in the ST3 timeline.</p>
EAST KING COUNTY	<p>Issaquah, Snoqualmie and North Bend should be completed much sooner, like 10 years.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - East King County

<p>EAST KING COUNTY</p>	<p>WE DON'T WANT TO SETTLE FOR BUS RAPID TRANSIT on the Eastside 405 corridor, we want Light Rail. I will not vote for a project that raises my taxes when all we get on the Eastside is more buses which we already don't like, to pay for Seattle and the I-5 corridor to have Light Rail.</p> <p>Also, the 520 BRIDGE NEEDS LIGHT RAIL. Putting it on I-90 alone makes it useless for people on the Eastside north of Bellevue. The excuses I've heard for our brand new bridge not having it from the start are inadequate, and smack of corruption/politics.</p> <p>THE TIMELINE IS TOO LONG - We need this soon, not by 2041. Other municipalities have been able to build much larger mass-transit rail systems in less time for less money.</p> <p>Give us a complete, fully-realized light rail network on BOTH sides of the lake, and I will vote for it, even if it costs twice as much.</p>
<p>EAST KING COUNTY</p>	<p>Light rail to Ballard should be built underground and stay underground once it reaches Ballard. This may increase costs, but it is critically important that we build this line right. Underground light rail has been a blessing for the Capitol Hill, UW, and Beacon Hill neighborhoods. We can see it works well. The line to Ballard needs to not only be grade separated, but underground, as well, to ensure that the spine we're building will work reliably and not cause additional problems on surface streets in Ballard.</p> <p>Sound Transit must figure out how to move forward the estimated completion dates in the draft plan. This may require cooperation with partner cities, but it's vitally important. We may not be able to shave much time off the construction phase, but we ought to be able to get through the design and engineering faster.</p> <p>Funding for an eventual station at 130th needs to be part of the mix for the ST3 plan. North Seattle needs this station.</p> <p>ST should investigate the possibility of adding stations on Sounder North in between King Street Station and Edmonds. These could be part of the early wins in the plan. We have an existing rail corridor that we've got service on, but it's really only useful for people who live in Snohomish County and work downtown. We've got to at least explore the feasibility of allowing more people to utilize Sounder North for their commutes.</p>
<p>EAST KING COUNTY</p>	<p>I really think Ballard needs to be grade separated and in a tunnel under salmon bay instead of a bridge. I would be fine if it came multiple years later if it was grade separated and did not have a bridge. We only get one chance to build this line, let's build it right.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - East King County

EAST KING COUNTY	<p>Issaquah already has a pretty good transit setup with buses. BRT on 405 doesn't connect many of the population centers in an effective way. I know there were plans to use Kirkland's Cross Kirkland Corridor for Light Rail, and Seattle Subway group even has some compelling ideas around bringing light rail directly to downtown Kirkland. Please consider altering the plans to expand light rail in place of BRT. I would also happily pay more money in taxes to see these projects completed faster and as a Microsoft employee would urge ST to lobby Microsoft to help contribute funding to push these projects forward faster. I would love to see Microsoft shut down its Connector shuttle program and instead focus on transit everyone can enjoy. As a rapidly growing urban center, the Puget Sound needs to get ahead of the curve with mass transit, and I fear that the current proposed timeline and expansions will not keep up with the growth we'll see in the same time frame. I currently commute by car, but look forward to the day I can use transit, instead. In short, I want to see ST3 do MORE with light rail, SOONER, no matter the cost.</p>
EAST KING COUNTY	<p>Buses, Buses, Buses; Light Rail is not needed. Cancel ST2 as well. We can have buses now when ever and wherever we need them. The Electric buses (route 241?) in trial show great promise. There really is no case for light rail. If you really want clear input then separate bus and Light rail into different options</p>
EAST KING COUNTY	<p>Issaquah should be earlier. My husband and I will be dead before it comes otherwise! We are looking so forward to seeing reasonable public transportation enacted. Thanks for all your efforts!</p>
EAST KING COUNTY	<p>Lynnwood to Everett light rail should be moved up on the list and completed much sooner.</p>
EAST KING COUNTY	<p>The new light rail to Issaquah via Eastgate should be much, much sooner in the timeline. In fact, if Sound Transit would change the light rail to Issaquah to BRT to Issaquah, service could be built/available much quicker. Sound Transit needs to be building much more parking on the Eastside. There is an agreement between Eastside cities and Sound Transit which says tax dollars from Eastside residents must be spent on the Eastside. Sound Transit is violating that agreement with the draft ST3 plan!! Our tax dollars are being used to provide service in Seattle. Sound Transit made a commitment and you need to honor it!</p>
EAST KING COUNTY	<p>North of Seattle, (Everett) and south of Seattle need to come on line sooner. The commute to Seattle/Bellevue is atrocious but people have no choice because the cost of living in and around Seattle/Bellevue is ridiculous. Get people from the Everett area and people from the Tacoma are to and through Seattle/Bellevue faster. Also, I'm not a fan of buses or the way we pay for them. Living outside of Seattle I have to pay ST fare then pay metro fare when I get to the city. It's too expensive and buses arrive just early or just late enough at stations to make planning difficult for all commuters, blue collar workers in particular. Please, please, please concentrate on light rail and trains through the I-5/I-405 corridor and get them here faster! And explore an income tax to pay for it. Sales taxes are regressive and we're getting close to king county residents saying enough is enough on the sales tax. Make some of these high earners that are taking over the city pay more for the services we are now being forced to consider. Thanks.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - East King County

EAST KING COUNTY	The most important projects are where there is the heaviest traffic such as I405, I90 and I5. These routes should have a light rail system beside them to provide a faster and more ecofriendly way of transportation.
EAST KING COUNTY	The light rail line proposal for Issaquah is ridiculous. Bar far the great need is to go DIRECTLY to Seattle, rather than Bellevue. Ideally the plan should support both options, but a direct line to Seattle is absolutely necessary, otherwise ridership will be very low.
EAST KING COUNTY	The Seattle projects that move the largest numbers of people should be prioritized higher. Massive boondoggley parking garages should be cut. The focus should be on core improvements to dense areas and other areas that are densifying, not park and ride stations.
EAST KING COUNTY	If you're going to have a rail system then do it right. This hybrid bus/rail system won't solve the problem. Why light rail is not going to be implemented in a way that allows every King County suburb to have a station, hop on the train, and get to any major city, e.g., Bellevue, Kirkland, Bothell, Renton, Issaquah, etc., is not understandable. The county population will grow eastward and the time to build for that growth is now. Go to any modern city... London, Paris, Beijing, DC, NYC, Boston, etc., and a subway/rail-based system is the essential transportation hub. Put light rail throughout the 405 corridor, down 167, out I90 etc. Don't waste a dime on bus route infrastructure expansion. Buses will always be bound by surface traffic. Not so for properly designed train transit systems.
EAST KING COUNTY	Focus on convenient parking, fast buses, employment centers. In that order. I don't ride busses because they stop every two feet and its not easy and safe to park my car and take the transit.
EAST KING COUNTY	schedule Issaquah sooner
EAST KING COUNTY	I think the time line are too far out for these services. There is no benefit for many residents but they are supposed to pay for 25 years before they can see any benefit? The time line is painfully slow and seems like there are massive rooms for more expedient building.

EAST KING COUNTY	<p>Very pleased with the proposal for Link light rail expansion. Like others, I'm frustrated by the extended timeline, but recognize the reasons for this. Have a few suggestions for Link planning to submit for your consideration:</p> <p>1) DENNY STATION ORIENTATION: Consider re-orienting the proposed Denny Station on Ballard Link from north-south under Westlake Ave to east-west under Denny, and move the station box itself to the east so that the western edge of the platform is ~1 block east of the Denny/Westlake intersection. Escalators, stairs, and elevator would be sited on the western end of the platform and rise headed west, so that by the time they reach the surface they would be close to the Denny/Westlake intersection (for transfers to the SLU streetcar). The eastern end of the platform would have stairs &amp; escalators that would rise as they head east, finally surfacing on top of the hill on Denny between Boren &amp; Fairview – this would provide access to the substantial number of new high-rises, hotels, and office buildings being built atop the hill and to the eastern half of the South Lake Union/Cascade neighborhood. The track itself could then turn southeast onto Boren after the station, then southwest onto Virginia to return to Westlake Ave.</p> <p>2) BALLARD LINK STAGED OPENING: Consider a temporary truncation of southbound service at Westlake station (similar to the model proposed for West Seattle Link). This could allow earlier completion of the line from Ballard to Westlake, with the tradeoff of deferral of the 5th Ave subway tunnel until later in the ST3 project. This will place a heavy transfer load on blue/red trains at Westlake, but this would not be as severe in early years as it would be in 2040, by which time the remainder of the tunnel will be complete (note also that the mere fact that there IS a transfer will decrease potential ridership, which will help alleviate this problem).</p> <p>3) ALTERNATE STAGED OPENING FOR BALLARD: Assuming that the Denny Station is re-oriented as suggested above, the northern portion of the line could be constructed past Denny Station to the intersection of Boren &amp; Virginia. At this point, the tunnel would branch: A dead-end aiming to the southwest (where a future tunnel heading back toward Westlake Ave &amp; eventually under 5th Avenue would eventually be constructed), and a fully-constructed branch that continues southeast on Boren, up a three-block incline to Boren &amp; Olive. At that point, construction with the convention center could be coordinated to extend the tunnel under the new convention center (i.e. across the current Convention Place Station property) to the corner of 9th &amp; Pine, where the Ballard line would merge at-grade with the north main Link line. At-grade merges are undesirable, of course – however, this would</p>
------------------	---

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - East King County

EAST KING COUNTY	<p>SR522 BRT through Bothell - the existing Bothell P&amp;R is an ideal location for TOD &amp; SR 522 was just straightened and improved. Yet, some Bothell officials want to route the BRT off of SR522 and away from the Bothell P&amp;R. I think a heavily used BRT line should stay on SR-522 and access the college campus at the south campus entrance, which is lighted and suited for bus traffic. TOD at the Bothell P&amp;R could incorporate easy access to Main St through the NE 103rd ST public ROW. This alternative would be cheaper than making necessary improvements on NE 185th ST, a constrained corridor as it stands now.</p> <p>I am very pleased to see BRT on the I405 corridor. Whereas Seattleites want new tunnels &amp; more light rail, we on the Eastside are happy to finally see some new, badly needed bus capacity. BRT is a much more economical way to provide transit in our region.</p>
EAST KING COUNTY	<p>I'm very supportive on new light rail investments and bus rapid transit. I'm not supportive of parking. I think ST needs to spend less money on parking and more on transit - we have to consider the kind of money you're proposed to get doesn't happen often (and may never happen again) so I'm not convinced that spending \$600 million on parking is a wise investment for the future. I'm also supportive of the project that best serves my area (522 BRT), but I don't think building all that parking for it is a good idea. I can live with just the bus investments.</p>
EAST KING COUNTY	<p>Both my wife and I feel strongly that the main North to South spine from Everett to Tacoma should be completed first. Skip the Paine field stop and serve it by rapid bus service to a nearby station. The side laterals to other places can come on as funds are freed up but the main trunk needs to be in place and working before adding the branches to other places. Dedicated bus lines can serve the laterals far sooner and with less expense.</p>
EAST KING COUNTY	<p>I-405 BRT seems like a pretty useless project. It won't serve Eastside communities well because the major population and employment centers aren't on I-405. The Bellevue-Issaquah light rail line is okay, but has low ridership. These two projects should be revised to increase ridership and utility.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - South King County

Subarea	Additional Feedback - Project(s) should be modified in the ST3 final plan
SOUTH KING COUNTY	I am extremely disappointed with the fact the line will not continue on SR99 and will instead diverge onto I5 due to decisions by Seatac and Federal Way's city councils. Not only will diverting the light rail to I5 instead of continuing on SR99 result in houses being destroyed, it's moronic, as businesses and communities would flourish if it stayed on SR99. I really want an opportunity to get this re-looked at. There is no reason to have to divert to putting the light rail on the freeway because some dinky cities with their "small-town feels" city councils decided it would ruin their "small-town feel" vibe. It's just wrong. I live in Federal Way and I want the light rail on SR99. I want this looked at. I don't feel like the McDonald's on SR99 should have more say in the matter than I do because their business will "suffer" with some construction. Horribly backwards and wrong.
SOUTH KING COUNTY	Allowing buses to drive on shoulders sounds very dangerous to me. Better mass transit options between Federal Way and Bellevue are long overdue.
SOUTH KING COUNTY	I believe the prioritizing is off. We need light rail along I-5 first then west. Seattle Ballard. As well rapid transit. 2041 to finish these projects is way to long. Need to speed things up in order to get more people to vote Yes. Everyone I've talked too doesn't like that long of a wait. Speed up EIS!!
SOUTH KING COUNTY	Seattle to Ballard via At grade through Interlake and a draw bridge? Are you guys ok up there?  At grade sucks, this has been show constantly with the current line as it travels along MLK Jr. Way, you can work around this to some extent with light timings (and I will admit that the timings have definitely improved over the last 5 years). However, the nature of a drawbridge is completely unpredictable. Is it worth it to have multiple trains pile up on one another at the bridge while waiting for ships to pass?  I would much rather see a tunnel through Queen Anne and under the ship canal and an underground Ballard Station, or a viaduct like structure (like the current line south of Rainer Beach Station) and a bridge of sufficient height to let ships pass through.
SOUTH KING COUNTY	Light rail will not be efficient over long distances without express routes that don't stop frequently (serving major stops only). I am more likely to drive when I know I can get there faster than the train(light rail is slow due to stops, sounder train is faster). Also need to add parking at major stations.
SOUTH KING COUNTY	Speeding up the timeline!
SOUTH KING COUNTY	It's absolutely imperative that the Ballard-West Seattle line be 100% above- or below-grade. We'll be waiting too long to receive second-rate transit.  I strongly support building infill stations such as Graham St and 130th St as quickly as possible, and I impore Sound Transit to study Ballard-UW and Central District lines for inclusion in a future package.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - South King County

SOUTH KING COUNTY	Completely ignoring the need for light rail between Renton and Bellevue is short sided. I have commuted in the Seattle area for over 30 years and the commute between Renton and Bellevue is the worst. Express buses are a waste of money. If your going to spend the money do it right the first time. Southeast king county is being poorly served by the current plan yet we are being asked to continually contribute to a system that only provides train service a couple hours a day.
SOUTH KING COUNTY	<p>ST needs to continue to prioritize the impact of the investments on the least economically prosperous communities within the region. The cost of housing is already extremely challenging for many in the region and getting left behind from public investments in critical infrastructure is something we need to be careful of.</p> <p>Buses, no matter how "rapid" you want to call them, simply aren't going to work. Many of the recently added lines are actually slower than normal metro routes, they slow other modes of traffic using the surface streets, and they don't provide the sense of permanence that sparks the investment in transit-oriented development around them. I live in a part of the city that only has rapid ride and express buses. They are so inadequate I choose to ride my bike 27 miles round-trip to work each day.... year round. Do I enjoy riding my bike? Yes. Do I enjoy riding my bike 135 miles a week in rain wind and in the dark.... it's a bit of grind, but the bus service is so unpredictable and at the whims of traffic, I don't have the time or the patience to deal with it.</p>
SOUTH KING COUNTY	The Light Rail and Heavy Rail systems need to be completed and upgraded before adding buses --- Seattle and Washington State are late to the party considering the Monorail was on display at the World's Fair in the early 1960 --- now we will have light rail by 2035? Need to shorten that window; get the systems moving more people faster, friendlier and safer.
SOUTH KING COUNTY	Run the Ballard Line underground through Queen Anne instead of at grade through Interbay. Don't run at grade and build a drawbridge over the ship canal. That's just silly.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - South King County

SOUTH KING COUNTY	<p>The SeaTac to Federal Way leg of the light rail expansion was originally sold to the voters in the initial light rail approval to run down Pacific Highway/International Blvd with a stop directly adjacent to Highline Community College. HCC would be one of the largest single destinations for the light rail in the south corridor, yet the plan was rather stealthily change to move the plan to being adjacent to I-5 with some rather obtuse shifts in location to put in a station for HCC that will not be feasible for a good portion of light rail riders who are also HCC students (elderly and those with physical limitations make up a considerable part of the HCC student body).</p> <p>Additionally, this will move the light rail line closer to more residential lots than previously detailed with the Pacific Highway original proposal. Have these residents been properly informed and has all noise issues been fully detailed. When the Tukwila station opened, the residential neighborhood was not properly taken into account by Sound Transit, leading to lawsuits and additional costs to mitigate noise (as well as substantial decreases in property value for these residents). I know people who live along the stealthily changed proposed route and they were not fully informed and have numerous concerns about noise.</p> <p>I understand this change was done to save money (even if the amount saved through this change is rather insignificant versus the budget for ST3), but will it save money if homeowners sue for loss of property value and for noise complaints? This change should have been better detailed to the public, and I know people in these neighborhoods who are still not fully aware of the change from the original Pacific Highway route.</p> <p>This change alone will cast my vote as a "no" in the fall. I need government that sticks to what it originally proposed, avoid duplicitous sharing of vital changes in public service proposals, and is willing to spend an extra dollar today if it means avoiding a larger lawsuit tomorrow. Also, as a former HCC student, and knowing how many people there could use closer light rail, I cannot support making the location of a station that inconvenient to those who are not in the top of physical ability.</p>
SOUTH KING COUNTY	MINIMAL taxation needed!
SOUTH KING COUNTY	<p>Light rail build out to Federal Way has been delayed from the original bond issue plan. This is wrong and would be one reason I would not vote for the overall project. I am more likely to support the bond if the original timetable for light rail to Federal Way would return to the plan. I think waiting 12 years for the extension to Federal Way is folly. I-5 traffic and Valley Freeway traffic north bound is a snarl. In 12 years it will be gridlock. Let's return priority to the South Sound build out timetable. As an interim, more Sound Transit express buses could take up some of the slack.</p>
SOUTH KING COUNTY	<p>The Ballard portion should be fast-tracked and prioritized. That area is particularly dense and hard to access. With the Seattle Center there, the congestion is ever worse for residents, commuters, and tourists. That area needs focus.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - South King County

SOUTH KING COUNTY	The timeline of the projects is skewed. 405 BRT is a big, quick win as are most of the BRT projects. North Rail improvements aren't worth it because the tracks aren't stable. Ballard and West Seattle Link should be the first two projects, after completion of the existing lines to Lynnwood and Overlake. the south line should only go to Fed Way, Issaquah should be next but the extension into Redmond and the push to Everett can wait. They don't have the density like the other lines have. Build it out in the densest and growing areas first.
SOUTH KING COUNTY	Extend West Seattle light rail service to White Center or even all the way to Burien.
SOUTH KING COUNTY	Raise the priority of expanding/improving Sounder rail service vi more parking, bigger platforms, more trains etc.
SOUTH KING COUNTY	I would rather have a Ballard to UW line, and be able to transfer North/South from UW, than a Ballard to Downtown line.
SOUTH KING COUNTY	Street level link tracks in the city is a terrible idea, either raised or underground.
SOUTH KING COUNTY	The West Seattle light rail plan should be given greater priority considering the area is so populated and uses transit often. Almost 20 years is too long to wait. Also please consider adding light rail or faster bus service to White Center.
SOUTH KING COUNTY	The line in West Seattle needs to go south of the junction and much SOONER!!!!
SOUTH KING COUNTY	<p>Items:</p> <ol style="list-style-type: none"> <li>1. Going to Everett and Tacoma are too far for this plan. Everett should go to the intercept of WA-99 and WA-525. BRT can support Paine Field until it becomes a real airport. Tacoma should only go to Federal Way Transit Center. (Promised in ST) ST4 can complete the spin.</li> <li>2. There is insufficient density to justify building to Issaquah. If Issaquah earns a light rail system through proper upzoning then they can have it in ST4. Kirkland is more important and harder to get to. Don't let NIMBYs near the Central Kirkland Corridor ruin building a proper system.</li> <li>3. Ballard is more important than West Seattle. Build UW to Ballard instead of Ballard to Downtown or complete Ballard before the West Seattle line.</li> </ol> <p>The system needs to be completed sooner. I will be retired by the time this system is built out. Why bother voting in favor if it won't help my commute now.</p>
SOUTH KING COUNTY	RAISE THE SPEND AND ACCELERATE THE PLAN. By the time the draft plan is scheduled to end, it'll cost so much more & not be extensive enough.
SOUTH KING COUNTY	Nobody wants to take the bus, they are unreliable with time and they deal with traffic. It would be BEST and not only CONVENIENT but BENEFICIAL if the sound transit expands it's horizons around through Tacoma to Everett or long ways of Seattle. Just better transportation like Europe or example London transit. \$\$\$\$\$

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - South King County

SOUTH KING COUNTY	More ST express bust routes from Federal Way to 405 Corridor - there are currently no viable bus routes for those that commute from Federal Way to Bellevue. current metro routes take longer than driving even on the worst most congested days.
SOUTH KING COUNTY	We need to do this faster than 25 years.
SOUTH KING COUNTY	More emphasis on ST express buses, less emphasis on Light Rail !
SOUTH KING COUNTY	I don't care that bus rapid transit is easier to get done first, push it back. I'm so sick of bus projects! I hate riding the bus. I don't use mass transit because right now my only choice is the smelly buses with the junkies and smokers. Light rail and Sounder are so much better. Start them first, finish them first, and push the bus plans back. Why is there no light rail or Sounder plans to from Tukwila to Bellevue?!
SOUTH KING COUNTY	Light Rail to Burien!
SOUTH KING COUNTY	Speed up the light rail line building program and include Burien on light rail. To hell with any bus route improvements. Also you should be looking at building a hub for a bullet train or hyperlink on the West Coast.
SOUTH KING COUNTY	I would love to see the West Seattle link line extended south to White Center.
SOUTH KING COUNTY	I would like to strongly advocate for improving last mile service access via either express or improved local bus service to increase probability of full adoption of the proposed West Seattle light rail extension. For residents of neighborhoods such as Arbor Heights, Fauntleroy and the Morgan junction increasing the speed and frequency of local service that connects to the C and ultimately the light rail will reduce total time in transit needed by reducing headway time or ambulatory time spend reaching the nearest stop. In my particular example, the local 21 express stop is very conveniently located at only 3 blocks from my home, and walk-able in only 2 minutes. In comparison, the nearest C line stop requires a 15 minute walk up a steep grade, a walk many residents are either unable (due to physical condition) or unwilling (due to inconvenience and lack of sidewalks) to make.
SOUTH KING COUNTY	Light rail is extremely expensive. Bus, small, medium and large are much more reasonable in price when compared to light rail. So far light rail is NEVER built on time or on budget. Buses , all sizes, can be purchase much quicker and offering various sizes will certainly help.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - South King County

<p>SOUTH KING COUNTY</p>	<p>It's interesting to note that with the 2 new light rail stations open, the discussion has changed from "Why do we need this?" to "Why can't we build it faster?" It also is changing to "Why can't my area have light rail?"</p> <p>I don't know enough about BRT to have much of an opinion. But in West Seattle, problems with existing Metro and the C line have bothered many people. You will need a solid, practical plan to genuinely improve both rapid and snail bus service, because the track record so far isn't that good.</p> <p>For light rail, I think the Ballard and West Seattle routes and to Bellevue and Redmond would have the most significant initial impact.</p> <p>A VERY hard look should be given to whether we need a second, expensive downtown tunnel. Can more (maybe all?) tunnel buses be put on surface streets and technology used to increase the frequency of light rail trains?</p> <p>As to West Seattle, I think you could terminate the route at Avalon, if necessary -- the Junction is just a short distance away and could easily be served by shuttle buses to the Avalon station. You also have a ready-made station/ parking garage spot at the stadium parking lot.</p> <p>I don't think light rail to Issaquah, across Tacoma, or Everett-Lynnwood is needed. The Tacoma line especially would be very expensive. BRT or other enhanced bus service should be adequate.</p> <p>To summarize, you've got a solid winner in the UW-Angle Lake line. Build to where the people are. I realize there are political reasons for projects in Pierce and Snohomish counties, but whether the proposed projects add that much is questionable. You have to make this less expensive, yet speed the timetable (very tough, I know). Closely study emerging technology -- 2041 will be vastly different from 2016.</p>
<p>SOUTH KING COUNTY</p>	<p>I find the design of the proposed route from Ballard to downtown rather perplexing. Light rail is most effective in corridors where roads have already reached capacity, and where riders embark and disembark throughout the course. The route through Interbay thus seems illogical; why not run along Westlake Avenue, perhaps including 45th Avenue or Denny Way? Furthermore, I do not see why service to Tacoma should be completed before Ballard. While the goal of connecting Tacoma to the airport makes sense, I doubt the impact to traffic in south King County would make up for another five years of gridlock in Seattle.</p> <p>Oh, and I would love to see BRT funded from Burien to the West Seattle station!</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - South King County

SOUTH KING COUNTY	<p>Having traveled quite a lot in major cities which invested in and have terrific mass transit systems, it's heartening to see Sound Transit moving ahead with bringing the Seattle-Tacoma region up-to-date. It's long overdue. The final plan seems a good one, excepting that it seems not to place as much emphasis on simply getting a basic net of rail to cities/areas around the region as quickly as possible so much as first trying to bolster what currently exists with expanded stations and bus services to a degree that will no doubt be quite costly. That may be for a number of very good reasons, and I'd be interested to know more, but as voters we've been down that road soooo many times, spent sooo much money, only to find that single passenger vehicle traffic in this region simply precludes any significant time or ease gains that can be made by buses.</p> <p>My concern is that trying to augment roads and highways for better bus service in this gridlocked region is money that would be far better spent on rail, with supporting bus lines, stations, etc. being put in place to support that endeavor, rather than trying to greatly expand those services before the fact.</p> <p>I've been on and off trains in rural areas in Europe and on the east coast of the US where the 'station' is little more than a platform with a roof, and some kiosks for pass purchases and information. It may not be super-pretty, but it's adequate. I'd like to see tax money spent efficiently, of course, and get the most efficient, comprehensive rail system possible in place soonest, then worry about upgrading for appearance and other considerations. I imagine traffic volumes would quickly identify where upgrade would need to take place first.</p> <p>Also, since I'm making a wish list, I think Burien really needs to be on the rail plan rather than being a maybe!</p>
SOUTH KING COUNTY	Focus on seattle as main destination. Add lines through white center that connect burien and west seattle
SOUTH KING COUNTY	25 years for all projects is way to long. We need light rail to Tacoma Ballard and west Seattle yesterday!!
SOUTH KING COUNTY	I strongly oppose the payment plan because as of right now the proposed routes are useless to me. I live on Kent East-Hill. Traffic is absurd going up and coming down from Kent East-Hill. The current arteries are constantly clogged - James street, Kent Kangley, 277th. Covington uses Kent's streets to get to 167 and I-5. Additionally, it is both physically difficult and dangerous to ride a bicycle up to East Hill. We need a light rail station up on Kent East-Hill to make public transportation viable.
SOUTH KING COUNTY	Please complete sooner. 25 years is way too long.
SOUTH KING COUNTY	I know that previously the plan was to extend light rail to federal way within the next 8 years. Not very happy to hear that it is expected to complete in 12 years now :(
SOUTH KING COUNTY	Expanded bus transit should be the top priority. It is less expensive than light rail, more flexible and faster to implement.
SOUTH KING COUNTY	Congestion in this city is absurd. These timelines are way too long.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - South King County

SOUTH KING COUNTY	From what I can see of the plans it appears that many of the new stations for the light rail are still do not appear to include parking structures. I believe this is likely a critical feature that will result in much larger ridership. Specifically it appears that the current plan is to route the light rail to the current Federal Way transit center. The garage there is already at capacity. I think it would be much better to route it to the old transit center and place a new parking structure in the existing lot. This would provide more parking for commuters and easier access for riders to the local mall.
SOUTH KING COUNTY	Start the expansion when you have the money to pay for it
SOUTH KING COUNTY	Light rail is a waste of money. Increase bus lines, which are more flexible and adjust to demand immediately. increase lanes, eliminate commuter lanes, open lanes outside after commute peaks
SOUTH KING COUNTY	Light rail, to Federal way within 8 years NOT 12 years
SOUTH KING COUNTY	BRT on I-405 from Tukwila to Bellevue is crazy...this is THE MOST heavily traffic areas in the city. USE the EXISTING rail line that goes along the East Side of Lake Washington...too bad that the people who live near there will have to deal with light rail trains...they bought near existing rail way tracks...that's the risk any of use take. Catering to the wealthy who bought near an excellent area of living and near an existing rail line is just too bad for them...the good of the many out weigh the "claimed" needs of the few. I-405 traffic is so bad it clogs up I-90 and I-5. Let's fix this the right way. I'm from Oregon...and everytime we saw Seattle vote down light rail in the 80's we just couldn't believe the lack of long-term vision...while we all voted for Metro-link lightrail down there...Portland is 35 years ahead of Seattle...that's amazing considering the population and tax base the Seattle area has to work with...what ARE you doing with all of the resources? What happened to the voter approved extension of the light rail to Federal Way that was already supposed to be done/nearly done? Where did that money go? Let's talk about the Tunnel...or should we say "Funnel" (of money)...how did this get approved? One of the options that cost less and would have been done/nearly completed by now was a suspension bridge along the waterfront...Why did that option get shot down/ignored? Who is minding the store in the Seattle area? If you want to keep big biz in town...you need to snap too it...although, quite frankly...I think it's way too little, too late. We should have been filling this survey out in 2001.
SOUTH KING COUNTY	25 years is an absurd timeline and it seems you'll be working on each project one at a time.  I'd rather pay more to have several projects going at once to speed up the process. An example would be DC metro making their transit system in a far shorter time period
SOUTH KING COUNTY	I would like to see the Kent/Des Moines light rail station along International Blvd., as the Angle Lake station is, instead of moving east toward I-5. It would be great for the station to be near Highline Community College instead of way over by the Kent/Des Moines Park&Ride, which is not very accessible to pedestrians heading to Highline Community College.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - South King County

SOUTH KING COUNTY	Has the committee considered what the Puget Sound area will be like in 20 years? I feel like the focus of this project should help the long-distance commuters first. People sometimes have a 2 hour commute to travel 20 miles. If no improvements are made for 20 years, those people are going to leave, or work outside of the city, and most people can't afford to live in Seattle. People in the city can walk, and are able to use current resources to get around (I just moved from SLU and had no issues getting around if I walked out used public transit, but would definitely not drive).
SOUTH KING COUNTY	Light rail to and thru Tacoma should be first on the agenda as traffic on I-5 and 167 is horrible.
SOUTH KING COUNTY	Buses are faster and cheaper to implement. They are more flexible as well. Rails are fixed. We need more Park and Ride lots with lots of bus service. I do not see any options for commuting from south Seattle/Seatac/ Des Moines to Issaquah or Bellevue or Redmond.
SOUTH KING COUNTY	Higher priority should be given to linking light rail from Tacoma to SeaTac airport and expanding South end Sounder services since these are both regional people movers. Expanding parking garages in places like Kent would help more people connect to the trains. The current garage is filled by the third train. Lower priority should be given to linking inner Seattle neighborhoods especially those that don't have major employment destinations. This would include places like Ballard and West Seattle. Don't waste money creating spurs to these neighborhoods, there's nothing there worth connecting to. UW was a good connection and even Redmond would be good since it has Microsoft.
SOUTH KING COUNTY	Expanding lightrail south of des moines to south federal way should be completed with the first 8 years.
SOUTH KING COUNTY	Getting a light rail station from West Seattle say California junction to follow West Seattle bridge to downtown Seattle would be highly utilized and is a must to relieve daily commuting downtown.
SOUTH KING COUNTY	While I am in strong support of any light rail expansion, I much preferred the plan with the West Seattle loop. In fact, I think neighborhoods connected by loops (also Ballard to North Seattle and a loop around the lake to Bellevue Kirkland Renton) would offer far more versatility and flexibility in the long run. Evidence Tokyo!
SOUTH KING COUNTY	There seems to be no mention of additional parking at existing bus transit centers, like Federal Way. Current parking becomes full before the end of the commute period. Since I do not live close to a bus route, I need to use a car to reach ST 578 to Seattle - but there is little chance I can find a parking space during the day. So ST578 now and light rail in the future will be of no value. Before we decide to move forward on ST3, we should develop a broader tax base in the state and be clear on what other funding requirements there will be over the 25 year timescale (like education). Our tax system is highly regressive - and it is wrong to pretend that property taxation is progressive - it is not. Property taxes are based on capital, not revenue to an individual, and hence there can be NO assumption that homeowners can readily find money for extra property taxes. It's time we said NO to any future expenditures until the taxation system is improved

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - South King County

SOUTH KING COUNTY	<p>As a resident of Des Moines, we live just one block in from Pacific Highway. The noise level already generated from Pacific Highway and flights coming in and out of SeaTac is already, barely tolerable. Bringing a light rail system within one block of residential homes is simply too close. The residents in Des Moines would like to know exactly, where along Pacific Highway, this system is intended to be placed. The fact that I cannot find on any website the exact plan for where this light rail is to go, leads me to believe Sound Transit has no intention of listening to the concerns of residents. I fully support well planned neighborhoods and transit systems. I see a real lack of skilled planning throughout the Seattle and surrounding areas given that a mass transit system was not readily incorporated into the I-5 and I-405 corridors, and how poorly laid out the neighborhoods and schools are. Schools are situated in odd locations, not always within walking distance of it's students homes, and too close to commercial lands. High schools have too large a student body, detracting from the quality of the learning environment. Perhaps the people of these areas would have been supportive of a comprehensive and intelligent designs 20 - 30 years ago. I can appreciate the challenge of working with what we presently have. However, I think the notion of running the light rail down Pacific Highway, rather than moving it over to the I-5 corridor was an error. Students don't get enough exercise anyways, the walk would have improved their fitness.</p> <p>The Des Moines residents simply ask that the rail system not be in our back yards. This can easily run adjacent to the I-5. My hope for this project is to see it parallel the major roadways, like I-5 (not Pacific Highway), in order to reduce noise and traffic along Pacific Highway. With schools and homes within one block of Pacific Highway, increased traffic along this corridor will detract from this city's ability to feel like a unified community. A major installation like this can literally divide a community. There are several studies to this effect. Des Moines does not need any further influx of people without first improving our police force. Des Moines police are understaffed and cannot handle even the present growth. This needs to be addressed at the county and state level.</p> <p>I would fully support increased express transit from Maple Valley into Burien, with extensions both north and south to other major corridors. Given this is an earthquake prone region, an elevated commuter light rail system does not make sense from a safety and cost perspective. It would seem to be more cost effective to improve express bus service, and the Sound Transit website. I mistakenly went to the King county metro transit site. This site is almost useless. Now that I have gone through the Sound Transit website, I would actually consider using the bus service more often. I was able to find exactly what I needed. Finally, safety is always my first priority. I often see the transit officers at the bus stops, and it improves my confidence in your service. I am reluctant to support larger infrastructure projects unless the project clearly places safety for the passengers as a top priority.</p>
SOUTH KING COUNTY	<p>By looking at the map of proposed transit projects, West Seattle gets the short end of the stick again and is not getting much in the way of service. Our roads are falling apart and there is limited ways to get out of West Seattle with the Duwamish. We must have very weak speaking representatives. We are one of the fastest growing areas, but maybe we don't have the monied elite to get noticed yet.</p>
SOUTH KING COUNTY	<p>Increase the dotted of light rail</p>
SOUTH KING COUNTY	<p>Taking a bus is as pleasant as going to the dentist. But I love the light rail system and wish it was expanded, especially along the I-405 corridor where every day is a parking lot.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - South King County

SOUTH KING COUNTY	There should be light rail from maple valley/Covington to seattle
SOUTH KING COUNTY	The regional priority is congestion everybody agree on it - which is critical right now. From the perspective of demographics, most of the drivers who are creating this congestion is people going to work, contractors, or people doing business. Why Sound transit is dismissing this fact when designing a mass transportation system focused only in minorities and low-income passengers? If we want to bring real and effective solutions to the congestion in the great Seattle area, the mass transportation system should be designed to take people to work and bring them back home, then low-income people can be integrated to benefit of the system but not design and invest billions of dollars and creating a massive debt in the bear shoulders of tax payers with no effective impact in the dynamism of our economy and the sake of our environment.
SOUTH KING COUNTY	25 years is worthless, my kids won't even get benefits out of this. We need to find a way to address our traffic problems now, not in 25 years.
SOUTH KING COUNTY	To hell with busses and bikes. Build light rail only and subways and speed up the process to 5-7 years tops!
SOUTH KING COUNTY	West Seattle expansion should be moved up in the timeline to occur sooner than 17 years from now.
SOUTH KING COUNTY	Plan for elevated light rail stations in West Seattle by far the most poorly thought out part of this plan. Alaska Junction has nowhere for this to go, it would dramatically decrease downtown views while also decreasing property values. There is no space in the Alaska Junction, particularly with new development that has occurred. Running light rail through Fauntleroy would be better, and connection to existing C lines could extend up to the Alaska Junction for those not able to walk the short distance between Fauntleroy and Alaska Junction. Alternatively, running the light rail along Delridge to White Center would also be a significant improvement to the current plan.
SOUTH KING COUNTY	The rail plans to West Seattle and Ballard need to be pushed up. 17 years? Here in West Seattle, we're growing WAY faster than that. I'd gladly leave my car here in West Seattle and take light rail downtown all the time, with a decent park n' ride in the area.
SOUTH KING COUNTY	I strongly disagree with the decision to build part of the Ballard line at-grade and to use a drawbridge for it, and further, I strongly disagree with taking 22 years to build it. I neither live nor work in Ballard, but even from my vantage point, I can see that it desperately needs grade-separated, non-drawbridge service from downtown, and it needs it sooner than 22 years from now.  Continuing to build a "spine" down to Tacoma is not a good use of ST3 funds. I'm unaware of any transit expert who supports prioritizing "spines" over reliable, grade-separated service in the densest part of cities. Build Seattle the mass transit it needs and *then* move out into the suburbs and exurbs.
SOUTH KING COUNTY	MMore bus, less light rail.PLEASE

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - South King County

SOUTH KING COUNTY	Several years ago, the City of Federal Way and WSDOT co-funded something called the "City Center Access Project". It was very much supported by the citizens, WSDOT, but especially the businesses of Federal Way. It would have created a much needed exit from SB I-5 to 314th ST, and a bypass to 320th. Unfortunately, the City of Federal Way council killed the project because of a few complaints from a small group of residents near the Steel Lake Park. But, it is inevitable that this project will someday be build, as WSDOT will simply force their hand and override the council's decision, in order to safely and efficiently move more traffic on and off of I-5. ST3 should completely review the WSDOT's recommended design for that "City Center Access Project", and ensure that ST3 design for Federal Way compliments that recommended design. Please don't design a light rail plan that prevents the future implementation of the "City Center Access Project" by the WSDOT.
SOUTH KING COUNTY	The tax structure is unfair as it unjustly puts the burden on homeowners/property taxes. Find a better way, such as increasing fares or fees on congested roadways, registration fees, fees for companies, or other creative means that align more with pay-per-use so that this does not keep loading burden on a single population.
SOUTH KING COUNTY	Rapid bus transit should be first and faster timeline for reduction in traffic jams and increased servicing to areas with less routing.
SOUTH KING COUNTY	MORE PARKING at certain stations , current parking situation at Tukwila Park & Ride is a joke for those that work non-traditional hours
SOUTH KING COUNTY	F Line rapid ride bus service on I-405 should connect to the Tukwila Sounder Station for riders to access Sounder to downtown, as well as national Amtrak, and connect with other feeder bus services.
SOUTH KING COUNTY	<p>Bus connections are vital to make this system effective. I identify a 130th station as the most important part of the ballot because it is still left out of the plan despite the obvious benefits it can bring. It will allow two large parts of the city (Lake City and Broadview) to be served with fast access to Light Rail. Lake City is a growing urban village and still left out of the 522 BRT corridor. Now, it won't even be served with a bus connection to a station. At least include a 130th Station to allow fast bus access to a station. Not including this station is emblematic of Sound Transit's pivot away from building rail to create fast reliable access for more riders to its obsession with completing the spine with parking as a priority, ridership and access for densely populated communities be damned.</p> <p>I think the Ballard to Downtown line should be modified to a Ballard-UW line, but it appears that Ballard to UW is no longer an option.? So given that we are going with a Ballard to Downtown line Ballard to UW must be sped up and THE STUDIES AND EIS COMPLETED so the PROJECT can be accelerated and delivered as soon as possible. The estimated ridership is 19,000- 24,000 (a low estimate that doesn't factor in bus connections at I-99, or if considering it in addition to Ballard Downtown and that future north stations in Crown Hill and East Stations at Children's Hospital can add ridership) which exceeds Overlake- Downtown Redmond and Bellevue-Issaquah.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - South King County

SOUTH KING COUNTY	priorities should be given where highest ridership is expected: i.e. Ballard ABOVE OR BELOW GRADE NOT AT GRADE. Link to Everett might be second priority, West seattle third, Redmond forth, Tacoma fifth. BRT 1st priority on heaviest use areas.  NO AT GRADE LIGHT RAIL SHOULD BE CONSIDERED ANYWHERE where there are other traffic priorities.
SOUTH KING COUNTY	Light rail transportation and parking should be the top priority with the ability to go from Everett to Tacoma. With the major stops in between.
SOUTH KING COUNTY	The timeline proposed is what makes this proposal fail. We've already been waiting over 20 years to get a transit system that works. We keep getting taxed to pay for promises that are extremely slow to materialize. Driving busses on the shoulder of already accident prone freeways is NOT a good idea for the Puget sound region - at all.
SOUTH KING COUNTY	Getting buses from remote parking areas like churches near to line up with the Sounder schedule without making more than two stops. The current buses in Kent and Auburn Sounder stations make too many stops to get to my area so I drive to the train station to park. If I had a more direct bus I would park remotely.
SOUTH KING COUNTY	Too many stations on light rail line to Everett. Stations are being put too close together.
SOUTH KING COUNTY	We definitely need a system connecting Covington/Maple Valley to the 405 corridor (Bellevue).
SOUTH KING COUNTY	Since we already have freeways, the bus options are the best and have the most bang for the buck and should be considered top priority along with parking at transit centers. It is ridiculous to pay for services that cannot be used because there is no parking. This has to be the number one priority. It isn't rocket science. If there is no parking then the services will not be used.
SOUTH KING COUNTY	The timeline needs to be modified to give West Seattle residents light rail and quicker, more reliable bus routes!! We NEED this sooner than is planned!
SOUTH KING COUNTY	Light Rail to Issaquah should be a priority, or at least let it connect to Eastgate in the next 5 years.
SOUTH KING COUNTY	Increase frequency of Sounder trains and run trains all day and on a limited schedule on weekends. The Sounder is a lifesaver for me living in South King County.
SOUTH KING COUNTY	I am in much better support of the light rail and sounder improvements than I am in any of the bus options that are proposed. I am not a fan of riding buses - much prefer train and light rail options as would most folks that I know.
SOUTH KING COUNTY	Consider the household incomes of each area and who NEEDS good transit most; not just who has spare time to advocate for what they want. Consider where Park and rides are full (aka there is surplus demand) and how to accommodate more of that. This plan adds to light rail, that has limited hours and is twice the price of the bus. Efficient options from Seatac/Renton/Kent to Seattle and the Eastside will be increasingly important over this time frame due to gentrification in those areas.
SOUTH KING COUNTY	More projects to serve east hill of Kent, Renton, Auburn, Maple Valley where population is growing rapidly and while land for projects may be more available. Parking at Kent Station line needs to be increased.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - South King County

SOUTH KING COUNTY	I am EXTREMELY, let me re-emphasize that, -EXTREMELY-! upset that Federal Way WANTS the Light Rail. But Sound Transit doesn't care. I am EXTREMELY upset that Federal Way VOTED to approve light rail, and voted to PAY FOR light rail while BELLEVUE WAS STILL COMPLAINING THAT THEY DIDN'T WANT IT ... and yet Bellevue gets light rail first.
SOUTH KING COUNTY	I don't know if this is included or not, but the parking garages for the Sounder Commuter Rail need to be expanded. Especially in Auburn.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - Pierce County

Subarea	Additional Feedback - Project(s) should be modified in the ST3 final plan
PIERCE COUNTY	Access in the Puyallup orting area for light rail
PIERCE COUNTY	Hurry this timeline up.
PIERCE COUNTY	Light rail needs to be prioritized above everything else.
PIERCE COUNTY	I know current riders are concerned about parking and the reliability of the trains. We feel that expansion is good as long as this doesn't come at the risk of current service
PIERCE COUNTY	We need non-stop Sounder Rail service from Seattle to Tacoma. One train in the morning and one train in the evening would make a huge difference.
PIERCE COUNTY	It would be nice to see a two spine approach to the light rail system. One spine as proposed running the I-5 corridor. The second spine running the 167 and 405 corridor. Even with the proposed plan there is no efficient way to connect auburn and sumner to he rest of the area, even though the sounder train currently stops in these towns. People in auburn cannot look for high tech jobs in Bellevue and Redmond because there is no good way to get there - take the sounder to downtown then take buses or maybe a light rail across lake Washington. How long would that take? Currently it takes almost two hours. Even taking some of the more direct buses take 1.5 hours because of traffic and switching buses. It would be nice to see a more fully geographic approach to add light rail everywhere. If there is no better option for adjusting the light rail proposals. A lot of money needs to be put into extra parking. Look at auburn station for example. Making the platform longer to accommodate longer trains will not help without having triple the available parking for commuters. As a final thought before the current light rail was put it you could go from downtown to the airport faster by bus than you can now by rail. Something needs to be adjusted if people are going to use a light rail from federal way to down town is going to take much longer than current buses. Speed them up or have express trains that only stop at a few stations. It's a bummer that voters turned down the mass transit system decades ago. But a patchwork of buses and rails is not going to solve the problem. Other cities, especially in Europe, have amaizing rail systems. We need to mimic those systems to fix, not bandaid, our current system.
PIERCE COUNTY	You need to provide a strong commitment to providing all day every day Sounder South service to ensure my vote. People in Puyallup, Sumner, Auburn, Kent, Tukwila (Renton) and surrounding areas deserve all day every day rail service just like people who will be connected by light rail. We deserve an adult commuter rail system like San Francisco, LA, San Diego, Albuquerque, Denver, Salt Lake City, Chicago...
PIERCE COUNTY	I work in Seattle and live in Puyallup, with out Sounder this would not be possible.  I would like to see an express Sounder service that services Pierce county stops for those commuting into and out of Seattle each day to reduce our travel times, and improved timetabling with Pierce transit buses to and from Sounder stations.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - Pierce County

PIERCE COUNTY	Tacoma is the 2nd largest metro area on the Puget Sound, approx 35 miles to Seattle, yet it takes over an hour to commute. This makes no sense for the two largest metro areas this close together to not be connected by light rail (Sounder is a waste of time based on its limited schedule. It only runs in the early AM and PM with no weekend service). People need a reliable transit that can get them where they need/want to go quickly. (Adding busses is also a waist of time. Traffic is the issue and busses...are in the traffic). Lets face it, cost of living is less expensive in the Tacoma region. I am sure more workers/students/visitors commute from Tacoma to Seattle than from other cities outside Seattle. In short I believe the Seattle - Tacoma light rail connector should be the priority.
PIERCE COUNTY	There was brief talk about parking expansions. It would be great if you could go into detail for expanding the lots in Sumner. Thanks
PIERCE COUNTY	17 years to Tacoma is far too long. I was strongly supportive of this plan until I saw the time frame.
PIERCE COUNTY	I cannot support ST3 unless it includes an MOA stating that the 578 will not be cut or truncated anywhere south of Sodo until there is all-day Sounder, and that the 590/594 will not be cut or truncated anywhere south of Sodo unless the combined headway and Tacoma-King Street travel time of Sounder is less than the combination of the current headway and future Dome-King Street travel time of the 590/594. Other than adjustments to the number of runs on the basis of fluctuating demand, no run of the 590/594 should be removed unless the above condition is met.  For the southern extension of Link, it would make much more sense to add the Tacoma Dome-Tacoma Mall segment (with stations at least every half-mile) and not the segments from the Dome to Star Lake, than to extend the line from Star Lake to the Dome without then continuing on to the mall.
PIERCE COUNTY	light rail should be moved up on priority to allow trans between Tacoma and Everett and all major hubs/ city centers of both people and freight better reliability and transit time
PIERCE COUNTY	Tacoma and Everett light rail should happen sooner. Seattle and Bellevue already have light rail. The short Tacoma line is nice, but it's not apart of the regional network.
PIERCE COUNTY	There is no need for light rail to run along the I-5 corridor from Tacoma to Everett. You did not build a support system that would enable people to get from the farthest stations to Seattle in an efficient manner. The Sounder train solves that. The best option is to focus on making the local areas more interconnected through light rail, and use more train times and bus-only lanes for commuters. A Seattle to Tacoma trip would be approximately 2-3 hours on the light rail based on current travel times from Tukwila to Westlake (about 45 minutes to go maybe 10 miles). That is horribly inefficient. I support expanding light rail to run locally and connect to transit centers in the local area, but there needs to be a faster solution to connect the major cities. The timeline is also terrible for the money it's costing.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - Pierce County

PIERCE COUNTY	The sounder trains are great but the schedule and station parking is pathetic. I have travelled all over Europe on trains without any problem at all but getting from Tacoma to Seattle by train is a serious pain if one doesn't work an 8 to 5 schedule. Add express trains that do not stop at all the little towns. Have trains running every 15 minutes in both directions from early morning until midnight. Have buses show up at the train stations when trains arrive. And the really obvious one - have the light rail and heavy rail come together at various points so we could switch systems and get to places heavy rail doesn't go. The sounder should go from Olympia to Bellingham. Maybe even further south.
PIERCE COUNTY	light rail is NOT the answer because it makes too many stops to be an effective commuting option. The best option is the Sounder train service (auto traffic is never a problem) however we need more frequent service and express trains from some areas so they can get to Seattle sooner. Also MUST remove the homeless shelters near King Street for commuter safety reasons. very scary/dangerous for early morning commuters that have to walk past the missions on 2nd avenue. there should be a constant police presence in the area at the very minimum.
PIERCE COUNTY	Accelerate the Federal Way to Tacoma, and Tacoma Light Rail timelines. These are not heavy engineering routes and can be accomplished faster. 20+ years out is too long. Also, find other ways of taxing than sales tax. Our sales tax is too high and regressive.
PIERCE COUNTY	I believe there is too much emphases on the northern portion of pudget sound the southern portion should be higher priority light rail would help with congestion in the south sound this should be the priority we need it now not 17 years down the road
PIERCE COUNTY	There's two major issues:  -the sounder train and light rail do not cross paths in tukwila to be able to switch transit choices to reach all areas. Seems silly.  -parking opportunities at existing and new transit stations (we already have little to no options to park to be able to even utilize these options)  - more sounder train times.. Need a mid day option and a later one at night!  -25 years.. I'll nearly be retired.
PIERCE COUNTY	Expansion to Tacoma should be done quicker than the next 17 years in light of the type of community and demographic it would reach. Tacoma / South Sound is an important part of Washington. Please consider the money put into the system by the port and military environments and do not only focus on the "white collar" communities of Seattle.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - Pierce County

PIERCE COUNTY	<p>Tacoma is a major hub for Puget Sound. It is often snubbed by King County. If Tacoma has a higher priority then there will be far less congestion along the entire southern route. The route from the Tacoma dome to Tacoma Community College is folly. We do not need the inner city rail to dilute the pressing need and delay the building of the more important need. In addition, the build should be timed on the total number of cars per distance traveled. That should prioritize hub cities.</p> <p>Also, lack of parking greatly influences rider usage.</p>
PIERCE COUNTY	<p>Americans are not given to public transportation even though there are so many benefits in favour of it. However, government is totally out of control. To support this very expensive project, lets see some government cut back to help we taxpayers pay for it. We are going to one day, balk at all these taxes, particularly when government spending is completely out of control.</p>
PIERCE COUNTY	<p>Should have Speed Sounder Service along major cordior from Tacoma Dome directly via I-5 / hwy 99 pathway to Sea-Tac airport and then Downtown Seattle</p>
PIERCE COUNTY	<p>SHAME ON YOU! The people of Tacoma have been paying into Sound Transit for over 10 years with the promise that when light rail was completed between Seattle to Sea-Tacoma, it would come down to Tacoma. With you and other members of the board with personal agendas, now are asking us AGAIN to invest again for another 10 – 20 years to complete that which has already been paid for, at least twice. Every time one section is complete, you members find another area in which the light rail should go. Mayor Strickland, you and the Tacoma City Council authorized the Planning Commission to complete the 2040 guide for Tacoma’s future, paid for consultants from all over the United States to work with the commission to examine and make recommendations as to what various sections of Tacoma should look like in the future. The 2nd area, currently under evaluation (and within 4 months of going before the council), is the Tacoma Mall Area where the entire plans, predictions and buy-offs included light rail ending at the Mall area where Tacoma makes a GOOD SHARE of its’ tax revenue, along with dealerships. Now you present this garbage that sends it along the affluent section of Tacoma (who really don’t want, or need public transportation at this caliber) only to continue to ignore your bastard children, here in the South Tacoma Area. AGAIN, SHAME ON YOU.</p> <p>[name and address]</p>
PIERCE COUNTY	<p>Removal of projects or further delays to Tacoma/Pierce county would cause me to no longer support Sound Transit at all.</p>
PIERCE COUNTY	<p>King County has been a priority in the ST1 and ST2; time for King County residents to fund projects in Snohomish and Pierce Counties with no whining. I think I have been told that ST dollars have stayed in the counties where they have been collected. Any ST3 marketing should detail that. By the way, ST express buses from Tacoma to Seattle and Everett to Seattle should be considered King County money. I'd want to see data...</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - Pierce County

PIERCE COUNTY	The proposed light rail station in Fife should not be so close to the Emerald Queen Casino. While this proposed location greatly benefits the Puyallup Tribe of Indians because it increases customers to their casino and nearby tribal-owned smoking establishments, I feel the new light rail station should be located more centrally in Fife. This is a better option because it shows how light rail brings visitors to the City of Fife, and not to the Puyallup Tribe of Indians.
PIERCE COUNTY	<p>The timeline for light rail to Tacoma from the airport needs to be sped up. I have worked with ST and found them to be politically motivated, unresponsive, and deceptive at times.</p> <p>Please stop running the commercials for new stations you do not need to waste \$\$ that way. The commercials almost make me want to boycott all ST3 projects</p>
PIERCE COUNTY	TCC to Downtown Tacoma light rail should go through 6th Ave. the current route on 19th has very little pedestrian or bike access, and very little between TCC and downtown for people to go to. A route through 6th ave would serve the business district which is already very pedestrian friendly and has many more people and businesses served by the light rail. This route is already identified by the city as a transit priority route. It should also be moved earlier in the timeline to be before the Tacoma-Federal Way link. This would give more people non-motorized access to the light rail, and to Seattle which would increase ridership, and decrease need for additional parking at the Tacoma Dome Station.
PIERCE COUNTY	Longer light rail / Sounder trains. More bicycle storage on both LR and sounder trains,

<p>PIERCE COUNTY</p>	<p>Running buses along the shoulders of highways is an okay idea, but putting light rail in those locations would be an earthshakingly fantastic idea. The problem with your current plan is that it doesn't resolve the gridlock along the I-5 and I-405 corridors. The gridlock is impossible now -- and in 17 years light rail will be too late. The problem with mass transit in Seattle is the traffic coming into the city. Once someone has brought a car into Seattle, they won't switch to a bus. A car will always seem faster and quicker than the bus. And for people living in Seattle, the vast number of cars traveling in and out of Seattle on a daily basis makes taking a bus torturous -- and it makes buying a car attractive. A fast, dependable express light rail line that brought car-less commuters would greatly reduce the number of cars on the roads -- making mass transit a legitimate alternative.</p> <p>Your proposed plan will fail because you are thinking too traditionally -- additional buses will not fix our transportation woes because they run on the same roads with cars. If you complete the light rail path a piece at a time -- digging a tunnel, laying rails, building a station, repeat -- you will have a beautiful transit line -- but you will not solve our transit problems. Think outside of the box and create an aggressive 5 year plan to move people via light rail from Tacoma/Lakewood to Everett in less than an hour. Do that and you will solve our transit problems.</p> <p>Build the length of an express light rail system now -- using above ground along surface streets and/or parallel to existing rail or freeways. Yes. It will cost more in the long run. But if the goal is to move people, you will succeed exponentially. When your focus shifts to moving people -- then setting up fancy stations becomes secondary. Let the full-service stations be the last item on your list. Letting people out at existing bus terminals or park and rides will work in the short run. And, yes, once you have pulled thousands and thousands of cars off I-5, express buses would make sense.</p>
<p>PIERCE COUNTY</p>	<p>They need to go to Northbend WA Link light rail needs to go thur I90 north bend WA. TO down Towe Seattle WA with stops to ISSAQUAH WA. and THUR REDMOND WA. TO CARNTION WA.98014 I90 OVER DOTIE HILL TO FALLCITY WA. and to Monroe WA. TO SNOHOMISH TOWN THUR HYW #9 TO COLLNECT WITH I 5 IN Everett WA and concocnt with a major stop to the casino, in snowhomish hwy#9 please do not forget Eatonville WA to Puyallup WA and thur Woodville the only reason that I think this is because there is peoples family that needs there mothers' is people like my mother that drivers 100.plus a mile five to a job that she took care of her chindlen and got off pulcie asstintaces it floods out in the smaller towns and citys during winter I can;'t for get how much my mother could not get home to cook dinner and eat dinner with us we need to be thogather really EXSAPE these for the childens PEOPLE LIVE IN FLOOD aears that need there family at night. please contact me at [email]</p>
<p>PIERCE COUNTY</p>	<p>Investing more in the Sounder heavy rail system is counterproductive. These trains do not travel both directions simultaneously. Waiting more than 25 years to begin the process of replacing heavy rail with light rail service is foolhardy. In 25 years the right of ways will no longer be available. We are attempting to stitch together two incompatible technologies. I need to see a plan to extend light rail along the BNSF right of way instead of these one directional trains. Heavy rail is a stop gap not a solution.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - Pierce County

PIERCE COUNTY	The south sound needs to be more of a priority, 17 years!?
PIERCE COUNTY	The timeline is way too long. We vote in November, 2016 for projects that won't complete until 2024-2039?!?! I don't want to pay for that long and not receive benefits. Light rail is desperately needed, but can't vote for a package that makes us pay, wait, pay, wait, pay, wait, ad nauseum.
PIERCE COUNTY	would like to see the south sounder service run at times other than peak commuter hours as well, i.e. not just increasing the train length/platform/parking/access, but the number of trains/times as well.
PIERCE COUNTY	Why is Pierce County an after thought in light rail expansion. It is already at Sea Tac. The Tac stands for Tacoma. Been Paying For King County for years while our express busses are stuck on I-5 parking lot.
PIERCE COUNTY	Auburn Rail Station is terrible for parking. The parking garage is full by the first 2 trains in the morning, causing many people to park in the residential neighborhoods and walk a few blocks to the train. This is a nuisance for both the commuters and the residents that live near the station. Expanding the parking at this station ASAP should strongly be considered.
PIERCE COUNTY	Bus service isn't the answer unless additional lanes are paved. Traffic is too much. Rail is the answer. More frequency. Route to SeaTac Airport is critical.
PIERCE COUNTY	Please re-prioritize the order of projects. Light-rail east and north of Seattle should NOT be the first priority. Residence in these areas are not as likely to utilize the service and the growth potential in these areas are not as great. Focus on connecting southward instead. These areas have the greatest growth potential for low to medium income families. These residence are more likely to utilize the light-rail. I believe it is important to focus on opening the most successful routes first to give the expansion momentum.
PIERCE COUNTY	Light Rail should be constructed down the middle of EVERY freeway/highway. Too much money is WASTED on "right of way." We are forty years behind where we should be with light rail. I spent over a year in Japan in 1965, could go anywhere in minutes on light rail. Here, NO PARKING, NO LIGHT RAIL FOR MILES and BUS NO FASTER THAN CAR so why would I ride TRANSIT? We have used LINK from SeaTac to Westlake station many times but PARKING DOES NOT EXIST except at airport. FIX IT and THEY WILL COME/USE IT.
PIERCE COUNTY	Tacoma needs to have the light rail sooner than later.
PIERCE COUNTY	If continued population growth is expected, I feel the ST3 plan should deemphasize improvements for busses and bus routes. The existing highways and freeways are already at high capacity. Immediate priority should instead go towards increasing the ridership of existing non-road infrastructure; rail & light rail. Personally, I think that is achieved by improving the accessibility to stations. Examples include more frequent trains, additional and/or larger parking lots, bike routes, bike lockers at stations, station shuttles to nearby parking lots, commuter education programs, rider incentive programs, etc.
PIERCE COUNTY	I would like to see the proposed bus service on 405 converted to a rail project that links with Sounder or lightrail.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - Pierce County

PIERCE COUNTY	<p>8-25 years??? We can do way better than that and it's imperative to do so. Part of the reasoning for these expansion programs into public transportation is to accomodate for the growing population and the threat of climate change looming over the PNW. In 25 years we'll be approaching 2032/2033. The population will increase from current levels (7.09 million) to 8.50 million by the time these projects are finished. Moreover, in 25 years climate change effects will be in full display.</p> <p>I think this plan needs tweaking to increase the expedience of these projects. We have built much larger projects in far less time.</p> <p>As for funding, I don't think it's reasonable to rely on the state tax which is a regressive tax that disproportionately affects low-income families.</p> <p>Despite that, it's clear from my previous form submissions that I am an ardent supporter of expansion -- I would just like to see these tweaks.</p>
PIERCE COUNTY	<p>I notice that most of the significant improvements are scheduled at the beginning of the project for the North Sound areas. You might have greater support from the entire South Sound region if you were to move some projects for South Sound areas forward in the planning cycle.</p>
PIERCE COUNTY	<p>Pacific avenue is of major concern. Routes are slow and unreliable. Would be of great benefit to have a link rail run the length of pacific to 172nd.</p>
PIERCE COUNTY	<p>The south sound has paid for RT since at least 1996. We have paid car excise taxes year after year - with little to no benefit. No significant improvement for south sound people is even a distant thought for the next 40 years. And you expect us to pay \$200/person more for another 40 years for nothing? Let Seattle pay for mass transit in Seattle. If we got any return on the monies already spent we would have USABLE service from the south to Seattle. The Sounder is nice but not enough trips per day, no weekend service! Must be nice to be the Mayor of Seattle and say no more cars. We in the south have no choice but cars!</p>
PIERCE COUNTY	<p>The timeline needs to be accelerated. This should be made a priority for the region and all available resources should be allocated to building within about 10 years maximum.</p>
PIERCE COUNTY	<p>Please increase the priority of Tacoma light rail expansion and the tukwila stop. They are not so needed!</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - Pierce County

PIERCE COUNTY	Any opposition I have is toward the timeline and priorities within the timeline. And any reluctance I have in the tax/average cost is because of how long it would take to develop what I think should be at a higher priority. Yes, I see urgency in developing more light rail. I would like there to be a higher priority to getting it to Tacoma, the state's third largest city. I think express buses should be more highly promoted and expanded, particularly to off-shoot areas like Renton, Ballard, West Seattle, DuPont and along Pacific Avenue. They are less expensive in the short and long run and require much less infrastructure development (and cost much less in the long run!). I don't want to have to pay so much to have to wait so long for what I think we need. I think ST3 is trying to appeal to everyone at once ("light rail everywhere for everyone") and fails to promote what would be best for the region at a "first-things first" approach.
PIERCE COUNTY	We need more rail service ASAP to Tacoma. There's a serious lack of rail. This keeps people from working good jobs and hurts families. We need MetroNorth style service here.
PIERCE COUNTY	Extending Sounder light rail to DuPont without adding parking won't work. I expect there will be very high demand for rail and that residents commuting north from Thurston County will attempt to board at the first available stop in DuPont. Adding parking in that locAtion is a must!
PIERCE COUNTY	It's imperative to get some type of transit in place for Orting. Currently this area has no public transit system in place. People have no way to get out of Orting without a car or a bike. The population has increased and will continue to increase and it's grid-locked in the morning and afternoon to evening. This is a two-lane highway and it's dangerous. People need a way to get to Southhill, Bonny Lake, Puyallup, and Sumner or anywhere else.
PIERCE COUNTY	MOVE UP TIMELINE TO CONNECT LIGHT RAIL TO TACOMA! (Yes, I'm yelling!)
PIERCE COUNTY	Being that Sound Transits record of delivering what they promised on time and on budget has a track record of miserable failure, I can not support this plan. It is way, way to grandiose. It should have been presented in much smaller individual projects. Finish one and then plan the next phase. Show us you can do what you promise. I have no doubt that it would benefit this area to have rapid transit. You build stations with no or grossly inadequate parking - REALLY??? Stations don't seem to be placed where they would be used. You bypassed a stop at South Center mall and ended the line a mile short of the airport. This is just a small example of questionable planning.
PIERCE COUNTY	Light rail between Tacoma & SeaTac should be a top priority, as opposed to being completed in 17 years.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - Pierce County

PIERCE COUNTY	<p>To Whom It May Concern:</p> <p>My husband and I will not likely be able to attend one of your open houses on expanding public transit, ironically because of traffic. We both work in Bellevue and live in the city of Milton. Our original plan was to move at least 30 minutes closer to our place of business. However, with the rising cost of rent we are unable to do so as we currently have other financial priorities (i.e. student loans and saving for our first house).</p> <p>Our commute even though we only live 30 miles from where we work is on average an hour and a half one-way, which without traffic should take only 35 minutes. So we wake up at 5:00 am every day just to make it home around 6 or 7:00 pm. We love our jobs and we love the community we reside in but we would also love it more if there were a train service to Bellevue.</p> <p>By providing a train service to Bellevue you would be making a huge impact in not only our own lives but in the lives of others. Less stress of driving and fear of other drivers causing a serious accident. Less money in insurance because people won't have to drive so far to their place of business. Lower gas prices in the area because of the reduction in supply and demand. Less wear and tear on our roadways. And most importantly, more individuals choosing to live farther away from where they work, causing the prices of housing in more exorbitant areas to diminish. However, after reviewing your plan we are unsure why the plan is aimed at building more rail for Joint Base Lewis McChord as we have both driven I-5 South often and the congestion is nowhere near as bad as it is Northbound. It is disappointing and makes us both less likely to support the plan as is this is an ineffective use of taxpayer funds at this time.</p> <p>We have been hoping for years that Sound Transit would find a way to expand their services and if that means we pay a little more in taxes to make it happen then so be it. We are ready and willing to make that sacrifice for the greater good of our communities.</p> <p>We truly appreciate your time and hope that you consider expanding Sound Transit service to Bellevue. Thank you for your time, patience and consideration.</p> <p>Sincerely, [names]</p>
---------------	---

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - Pierce County

PIERCE COUNTY	<p>Your bus plans are ridiculous. Buses are no good on 405. You need rail. Real rail, not the Sounder that only runs during commute time. Stop relying on Burlington Northern and build your own rail lines. And put light rail along the entire 405 corridor. Now. There was a rail line that ran from Renton to Woodinville that the dinner train used to run on. You should have moved mountains to acquire that and put commuter rail on it. But you didn't. You only think about how to get people into and out of Seattle.</p> <p>You put out these insulting ads, essentially mocking people for using their cars instead of taking transit. I used to live in Puyallup and work in Redmond. Taking a combo of the Sounder plus bus -- the best options you offer -- took me 1.5 hours to get to work and 2.5 hours to get home. Driving took 1 hour to get to work and 1.5 hours to get home, plus it gave me the flexibility to get into work and go home when I wanted which the Sounder doesn't do. My husband works in DuPont. When we lived in Puyallup, there was literally no way for him to use transit to get from Puyallup to DuPont in the morning and back home in the evening because your ridiculous buses only run one way each time of day.</p> <p>You also should be making plans to get all the way to Olympia. It's foolish to have the largest city and state capital only 60 miles apart and rely on Amtrak as the only non-car connection.</p> <p>But again, your plans are clear. You only care about people who live in Seattle or work downtown. You have no real plans to help the 405 corridor, and your contempt for people who don't use your broken system is evident in your mocking ads. Make transit that works and people will use it. Snottily mocking them in ads for not using it won't.</p>
PIERCE COUNTY	<p>There are always cost over runs. Why would this be any different? Who would be accountable for the final costs and who would they be accountable to? There should be auditors on board at every phase.</p>
PIERCE COUNTY	<p>The south sound (Tacoma to Tukwila) is the worst traffic in the region going north and should be the first expansion and be priority #1. The north sound has express lanes that the south does not. The north sound can wait. ST3 expansion should seriously reconsider the order of these expansions. Especially if it wants tax payer support.</p>
PIERCE COUNTY	<p>There needs to be better support for parking at the Sumner station. I have received multiple parking tickets for very questionable violations (within x number of feet within crosswalk, even though my MINI Cooper is definitely not impeding any visibility). Bus reliability is a huge issue, especially with the Express bus lines.</p>
PIERCE COUNTY	<p>Less Bus, More Light Rail. We need light rail going down to Auburn and Puyallup. We need it from Everett to Redmond, We need it from Issaquah to Auburn to Federal Way. We also need to ramp up the timelines, Issaquah should already have light rail, 25 years from now is so far behind that people will have started moving away from that area because traffic is so bad before it comes on line.</p>
PIERCE COUNTY	<p>The BRT should connect with the Tucwila Sounder Station for those riding train to there then catching bus to Bellevue. Actually what we really need is a second train that goes up the east side instead of to Seattle.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - Pierce County

PIERCE COUNTY	Parking at the South Sounder train stations is desperately needed ... especially in Puyallup and Sumner. Extending the light rail to the Tacoma Dome Station so that someone could now travel from Tacoma to Downtown Seattle every 8 - 10 minutes at the busy times of day would be HUGE, especially since it would also allow for users to stay in downtown Seattle later in the day / evening and travel on weekends... I think you'd see an even bigger up-tick in riders and a great benefit to all business downtown Seattle if there were so many more opportunities for those of us in the South end to get to Seattle easier without having to drive and deal with parking.
PIERCE COUNTY	I will probably be voting no on this plan because of the time frame. As a long-time Tacoma resident i feel Sound Transit is doing our community a great disservice. There is no good reason Tacoma should be waiting this long to finally connect to SeaTac airport, this should have been done in ST1
PIERCE COUNTY	I'd rather see Seattle-Tacoma options (lite rail extension) have sooner priority than some of the earlier 8-25 yr order of priority, but all of it is necessary! I-5 needs relief and rail seems best way to reduce cars on existing highway.
PIERCE COUNTY	Higher priority on the South commuter (heavy) rail upgrades in a quicker timeline. There is an existing demand to use those trains and more people would use them if there was a greater capacity per train, more parking at Auburn, Kent and Tukwila stations and more trains available (especially later departures out of downtown Seattle to the south).
PIERCE COUNTY	Speed up the plan to Tacoma since Tacoma is a pretty big city after all
PIERCE COUNTY	The investments in this plan seem needlessly diffuse. The public would be better served by a plan with a more aggressive timeline that was built around one prevailing vision, be that bus-only lanes on roads/freeways, greatly expanded light/elevated rail, or significant investment in a heavy express rail/urban bus route combination. There needs to be a greater focus on mass transit options that are SIGNIFICANTLY faster than sitting in traffic, otherwise mass transit will continue indefinitely to be under-funded and under-appreciated by the public and the region's growth will choke on our inability to efficiently move increasing densities of people. Also, an increased gas tax should play a large part in funding these projects.
PIERCE COUNTY	Finish the light rail from Tacoma to Everett FIRST! Bus on the 405 second.
PIERCE COUNTY	I really feel they need to go back to the drawing board and focus more on improving what we already have. Putting in more runs on South Sounder during peak hours, more bus services offered. Create a better parking situation for commuters now. You keep upping the price to commute, yet commuters can't find places to park, trains don't run often enough and bus routes keep getting discontinued..... This plan needs to be modified, think outside the box!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - Pierce County

PIERCE COUNTY	<p>My wife and I use the Light Link rail system from SEA to downtown Seattle 2-3 times a year; bus from Lakewood station to downtown Seattle 4-6 times a year.                  \$17 a month, plus current cost of riding seems excessive.                  As prudent stewards of our tax dollars what taxes will be reduced to offset this increase? Other governmental entities are also proposing tax increases.                  WA State &amp; Seattle, King County want more and more \$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$ without identifying improved efficiency to better use tax \$\$\$.....</p>
PIERCE COUNTY	<p>The Projects involving south of Seattle are critical due to the fact that many people have been priced out of Seattle, and are forced to live in Towns/Cities further South. I would place Rapid Transit to Tacoma and Light Rail to Tacoma as number 1, following Lynnwood and Everett, followed by West Seattle, and then Bellevue. The people who are commuting from north and south of King county are obviously commuting that far because they can't find work near their residences that pay anything decent. Bellevue, however, is home to many companies!</p>
PIERCE COUNTY	<p>Priority should be given to alleviate traffic between the south end Redmond. The traffic between Sumner and Bellevue is unbearable.</p>
PIERCE COUNTY	<p>Light rail to and from Tacoma needs to be completed far sooner.</p>
PIERCE COUNTY	<p>I support the need for more transit, light rail and overall ST3 - but I don't think it fairly captures the transit needs for Pierce/South King Counties. It seems WAYY tooo centric on Bellevue/Eastside/Seattle/North Seattle.</p> <p>The biggest transit gaps in Pierce/South King Counties are 1) lack of light rail linkage between Seatac Airport and Tacoma Dome Station and 2) lack of more frequent &amp; weekend Sounder service.</p> <p>It seems weird and counter-intuitive that the plan proposes bus-shoulder improvements on the interstate highways instead of just shooting to run more frequent Sounder service with additional train cars.</p>
PIERCE COUNTY	<p>Bus Services should not be part of this plan. Look towards the future and population growth; more people, more cars, and less room. No more bus services ! ! ! Bus service doesn't work today. Make the investment in light rail that encompass the whole picture. Light Rail I-5 Olympia to Seattle to Everett. Light Rail I-405 SeaTac to Alder-wood. Light Rail SeaTac/Renton (Hwy 167 to Hwy 512) to Lakewood.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - Pierce County

PIERCE COUNTY	I believe light rail should replace I-5 completely. Make the light rail more important than cars. Lower emissions, find a way to help us help ourselves. Increase the size of park and ride by 5 times. Increase the number of times routes are made on light rail and commuter rail. Make ST3 the normal of the Puget Sound and not the exceptional event. Other counties and east coast people think we are no way aggressive on our future planning. What is the plan to reduce 75% of vehicle off I-5, I-90, 520, 405? Come on people let's stop fooling around, we know what we need to do. The elephant in the room is WSDOT promotes cars and freeways while ST3 carries the load of Mass Transit. I think we should restructure WSDOT and put the highways under Sound Transit. That way WSDOT will engage in reducing the vehicular attack on the state of Washington. We do not need any more future plans to expand the use of cars, it criminal to the future of this region to do so.
PIERCE COUNTY	More parking and access from ferries
PIERCE COUNTY	Although our infrastructure is very outdated in this area, I have little faith in our leaders fiscal responsibility when spending on such huge projects. We the people have enough of a tax burden, but what percentage of us hardworking tax paying citizens will truly benefit from all of this?
PIERCE COUNTY	Most of the congestion in Puget Sound is related to people going to and from work. There are huge corridors that are left out of this plan. It seems that the focus is on pleasing as many people as possible vs minimizing congestion. If you were to link this plan to the why vs population growth, you may get more of a by in. Also, how does this link into the DOT plans for Puget Sound. Seems like we are spending a lot of money for the convenience of a select few.
PIERCE COUNTY	The light rail service being added in Tacoma serves a limited community. Is there another route the train could take to service the stadium district and hilltop?
PIERCE COUNTY	There must be improved public transportation along the I 5 corridor from Tacoma to Seattle. The traffic backup on I5 southbound around the Fife curve is horrible especially during peak hours in the afternoon. As Seattle continues to be more expensive and urban sprawl increases, Tacoma area will be greatly affected. Southbound Seattle needs to take precedent
PIERCE COUNTY	Your time lines are too long. There is a problem with transportation now! Please speed up the timeline.
PIERCE COUNTY	Projects that extend infrastructure North, South and East should be priority. Building new stations along routes should not be priority.
PIERCE COUNTY	The timeline for implementation of all improvements should be accelerated. Transit is strongly supported by business and individuals and the need for it is excruciatingly clear. Getting carbon emissions down will not happen if transportation methods are not massively changed. The cost to business of extended and undependable commutes is going to stop companies from locating here. We need to show our commitment to mass transit and build out a transit system now.
PIERCE COUNTY	Parking at existing rail stations could immediately help access by more users. If there is no place to park, no one will use the service.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - Pierce County

PIERCE COUNTY	I have slight concern about light rail going to places like Everett. If light rail will go to the Sounder station area in Everett, then would the Sounder train lose hundreds or thousands of riders, who may abandon it for light rail only?
PIERCE COUNTY	Many of these projects are phenomenal ideas, but it would be nice if it were faster to be deployed. In particular, I'm excited about the idea of the light rail to connect Tacoma to the King County light link system, but 2033 is a long ways away and traffic is just going to get worse each year.
PIERCE COUNTY	Overall cost is too high. Many of the projects are decades away from completion which raises the possibility that they will never be built. Not sure that ridership will be at levels to justify the high cost.
PIERCE COUNTY	I think that a train station should be added near the Boeing access road that connects the Sounder to the light rail. This would offer better access to the industrial area along the Duwamish river area and the Rainier valley for commuters on the Sounder. This was part of the ST1 plan I believe.
PIERCE COUNTY	The tax plan will never pass. I have used transit all around the world and nation and understand the need but it is just too much ask. Go for less. Add Sounder trains during the day and experiment on weekends. The schedule can be limited, allowing a person to go to and from the North and South Sound on a train to Seattle on weekend days.  I do not see the need to expand light rail to Tacoma Mall. The Mall is a commercial enterprise. Unless the retail stores are going to kick in, the PT bus service to Tacoma Mall station is fine.  Connecting Federal Way and Des Moines via light rail to Tacoma is a good plan but is it necessary. Can we connect light rail or increased buses from those areas and increase Sounder service to Tacoma? This is how the suburbs in the Chicago area work. Trains to the inner city, commuter rail and bus outside.
PIERCE COUNTY	Light rail to Tacoma should be the first priority!
PIERCE COUNTY	I think Tacoma needs a more reliable link to Seattle first and foremost, as well as an easier access from Puyallup to Seattle. It's very difficult for me to use public transit in South Hill, and I would love it if that weren't the case.
PIERCE COUNTY	Tacoma should be sooner on the list. It's growing quickly and will grow beyond the current capacity of mass transit far before the scheduled improvements
PIERCE COUNTY	I don't trust the people making the recommendations and spending the money
PIERCE COUNTY	Seriously, scrap light rail. Use the same type of routes, but instead of rail lines, make Bus-Only dedicated highways. Buses don't have to queue behind one another, there can be point-to-point routes as well as ST Express routes on the same highway. Plus, the Bus infrastructure exists if one goes down, we can leverage electric buses, and there isn't near the capital investment as light rail.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - Pierce County

PIERCE COUNTY	This infrastructure improvement (ST3) is very important to the well being of all people from Tacoma to Everett and would strengthen our cities and economies, this needs to happen as soon as possible. Increase the taxes, the cost per person, to expedite the work, hire more people and commit serious resources to this project. Projects like this should bring everyone together to achieve something wonderful, it will move us into the future. So increase the taxes for this, it is necessary.
PIERCE COUNTY	Increase operation of the Sounder Commuter train to evenings and weekends. Expand reverse commute hours/trips from Tacoma to Seattle.
PIERCE COUNTY	I would like to see a breakdown of how much money from taxpayers comes from the different areas and where it has been used in Stages 1 & 2 and where Stage 3 tax dollars will be used. My sense is that the South Sound has subsidized this project for years with very little to show for it in our area compared to the timelines proposed when we were asked to approve bonds in the past. Meanwhile if we want to get something done that Seattlites don't use, we have to pay to have it built and then pay a toll to use it in perpetuity (Tacoma Narrows Bridge). I no longer have faith in your planning system.
PIERCE COUNTY	I think there is a greater need for the Tacoma expansion to be redirected to the Tacoma Mall instead of Tacoma Community College. I think the Sound Transit would double the amount of riders projected to use the proposed line and it would allow for a much greater impact for the community. By having the proposed line go to the Community College, Sound Transit is limiting themselves to the students and faculty that frequent that area and neglecting the massive amount of traffic that flows in and out of the Tacoma Mall area on a daily basis.
PIERCE COUNTY	Where would people use the service the most? Start with them first. If most of your commuters are coming from Tacoma to Seattle for example then those projects should be supported and constructed first.
PIERCE COUNTY	Rather tired of funding projects for seattle. Will not vote for, agree with, or support with any of my personal income to more projects supporting seattle/king county until commuter and light rail progress is made in the south sound region.
PIERCE COUNTY	With continual growth of the south King County and Pierce County, it is imperative that access to public transit grow along with it. One of the first steps should be increasing capacity for parking at Southland Sounder lots. Parking at the Puyallup lot has long ago reached critical mass, and the continued growth of that area will guarantee that unless you're on the first train, you'll never find a place to park within a reasonable walking distance. Improving capacity on the South line lots should be the first priority.
PIERCE COUNTY	We need bike lockers at the stations, not just bike racks. Unless there is constant security at each station (which there is not) bike locks get sawed-through and bikes get stolen A LOT! Also two bikes to a car, especially now that the Link goes to UW makes it really difficult to find a spot to get on with a bike in the middle of the line. We need more space at stations and on trains for bikes. I ride every day to work, and bike/ST bus every weekend.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - Pierce County

PIERCE COUNTY	The plan for Ballard to West Seattle, although important, is designed wrong. The system overall needs to be built with West/East lines crossing the main North/South line. To get from Ballard to downtown, ride a line east to the main corridor, transfer at UW, head south on the already built line. Build a line that goes from Magnolia, under Queen Ann, crosses at the Capitol Hill station, and continues east to Madison Park. East/West lines could connect West Seattle by heading east to Leshchi. West Seattle folks would transfer to the North/South line near the stadiums. Add trains North/South, do all the East/West lines as shuttle lines that go back & forth East/West then West/East. East/West lines at 145th, 130th, Northgate, 65th, & UW stations would cover more of the city for less money, than building additional separate North/South lines. There is no need for an Interbay/Ballard tunnel because any tunnels should travel under 45th in the U District North to South. Seattle tall and narrow shape make this plan feasible, and for far less money than what the West Seattle & Ballard people are proposing.
PIERCE COUNTY	The cost is too high. For all tge money we are spending on the rail system we could give everyone free bus service for years
PIERCE COUNTY	Additional funding should be allocated to increase bike access and pedestrian access to transit stations - especially Tacoma Dome Station.
PIERCE COUNTY	Don't ask me to rate my level of importance values on all the proposed action items only to propose a plan in number twelve that doesn't take into account my valued rankings. Connect Tacoma to Seattle and make the link rail system move people to places of high employment.
PIERCE COUNTY	NO MORE additional RAIL!!! NO MORE TAXES TO PAY FOR MINIMAL IMPACT RESULTS. BUSES WORK WELL. ADD HIGH TECH ROAD SYSTEMS FOR AUTOMATED DRIVING. Thank you for opportunity to give feedback.
PIERCE COUNTY	Tacoma Link Light Rail really [explicit] up traffic for the whole length of downtown. I'd love to see it extended to TCC, but this badly needs fixing first.
PIERCE COUNTY	Pierce County has by far the worst traffic. Rail projects there should have the highest priority.
PIERCE COUNTY	Monorail extension to west Seattle is cheaper and easier to implement than light rail.  Also the 25 year timeline needs to be reduced.
PIERCE COUNTY	GOVERNMENT SHOULD CUT THEMSELVES BACK AS THE REST OF US HAVE TO DO, TO HELP PAY FOR THESE PROJECTS. WE, LITTLE PEOPLE CANNOT CONTINUE TO BE TAXED TO DEATH JUST BECAUSE GOVERNMENT WANTS ALL THESE PROJECTS.
PIERCE COUNTY	Don't route Tacoma light rail down S 19th street to get to TCC. There are few businesses or homes along that route and nothing is on 19th, you have to walk several blocks to get there from 19th. Instead, send the route down S 6th Ave and then turn south on Mildred for two blocks to get to TCC. This takes the route through much much denser commercial and residential areas along the way. The route will be far more useful and popular, it also builds on existing expansion plans. I support rail from downtown to TCC, I don't support it along 19th.
PIERCE COUNTY	More parking, faster
PIERCE COUNTY	More focus on projects in the 167, 405 corridors

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - Pierce County

PIERCE COUNTY	A greater priority should be given to extending light rail to Tacoma and improve the Tacoma-to-Seattle Sounder route.
PIERCE COUNTY	We need train service to Federal Way and Tacoma NOW not in 17-25 years!!!!!!!!!!!!!!
PIERCE COUNTY	Needs better distribution of riders at the stations. Better bus service
PIERCE COUNTY	BRT will not be a helpful long term solution for 405.
PIERCE COUNTY	Add more Sounder trains at different times of day and weekends and extend service South.
PIERCE COUNTY	Timeline too long; can't wait 25 years....escalate.....
PIERCE COUNTY	We passed ST2 in 2008 to start the process of extending light rail from SeaTac to Tacoma. Now you want to wait until 2033 to complete it? That's absurd. If you didn't fulfill your 2008 plan to get properties and do the planning for the project under the last set of taxes, why would we think you'll do it now?
PIERCE COUNTY	I think the time line to expand light rail in Tacoma is too long. There should be a balance between all projects time line. Each individual improvement should be worked on simultaneously bit by bit so all commuters can benefit
PIERCE COUNTY	SOUTH SOUND PROJECTS NEED TO BE ADDRESSED.. SEEMS EVERY THING IS SEATTLE BIASED. WE ARE NOT BENEFITING EQUALLY.
PIERCE COUNTY	Expand train service with longer trains and more trains now, expand light rail to Tacoma now, take care of parking and quit misrepresenting the so called parking study...it was not a success and by adding costs you will increase carbon footprint rather than reduce.
PIERCE COUNTY	We are retired. We would gladly help pay for projects if they were likely to affect us before we are dead!
PIERCE COUNTY	<p>Please look into light rail to the Tacoma Mall area.</p> <p>I think the priority is to build light rail where it encourages TOD, not sure why so much of the Link both N and S of Seattle are next to I5.</p> <p>It's more important to me to have Link to the Tacoma Community College than to have Link to Federal Way. I also think you should consider Link down 6th Ave rather than 19th Ave.</p> <p>It would be great to have more Sounder service, especially on the weekends, and a southbound train during the week in the 7 or 8pm hour.</p> <p>Overall, I encourage you to find ways to speed up this plan however possible.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - Out of District

Subarea	Additional Feedback - Project(s) should be modified in the ST3 final plan
Out of District	<p>*Everett should NOT divert to Paine Field</p> <p>*Ballard should not go by interbay - will flood way too soon. Go via Fremont.</p> <p>*UW-Ballard is more important</p> <p>Most importantly, this package is too slow.</p>
Out of District	Would love to see Everett get light rail sooner
Out of District	It is extremely important for the light rail to go to everett however please run it up the 5. Paine field is a waste of time and resources
Out of District	The worst commutes are currently from the north where I live. I would like to see the focus be on improving that commute first rather than 35 years from now
Out of District	I would like to see a commuter option by train from olympia using existing amtrak stations and rail lines that better align with 7am to 5pm work schedule
Out of District	Sounder light rail should run on a regular basis - not just during commute times. People who work non-standard hours or wanting to travel on the weekend could use it too.
Out of District	<p>Please follow best practices for designing transit. Sometimes the cities ask for things which are contrary to best practices, and you end up giving in to their requests. You guys are professionals. Do what works, even if it's not what the cities asked for.</p> <p>This includes, not placing light rail stations by the freeway, this decreases the walkshed; use Sounder/high-speed heavy rail for long commuting distances, not slow Link; etc.</p>
Out of District	Light rail to Everett in 25 years is far, far too much time. This is needed in 8 years given the growth in areas surrounding Everett.
Out of District	<p>Downtown Seattle to Ballard MUST be grade-separated throughout. NO VEHICLE CROSSINGS.</p> <p>Please add a Ballard-UW route study at the VERY least.</p>
Out of District	<p>Light Rail should never be at grade (Ballard).</p> <p>Rollout times, especially for simple BRT project are too slow. Overall plan window is way too slow.</p>
Out of District	I would argue that the light rail to Everett should be moved up the list of priorities for multiple reasons: A) the buses are always full, B) there is a mudslide concern on a regular basis at the Everett Station with the train, which then impacts the overall commute as well as bus loads, and C) for those that are regularly commuting farther distances and given the # of people taking this route this would take more people off the roads for longer periods, decreasing the overall traffic for all routes on I-5.
Out of District	Need to speed up the plan for greater EASTSIDE reach (ISSAQUAH etc...)

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - Out of District

Out of District	Get light rail to Everett much much sooner. Boeing and the rest if us are so squeezed. Please, much sooner.
Out of District	None of this Ballard to Downtown "it would include a mix of elevated and at-grade light rail on 15th Avenue NW and Elliott Avenue West and a rail-only movable bridge over Salmon Bay." No at-grade along 15th W and no movable bridge over Salmon Bay. Tunnel under the bay like ST 2 in NE Seattle. ST2 pays for tunnels all the way to Maple Leaf in single family zoned neighborhoods with little to no TOD potential for an incredible cost! Central Ballard Station deserves to be a subway station. NO at-grade alignments for dense NW Seattle! NO DRAWBRIDGES! Ballard and the region require and deserve better solutions than what is currently being proposed. The Ballard-Downtown project needs to be delivered sooner too! Please don't compromise on ST3 deliverables in Seattle just to cater to the cries of the low density suburban areas. Sound Transit officials: Please BE BOLD and propose TRANSIT SOLUTIONS that are WORTH THE BILLIONS you are requesting!
Out of District	Do the Link extension to Tacoma, and Sounder rail extension to DuPont really need to be linked? There are a lot of south sound (DuPont, Olympia, Lacey & south) residents who travel north to Seattle or Tacoma for work making the Ft. Lewis traffic extremely bad on a daily basis. With Sounder extension to DuPont, many of those individual would be able to utilize Mass Transit to Tacoma & Seattle for their jobs daily.
Out of District	<p>a. The north expansion study from Everett to Everett Community College needs to continue to some point just north of Marysville because I-90 is already often congested and if it will take 25 years to get to Everett, the clogging on I-5 will be horrendous to Arlington by then.</p> <p>b. ST needs to expand its engineering and support staff by a minimum of 100% so the ST3 project can be completed in half the time. Gads, if current ST3 timetable was used for WWII, we'd still be fighting the Axis powers. I believe cutting the timetable by half would ensure a more favorable vote because people I know in Seattle are bemoaning how slow the building pace.</p> <p>c. Six years to Northgate, Lynnwood five years? Really! Can't you hire enough employees and work 24/7 to get Northgate to three years; and after watching slow pace of Angel Lage, get elevated track sections fabricated and erected at a faster rate? Maybe ST3 needs to include funding to expedite ST2.</p>
Out of District	The proposed timeline for extending light rail to Everett is unacceptable. From the beginning, the Sound Transit board promised to make this a priority and it appears that they are backing off on their promise. ST3 should focus on finishing the spine of light rail as a top priority, and expansion into predominantly residential areas (Ballard, West Seattle) should be lower priority.
Out of District	Great plan that includes the whole area, but the project timeline is unacceptable. I will be voting "No" unless you can reduce the schedule. Stop pandering to NIMBYs. Adequate parking is required for the light rail stations in the suburbs, where cars are the main source of transportation by far. The Tukwila station is great but the parking lot fills up very quickly. Consider charging a parking fee to offset the cost of parking structures. Consider adding more east-west routes, like Ballard to UW.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - Out of District

Out of District	The I-405 corridor continues to be ignored as I still don't see any proposed plans to add light rail. Traffic through Bellevue and the S curves during peak hour is extremely heavy yet your focus is mostly on connecting areas that don't yet command the volume of cars that I-405 does. If we truly intend to move people by the masses and be a part of a mass transit system, not only do we need to target the congested areas but also make it an efficient alternative, particularly for people living far away from the Seattle area who currently endure a long commute by bus or car. I would be a stronger supporter of light rail if it incorporated express trains into its infrastructure. The way I see it, light rail is built mostly for people commuting short distances or the tourist visiting the Seattle area with time in his/her hands.
Out of District	Given the current state of the commute from Everett to Seattle or Bellevue I believe there should be a bigger priority placed on extending light rail service to Lynnwood and on to Everett in advance of the 25 year time table. While I think having this plan is extremely important I feel it doesn't prioritize those coming in from Snohomish county enough. Given that I-5 has become horrendous even for the carpool lane (I take a vanpool and we use I-405 and then I-90 in order to reach South Seattle, choosing to drive an extra 5-10 miles each way to save 15 minutes) and that the Sounder service for the North end is not dependable in the winter months and also not conveniently located for most North end residents, I feel that with prioritizing the North end would greatly improve ridership. I live 5 minutes from the Ash Way Park and Ride and used to bus in to work all the time but the reliability of the transit system has pushed me out of this model.
Out of District	We MUST consider moving the Everett project up in the timeline! We cannot afford to lose out on the manufacturing opportunities that Boeing has to offer, regardless of whether they play well with others. Many families in the region rely on their employment. Also, we will have an airport soon, which means that mass transit needs to be ready to move people NORTH for access to this service. Spreading out congestion and increasing economic opportunities.
Out of District	If you can't get light rail faster to Everett, then I am a no vote on everything. Why are the ST planners so against this plan and risk the entire package to fail because they don't want to go to Paine Field? Such a waste of political assets to play this game.
Out of District	22 years for Ballard is absurd. That should be done immediately. Also, there need to be improvement for east-west just north of the lake (i.e. between Fremont and UW) and more services in and out of Greenlake
Out of District	20+ years is a long wait. I may be dead before this is completed
Out of District	You need to get to Everett sooner than 2041. Much, much, much sooner.
Out of District	People need to by into light rail linking the entire puget sound and compared to similar communities. If BART is a good example - use it.
Out of District	Grade separation all the way to Ballard

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - Out of District

Out of District	<p>In general, the draft plan seems to focus too many resources on the outlying areas and not providing enough to the already dense and clogged sections within Seattle. I cannot see lightrail to Tacoma being very useful. I don't understand why the huge price increase caused by the Paine Field diversion was required. And as much as I'd like to have rail service out to Issaquah, I don't see a connection at Wilburton being useful for the vast majority of riders, and it addresses a particular area where existing traffic is really not that much of an issue.</p> <p>I would like to see a major reduction in the investment going towards light rail lines in the outlying areas and a reinvestment of that money into the core to improve the areas that are in a much more desperate need for the type of service that light rail can provide. I would like to see a move away from the goal of completing the spine with light rail, because these outlying areas make much more sense to serve with upgraded heavy rail systems, like Sounder trains.</p>
Out of District	Change the timeline. Get tunnels built to West Seattle and Ballard first.
Out of District	BRT should be "real" BRT. If true BRT, with fully dedicated right of way were developed, this could provide an attractive, but less expensive and more flexible alternative to light rail options. That being said, certain disadvantaged areas (Everett and West Seattle and probably others) should receive full light rail to encourage economic equity.
Out of District	Light rail down I-5 from Lynnwood to Everett by passing Boeing and west should be considered to shorten the time to build light rail north.
Out of District	It cost to much, but really it take to long. Ill be old and dead before it is all done. Please focus on the inner city, west Seattle and Ballard light rail routes, and light rail across the lake as this is a major source of all the bottlenecks.
Out of District	<p>The cost effectiveness of the Ballard line is an order of magnitude more than Lynnwood-Everett ( the ridership and service populations are a joke ). Our money would be much better spent adding more LRT on the urban core and upgrading sounder (commuter rail ) and express buses to round out the megaregion connections.</p> <p>Need more central city subways to reduce local VMT in the places where traffic is the worst. This plan doesn't do that. It just let's people live further from the core.</p> <p>If u are going to spend a half dozen B's, why not upgrade your real rail line to be less impacted by freight.</p>
Out of District	The station at 130th NE should be included in the plan and constructed rather than left as provisional.
Out of District	Efforts to support Ballard need to be moved to the top of the list. Density increase has been astronomical over the last two years and shows no signs of slowing.
Out of District	Everett can't wait that long. Please are moving out of Seattle because of cost. Everett consistently is under-served - finish the spine first!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - Out of District

Out of District	<p>Station at 130th should be included!</p> <p>Project delivery should come with shorter timelines.</p> <p>Within city projects should be prioritized over between city projects. We should be able to use transit to get to everyday activities not just to get to a faraway job.</p>
Out of District	<p>The west Seattle line should go down Delridge instead because the ridership would be better and could easily add a stop for south Seattle college.</p>
Out of District	<p>Being retired I really don't have a dog in this fight. However, I periodically travel between Renton, Puyallup and Olympia and use the 167/405 HOV Good-To-Go lanes. This, I like. I understand the need for additional light rail. My position is the emphasis should be expansion to the eastside first(Bellevue, Issaquah, Woodenville). With the Sounder train available from Tacoma and Everett public transit modes can be enhanced to provide additional service/connections to existing stations while other transit priorities are met. I am reluctant to vote on the "full meal deal" give the past record of cost overruns and numerous delays. Prove to me ST can complete phase one in a timely, cost-effective way, and then I'll consider the proposed ST3 package. But, being 73, I doubt I'll be around to see the completion of even phase one.</p>
Out of District	<p>25 YEARS TO GET TO EVERETT IS A NON-STARTER. IF THAT STAYS THE SAME YOU WILL HAVE A PRO-TRANSIT VOTER VOTING NO</p>
Out of District	<p>Caving to Kirkland's demands by replacing light rail with BRT was a huge mistake. Kirkland needs light rail, not BRT infrastructure.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - Out of District

Out of District	<p>Regarding the Link extension to Ballard that is to be completed in 22 years, I feel that both the favored design and lack of priority given to this project in the draft plan fail to address both current and future transit needs in the area. Ballard currently has a population density approaching 10,000 residents per square mile, which is enough to support light rail today, and delaying the implementation of light rail by two decades will certainly have an adverse impact on the area both quantitatively in an economic sense, as well as qualitatively in terms of the quality of life for those who live there. It is highly unlikely that current transit options to downtown (the Rapid Ride D and Route 40) using Leary Way and 15th Ave W will be adequate as the city continues to grow in both population and density northwards. While King County has added 185,000 residents between 2010 and 2015, and Seattle has accounted for approximately 30% of this growth, the real imperative when it comes to determining where to implement light rail is population density. The advantages of light rail over other modes are also amplified when it is implemented below grade in high density areas, which brings me to my second point. If the Ballard link must be delayed for a full two decades, I feel it should be configured to meet the needs of the area two decades from now, rather than current needs. I strongly favored the tunnel option below the ship canal that would avoid service interruptions, and more importantly, below grade service north of the ship canal as I find it highly unlikely that by the 2030's or 2040's a future right of way could ever be established northward along 15th Ave W going North or along Market Street East towards the U District Station without massive disruptions and costs. Quite simply I feel that any increased costs associated with a below grade option for both the ship canal crossing and Ballard Link will be more efficient in the longer term and and happier to pay those up front costs now and for the coming years, than settle for a system that under-performs.</p>
Out of District	<p>Downtown to Ballard light rail should be build entirely underground. ALL light rail within Seattle city limits should be build entirely underground except when overhead tracks are feasible--over the Duwamish, for instance, to get to West Seattle. To build transportation for a city that is already dense and will only grow denser any other way is shortsighted and poor planning. It might be CHEAPER to build light rail above ground, requiring a bridge that would need to CLOSE periodically for boats to pass under it, but it is most definitely NOT the right choice.</p>
Out of District	<p>The idea that light rail should be used to enable better access to Seattle, rather than being extended to improve mobility within Seattle, is an extreme flaw. If people can't get around Seattle without a car, they're not going to use public transit to get into the city. Buses don't cut it for getting around in the city. The ideal plan would be light rail within city limits and buses/souder rail to commute in. Using buses for commuting could draw the insanely long lead time of this proposal in, too. And please ensure that any light rail system avoid at-grade installations. The point is to reduce traffic.</p>
Out of District	<p>I am amazed at how long it will take to get this plan complete. Other regions do much more in a shorter amount of time. I do not support this plan because of the time it takes and think that while I contribute to the plan, I will never see any benefit due to my age and how long it will take to support the north sound area.</p>
Out of District	<p>25 years to Everett... are you kidding me? It take 90 minutes most days to drive to Seattle you need to hurry the [explicit] up!</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - Out of District

Out of District	<p>Where is the density? Seattle. Where do people work Seattle (mainly). We need to move people in and out of the city with greater efficiency out of cars and out of buses. More buses are not the answer if they are in traffic with the cars. Buses are too small and cannot efficiently move the masses like trains and trolleys. One reason people commute on a bus is to avoid parking fees or they can't own a car in Seattle and pay for rent and parking. RAIL, RAIL, RAIL. Rail as far north then going south south through Ballard, through West Seattle and as far south as possible. Same idea going east to west and visa versa. Trains not buses. More SAFE bike path options as well. See you at the Ballard meeting.</p>
Out of District	<p>Don't do this as it will NOT cost \$200/year - it will expand to \$200/month because the state of Washington is incapable of projecting how much a project costs. Let's consider for a moment the tunnel project in Seattle that has gotten 400' in over a year and the costs are exponentially more if not 100% more than projected. And didn't the State have to guarantee the company behind Bertha because they were not solvent?</p> <p>The problem with this state is that they build things that people are not interested in - instead of putting the tax payer dollars into new lanes on roadways so that the average working Joe can get to work without horrible delays.</p> <p>I do appreciate the state opening up the lanes on I-405 in early morning and evening. This is a good use of highway dollars as most commuters are home by 7 p.m.</p> <p>I have had to drive I-405 from Lynnwood to Puyallup the last 10 months and the only thing that saved my trips was traveling in most off-peak hours.</p>
Out of District	<p>Timeline is far too long. It should take 10 years max to get light rail to Everett, not 25!</p> <p>Also routing light rail past Boeing will increase travel times between Everett and Lynnwood, and thus decrease ridership. Why not keep light rail next to I-5, with a spur line along SR 526 that can be used by some trains during peak Boeing commute hours?</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - Out of District

Out of District	<p>People of good will can disagree on this, but Seattle has a fair number of geographical bottlenecks associated with moving people around. Those that provide an alternative means of movement across geographical barriers should be given priority in order to reduce the negative impacts of failures on single point of failure systems.</p> <p>Why not consider using the Sound itself more, especially for West Seattle down to Tacoma? Commuter ferries that don't take cars (but with ample "park and ride" parking facilities) that go from the east side of the Sound to Elliot Bay might relieve some of the commuter congestion on the roads from those who live in West Seattle, Burien, White Center, Kent . . . etc.</p> <p>Most important: Please do NOT build more mass transit facilities without adequate parking. That there is, to date, only one real park and ride facility on the light rail system makes me very doubtful and suspicious of giving you more money. The parking lot at the Tukwila International Blvd. Station fills up very quickly in the morning. Imagine how many cars you could get off the roads in downtown Seattle if you provided adequate parking at all of the light rail stations.</p>
Out of District	Federal Way light rail needs to happen in less than 12 years. If that is the time frame I think support in the Federal Way area is going to be hard to come by.
Out of District	Build the light rail significantly faster than proposed. I will not support a plan that takes 25 years before it gets to Everett. It needs to be done at the very most 15 years. I don't want it to be completed by the time I retire.
Out of District	<p>I am currently a resident of North Lynnwood (former resident of Everett and Mukilteo for approximately 15 years). Sound Transit needs to educate voters as to the benefit of detouring the Link light rail to Paine Field. As proposed the Link extension to Everett appears to be pandering to Boeing or the local politicians who are pandering to Boeing. To provide useful light rail between the Cities of Everett and Lynnwood the line must be time efficient between the transit centers. Additionally the most efficient transit option in Snohomish County (Swift I BRT) has no feeder points into Link. The existing Swift I south terminus should be relocated from Aurora Transit Center to one of the proposed Link stations in the Shoreline area. Additionally Swift II should be fed into an I-5 corridor based light rail line (there is your efficient Paine Field connector). This draft plan does not provide the education I need to determine its utility (detour to Paine Field) and is inconsistent with my expectations as a resident of the North end (I-5 corridor based line). The BRT to the Eastside would be a priority over light rail as proposed and would be the most likely reason for me to support this proposal although I am leaning no even given how important transit improvements are to the area.</p>
Out of District	<p>No way should ST being building lines to Ballard and West Seattle until the main line it built all the way to Everett as was originally stated. Living in the Everett area, I will not support ST as long as ST shows obvious favoritism to Seattle.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - Out of District

Out of District	The timeline for the Lakewood to seattle rail system is extremely long for an engineering project, it should be implemented faster, before the tacoma traffic gets worse. I would love to park my car in Lakewood and ride train all the way north for a small fee ( less than 5 dollars). Europeans have figured this out, why does it take us 20 years to build something similar?
Out of District	While there are tradeoffs as part of this discussion, please understand that 25 years to reach Everett means the measure will likely lose in Snohomish County. Get creative to speed that up, reaching Everett sometime in the 2030s.
Out of District	I firmly believe that transit between downtown Seattle and Everett Station needs to be improved upon, but am not certain that light rail (underground) is the way to do that. What about above-ground commuter trains, like in Portland? The Sounder train is inadequate, as the hours it operates are extremely limiting, and the number of stations severely limit access. More double-decker buses to operate the 510/512 line, as well as more departures, and allowing those buses exclusive-access lanes, would seem to be a much less expensive option than an underground light rail. Just yesterday, I sat on the 512 at the intersection of Stewart and 5th Avenue for 10 minutes, because the bus could not turn left, due to traffic heading south on 5th. Buses cannot be efficient when they have to sit in traffic with the masses of cars. This encompass Metro buses and all Community Transit buses. What is happening now isn't working.
Out of District	Ballard needs to happen sooner. Doesn't the data show that it would be one of the more profitable routes?
Out of District	The 25 year plan to Everett is RIDICULOUS! This area had a high concentration of potential users and to dismiss them for a quarter century is beyond appalling. It's time to focus on getting a viable alternative to Snohomish County.
Out of District	There should be an extension to the Mukilteo ferry to connect to the ferry system without having to wait for rare sounder service.
Out of District	Prioritize projects by ridership potential.
Out of District	West Seattle and Ballard need to be connected to the core via light rail first.
Out of District	Light rail should go from Tacoma to Everett on I5 and I405 and across lake Washington on I90 to Issaquah and across 520 to Redmond. Park and ride options should not be provided at light rail stations.. Install Rapid bus and additional bus to bring people light rail stations. Provide park and ride at outlying bus transit centers.  I oppose the ST3 plan as currently designed and will vote no
Out of District	Service to Olympia
Out of District	We need light rail to Issaquah to Downtown and Bellevue. Issaquah is growing rapidly. Let's get ahead of the curve because it becomes like I-5 and I-405.  We need light rail or BRT on I-405.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - Out of District

Out of District	I would rather see rail down 405 than the rapid bus transit. I would be more likely to commute to work via rail/bus if it didn't take twice as long as it does to drive from lake stevens to Redmond. My only options for transit are to bus/drive from Lake Stevens P&R/Home to Everett Station then Bus to Bellevue transfer to a bus to Overlake Transit Center. There used to be heavy rail all the way from Snohomish to Renton passing through Redmond and Kirkland. It would've been nice for the county to convert that to a regional transit rail than tear it up for bike paths.
Out of District	I don't think that the suburbs should be the first to get light rail. I think the inner-city (Ballard and West Seattle) should be the first to get light rail. And then it should extend out. Light rail should be built FIRST where there is the MOST density.
Out of District	There should also be expansions in parking at park and rides. Those fill up very quickly forcing many drivers to drive around for a space which wastes gas, time, and takes away from revenues.
Out of District	I will not support a plan that puts Everett last on the time line, if you want my support then the board must rearrange the schedule of projects and put Everett before Ballard and West Lake. I am an elected and I will be very vocal about this in Snohomish County.
Out of District	Presentation of bike and pedestrian access as a choice separate from the project is a unbalanced setup both in terms of cost (bike lane is astronomically less expensive than a new rail corridor) and in terms of overall transit choice (an individual choosing mass transit shouldn't be forced into a car as the other part of multi-mode). Bike and pedestrian access as well as sufficient and expandable parking should be built in to the baseline of each the subprojects. Then let the projects compete in overall value.
Out of District	There needs to be a plan for mono-rail to be built instead of light rail due to cost and maintenance.
Out of District	Issaquah service needs to be higher in priority - 25 years is way too long.
Out of District	Light Rail to Ballard should be a Priority

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - Out of District

<p>Out of District</p>	<p>Only a few comments. As a resident in Sammamish (obviously Bellevue/Issaquah leg is important to me) I noticed the plan would be for the rail to come in to Lakemont. It appears whoever did the plan failed to recognize several keep growth points in our area that are not really serviced by Lakemont - First, there are two MAJOR urban villages in Issaquah; Issaquah Highlands and Talus. Neither is fully built out but, when complete, will result in large population commuter base to and from this part of the eastside. I believe, if a person has to get in their car to travel to Lakemont from these areas (including Sammamish), I would surmise they would simply stay in the car and NOT transition to light rail. In which case, a Lakemont station is NOT the most advantageous location (why there, is one of the designers an avid golfer and believes its important to service Newcastle?) - Suggest an alternative location would be at the current Issaquah highlands Park and ride. Several advantages are obvious - close proximity to MASSIVE urban village population that will continue to grow leaps and bounds throughout the 21 Century with immediate improvement to those expected ridership numbers in the draft plan (revenue generator, right?), It may actually be less difficult to permit as its got a substantial buffer to the arterial corridor you'd design through along sunset interchange, more I-90 median less critical habitat impact (again, less cost from land purchase and permitting), draws in City of Sammamish as another funding pocket.....hmm....so much more to add.....You get the picture. Alternative location would be the Issaquah P&amp;R and come in through Newport way. Here there are critical habitat issues to manage (minor due to the fact DOT already has run interference for you) but at least its in Proximity of Talus.</p> <p>Only other comment is (related to the Eastside part) it appears planning personnel didn't include folks familiar with the eastside. You MUST have involvement of engineers/scientists who are familiar with the areas of expansion. Not only the eastside but all other regions. Why? For reasons noted above. AND, in some cases, you may actually substantially reduce project costs and increase ridership simply by applying local knowledge. On the other hand, don't feel bad because even the local municipalities bring in consultants from outside the area to revise ordinances they know nothing about - Example Critical areas ordinance development by City of Sammamish who hired an out of area consultant who told the city there weren't any steep slopes in Sammamish so they didn't need Steep slope critical areas in their ordinance. As a geologic engineer who resides in Sammamish, I still fume of that .....and it was from 2006 or 7.....Anyway, my 2 cents.....</p>
<p>Out of District</p>	<p>Develop a plan based on population growth and congestion. The adoption of programs like Microsoft Connectors and the Sounder have shown people will use mass transit to avoid long commutes in their own cars and to have more time to work on their commute. Look for high traffic patterns for commuters and prioritize those investments.</p>
<p>Out of District</p>	<p>Light rail to Everett via Paine Field is too expensive and adds too much delay. Light rail needs to go directly to Everett. Some other form of excellent service should be provided for Paine Field</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - Out of District

Out of District	Sounder connections and expansion development needs to be sped up drastically. We need expanded light rail immediately, and 25 years out is not acceptable. The failing of our regions transit planning needs to be even more aggressively fixed. I recognize that this is aggressive, but it needs to be more so. Light rail needs to expand even farther south and north, into Olympia and Bellingham, to make this a truly regional system. Sounder service also needs to expand ridership hours now. Stop treating as a rush hour/weekday only service. People will use it if it is available during the day and on weekends. This is a ridiculous failing of the current system. Honestly, Seattle and other regional cultural hubs should be shouting for this, as the lack is leaving tax revenue on the table. From Olympia, it is currently easier to get to Portland than to Seattle. Be more aggressive. Make this plan something people voting on the system will be able to enjoy in their lifetimes. 25 years is not aggressive.
Out of District	I support making light rail to areas already serviced by the Sounder (Everett and Tacoma) a lower priority. I'd rather see Sound Transit putting money into expanding and increasing the reliability of the Sounder service, and working with Washington State Ferries to enhance connections between Edmonds and Mukilteo ferries, the Sounder and buses. Sound Transit should partner with WSF to expand parking at bus/train/ferry transfer points at Edmonds and Mukilteo.
Out of District	ST3 should put more emphasis on getting the main-line rail completed from Everett to Tacoma before they start on branch projects, i.e. West Seattle, Bellevue, Ballard it.
Out of District	West Seattle rail today, west Seattle rail tomorrow, west Seattle rail forever
Out of District	From where I stand - the region would benefit from the rapid expansion of light rail within Seattle, with Sounder / BRT / shoulder access providing quick access for areas outside of the city.
Out of District	North Sound is underserved by Transit. Ignore Tacoma. Traffic volumes are north of Seattle. Took my husband a hour to get from Boeing in Everett to Smokey Point via Northbound I-5. Traffic volumes and commute times through Everett and Marysville should be studied versus Tacoma.
Out of District	I wish the north-end commuters didn't have to wait 25 years to get light rail in service. 405 is terrible in the car, even with ETL, and I'd rather take a few extra tolls I would pay and invest them in a faster implementation towards rail service along the Everett-Lynnwood-Bothell-Bellevue-Redmond areas. ST cannot lay it down fast enough.  Also, Sound Transit should take over end-to-end operation of mass transit in Puget Sound, absorbing King County Metro, Community Transit, and Pierce Transit into one operational entity under the Sound Transit name.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - Out of District

Out of District	The focus of this plan should be on making mass transit (ie. light rail) more accessible to the north end. As property prices and rent increases, people are forced to move further away from their place of employment where they can find more affordable housing. In most cases, this means Snohomish County. The amount of new housing and building that is going on is unprecedented, yet our transit infrastructure has not evolved in decades to support this growth. Bring light rail and other mass transit options to the north end, where it will have the greatest impact on getting people where they need to be quickly, efficiently, and most of all safely by taking many cars off the road. You have the opportunity to greatly improve the way Puget Sound residents move throughout the area - it is a great responsibility, and I hope you take it seriously. Our future is counting on you.
Out of District	*Ballard-downtown should be prioritized, completed much more quickly, and should NOT travel via Interbay (which is dangerous in the event of sea level rise!) *130th street is VITAL *Study, design, and EIS for Ballard-UW (shovel-ready) should be included.
Out of District	For the tax revenue requested of Snohomish County residents, light rail to Everett needs to happen faster than 25 years. Either skip Boeing and sub an extension express bus from rail to Boeing or get assurances from Boeing that they aren't leaving before building to Paine Field.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - Out of District

<p>Out of District</p>	<p>ST3 draft plan needs to be modified with some of its service plan being deleted segment to add proposed service to Marysville, which is just north of Everett. Consider having all of the Core Urban and some of the Suburban cities to have their own Link Light Rail line just like the City of Everett currently has its own transit agency which is Everett Transit. I believe the ST3 draft project plan was planned the horrible way that will include BRT and should should never need to be BRT, period. Instead of that, consider having alot of Link Light Rail lines (including municipal Link Light Rails) like Marysville link, Lake Stevens link, Arlington link, Everett link (a line or 2), Lynnwood link, and so much more. Express bus routes 510 and/or 512 should have a proposed expansion up to Marysville by deleting all the selected trips to Downtown Everett. Sounder North Line should have proposed stations to Seattle Waterfront, University, Northgate, Shoreline, Mountlake Terrace, Lynnwood, Mill Creek, and Marysville as well as Everett, Mukilteo, Edmonds, and King Street Stations. 4 round trips should be expanded up to 10, 4 out of 10 serving King Street, Edmonds, Mukilteo, and Everett Stations which is currently the existing Sounder North Line just need to add Seattle Waterfront, University &amp; Northgate Stations, but needs to stick with 4 round trips. 6 out of 10 North Line trips should serve King Street, Seattle Waterfront, University, Northgate, Mountlake Terrace, Lynnwood, Ash Way, Mill Creek, Mariner, Everett, and Marysville Stations. Sounder South Line should never have a proposed expansion to DuPont because it is a pretty small city and that station project can be absolutely 100% preventable, so instead of South Line expansion to DuPont it needs to add SeaTac, Federal Way, and maybe Des Moines Stations. The reason why I need this plan to happen is that it can be a much better offer and the plan I made and wished for would make ridership a whole lot more intense. 8 round trips + 2 reverse trips should be expanded up to 12 round trips + 2 reverse trips. 6 out of 12 trips should serve in Pierce County should serve Pacific, Edgewood, Tacoma Dome, South Tacoma and Lakewood Stations and the other half should serve Sumner, Puyallup, Waller, and Tacome Dome Stations. The 2 reverse trips should delete the segment stops to Puyallup and Sumner Stations and should only serve Tacoma Dome Station in Pierce county. All South Line trips should serve all stations/stops in King County.</p>
<p>Out of District</p>	<p>It seems an obvious response that in general Snohomish County residents are not going to support a plan that we receive not benefits from for 25 years! Plus there has not been one single project that has happened in the promised timelines. So I have to assume we in Snohomish County would probably see no benefits for realistically more like no less than 30 years. That's absurd. I also think more attention should be payed to the fact that light rail is a great idea for Snohomish County residents to access Seattle &amp; the east side and would greatly benefit with the extension from Lynnwood to Everett. HOWEVER the route being proposed all geared toward Boeing/Paine field IS NOT where the majority of commuters are going! Look at current traffic.....if rail is extended, it should be along the I5 corridor, period! The majority of traffic in Snohomish County is traveling from Everett and north to get to the east side or Seattle.....NOT Boeing! It's ridiculous to cater the whole idea of rail to Snohomish County specific to Boeing. The proposed station/route to Boeing is not convenient for the majority of Snohomish County commuters.....and they wouldnt use it. Boeing commuters may use it, but that's it! It's not a small detour for the typical Snohomish County commuter to have to get off I5 to travel to the Boeing area to access rail to Seattle or the East Side. Why don't the people in charge of these projects ask the actual citizens where they would want actual routes and stations instead of just assuming or catering to a company like Boeing?</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - Out of District

Out of District	Complete the spine project "to Everett" and "to Tacoma" in 12 years.
Out of District	Snohomish County taxpayers seem to be getting the shaft in this deal. While I realize that King County and Seattle in particular represent the targeted market there are a number of people, roughly 20% by my calculation of census data, of the total Puget Sound population that live in Snohomish County. We'd be expected to pay \$200 per person per year for the next 25 years before we see any of those returns. That's \$20,000 for my family before I ever see any returns! I don't dislike faster bus routes, light rail or the Sounder but there needs to be some serious reconsideration of the project staging because Snohomish County residents are getting no love at all.
Out of District	Light rail in Seattle should be grade separated, especially along the Ballard-downtown corridor; the Redmond Overlake/Bellevue corridor should also be prioritized. These systems need to be built in next decade, hopefully less, due to the increased population growth in the region and the finicky politicians who are looking for easy money to cut form budgets.
Out of District	Light rail from downtown Everett to cities along both the 405 and i5 corridor need to happen much sooner. Much of Snohomish county commutes South daily and they need an option that gets them off the crowded highways. My commute from Marysville to Kent averages 1.5 hrs -2 hrs each way. Even if I were to bus I would have to take 3 buses and it would take even longer. My commute is not that unique anymore, many people have to drive long hours to get to work due to the lack of good jobs and the high cost of living where the jobs that do exist are clustered.
Out of District	Seems like we are delaying the most critical projects that being light rail connect with Redmond and issaquah to last. I don't support a plan that takes 25 years to create a true countywide transit system.
Out of District	Eastside needs light rail now not in 25 years
Out of District	The north link should be a priority, it takes 2-3 hrs for me to get to and from Seattle
Out of District	We need transit in and around the metro faster. Suburban riders are not likely to use transit -- and will likely be users of autonomous vehicles in 20 years.
Out of District	Light rail to Everett as soon as possible would cause me to be very supportive of ST3
Out of District	1. Additional 592 buses from Lakewood to Seattle, both morning and evening. The buses are always overly full and in warm weather, they're really unpleasant to be in. I'd rather drive. 2. Parking at/near light rail stations. It will make it easier for folks who live more than 3-4 blocks away to use the light rail in bad weather.
Out of District	Please make light rail to Ballard a higher priority, completing the project within 12 years.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - Out of District

Out of District	<p>I am at a total loss for why somebody traveling from Northgate to the Airport on light rail is going to have change trains. The main spine should stay intact with Ballard connecting to West Seattle, not into the Everett-Tacoma line. Ballard to West Seattle helps only Ballard and West Seattle and should be paid for by the city of Seattle, not the Sound Transit region. The rest of the region has already paid for tunnel through Seattle; we won't pay for another tunnel which does little to help the transportation bottlenecks for non-Seattlites who make up the vast majority of population in the Sound Transit region.</p> <p>On a second note, I refuse to answer your survey because of the political nature of the questions, one of which you fortunately we forced to remove. I am hugely in favor of supporting continued light rail development, but not with an agency more interested in politics than efficiency. Unless you improve the honesty of your communications, I will vote no.</p>
Out of District	<p>2033-2038 is will not work; Seattle needed transit improvements yesterday. There are hundreds of cities who have been able to build and implement transit and light rail quickly, efficiently, and cost effective. Look at Salt Lake City for a great example; they build it fast, purchased used train cars, and it is very effective. Get on it Seattle by the 2030's we will be WAY behind where we need to be.</p>
Out of District	<p>South east King county is NOT represented in this plan. We are expected to pay taxes but we get next to nothing, and it will take entirely too long to get what little you are proposing. WE are the fourth largest city and we should be getting light rail almost immediately given our existing train line which is not being used. The transit changes should take place within a year and should be major. Look at the WSDOT MP3 at any time of day and it will be seen that 405 is more often than not in the black which means stop and go. Even downtown Seattle isn't as congested as many hours. Only south bound I 5 north of 45th equals our standstill traffic.</p> <p>This survey tries to put words in our mouths. That is why so many of the questions aren't answered. Unfortunately, unless this plan changes and takes more notice of Southeast King county, I have to go out and campaign against it. I don't object to taxes that benefit my community and region, but I will not pay Taxes to support regions that ignore our importance and tremendous need. The time line for accomplishing this plan is also entirely too long. The needs are NOW, not in fifty years. The planning committee needs to be bolder and more visionary and to requiE that when they become too old to safely drive, they can still get around on mass transit, but ONLY if it exists. You build it and It will be used.</p> <p>Until now I have supported public works and have paid taxes uncomplainingly, but this project has to be better and include my region.</p>
Out of District	<p>My opinion is that light rail should be more heavily emphasized, since it is the one form of transportation that is independent of both existing roadways (where traffic impedes buses) or existing railways (where freight traffic limits passenger trains). Light rail can move more people faster.</p>
Out of District	<p>Having a DEDICATED bus lane that goes from north to south. From Dupont to Seattle.</p> <p>That way not only could buses use it but also emergency vehicles.</p> <p>I dont know how many times being on the bus, that we have stopped because of traffic.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - Out of District

Out of District	SoundTransit needs to change its agency name from the word Sound to the word Puget, which it can be named PugetTransit, because there's already approximately 100 sounds world wide. There are 2 different sounds, which are 1 you hear the volume mass & other is consider ocean inlet in geography. ST which stands for SoundTransit needs to go from the word Transit to the word Transportation, which can make it stand for SoundTransportation. ST3 draft plan needs to be modified with some of its service plan being deleted segment to add proposed service to Marysville, which is just north of Everett instead of Sounder Commuter Rail expansion to DuPont.
Out of District	Consider having all of the Core Urban and some of the Suburban cities to have their own Link Light Rail line just like the City of Everett currently has its own transit agency which is Everett Transit. I believe the ST3 draft project plan was planned the horrible way that will include BRT & should should never need to be BRT. Instead of that, consider having alot of municipal Link Light Rail lines & proposed expansion station for Commuter rails, 4 Sounder lines by going A/B & 2 Amtrak lines. Amtrak (Seattle- Stanwood) line being part of Commuter Rail North Line should serve Amtrak stations between Seattle & Stanwood by going only 2 weekday round trips. Amtrak (Everett-Tacoma) line being partof Central or Metro line, not part of Commuter Rail South Line should serve Amtrak stations between Everett & Tacoma by going 6 weekday trips both ways, which are 6am, 7am, 10am, 4pm, 5pm, & 9 pm.
Out of District	Light rail to issaquah sooner
Out of District	The focus should be on Buses only .... that is the most practical use of money and has versatility and flexibility. Areas outside of the major sections are not even covered under ST3 because you are focusing mostly on train services rather than buses.
Out of District	There is a much larger need for transit options in the Snohomish county area. I think the light rail project needs to be completed much sooner than the proposed 2041. We are and will continue to grow as a community and I think it is irrespirable to ignore this growth. It will only cause more traffic in the years to come.
Out of District	Light Link (light rail) between Seattle and Everett WA would much more efficient, and serve the area much better, if routed parallel to Interstate 5(I5) between Seattle and Everett WA using existing park and ride stops such as Everett Station, South Everett Park and Ride, Lynnwood Park and Ride etc.. Bus Rapid Transit routes with connections at Lite Link (lite rail) stops can serve the industrial areas around Pain Field, Boeing Everett and Mukilteo (WA St. Ferries etc.). Prepaid fares using kiosks and Orca Cards or similar transit passes when possible and practical speed up transit as well. And of course in transit inspections of tickets, Orca Cards etc. to catch and fine(\$35+ full fare) cheaters trying to get a free ride.
Out of District	Light rail to Everett should initially skip the Paine field and go straight to Everett.
Out of District	The traffic tie-up from and to Everett to Bellevue every morning and evening is horrendous. And the fiasco of I-405 Transit Lanes is proof of the inability of the planning effort to achieve realistic goals and results directed to the need. With the gross revenue going to Arizona and seventy percent staying in Arizona, how does that setup benefit this state?

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - Out of District

<p>Out of District</p>	<p>Ok, it is utterly ridiculous and unacceptable to consider expanding light rail to Ballard and West Seattle before Everett!!!          Talk about renegeing on the original ST1 plan, which was only approved by the voters when they thought they were being promised that a priority of the plan would be to connect to Everett before the aforementioned destinations.          Who inserted these destinations, they were not even on the table!!?          Everyone with a modicum of common sense knows that you have to have a strong trunk system prior the developing the branch networks!          In case you have not heard, we are growing even faster than King County, who by the way thinks they control the rest of the regions transportation plans.          Please stick to your original promise and plan to bring light rail to Everett sooner rather than later because with light rail reaching Everett in 2041, I probably be dead and you will have extracted a goodly amount of hard earned money from me to finance these other "so called important" projects and I will have gotten nothing in return to show for my years of investment.          ST, please correct this mistake!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!</p>
<p>Out of District</p>	<p>The north-south I-5 corridor between Everett &amp; Seattle is dangerous, in constant gridlock at daytime hours, and must be prioritized as a first project timeline for light rail. Original plans for this corridor must be preserved. 25 years to light rail will continue to cripple business, impede traffic safety, and does not recognize the hefty growth in this part of the region.</p>
<p>Out of District</p>	<p>I recommend that the light rail line from Lynnwood to Everett be a direct route with a feeder line coming in from Paine Field that could be constructed in future years. BRT service could transport commuters from Paine Field to a stop located somewhere along I5 until the feeder line is put in place. This would help shorten the time necessary to construct the initial backbone of the transit system that currently serves the majority of the commuters.</p>
<p>Out of District</p>	<p>LRT to Everett should be delivered earlier in the plan.</p>
<p>Out of District</p>	<p>Instead of 25 years for light rail to make its way north to Everett, how about focus on building a main North/South line to/from Everett &amp; Seattle. And then over the years build out the branches into other neighborhoods such as Ballard, Edmonds, Bellevue, etc.           The sooner riders at least have an expanded major N/S line, the sooner we can use that income and successful ridership to encourage building out the project.</p>
<p>Out of District</p>	<p>I support MORE BUSES, and MORE Park-n-Ride lots. Many more P-n-Ride lots can be constructed between the N-bound and S-bound lanes on I-5, so that the already-owned land can be used! You build it, they will use it. I have issues with the extreme length of time the proposals are asking US to think is OKAY; phooey! That's for the next generation after I'm dead and gone! Be realistic, or forget it. This should've been done 20 years ago... too late now. Add more bus service, and that is sufficient.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - Out of District

Out of District	I am a baby boomer that in a very few years will be on a limited income. You are asking me to pay for a transit program that will not benefit me in my lifetime. You better hire the marketing firm that did the commercials for legalizing pot because you are going to have to be that good. <grin> Just saying. Peace, ned
Out of District	The Everett Light Rail plan should initially run directly to Everett station through I-5 or Evergreen Way, instead of going through Boeing and manufacturing area. Traffic is not that bad to these areas and the relief needs to be for people traveling to downtown Seattle and Bellevue. Plus, most people that work in the industrial are live close by and have shifts that are adjusted to a less busy commute times. This would be able to be completed sooner and provide relief to riders, including adding commuters that choose not to use transit due to its current inadequacies.
Out of District	I believe that the eventual plan should go further than Issaquah, If it extended to Highway 18 and had a path to downtown Seattle as well as Redmond, I believe that would add traffic from far outlying areas such as Snoqualmie, Maple Valley, North Bend and so forth, however that might be harder to sell currently. I don't support addition of Buses, they do very little to slow the congestion and they are not reliable for planning a commute to work if there is anything more than one stop, I gave up on Buses a long time ago as a reliable source of transportation. I realize they do have a purpose and if the cost is small enough they might help somewhat in the short term, however in any long term solution for a reliable commute option they are an extremely poor choice and should not be considered. Currently our household does not use transit as Buses are not reliable and there is no light rail option where we are, however I will use it as soon as it becomes a viable solution.
Out of District	I think the light and heavy rail should be removed. I don't think these are best way to provide the transit capacity and are too expensive.
Out of District	Eastside commute to issaquah ought to be a higher priority. 25 years is an eternity!
Out of District	Don't go to Paine field. Let CT run a Swift2 there and have it connect to the Light Rail.
Out of District	Remove projects that would serve/support Pierce County sprawl development in mid and east Pierce County and further development in the floodplains and farmlands of the Puyallup, White, and Carbon Rivers.  There should be eastside (I-405 corridor) commuter rail rather than BRT. Reinstate rail lines through Kirkland and make use of the perfectly located railway to remove any need to further expand or de-congest I-405.  Either provide adequate parking and transit access solutions (parking pricing is no solution at all!) so people can use public transportation, or don't bother with building anymore Sound Transit.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - Out of District

Out of District	I'm trying to figure out the intended alignment of the light rail segment between downtown Bellevue and Eastgate, which indicates a stop as "Richards Road." It seems to make more sense to have a station that's Factoria-centric, which follows the I-405 corridor and overlaps existing freeway infrastructure, opposed to introducing a new transit element to the Lake Hills Connector and Richards Road corridor, which passes through sensitive areas and contemplative park lands such as the Botanical Gardens, Kelsey Creek, the historic Wilburton neighborhood and Bannerwood Field. Supporting bus lines may continue to serve the Lake Hills Connector and Richards Road corridors without disturbing one of the last remaining "quiet pockets" of Bellevue, displacing properties in established neighborhoods, and imposing on senior housing living along the Richards Road corridor. There's NO REASON for the rail line to traverse this corridor. A line that follows the I-405 corridor and swings through the 90/405 interchange to a station near the Factoria Cinemas will support connectivity and walkability to employment centers to both the north and south. Then the line, traveling eastbound, can serve the Bellevue College/Eastgate locale at its next station/stop. At the end of the day, a policy of minimizing displacement of private property and neighborhood disturbance should be a central component of the SoundTransit light rail agenda....and this segment in question falls at the heart of such an issue.
Out of District	The light rail to Lynnwood/Everett should come much sooner in the schedule.
Out of District	Greater density in King and Pierce Counties are a given. That being said, please understand that city living is not an ideal fit for everyone for numerous reasons. That is why ST investments that allow those of us living in the suburbs to travel to urban centers in Tacoma and Seattle are important for work and leisure. The commute along I-5 from Tacoma to Seattle is a nightmare. Please support efforts that expand Light Rail and Commuter Rail services so we can move people efficiently.
Out of District	After reading many things about rail to Everett, The route going to paine field may not be the best thing and sounds like it will slow the whole process down. Might be better to run a bus from the Everett station.
Out of District	Ballard and West Seattle should be completed sooner than in the current proposal. West Seattle rail should extend all the way to the Fauntleroy ferry terminal.
Out of District	All light rail needs to be grade separated from traffic and pedestrians.
Out of District	Step up issaquah light rail. You have an open highway system with space
Out of District	TUNNEL TO BALLARD and West is Best. What you have for Ballard now is unacceptable and will receive 3 no votes from this household, and two from my parents. NO BRIDGE for Rail... since you will be speed limited over the opening, since it will open, it's a nightmare for the highest density ridership corridor in the system.
Out of District	The project tho bring better transportation to Everett should not be put off for 25 years. Everett is priced reasonable to live in, but limited in quick transportation to other areas to work.
Out of District	Parking should be at ALL rail stations. Neighborhoods should not be invaded by commuters.
Out of District	Raise priority of eastside and Ballard rail lines
Out of District	Build Ballard to Westlake before the new tunnel through Downtown Build the Metro 8 subway through Belltown and SLU to reward density

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be modified in the ST3 final plan - Out of District

Out of District	Traffic in Seattle needs to be addressed before expanding so far north and so far south. People living within the city or nearby shouldn't have to pay extra for the costs of people that wish to commute from so far from the city. I will vote against this bill, focus on transit within seattle. Connect ballard the rest of the city, put a lightrail near mercer because that road is miserable. Connect Bellevue and Seattle via lightrail should be phase 1, not 20 years out.
-----------------	--

# Sound Transit 3

## Responses to draft plan open-ended survey question

*Comments about projects to be removed in the  
ST3 Final Plan*

---

### Table of Contents

<u>Snohomish County</u> .....	(p. 1)
<u>North King County</u> .....	(p. 9)
<u>East King County</u> .....	(p. 45)
<u>South King County</u> .....	(p. 103)
<u>Pierce County</u> .....	(p. 107)
<u>Out of District</u> .....	(p. 118)

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be removed in the ST3 final plan - Snohomish County

Subarea	Additional Feedback - Project(s) should be removed in the ST3 final plan
SNOHOMISH COUNTY	Light rail up to Everett and down to Tacoma needs to be completed sooner than a whole 25 years from now. The daily rush hour traffic from Everett to Seattle on I-5 really needs to be one of the first issues tackled, not put off for another couple decades to become even worse. I feel that perhaps the Bellevue to Issaquah light rail should be removed in order to complete the Link line faster, have that be placed in a ST4 package with the planed Bothell to Bellevue via Kirkland additional track length.
SNOHOMISH COUNTY	We need to get light rail to the "spine" of I-5. Everett to Tacoma. Once THAT is done, we can start the work on West Seattle, Issaquah and Bellevue. And not to be too snarky, the Eastside folks are the least likely to use mass transit. They don't want the construction in their neighborhoods, scream about the raise in taxes and would not use it enough to make it a priority in the region.
SNOHOMISH COUNTY	I live in Everett and my community is very opposed to the light rail coming in, in 25 years. Ballard should be pushed back before Everett is pushed back, there are many, many people here trying to commute to Seattle for work on a crowded I-5. Getting a light rail to Everett needs to be a priority, not an afterthought.
SNOHOMISH COUNTY	Light rail is a horrible waste of taxpayer money, with BY FAR the smallest impact on traffic congestion relief at BY FAR the highest cost. I could support increased bus service and increased general purpose lanes because they are so MUCH more cost-effective and efficient. We need to revise laws so we're not paying sales tax on these construction projects; reduce environmental impact studies (which consume 1/4 of the road construction costs); make consistent 2 passengers to qualify for commuter lanes; and eliminate the requirement for union labor and prevailing wages. You need to start using some common sense and treating our money as if it is very precious and limited - because it is!
SNOHOMISH COUNTY	I'm okay paying additional taxes for "Rail" expansion, as it avoids the roads and clogging the freeways. Buses however are NOT a viable long term solution as they are inconsistent due to the roads, and don't move enough people. I will NOT vote for this if bus is anyway apart of it. For an example of how Rail functions better than bus, look at the east coast of USA, Europe, parts of Asia. Buses aren't much better than cars.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be removed in the ST3 final plan - Snohomish County

SNOHOMISH COUNTY	The blanket statement that roads can't handle any more traffic is absolutely irresponsible. We do not have a proper road system in this area and never have. We must straighten out the freeways that we have now, correcting long standing design flaws, build another freeway east of 405 and build the proper surface arterial streets. Remember, transit moves when everything is moving. Your plan will tie up \$50 billion dollars to build a system to get people to subscribe to your way of living to and from work. What about after work or on the weekends. People have places other than work to go to. The roads will remain at a stand still with no money to correct it because all of our money for many generations to come is gone. Your blatant disregard for cars and people's personal freedom to move is evident and your only reason to build this train system is to tie up money and prevent a proper road system to be built just to "stick" it to car owners. I used to roll my eyes any time I heard an official make the comment that we couldn't build any more lanes because it was to expensive. Now it upsets me to no end when I hear you talking about spending \$50 billion (You're not fooling anyone. It'll be many times more once cost over runs are added in and then the interest we will be paying for the next 100 years) likes it's nothing. This is many times more than the cost of road improvements any one talked about.
SNOHOMISH COUNTY	The entire plan should be overhauled. Get rid of the 405 toll lanes. Our family of four can barely afford to have one car let alone pay an extra 200 per car per year for transit that is unreliable, will take decades to finish, and that I will never use.
SNOHOMISH COUNTY	Remove all projects from plan not related to Link light rail and get that done to Everett sooner rather than 25 years from now. I am tired of Snohomish county being King County's purse. Connect Everett NOW or give me my money back.
SNOHOMISH COUNTY	Given the population projections and the current traffic issues on I-405, it makes no sense to attempt bus rapid transit here. This needs to be link light rail from Bellevue to Lynnwood Transit Center to connect with the Everett to Seattle line. If that is not feasible now, it should be converted in the next phase and I am concerned that there will be simply no will to bring it on as rail if there has been a bus service.  I currently seldom ride transit because it would take me twice as long to walk to the nearest bus stop as it does to drive to my office. However, I will be changing jobs in the next 6 months and one of the considerations in my search is my ability to use transit. I would like to be using transit daily...ideally trains. If I begin working downtown, I will probably drive to nearest train and park there in order not to drive downtown.
SNOHOMISH COUNTY	Bus Rapid Transit on the shoulder of I-405 should be reconsidered. I-405 is already a nightmare and adding more construction and chaos would not be helpful. There should be a plan for Link light rail that runs the length of I-405 not buses.
SNOHOMISH COUNTY	There is too much bus use being proposed. Bus use should be downgraded until buses are at or very near to CO2 zero and CH4 zero.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be removed in the ST3 final plan - Snohomish County

SNOHOMISH COUNTY	<p>Once again Sound Transit continues its legacy a mismanagement and misguided objectives.</p> <ol style="list-style-type: none"> <li>1. Instead of competing with other transit authorities, partner with them. Prime example 522 bus is cheaper than Metro routes on the same route.</li> <li>2. Unable to provide bus alternatives to Sounder trains not running due to mudslides even with 18 hour notice is inexplicable.</li> <li>3. Expanding into areas, like the Eastside, where the general populous is not accepting of Sound Transit is a joke. Expand the system where your advocates are encouraging it and willing to pay for it.</li> <li>4. Another tunnel, another street lane removed; really? Start building what was an example of the future in other cities and our own World's Fair. Elevated trains running down major through fairs is a lot cheaper and less impactful at the end of the day.</li> <li>5. The fact that people who don't even pay RTA tax benefit more than people in the core of the RTA district is ridiculous. RTA taxing authority bounderies need to be expanded. If you live less than 5 miles off I-405 or you live within a 20 minute car ride of the south line of the Sounder Train, you should be paying RTA tax. Currently these people do not. Ridiculous!!!</li> </ol> <p>Even though I use Sound Transit on a daily basis, I will be voting against any increases in taxes until the RTA district is expanded and a SMART plan is promoted.</p>
SNOHOMISH COUNTY	Link light rail is underutilized and too expensive.
SNOHOMISH COUNTY	There isn't a good history of selecting projects that help the public out the most as well as completing projects fast, on time, and under cost. Reduce the list of what's in scope and focus on projects that actually help WA's public.
SNOHOMISH COUNTY	<p>Please do not approve this plan!</p> <p>You are putting our money into a technology that will quickly be made obsolete by self driving cars. Non-personalized transportation will be entirely impractical, when you are able to have your own car arrive &amp; take you directly from point A to B for less money and faster.</p> <p>We will have self driving cars. They will be hyper efficient. Expand our bus service, this is the best patch until we have automated cars.</p> <p>Don't invest our money into a form of transport that will be history before it's completed.</p>
SNOHOMISH COUNTY	<p>Light rail is far too expensive and will never be cost effective to run. The focus should be on reducing traffic during the rush hours. The best way to do this is an improved bus system for commuters. Money should be spent on increasing the parking at overcrowded park-and-rides like Ash Way and Canyon Park. Those park-and-rides frequently fill up at 6:30 in the morning. If there is more parking then more people can use them.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be removed in the ST3 final plan - Snohomish County

SNOHOMISH COUNTY	I'm a senior citizen and this would raise my taxes at least \$1000/year. There must be a lot of magical thing going on to conceive that an educated voter would approve a tax hike like this. There is no mention about improving the main mode of transportation in Puget Sound, which is our crumbling highway system. Sound Transit is an out of control agency that feels it can tax as much as it wants for pet projects that serve a limited number of our citizens. We need help with transportation in Puget Sound, but it isn't coming from Sound Transit.
SNOHOMISH COUNTY	BRT seems stupid
SNOHOMISH COUNTY	I would like to see actual percentage usage of the various means of public transportation now available. It appears that the community transit system is poorly used at present. Are there projection studies of possible use of these rail systems that would include population increase?
SNOHOMISH COUNTY	Sound Transit has spent billions already with limit accountability since you were able to change your budgets many years ago without voter approval. I don't trust that you are being good stewards of tax dollars.
SNOHOMISH COUNTY	ELECTRIC CO-GENERATION BUSES would fix the problem, stop wasting money on light rail. You could run buses for 20 years for FREE (no fares) on what you plan to spend on that stupid light rail. Hey, ride the SLU Trolley sometime, stinks like puke in there. FIX the roads and the freeways and use BUSES... not hard to understand. Mobility that is FLEXIBLE. A train can only go on its tracks, and living in Mukilteo, Sounder can't go after a landslide. Same issue with light rail, only ONE way, can not divert. BUSES can go anywhere, road or no road... think about it... long and hard... FIX THE ROADS (and no more TOLLS!)
SNOHOMISH COUNTY	Light rail is too expensive and does not reduce traffic congestion nor increase ridership. The emphasis should be on more busses and expanding current routes with additional capacity with no expansion of light rail.
SNOHOMISH COUNTY	The costs outweigh the benefits of this plan.
SNOHOMISH COUNTY	Stop using my tax dollars to subsidize the Sound Transit bureaucracy. Fares should reflect the actual costs and not be subsidized. No more projects should be allowed until I5 and I 405 are expanded by one or two extra lanes in each direction.
SNOHOMISH COUNTY	We need to build the civilization of Man in a way that it encourages virtue. Driving a car to ride a rail or bus is no exception. Neither is spending more than our counties' budget can support. If instead, when the parking garage is full, people will instead take the bus and rail the entire way to their destination and end our "addiction" to oil and driving cars, which can also prevent world war 3 from happening, by not trying to make money off of gas and oil for the rich companies and rule of the land. Also, we should focus more on either balancing the budget, whether in our nation or in our county. Secondly, the growth shouldn't happen in the first place because we should be planning for there to be an equal amount of people, such as a "perfect civilization" that only has one kid per person. Instead of spending more, we should focus on spending less. If growth takes place in the future, even against all "perfect society" strategies, then you simply add more vehicles with a hydrogen fuel cell {and not more routes} and allow for "mass transit" green energy {hydrogen fuel cell in the future, or less gas and oil today} to be able to drive on the shoulder.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be removed in the ST3 final plan - Snohomish County

SNOHOMISH COUNTY	Emphasize bus service improvements.
SNOHOMISH COUNTY	Stop spending countless taxpayer dollars on modes of transportation which are least flexible and how the lowest use. Direct the money to improving roads and freeways since that is where the vast majority of transit actually takes place.
SNOHOMISH COUNTY	Priority seems to be given to areas that already have regional transit, just not "enough". Why not give priority to areas that do not have viable regional transit at all? Everett & Issaquah being on the end of the plan is not going to help reduce congestion for 25 years.
SNOHOMISH COUNTY	The main goal, if projects are to be removed or chosen, is to connect Tacoma with Everett.
SNOHOMISH COUNTY	Light rail to Everett needs to happen faster if you want any Snohomish County votes. I'd support a plan that skips access to Boeing if that's what it takes to speed things up. Frankly, I think bus shuttles paid by employers like Boeing should be in the mix.  Also, I think expanded Bus Rapid transit should be emphasized vs. the Sounder in Snohomish county. The Sounder trains are neat, but unreliable and way too expensive. I think the professionals at ST know this!
SNOHOMISH COUNTY	Buses are not rapid transit. They either short neighborhood connectors to transit or temporary bandaids until a transit system can be built. Continuing to pour funds into BRT is long-term waste.
SNOHOMISH COUNTY	Keep the dang buses on the road and off the shoulders...emergency equipment would be blocked with buses on shoulders. Keep light rail out of home owners back yards. We need places to walk on trails within the city not buses or trains buzzing through back yards all day. This could increase crime rates in those neighborhoods and decrease property values.
SNOHOMISH COUNTY	I am a huge proponent of mass transit, but this plan is too big, too expensive, and takes too long. We need solutions that will convince people to get out of cars and onto mass transit, now. If mass transit is going to be attractive to people who are currently driving, it needs to be noticeably, reliably better than driving. Meaning, it needs to be comfortable, FAST, affordable, on-time, and convenient. More parking at existing and new stations would help this massively. The plan has a lot of great parts, but relies too heavily on light rail, which is incredibly expensive and takes too long to build. I agree with continued investment in light rail, but my opinion is that quicker solutions are needed to address the critical mobility issues that face the region today, particularly during commuting times.
SNOHOMISH COUNTY	I support improvements to bus transportation but am opposed to any plan that includes light rail; the most expensive, least flexible, least efficient form of transportation. From the beginning, RTA officials very openly admitted that light rail would not reduce congestion. We should instead spend limited resources on projects that reduce congestion and begin preparing the infrastructure for the inevitable self-driving cars coming in the near future. Trains are centuries old technology and represent the past not the future.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be removed in the ST3 final plan - Snohomish County

SNOHOMISH COUNTY	Concentrate on on the I-5 corridor. Complete what's already on the drawing board then ask for more tax money. All we see are tolls and tax increases and traffic is still messed up.
SNOHOMISH COUNTY	Trains are very old tech...
SNOHOMISH COUNTY	Rail transit is old technology, providing transportation 'from where you aren't at to where you don't want to go'. It is very outdated now, by the time it is built it will be ancient technology. And, it completely crowds out funding for improvements that should be made now. We need to concentrate on improving bus and van service, discouraging unneeded car trips, improving freight transportation and investing in new technologies, such as roadways for small high-tech automobiles and scooter-type vehicles. The most 'bang for the buck' today is improving bus service with connecting van and bicycle routes. Once people get in their cars to get to a station, they are often better off continuing to work in their cars.
SNOHOMISH COUNTY	In order to get this proposal to pass you may need to scale back lesser projects in order to lower the overall cost. Most people will balk when they see the cost.
SNOHOMISH COUNTY	I am opposed to this draft plan because it will be very expensive and not show results for 8-25 years. I have only lived and commuted through Seattle for 3 years, and the traffic is noticeably worse over that time. We can't wait 8 years for improvements. We need them much faster than that, especially for the prices here.  For this cost, you could expand the "express" lanes where it narrows down to one lane through Seattle and see very quick improvements on I5. You could incentivize businesses to have non-essential employees work from home one day a week.  This is a significant investment and it just doesn't seem like it is going to the best use for resolving the traffic problems we have now.
SNOHOMISH COUNTY	The small number of commuters that this project may or may not get off the freeways does not justify the enormous expense. Opening up the HOV lanes during non-peak hours would make far more sense. So far all the light rail program has accomplished is to transfer former bus commuters to the train. Is has not helped the traffic in any way. Do the math people! Bike paths are a complete waste of time and money since they are often for recreational use. If you want to pay for bike lanes, have the bicyclists license their "vehicle" to pay for it!!
SNOHOMISH COUNTY	I would prefer that the light rail spine from Seattle to Everett be pursued faster than a 2041 completion date, and to do so eliminate the Ballard line, additional BRT service and other construction north of Seattle. Removing traffic from I-5 from Everett to Seattle provides more capacity on I-5 for residents of Ballard to get to Seattle by driving.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be removed in the ST3 final plan - Snohomish County

SNOHOMISH COUNTY	This proposal does not serve the maximum number of people in the shortest amount of time. The vision and goals of Sound Transit are not clear, with service to Ballard happening before service to Everett. I don't understand why a relatively small community like Ballard would have service before Everett, and I also don't understand why Sound Transit chooses to package together a funding proposal to so many destinations serving relatively small numbers of people.
SNOHOMISH COUNTY	I will not comply to any tax or fee implemented due to ST3. Let those who use public transit pay for it not everybody else. Capitalism not Communism! Sincerely [initials]
SNOHOMISH COUNTY	This is "Highway Robbery" to make our road system more congested with fewer auto lanes. No mention of adding any lanes to current freeways - just taking away. <b>STRONGLY OPPOSE.</b>
SNOHOMISH COUNTY	Use buses only.
SNOHOMISH COUNTY	Light rail to Paine Field IS A TOTAL WASTE OF MONEY! If light rail doesn't follow I5 to Everett I will not vote yes on this project.
SNOHOMISH COUNTY	Seattle is a growing city and we do need a better transit infrastructure. However we should not lose what make Seattle part of the evergreen state. Please do not put any high capacity transit on the CKC trail. Furthermore, remove the environmental study between Bellevue and Bothell via the CKC trail. Remove the proposal of mass transit from Bellevue to South Kirkland Park and Ride. If all of these are not remove, my family, friends, and I will actively work to defeat ST3 in November. Thank you.
SNOHOMISH COUNTY	All of them
SNOHOMISH COUNTY	IF you just improved the existing system, it would cost BILLIONS of dollars less, be as much, or more efficient, be done sooner and if we are lucky, on time, and not too far over budget. There is NO WAY given the history of Sound Transit that this will not fall under one of the biggest transit failures of all time... PLEASE rethink what you are doing before it's too late, like these "brilliant roundabouts" that everybody loves that are causing trouble everywhere around the world be we are installing at an increased rate, please try something better, like electric buses?? ANYTHING but this...
SNOHOMISH COUNTY	We don't need light rail to Paine Field since BRT is already coming there with Swift 2, and that low-density area with several different shifts and far-flung work sites is better served with buses anyway. I'd be very happy with more frequent bus service to more locations. If light rail has to go to Everett, it can end around Mariner Park and Ride (at the city of Everett's southern boundary), the South Everett Park and Ride, or Everett Mall (which is one of Everett Transit's 3 major transfer stations and a big employment/entertainment center that somehow gets ignored in comparison to Paine Field).
SNOHOMISH COUNTY	Focus on extending as far north along the main transportation corridor first and foremost. Eliminate projects that do not support this.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be removed in the ST3 final plan - Snohomish County

SNOHOMISH COUNTY	Sound Transit should focus on Regional Transit. Drop the LINK Light rail plan for Ballard and West Seattle. The cost would be considerably cheaper and the plan may just pass the voters. I personally support Sound Transit, but would have to vote against this bill as long as it seems that Seattle is trying to have the rest of the region pay for their transit. I'm afraid this bill will fail as it stands now.
SNOHOMISH COUNTY	You should start collecting from Elementary school kids, There the only ones that will be using the Service. the Rest of us will be long Dead!..
SNOHOMISH COUNTY	<p>Buses should be minimized or removed from the plan. They add to traffic, are no more reliable than car pooling and, except for the new busses, pollute as much or more because half the day they drive around empty.</p> <p>Efforts should be put into tried and true light rail earlier, not later. In 25 years it will not have helped me because my commute will have went from an hour to a couple hours while you will have raised my taxes, causing me to sell my house and find a job in a city that has it's act together.</p>
SNOHOMISH COUNTY	Light rail to Paine Field must be removed. It is a waste of \$1.5 Billion!!!!
SNOHOMISH COUNTY	The Everett to Seattle Sounder issues with mudslides and inconsistent ability to run should be a top priority for the Sounder elements of this proposal. I would be a daily rider if there were a reliable daily train. Prior to the extensive service interruptions, I was a daily rider from Edmonds to Seattle. Because I get motion sick on buses, I'm now a daily single occupant car commuter. Extending Sounder so far south before addressing core functionality issues on the north line seems backward to me.
SNOHOMISH COUNTY	<p>ST's goal is to move people through the region quicker. I DO NOT support the extension to Paine Field and the SW Everett Industrial Center.</p> <p>1) Is Boeing going to partner with ST?</p> <p>2) Is Boeing going to provide shuttles for their employees like Microsoft?</p> <p>The extension from Lynnwood to Everett currently included in the ST3 Draft should be modified. The Option 1 plan, with a travel time 13 minutes longer and capital costs \$1.7 to \$1.8 Billion higher and ridership only marginally higher than the Option 3 plan should be replaced with the Option 3 plan. This should also allow for completion much sooner than the 25 years proposed under the Option 1 plan. Paine Field and the SW Everett Industrial Center can be served by BRT or a spur connecting to the light rail stations at 128th and/or Everett Mall.</p>
SNOHOMISH COUNTY	<p>STOP Sound Transit!</p> <p>ABOLISH Sound Transit!</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be removed in the ST3 final plan - North King County

Subarea	Additional Feedback - Project(s) should be removed in the ST3 final plan
NORTH KING COUNTY	<p>I'm very disappointed with the proposal. Although I'm a strong transit supporter, this plan will be a sprawl-generator allowing far more people easier access to the far suburbs.</p> <p>What we need is as much transit capacity within our core as possible, not a BART-like sprawl machine. I strongly supported ST2 because it added enough core transit to justify the sprawl-creating suburban transit. But ST3 is far past that balance point, giving Seattle only at-grade rail we have to wait 25 years for while far expanding suburban transit.</p> <p>I understand you want to "complete" our light rail system, but it might be time to end Sound Transit as a construction agency (based on its unfortunate equal spending requirement in all areas), and start over with an agency that focuses in the core.</p>
NORTH KING COUNTY	<p>I support light rail expansion but believe this plan is just too big and too long. Remove the projects that would take more than 20 years to complete, and focus on light rail to West Seattle, Redmond and expanding it south toward Tacoma. Look at commuter rail as a way to commute north and to Ballard. Can this be expanded there? I don't see any mention of this.</p>
NORTH KING COUNTY	<p>The timescale on which these rail projects are scheduled to be finished means that by the time you're performing the ribbon cutting ceremony in 2040, 75% of the traffic on Seattle's streets is estimated to be autonomous vehicles. This is expected to double the capacity of streets due to reduced congestion and increased speed limits. Ride-sharing services like Uber using electric autonomous vehicles in 2040 are estimated to cost the customer between \$0.08 and \$0.44 of today's dollars per mile. A ride on a Metro currently costs \$2.50, history suggests that price is very likely to increase in the next 25 years, and I would be willing to bet that the majority of transit trips are not more than 2-3 miles. Don't think about today's challenges when planning a 25-year project. Think about whether your potential customers in 2040 are going to be interested in riding your train when they can pay ~less~ money for a ~faster~ trip which goes ~door-to-door~ rather than to infrequently placed train stations. Urban trains are cool, I agree, but we're rapidly approaching the point in human history where they become obsolete. By all means finish building out the currently approved system, but don't spend another \$50bn of other people's money for what is going to wind up being an unused vanity project.</p>
NORTH KING COUNTY	<p>denser urban areas should be considered earlier in the plan to ease congestion in the city of Seattle.</p>
NORTH KING COUNTY	<p>As I strong transit rider and supporter I will vote against this proposal as constructed. ST needs to prioritize high cost capital projects where they are needed most, and that is: UW-Ballard, Ballard- SLU-Downtown, SLU to Capitol Hill, and Overlake to Redmond. Building rail from Lynnwood to Everett and Federal way to Tacoma is wasteful, but I could tolerate the waste (its not my sub-areas's money, one could argue), if the Seattle lines would construct sooner - three years to permit and six to acquire and construct.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be removed in the ST3 final plan - North King County

NORTH KING COUNTY	I don't see why Seattle tax payers should foot the bill for Tacoma to get light rail. and you are flat out lying about it only going to run each person 200\$ a year. the only way that could be true is if you make less then \$35,000 a year. most people that live in Seattle will pay over \$500 a year more in taxes when 12% of the city that will ride this thing should be paying more for it.
NORTH KING COUNTY	I think the majority of the focus needs to be on building light rail out, not on buses. Part of the problem we have is communities are not being planned and built on permanent solutions like rail. Bus service comes and goes. If we build a light rail station then you can build a large number of small unit housing with no parking because there is and always will be light rail. Bus service comes and goes with leadership changes and budget instabilities.
NORTH KING COUNTY	Less spending on buses. Spend the funds on light rail first!
NORTH KING COUNTY	I would say I think projects should be added and removed. Specifically, it seems like you are trying to get light coverage to the entire region rather than really fix the problems in one part of the region. For example, the light rail to Everett and down to Tacoma seems like it would have a much lower value than trying to move people around the immediate Seattle area. It is like Manhattan having only 2 subway lines while trying to build all the way out Long Island and into Western New York. The population centers just don't support it.
NORTH KING COUNTY	BRT should be completely removed from ST3, it is a farce without a grade-seperated right of way.
NORTH KING COUNTY	Not supportive of expanding Sounder train service between Seattle, Tacoma and Lakewood, with an extension to DuPont. Please scale back to expanding link light rail service and bus rapid transit.
NORTH KING COUNTY	Sounder service should be increased to Everett and Tacoma and extending the Link to those areas should not be a priority. Running the LINK light rail all that way is impractical as busses and driving would still be quicker. There isn't a lot of demand for Tacoma to Seattle or Everett to Seattle by light rail with length of time involved. The costs don't outweigh the benefits. Also it is sprawl inducing. Improving Sounder service would be quicker, cheaper, and make more sense to get rail service to these areas. LINK light rail should be used for shorter distance, high-demand routes like Ballard to Downtown Seattle and/or UW, West Seattle access, and routes from Seattle to the Eastside. These routes will remove more cars from the roads and should be made a priority. That way someone from Everett could take a quick Sounder ride into Seattle, and catch the LINK to get to any neighborhood destination. A greater than 20 year wait for light rail to Ballard and West Seattle is beyond ridiculous. For these reasons I am leaning towards voting no on this package even though I strongly support mass transit and the light rail is essential to the region.
NORTH KING COUNTY	Many of the proposed additions to the plan would serve low-density, mostly single-family housing areas where people are unlikely to switch to transit. In addition, funding should come at least in part from additional fees levied on people who choose to drive solo into Seattle: more HOT lanes, more tolls, higher parking taxes, and so forth. Only by disincentivizing solo car travel will people even consider changing to mass transit.
NORTH KING COUNTY	Focus on light rail and Sounder and focus/spend minimally on interim bus solutions.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be removed in the ST3 final plan - North King County

NORTH KING COUNTY	Transit stations in downtown areas of Seattle are too close together. The stations are costly and make trips longer making it a less appealing option.
NORTH KING COUNTY	Buses driving on highway shoulders is unsafe, causes visibility and safety problems for all highway drivers, and precludes the safe use of the shoulder by disabled vehicles (one of the main intents of highway shoulders). Remove bus driving on shoulders from the ST3 plan.
NORTH KING COUNTY	Light rail beyond Lynnwood and Federal Way is a colossal waste of money. Those trains will run as empty as BART trains to the ends of its system. The rail system would be more useful to both Seattle and suburban users if the network in Seattle were more comprehensive. More lines in Seattle mean more service to the job centers the suburbanites wish to commute to.
NORTH KING COUNTY	light rail all the way to Everett is a political boondoggle at a fraction of the ridership and economic benefit as project in the urban core at comparable high costs. I would highly support removing it and doubling down on transit modes more appropriate for long distances such as our Sounder commuter rail system.
NORTH KING COUNTY	Please avoid spending too much money on parking. I know the Seattle Times editorial board wants it always, all the time, everywhere, but... :)
NORTH KING COUNTY	I don't understand why cities further out are getting light rail-I feel like the most dense core (Seattle proper) should have prioritized light rail, and the further out areas, like Lewis McCord and Everett should be served by commuter rail. Why are we trying to server everyone with both?
NORTH KING COUNTY	Buses are not the answer. Speed up the light rail implementation and take buses out of the equation!
NORTH KING COUNTY	I think focusing less on the further suburban areas would be better and focus more on Seattle/Eastside and areas closer to the center since light rail in areas closer to downtown Seattle will make much more of an impact than light rail in less densely populated areas where it wouldn't make a big enough difference in convenience for those people and they'd still probably drive instead.
NORTH KING COUNTY	Please stop this charade of lies. Everything "Sound Transit" or more accurately Unsound NO TRANSIT does is incredibly over budget, delayed by years/decades, over promised and under delivered, in short you lie about everything and are a rogue agency that needs to be destroyed in SHORT ORDER! YOU ARE A BLACK HOLE FOR TAXPAYER FUNDS AND WE ARE SICK AND TIRED OF YOUR SCREWING US OVER TIME AND TIME AGAIN!
NORTH KING COUNTY	Seattle has had an excellent bus system. We have wasted billions on light rail, that could have been spent making it the best in the world. The problem with transit planning in Seattle is that Seattle politicians and planners don't actually use it, and have not got a clue, when it comes to planning it. ST3 is hardly more than a politicians sound bite, and will have precious little real impact on public transit usage, dollar for dollar spent. Take Metro Transit, see for yourselves how many people use it, and use ST3 dollars to tangibly improve it. On ST3, this pro-transit voter is a great big "NO"!!!!
NORTH KING COUNTY	The total cost is too high and I don't see the value in extending light rail so far from urban centers. Grade separated light rail is best used as a way to move people around dense urban areas, not for commuting from distant suburbs.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be removed in the ST3 final plan - North King County

NORTH KING COUNTY	<p>The spine is missing the densest neighborhoods to use an inappropriate transit mode (light rail) to hopscotch through lightly populated areas.</p> <p>Focus on where the people live, not where the building is easiest. Focus on Lake City and other dense, poorly served urban villages, not far-flung suburbs where commuter rail like sounder is appropriate, not light rail.</p>
NORTH KING COUNTY	<p>While mass transit, including light rail, commuter rail, and express buses (BRT) are critical to the region, the priority ST-3 places on lower density, outlying areas at the expense of already dense neighborhoods in the core of Seattle is unacceptable. Additionally, light rail to Tacoma and Everett is not the solution for long distance travel. Many cities have several tiers - commuter rail for long distance, light rail for short to medium urban routes, and buses for other connecting service. Additionally, the timeline should be reversed. Service to Ballard and West Seattle, already dense neighborhoods, should be accelerated. And additional routes should be investigated to connect even more of Seattle.</p> <p>It's understood that Sound Transit is responsible for transit in the whole region, not just Seattle. And it's understood that outlying areas will not support a Seattle-centric proposal. However, is there no way to bring greater service (frequency, reliability, and clarity of routes) to outlying areas without light rail? It would make sense to use the mode that can carry the most and costs the most to build in the areas that are already dense and suffering from lack of adequate transit. By refocusing efforts in the outlying areas on BRT and much improved Sounder service (frequency at current levels is almost a joke), resources might be freed up to better invest in an urban light rail system.</p>
NORTH KING COUNTY	<p>Focus on rail rather than buses and speed up timing. You won't get support for a system that will take 20 plus years to build out. Ask our state's congressional delegation why they aren't doing more to get us more money -- this would be different if we were on the East Coast.</p>
NORTH KING COUNTY	<p>I'm 65 years old &amp; born in Seattle + I took Metro Bus to work everyday for over a decade. Buses take twice as long to even get close to where we need to go, they're often over-crowded with standing room only &amp; they stink! I need a car to transport groceries, to timely to get to Dr. appointments, etc. Just fix the damn car-wrecking potholes &amp; stop changing 4 lane roads into 2 lane parking lots or bike lanes that us old folks can no longer use. Also stop charging \$10 or requiring 3 instead of 2 occupants to use the car pool lanes so that just the rich 1% have the use of our highways! Fire all the inept DOT staff &amp; their consultants. Just get the developers out of the politician's pockets &amp; over-crowding/congestion will solve itself!</p>
NORTH KING COUNTY	<p>Go to whitecenter via delridge rather than to West seattle junction</p>
NORTH KING COUNTY	<p>Everett and Tacoma light rail is pointless. Spending billions on technology that isn't designed for the job to get ridership from massive parking complexes is terrible planning. We only get one shot at this, lets build the parts people will actually use, subway in the city.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be removed in the ST3 final plan - North King County

<p>NORTH KING COUNTY</p>	<p>I strongly support transit for Seattle. I strongly oppose this plan because it offers almost nothing for Seattle and asks us to wait an unreasonable amount of time for what little we would eventually get. For the last several years I have held out hope that ST would get its act together and start building a useful urban transit network for Seattle, but now I am giving up. I am bitterly disappointed with ST. I don't want a regional network, I never wanted a regional network, and I am not going to pay for a useless regional network if I can avoid doing so, especially not at the cost of the real urban transit network we have so desperately needed for over a decade now. Instead of advocating for further transit investment, as I have been doing for years, I will now counsel my friends to oppose ST at every turn. We need to get Seattle out of this mess, stop wasting our money on your car-dependent sprawled-out mess of a future, and establish a new transit organization focused on real urban transit for Seattle that will actually solve our actual problems in Seattle instead of wasting Seattle's money all over the hinterlands accomplishing nothing of any value.</p> <p>Your plan enshrines car dependence into our future for decades to come. Light rail nodes in sprawled-out suburban neighborhoods do not come anywhere close to allowing those people to live car-free lives. By wasting our money serving them, you give up the opportunity to allow more of the city dwellers who are already close to being able to give up their cars to do so. What on earth are these enormous park-n-rides supposed to accomplish? Why would we want that?</p> <p>We need real transit for Seattle and we need it so much sooner than your hilariously pessimistic timetable proposes that this whole plan feels like a cruel joke. No, I will not vote for this. Go away and bother the suburbs, I'm done with you.</p>
<p>NORTH KING COUNTY</p>	<p>ST3 is too expensive and too long in its timeline. Focus first on light rail in Seattle. The suburbs have already voted against expanded bus service. They won't ride the rail options nearly as much as Seattleites will. Focus first on Ballard and West Seattle and add a UW to Ballard line. Don't expand light rail into the suburbs until Seattle is more complete. Also, don't take decades to execute on the light rail plan. It doesn't take 20 years to dig a tunnel.</p>
<p>NORTH KING COUNTY</p>	<p>Don't connect to Ballard</p>
<p>NORTH KING COUNTY</p>	<p>I will not vote for a project that ignores where people are and takes 28 years to get to the highest population centers. I've supported ST from the start but I will not vote for this plan. Subarea equity be damned.</p>
<p>NORTH KING COUNTY</p>	<p>Remove Everett portion, they already have commuter rail! Light rail will take too long to get there anyhow. Not a priority. Use the funding to fix east-west traffic. UW-Ballard is essential, will not support the plan without that. Route 8 should also at least be investigated. Also, I will not support any at-grade light rail within the most dense parts of Seattle! (Like the proposal for Ballard)</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be removed in the ST3 final plan - North King County

NORTH KING COUNTY	The ST3 plan should focus on completion of the North South routes, before adding Issaquah (crazy) or specific local routes for Seattle neighborhoods. And why in the world do we need another expensive Seattle tunnel? Sometimes the simplest solution is the best.
NORTH KING COUNTY	This is a pretty bad plan overall. Seattle is 4-5x the land area of Manhattan, yet is served by one single rail line right now. And most of the rail milage in this plan is going to suburbs. We need to first focus on improving density and transit in the city itself. It's not going to be cost effective in the long run to build and maintain long relatively lightly used rail lines to suburbs.
NORTH KING COUNTY	Do it for cheaper or don't do it at all. And if funding is needed, get it from corporations, not individuals.
NORTH KING COUNTY	Let's focus getting the core of the three cities (Seattle, Bellevue, Redmond) connected before running a line to far away places like Everett.
NORTH KING COUNTY	I strongly oppose expanding the bus system here, in that light rail is the only way to go (it doesn't interfere with vehicular traffic). I believe it is critical to expand light rail to West Seattle and Ballard FIRST, as the multi unit housing boom is ridiculous in those two neighborhoods. The other option is to STOP zoning for multi unit housing. These two communities have completely lost their charm in the last 10 years (W. Seattle in the last 2). TOO MANY PEOPLE in these smaller communities, and no where to park for those visiting, especially Alki Beach. I lived in New York City for two years, and the best thing about living there was getting rid of my car and being able to get anywhere within 20 minutes on the subway. Buses take up road space and aren't very safe.
NORTH KING COUNTY	I live in Georgetown--that Boeing Access Road station would be our closest station if completed, but it really would be in the middle of nowhere--down an empty, empty road from Georgetown itself, and not terribly close to Boeing either. It doesn't seem like a good investment.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be removed in the ST3 final plan - North King County

NORTH KING COUNTY	<p>In the past 20+ years of Sound Transit's existence, it has yet to place a single mile of rail in Snohomish County. No consideration for infill or West Seattle/Ballard/second tunnels should even be given until the spurs of this line are completed. Places like Issaquah and Lynnwood are no longer suburbs, but a part of urban sprawl. The entire RTID footprint needs to be expanded before we start infilling the downtown core lines (this includes rail to 512 before any kind of TCC spur).</p> <p>Any rail to Issaquah that goes north of BCC (say to South Bellevue, or worse all the way up to Overlake) is a non-starter. Treating anything east of Bellevue as a "red headed stepchild" is both damaging to our transit and patently unacceptable.</p> <p>In the end, light rail may not be able to be saved. The existing lines are so poorly designed they come across as money pits (designed to take the most fare for the least service) as opposed to transit (removing as many car/people miles from our roads as possible). An entire paradigm shift is needed at ST before I can support their actions. Which is a pity, because I support light rail. I just don't support the current attitude coming from ST and the RTID.</p> <p>Think about it for a moment. We're discussing an entire second downtown tunnel before we've moved one inch towards Bellevue. Olympia isn't even on the map yet (yes, it should be included despite its myopia). Something like BART (ignore its NIMBY naysayers) is needed in this region above all else. You've turned BART lines like a Seattle-airport express into the light rail equivalent of local lines. That doesn't serve transit in the region. It only serves getting money into ST's coffers more quickly. That's not the RTID's job. That should not even be a consideration.</p> <p>I am unsure if it was removed, but original plans included a hefty sum for ST4 planning. I don't think I need to explain the unmitigated gall behind such a request. If that is still in the proposal, that is a poison pill that I cannot support.</p>
-------------------	--

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be removed in the ST3 final plan - North King County

NORTH KING COUNTY	<p>I'm concerned that the (completing the spine) metric for selecting light rail projects is arbitrary, unacceptably political, generally ineffective for mass transit and wasteful of public funds and ST staff time. Station and alignment routing should be primarily determined by ridership calculations existing density, with REALISTIC population growth and bus transfer ridership. The extensions of Link beyond Lynwood and Federal Way do not serve station areas that can generate much additional ridership without either massive redevelopment, or parking garages. And current express bus service appears to serve commuters better than link will. Meanwhile existing dense neighborhoods that can effectively be served by light rail will not be for an unacceptably long time and with an alignment and routing that appears to clearly serve special interests at the cost of degraded service, more complex and time consuming construction while foregoing stations that would serve established dense neighborhoods like First Hill , Convention Place, Belletown, Queen Anne, the Central District, Wallingford, Fremont, Bitter lake, Lake City...</p> <p>In short, as an extremely pro transit North King voter, I feel that this plans shows that ST, in it's current form, does not adequately serve urban Seattle interests.</p>
NORTH KING COUNTY	<p>Too big. If you're not going to build light rail to Ballard and West Seattle unti 203? (does the monorail look so stupid now?), then put off including them in the plan until 2025. Why commit yourself to something so many years in advance.</p> <p>One more thing: All the data on Question 15 should be ignored since the descriptions clearly nudge voters toward YES, WE WANT SOUND TRANSIT.</p>
NORTH KING COUNTY	<p>No parking garages. No useless freeway stations. Only walkable/bikeable transit, please.</p>
NORTH KING COUNTY	<p>Remove all parking expansion plans from the project.</p>
NORTH KING COUNTY	<p>remove sales and use tax - low- and no-income users should not be taxed for this project</p>
NORTH KING COUNTY	<p>The proposed light rail to Ballard and West Seattle is the stupidest parts or a very poor and overblown plan. As a professional traffic engineer and transportation planner with over 25 years experience, I am appalled at how bad this plan is. Start over and do it right.</p>
NORTH KING COUNTY	<p>Less crap in the burbs, more in Seattle. The timelines are so ridiculous for the Seattle project why even bother.</p>
NORTH KING COUNTY	<p>I believe all focus should be placed upon making a Link solution for Ballard. Lynnwood extension to Paine Field appeases Snohomish County, but it really doesn't make sense for affordable, efficient transit. And while Tacoma extension may look good on a map, existing bus service is faster and cheaper. I'd like to see a smaller plan for Seattle, and not outlying areas.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be removed in the ST3 final plan - North King County

NORTH KING COUNTY	Prioritize high-ridership, transit-oriented projects that will get big bang for our bucks. This means Ballard to downtown and W. Seattle to downtown. Those trains would be full if operating today! Delay costly, low-ridership projects like Sounder North, service to Orting, Bellevue-Issaquah. ST3 must use our finite funds more wisely!
NORTH KING COUNTY	This is a plan for sprawl. The light rail trainsets are not meant for commuter rail. We're building a BART network with SLUT rolling stock.
NORTH KING COUNTY	I didn't comment positively on BRT because I think it's a been counter-productive as deployed in Ballard. People are getting where they want to go either more slowly (for the commuters downtown) or with more walking (for the former local bus riders). So, basically, it works worse for the most people, v. The prior system of local and express buses. I would still take the former 15x and 15 local system; rapid ride is garbage and I never ride it. Also, I am opposed to prioritizing projects in the 'burbs that favor suburban sprawl. We don't even have good transit for the city people. When Ballard's 28X is being cut (stops added, making it less and less "express") even though the population of Ballard has tripled since I moved there (with no meaningful transit improvements, and in fact a step backward with the BS rapid ride), why are we discussing sounder train expansion and light rail to the hinterlands? Please start with moving people rapidly (for real) IN THE CITY, when we are the people paying through the teeth to live "close in" (which has a host of cost-reducing benefits) and, so far, are getting nothing for it. Please bring real transit to Ballard. The City raised heights to 8 stories ~10 years ago and has done jack to improve infrastructure to accommodate the growth.
NORTH KING COUNTY	I don't care about outlying areas and I think this project is a waste of money.
NORTH KING COUNTY	Building light rail transit to suburbs should be not be a priority over building GRADE SEPARATED light rail transit to densely residential areas of Seattle. All light rail investment in Seattle should be GRADE SEPARATED. A drawbride to Ballard? What a ridiculous waste of money!  I'm opposed to the ST3 proposal in it's current form because it makes the wrong investments.
NORTH KING COUNTY	I think the 2nd downtown tunnel should be included in a later phase and only if needed, Money should be spent on Ballard and West Seattle lines first and a new tunnel should only be added when capacity of the existing downtown tunnel has been reached. Sounder should be the main connector between Tacoma and Everett. Light rail is not well suited for these very long milk runs.
NORTH KING COUNTY	This plan has too many worthless appendages on its map. Hack, them, off. Feed the core. Fix the core. Only then will I ever in my lifetime support branching out. And yes, please, tax the [explicit] out of me. Do it. Take my money. Please. But for the love of god don't waste it on [explicit] like this branching out nonsense. The light rail needs to WORK. Right now, you get on the light rail at SEATAC, you close your eyes, you wake up and you're in Downtown. That's BEAUTIFUL DESIGN. The second you have to involve the foot traffic of 12,000 people transferring from light rail A to light rail B, the entire system will crawl to a halt. Kill the expansion. Fix the existing. Fortify the core.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be removed in the ST3 final plan - North King County

NORTH KING COUNTY	The thing you haven't asked because you are clearly too afraid. Why won't you support this? Gee, maybe because in Seattle we are being taxed out of homes compared to the rest of the region with nothing to show for it. More traffic, an investment in a worthless bike system, more crime, an investment in a bike lane system that very few use, rainbow crosswalks etc. I don't trust any of you with my hard earned dollars. You never know when to hold back and live within your means.
NORTH KING COUNTY	Light rail to Issaquah makes little sense given ridership projections. Issaquah is not urban and would be better served with bus service and vehicular traffic. More emphasis should be made to make Ballard to West Seattle via a new downtown tunnel happen within the next ten years, otherwise this package is useless.
NORTH KING COUNTY	130th, Boeing Access Rd, Issaquah LRT, Tacoma Link too expensive, BRT projects don't seem like true BRT should continue with Express Bus Service, remove paine field options too.
NORTH KING COUNTY	What made Sound Transit trustworthy was planning major projects in manageable bites, preferably less than a decade to completion, and connecting the parts of the region that are already eager to ride transit. I'd definitely vote over and over for one or two subway segments at a time, plus BRT or similar to induce light-rail-supporting density. Tell us what regions are going to eventually get connected by rail, but don't make us vote on the whole thing at once. ST is great now, but a pre-funded behemoth could lose accountability and we can't afford another one of those.
NORTH KING COUNTY	studies that include the impact of self driving cars should be considered
NORTH KING COUNTY	If congestion improves with the rest of the area, there is no need for a Ballard to West Seattle light rail connection. It has often been said that you live in Ballard, you work in Ballard. Bus improvements would go a long way to ease this problem. Perhaps limiting lanes to bus only, or entire streets are bus only.
NORTH KING COUNTY	The plan is redundant. The Sounder already goes to Tacoma, but you also want to add the light rail and faster buses and dedicated bus lanes and etc. etc. If it were up to me, I would prefer light rail to focus on all of these areas (especially W Seattle because I live there. But also, traffic gets bottlenecked on the bridge w/no other course). I do like the dedicated bus lanes, but if you are going to have that, why do you need to add rapid transit? If the light rail or Sounder don't serve some areas, then I see the reason to add buses. But otherwise, money and time is being wasted. I hope I am not the only one who sees it that way.
NORTH KING COUNTY	Please please please stop taxing us to pay for more transit. Very few people as a percentage of the city and state would choose to pay for this stuff and even fewer will actually use it. Commuting should be paid for by those who use it. If i use my car to get to work, I shouldn't have to pay for other means of transportation. We already have the highest gas taxes and our sales tax is absurdly high as well. Please, the people of Washington are begging you, stop trying to force more public transit on us.
NORTH KING COUNTY	Eliminate all Sounder trains from Everett to Seattle. Redirect people to light rail. The service is totally unreliable because of too many mudslides. STop throwing good \$\$ after bad.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be removed in the ST3 final plan - North King County

NORTH KING COUNTY	ST3 is more likely to be passed without some of the extra-curricular projects added on. TOD and ped/bike access could be part of a smaller ST4?
NORTH KING COUNTY	Too much focus on suburban bus lines that aren't going to solve the region's transportation issues. They are a distraction from the urgent light rail needs, the timeline for which is ridiculously long.
NORTH KING COUNTY	I would vote for improvement of transit within Seattle before voting to be taxed to improve transit outside of Seattle.
NORTH KING COUNTY	Do not do so many projects. Focus your money on light rail - not pedestrian improvements, not bike lanes, not bus rapid transit, not Sounder Rail, not parking lots, not road construction. What really changes commute times are subways and light rail that do not in any way get involved in traffic. Everything else is wasted money, doesn't save time, or decrease traffic. It may seem politically expedient to give rail to the suburbs first. Do not cave to this. Base your decisions on where the population density is highest - West Seattle and Ballard. Also the fact there is no plan to immediately add rail to 520 is a major failure. You need to up your timelines significantly. Light rail to Ballard, North Seattle, and West Seattle need to happen immediately, not 20 years from now. It is grossly unfair to continue taxing homeowners and poor people via sales taxes and motor vehicle taxes when several major, global corporations operating in this state greedily avoid paying state taxes by incorporating in other states or claiming they sell their products in other states to avoid paying Washington taxes. These corporations are getting a free ride by getting the advantages of their workers commuting on public transportation without adequately paying for it. Not to mention many of them provide private buses for their white collar workers which remove revenue from the public transportation system and create a system of rich and poor that is inequitable. The same goes for developers - when they add tens of thousands of people to an area by building housing or office towers, they must bear some of the cost of getting all those people to and from those new, huge buildings. A tax package without money coming from developers or corporations is regressive and disproportionately punishes the poor and middle class.
NORTH KING COUNTY	Improve bus service. Do not extend light rail further. Do not tax homeowners further. Increase bus and light rail fares to raise more money.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be removed in the ST3 final plan - North King County

NORTH KING COUNTY	<p>Though I have been a transit-only commuter in my previous city of residence (Chicago) and have ridden transit in over 20 cities on three continents, I am unalterably opposed to more expansion of Sound Transit in any form. The reason is Sound Transit's unerring actions to ride roughshod over road access, travel times, and costs of car users. SOUND TRANSIT DOESN'T "GET IT"!!! It has to be car capacity AND transit. Not transit attempting to force car commuters out of their cars by "taking" previously functioning road systems (used by 75% of the travellers in the best scenarios) by obstructing them in every way possible. For example, we have lost fully 50% of our road-land capacity out of my zipcode to cockamamie lane reductions. For example the expenditure on truly loony building of toll lanes in I-405 that made traffic worse. For example the opening of a huge new 520 bridge that has NO MORE GENERAL PURPOSE LANES THAN ITS PREDECESSOR, despite the desperate need for same. For example taking the I-90 bridge express lanes for the sole use of rail, when BRT could have been used, connecting in rail stations to rail on both sides (Cf Boston's "Silver Line"), thus preserving carpool lanes.</p> <p>Getting from one place to another by car (my two electrics, charged by my solar panels) has become a guerilla activity, involving sneaky routes up side streets and arterials not yet seized by TRANSIT AND BICYCLE PIGGIES. Sound transit's planning executives have their heads in their posteriors!!</p> <p>I am a contributing member in over 15 liberal (D) campaigns nationwide, for the US Senate and House, and the Presidency. But vis Sound Transit you have made me "Tea Party"!! Sound transit expansion needs to be defunded, its planning offices shut down, its planning staff sent away. And then started over with whole different priorities. I will be voting the first (R) of my 73 yr lifetime (!!), supporting Bill Bryant for Governor to <u>_first_</u> get the roads moving.</p>
NORTH KING COUNTY	<p>I would like to see a smaller plan with faster timelines focusing on Seattle neighborhoods for light rail and rapid bus for outlying areas. I support light rail, however it is unpalatable to vote on such a large plan that doesn't even implement light rail for 17 years.</p>
NORTH KING COUNTY	<p>Timeline is too long. Plan prioritizes low density low ridership light rail to Everett, should be replaced with BRT. Light rail is needed in the dense areas.</p> <p>Please consider light rail or BRT from Ballard to the University District / UW, and/or Ballard to Northgate.</p>
NORTH KING COUNTY	<p>I'm not in favor of expanding commuter rail until we can make it as reliable as light rail. I hear often on the morning news that commuter rail is out of service due to land slides.</p>
NORTH KING COUNTY	<p>This is the most ridiculous undertaking I have ever heard of. Businesses will leave Seattle because they have to make room for the ST3; taxes on all income households will be increased causing more homelessness; people will move out of Seattle and elsewhere to make room for this huge unnecessary project. The whole thing is ridiculous. The leaders of this city and county must be smoking something to come up with such a pipe dream.</p>
NORTH KING COUNTY	<p>I smell a rat the project in a waste of taxpayer money</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be removed in the ST3 final plan - North King County

NORTH KING COUNTY	THIS ENTIRE PROJECT IS TOO COSTLY in more ways than one! The cost per person is too expensive per past history showing only a fraction of the metro population using the rapid transit system. All our money is going into this instead of roads and buses. People who live outside the "bullseye" of the transit system (other than buses) will be left using a vehicle. But, of course, by design, you have made it more and more difficult to do so! No! No! No! Too expensive for ROI while leaving out an entire rural metro population who must still pay into this fiasco. I also disagree with the idea of buses using the shoulder. This is crazy. A disaster in the making. I for one do not want to see my tax dollars spent on the lawsuits that will surely happen because of this asinine idea! I will be voting NO in November.
NORTH KING COUNTY	Real property owners have paid enough in taxes for these projects to-date. This current proposal would require payment of hundreds more dollars annually. This is a significant burden to property owners on fixed/limited incomes. Social Security payments will not increase year-to-year sufficiently to cover hundreds more dollars in property taxes. Some other way of funding should be found, or property owners of incomes below a stated amount should be exempt from paying added taxes, or should pay less in added taxes.
NORTH KING COUNTY	The line from Bellevue to Issaquah does not make any sense. Issaquah does not have any population centers that can support light rail, and the regional growth center designation does not appear to have any grounding in reality. Conversely, there is substantial demand and continued growth in Ballard, Wallingford, and Kirkland. Quality transit should be prioritized for population centers that have existing density and existing growth. We should not be building rail to paper town centers.
NORTH KING COUNTY	Local Seattle/Bellevue light rail and BRT projects should be priority, Rate fee increase should be included taking burden off of property and sales taxes, projects should complete sooner than 25 years.
NORTH KING COUNTY	Focus on rail service everywhere and put money there. I'm more likely to support tax increases for a rail project than for rail plus bus.
NORTH KING COUNTY	Maybe half or a third of these projects are vital and well worth the cost and investment, but many are not and the money spent on transit improvements should be focussed on areas that deliver the most economic benefit.
NORTH KING COUNTY	I don't trust your numbers. The Ballard Monorail alone grew from 3 billion to 11 billion before being withdrawn.
NORTH KING COUNTY	ST3 should be broken into a smaller, short-term plan that can be implemented within the next 10 years. As our region continues to grow we shouldn't ask voters to approve projects that won't even be constructed for 20+ years. Please use Denver's FastTracks program as a model for the Seattle region & modify ST3 to identify as many changes as possible that can be implemented for low cost & in the short-term.
NORTH KING COUNTY	I believe the plan is over ambitious and too expensive. Please look at the overall feedback on what the most people believe will help them in their commute and leisure travel. I work from home and try not to contribute to the transportation mess! Scale down the plan to perhaps a handful of bus rapid transit, light rail, and Sounder train projects in the core population areas bounded by Lynnwood, Bellevue, Renton, and Tacoma.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be removed in the ST3 final plan - North King County

NORTH KING COUNTY	<p>It seems extremely short-sighted to presume that the surrounding areas will require light-rail service (the most expensive investment) at such extraordinary ranges over the course of the next 25 years. During the last 25 years, we've seen significant changes to our lives with regards to transportation, technology, and the development of the region overall.</p> <p>I would strongly urge a plan that is shorter, less expensive, and more effective per-dollar rather than building a system that may have a significantly less impactful presence in the expected timeframe.</p>
NORTH KING COUNTY	<p>The Graham St infill Station shouldn't happen in my opinion, my least favorite aspect of the light rail is how long it takes to get to the Airport. 2 ish miles is enough between these stations, and it is very walkable in-between stations, in contrast with something like the Boeing Access road infill which would actually provide light rail transfer to an area that was completely inaccessible by the link before ST3.</p> <p>Overall I think it is a great plan. The early, under budget Universtiy Link is a great success, improving the rail utilization quite a bit. Fifth avenue to Ballard is my favorite extension, as it would make Link to the Airport not have to compete with busses which often frustratingly delay the light rail, further reducing the journey time to the Airport. Ballard is a cool place too, it would be nice to have a mass transit option there.</p>
NORTH KING COUNTY	<p>Seattle needs a light rail (or underground subway) system to decrease traffic. Light rail projects that attract bus riders will not cause a decrease traffic. In the past several years, traffic has become worse and will likely worsen further in the future. I can somewhat support buses having a shoulder lane except that buses carry a stigma that rail does not even if they cost the same price. I believe there is research that says people who would be willing to take rail/subway, will not take a bus even if the cost for bus is less than rail/subway. Also, the location of the stations needs better planning to be easy for the demographic who drives to access otherwise you will only attract bus riders. An example is the University stations. It isn't near enough shopping or the University that I would be willing to not drive. And the stops from downtown to capital hill are a bit useless because that is an easy walk...and it is about the same price to take uber/lyft if more than 1 person is traveling without the wait.</p>
NORTH KING COUNTY	<p>Up the light rail, move away from bus transit, as a less sustainable mode of mass transit--get on with the lightrail, we are so far behind!</p>
NORTH KING COUNTY	<p>Light rail is a bad use of our money. The costs outweigh the benefits. We should put our money into buses instead of light rail.</p>
NORTH KING COUNTY	<p>Ballard</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be removed in the ST3 final plan - North King County

NORTH KING COUNTY	<p>ST faces a structural problem in its planning and operation; a board of suburban constituents hijacking planning for inefficient and ineffective uses, and a state government oversight run by transit hating conservative lawmakers. Despite this, ST has a real opportunity with ST3 to right the ship.</p> <p>However, ST has another major challenge that is the flaw of their mission to provide transit non-supportive locations with transit. Doing so only perpetuates destructive sprawl and wasteful infrastructure spending. ST should connect existing centers with transit. Areas that cannot support high capacity transit should not be targeted for multi billion dollar transit investments. These are areas that should receive BRT or other express bus connections. Most importantly, ST should stop building parking immediately. The \$1 billion (~2%) of this proposed package being targeted for parking is OUTRAGEOUS.</p> <p>Allocating the resources as described in this plan in no way relates to goals of maximizing financial investment, reducing carbon emissions, encouraging transit support land uses, or serving the most people with high capacity transit. Projects that do meet these critical goals are diluted with surface routings delayed timelines, or are absent completely. Subways in Seattle, improved Sounder service between existing cores, and Express bus service should be what this package includes. Unfortunately, parking, trains to nowhere, sprawl rail, and more parking is what is being presented.</p> <p>This plan currently reads like a vision for 1958, not 2038. ST needs to seriously reconsider.</p>
NORTH KING COUNTY	<p>Remove all BRT that does not operate on its own, separate right of way. This means most of it. BRT is required to operate on its own ROW to operate safely, efficiently, and speedily. Remove light rail north of Lynnwood or Edmonds. Routes to Everett must be commuter rail only. Repair or replace the commuter rail ROW north from Ballard to either a new right of way, or begin reengineering the cliffs above the rails, including eliminating the residences above the cliffs.</p>
NORTH KING COUNTY	<p>The Seattle streetcar does not bypass traffic, diverts funds from other more important projects, and serves a very limited ridership. It only moves forward as the pet project of a few wealthy and influential private citizens. Please remove this project.</p>
NORTH KING COUNTY	<p>Prioritizing parking is bad for the environment, dangerous for pedestrians and bicyclists, and reduces much-needed density around the light rail stations. We should be adding neighborhood bus lines and bike trails to and from light rail stations rather than adding parking.</p>
NORTH KING COUNTY	<p>Do not build another tunnel underneath downtown Seattle. That is wasteful. Improve the existing tunnel to work with more trains and to branch out other directions, such as Ballard.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be removed in the ST3 final plan - North King County

NORTH KING COUNTY	If Snohomish and Pierce Counties are not on board financially, then we don't expand in those areas. I don't feel that we, in King County, should shoulder the burden for the Puget Sound area. Also, I noted that there is no end date to the taxes. This brings back memories of paying taxes for the Kingdome after it had been imploded (i.e. paying taxes for a building that no longer exists). Who is going to be held accountable for cost overruns and ensuring the project is running on-time? Who is accountable for the budget, to ensure taxes are spent appropriately? Has anyone thought about the project as far as we'll be moving more people via public transit into Seattle, knowing that the current bus system cannot support it? The current bus system can barely handle the number of bus riders during peak hours as it is.
NORTH KING COUNTY	The overall timeline needs to be sped up.
NORTH KING COUNTY	If you really want to make transit RAPID - so that people will actually use it - then you need to concentrate on the ends and not stations in the middle. Remember that people will have additional bus/walk time at the end of their train ride - so you better make the train ride super quick if you want people to use it. Otherwise it will be a very expensive white elephant, like the SLUT (Oh, sorry, the South Lake Union Trolley) - which no one in their right mind except the disabled or the lazy takes. And PLEASE for goodness sake THINK more about the future health of Puget Sound while you are at it!! The more green space you pave over, the more mature trees you cut down, the more you increase toxic runoff into Puget Sound. Ask the hydrologists at UW - they will tell you that no amount of "mitigation" will make up for crazy development. Don't site your stations in environmentally sensitive watersheds, such as the proposed station at 130th St, which is less than a mile from the already disastrous station at 145th St, slap-bang on top of Thornton Creek, which used to carry 30% of salmon in Lake Washington. When Puget Sound is a polluted cesspit of runoff with dead Orcas on the top, will you wring your hands and deny all knowledge of how this happened? TRANSIT IS ONLY PART OF THE LARGER PICTURE, SO TAKE YOUR BLINDERS OFF.
NORTH KING COUNTY	rapid bus transit is only as good as the roads the buses run on. Seattle traffic is gridlock all the time. We have enough buses, and people are already over taxed (my car tabs were \$230 this year) forget the "rapid" bus idea and focus on light rail. a separate, traffic free, independent infrastructure that we can depend on. FORGET THE BUS IDEAS!!
NORTH KING COUNTY	Light rail needs to focus on connecting Seattle to Seattle, not Seattle to Issaquah. Ballard and West Seattle should have light rail! And not in twenty years. That's a snails pace of expansion compared to other industrialized countries. And it makes no sense financially to add light rail out to Issaquah when buses would be way more efficient. Especially if there are more bus only lanes. Another place that Does Not Need light rail is the airport to the north. Nobody wants that and it makes the light rail track go off on a tangent. Use the more efficient route and leave the airport out.
NORTH KING COUNTY	Prioritize Link light rail to Redmond. Deprioritize buses.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be removed in the ST3 final plan - North King County

NORTH KING COUNTY	<p>The project should first focus on expanding the light rail and sounder trains. The bus service is highly inefficient, and waste of tax payer money. I would also recommend expanded hours of operation for light rail, as that would encourage more people, who work outside of general business hours to use public transit, thus decreasing the amount of cars on the road. I also recommend completely separate lanes for the trolley in addition to much faster speeds and better signal timing.</p>
NORTH KING COUNTY	<p>I think it's hard to justify the light rail extension up to Everett.</p>
NORTH KING COUNTY	<p>First, my background: I live in the Seattle core, and am generally a very strong supporter of transit. I moved here 3 years ago from Boston, the city which formed my experience and expectation of rail/subway transit.</p> <p>I view mass transit as falling into two distinct levels of service: (1) frequent service, where I feel no need to check the schedule and can take trips on a whim and (2) less-frequent service where I have to plan ahead and check the schedule. In general, I want places I might go for an unplanned trip (out to dinner, to visit friends, shopping, etc) to be connected by frequent service, but am okay with less-frequent service for longer trips that I am more likely to plan ahead (long commute to work). In looking at the ST3 draft plan, I equate the Link Light Rail segments with frequent service, and the Sounder Rail segments with less-frequent service</p> <p>I think the current ST3 draft plan makes a mistake in extending the Link Light Rail (hopefully providing frequent service) domain too far. Personally, I would never take an impromptu trip from Seattle to Everett, or Tacoma to Bellevue. Extending frequent service over this 60 mile range (Tacoma to Everett) is a waste of resources. Frequent service should be concentrated in the core (Seattle, Bellevue, Redmond, Shoreline, Renton, Seatac, Lynnwood), with approximately a 30 mile range. Then less-frequent Sounder rail can serve that extended range, reaching Tacoma, Everett, Issaquah, Monroe, and Puyallup.</p> <p>By reducing the range of frequent service, ST3 could speed up delivery and/or increase density of that frequent service, and also increase the range and/or density of the less-frequent Sounder Rail service.</p> <p>My vision for ST3 is based on my experience in Boston. The Boston T covers roughly a 30 mile with frequent subway service. (For example, the Redline runs 30 miles from Alewife to Braintree.) Beyond that, less-frequent commuter rail provides service over roughly a 60-80 mile range. (For example, Rockport and Worcester are the ends of two commuter rail lines.)</p>
NORTH KING COUNTY	<p>The timeline is ABSURD - focus on grade separated rail on a reasonable timeline and I'll happily pay for it. But not this crap, bus-centric plan.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be removed in the ST3 final plan - North King County

NORTH KING COUNTY	By the time these improvements are made other technology would make these totally obsolete. Thus wasting more of the peoples money. Why would a forward thinking city consider train improvements, it's not 1880 anymore. The Sounder train is a disaster and Sound Transit has removed or altered bus service that was working, thus putting more cars on the road. There is no way that Sound Transit could responsibly handle projects like this. 9 years to add bus service?!!
NORTH KING COUNTY	Extending light rail from Tacoma to Everett/Canada makes absolutely no sense. Busses, cars, and trains already serve the rural areas. Adding light rail will do nothing to decrease traffic on I-5. Every dollar allocated to light rail MUST be spent adding lines and stations within the densely populated neighborhoods of Seattle proper. This is the only way citizens will voluntarily abandon their cars - commuters are not going to walk more than a mile to reach a station, waste time waiting for a bus that may never show up to take them to a station, or rent a ridiculous Pronto bicycle to pedal uphill in the rain to reach a station. Also, the proposed timelines (25 years) are an absolute deal killer. One-third of the current population will be dead from old age before your proposed plan is completed. If the time to completion cannot be reduced to a maximum of 10 years, don't bother. You have an amazing, once in a lifetime opportunity to collect billions of dollars and build something amazing. The current ST3 plan is a complete waste of time and money. Fix it.
NORTH KING COUNTY	Too much emphasis on bus rapid transit. The actual term seems to be an oxymoron. Will not support it. We need light rail.
NORTH KING COUNTY	remove all rail projects from plan. fund more buses and more frequent buses.
NORTH KING COUNTY	ST should not build additional parking structures and should start to charge for the parking facilities they currently have. In short ST focus should never be on cars. Focus for improving ridership should focus on other means.
NORTH KING COUNTY	The Link light rail line connections to Everett and Tacoma seem excessive and would burden the middle class tax payer in order to allow for a better commute for the few who choose to live and commute beyond a reasonable distance. As Seattle becomes more and more dense, my opinion is that focus should be in improving the traffic in and around Seattle by prioritizing the connections to West Seattle and Ballard.
NORTH KING COUNTY	I really would like to keep the \$17 per month -- no interest in your project whatsoever
NORTH KING COUNTY	No added taxes....be frugal!!!!
NORTH KING COUNTY	The light rail going through the Everett Boeing factory is expensive, when the relatively limited need may be better served by generous busing and the Everett rail passengers by a more direct line. As well, the Tacoma lines and Redmond lines are the weakest part of the plan, cost/benefit wise. Good luck!
NORTH KING COUNTY	The Ballard extension should be removed until it's better studied to route through u-district. I also heard that it's an at grade crossing with a movable bridge. To keep trains on time this seems like a BAD idea. We should hold off on Ballard extension until we have the money to not let boats mess up the schedule.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be removed in the ST3 final plan - North King County

NORTH KING COUNTY	Give us only a few things to vote on instead of a lot. Rapid Bus Transit is just silly. West Seattle expansion makes a ton of sense. Ballard through Fremont but not through Queen Anne makes sense. The bus tunnel is a pain but not horrible. It works
NORTH KING COUNTY	Souder rail is low priority.
NORTH KING COUNTY	Don't raise my property taxes. I can't afford it. It's bad enough that the King County Tax Assessor is already gentrifying me out of my own neighborhood. Amazon, Google, and Microsoft made this mess. Rather than spending money on campaigns to defeat initiatives like I-1098, maybe Jeff Bozo and his buddies should be spending their money to help fix the problem their companies created. Otherwise, scrap the whole thing. I'd rather we use our tax dollars to oust Amazon and others out of our city. The ST3 package, with the funding as it currently is today, is nothing more than corporate welfare.
NORTH KING COUNTY	I'm in support of expanding transit, but this plan is too ambitious/expensive. A more modest, less expensive plan has a much better chance of being approved. As it now stands, at best, I'm on the fence on agreeing to pay out \$400/year for 25 years for this one.
NORTH KING COUNTY	Prioritize link rail within Seattle, increase frequency and hours of service, improve Souder trains. Expansion to the bus system is a waste of money!
NORTH KING COUNTY	Money should not be spent on bus service that is not a real long term fix. Rail and dedicated transit lanes are the only options. Souder service should be in both directions.
NORTH KING COUNTY	Do not take car lanes away for buses and bicycles.
NORTH KING COUNTY	use the money you already have instead of adding taxes and spending existing funds for social engineering projects!
NORTH KING COUNTY	The parking projects at Mukilteo and Edmonds are not cost effective, given the poor performance and ridership of Souder North. It is imperative to take another look at the assumptions on project delivery so that a more optimistic timeline, particularly for Ballard to Downtown is proposed. You need a very large Seattle positive vote (75%?) to make sure this bold plan passes. Any reservations I have concerning this plan are due to the slow delivery of needed projects. Consider asking for help from Seattle and King County in financing key projects .
NORTH KING COUNTY	Let's not subsidize parking. Let's focus on bringing transit to places with more modern land use policies
NORTH KING COUNTY	The ST3, as presently proposed, is WAAAYYYYYYYYYY to expensive!! \$27 billion in new regional taxes!! Heck, Denver's Fastracks, approved by voters in 2004, cost only about \$4.7 billion - for 122 miles of new light rail, commuter rail and express buses, vs only 108 miles for ST3. And, Ballard (the most important) doesn't come online til 2038?!
NORTH KING COUNTY	Sometimes too many considerations to a proposed project can stall the project as a whole. Focusing on the most important additions and how to make those happen sooner rather than later due to delays in process, should be priority.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be removed in the ST3 final plan - North King County

NORTH KING COUNTY	Too many station for light rail defeat the purpose of "rapid"ness. Each station must have good access to neighborhood with either "Rapid Ride"/ Express, or local bus, but should remove "130th" station or limit stations within Seattle area. I believe within Seattle, it is good # of the stop.
NORTH KING COUNTY	Rapid bus service is worthless. Expanded rail service is the only thing worth paying for.
NORTH KING COUNTY	I really dont see the value of light rail to ballard or west seattle.
NORTH KING COUNTY	The trains need to be focused on places where density already exists, such as Ballard. The long distance trains don't make sense from a ridership, commute time, prioritization, or density perspective. I strongly support the Ballard line and could care less if the lines to the lowest density suburbs are dropped.
NORTH KING COUNTY	The provisional station at 130th street seems redundant and wouldn't necessarily serve enough ridership to justify the investment, especially with the Northgate and the 145th stations nearby. The same for the Boeing Access Rd Station; this would serve a large population of employees from the Boeing Plant (provided they live along another transit corridor) and potentially visitors to the Museum and few local businesses; however, the demographic of employees would likely continue to use a personal vehicle due to the readily available parking at the plant. This station would likely turn into a desolate wasteland after commuting hours; if constructed, explore only having that station operating during workday hours.
NORTH KING COUNTY	Lakewood and Redmond. The motives to secure them in your plan will cause me to reject this project
NORTH KING COUNTY	This draft plan extends regional light rail out in all directions to car-oriented suburbs while ignoring the underserved walkable neighborhoods that need rail transit most. We need a functioning subway system in Seattle (with Ballard, West Seattle, and the Central District included) where people will use it most, before justifying this kind of spending on low-ridership, slow regional projects.
NORTH KING COUNTY	Focus should be made on one project so it will actually be completed.
NORTH KING COUNTY	I would prefer that we focus on more aggressive expansion and completion of light rail. In 1996 when we first voted yes for light rail it was supposed to be done faster and with a much farther reach than it has come close to accomplishing. We need non-highway options which is why I do not support BRT expansion. We also need options that run regularly which is why i do not support funds going to Sounder Train expansion. This region needs light rail done now and not at a glacial and lazy pace.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be removed in the ST3 final plan - North King County

<p>NORTH KING COUNTY</p>	<p>This is a convoluted survey for a convoluted plan. Why does a light rail line to Ballard need to include a new downtown tunnel? Also where is the option of running a line from Ballard to the U District? I am actually a big proponent of light rail but there is no way I will vote for this package. It is simply too big and too complicated for Sound Transit to execute well. Given progress to date my impression is that Sound Transit can capably deliver a new station every year or two, and that's fine. I don't trust Sound Transit to do more than that, as Sound Transit pulled a bait and switch with the original proposal, choosing to build a slow, underutilized line to the airport rather than to implement more practical connections between Downtown, Capitol Hill, Husky Stadium and the U District. We will finally have those connections in 2021, twenty five years after the original proposal was approved. Call it social equity if you want, but it adds up to poor stewardship. Particular pet peeves with the current proposal are the line to West Seattle (which has very little population density within walking distance of the proposed station) and the second downtown tunnel. Anyone who remembers construction of the first downtown tunnel has to seriously question 1) any urgent need for a second one and 2) Sound Transit's ability to execute the project. The only things in this proposal that make much sense to me are the light rail connections to SLU, LQA and Ballard (or alternatively to Ballard via the U District), the idea of integrating the rail stations with real estate development, the idea of integrating parking structures with light rail stations, and the idea of extending the regional spine. I-5 is dysfunctional, so let's figure out how to give people a light rail alternative. A line to West Seattle is an insane waste of money toward solving a problem that no one outside of West Seattle knows we have (or cares about).</p>
<p>NORTH KING COUNTY</p>	<p>I think that some of the ideas/projects regarding express bus service should be removed. I don't think that riding on the shoulder of the interstate, or trying to expand the Bellevue / Renton / Lynwood bus transit is a good way to spend the money.</p> <p>I think most people already have a car in those places. Maybe you have statistics that say otherwise, I don't know. For me: Bikes &gt; Trains &gt; Buses &gt; Cars. So we should put a lot of money into protected bike lanes/parking and focus on expanding light rail the most. Yes we were just in the news for the massive increase in bus ridership - that's great, but we're not thinking big enough.</p> <p>The 12-22 year plan to expand light rail within Seattle should be advanced, because by the time the city has grown and in 2038 when the Ballard line opens, it will be so crowded everywhere that the new rail line will be like a band-aid over an amputation. West Seattle too.</p> <p>However since you probably aren't going to listen to me, I strongly support the increase in taxes to pay for this. My generation will have to pay a lot, but I guess our children deserve a world they can breath in.</p> <p>But seriously if you're going to build infrastructure do the light rail - trains are way cooler.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be removed in the ST3 final plan - North King County

NORTH KING COUNTY	Having above ground light rail in Ballard will seriously diminish 15th and Market.
NORTH KING COUNTY	Choose more cost-effective solutions such as BRT as opposed to extravagantly expensive light rail. This region has the best bus service in the world and it is well-utilized by the population. The buses on major commuter routes are packed during rush hours. Light rail is costly and inflexible. And the Sounder commuter rail is preposterous. I see the north train on a regular basis and I can't recall it ever consisting of more than two cars and the locomotive.
NORTH KING COUNTY	And built to Everett much faster
NORTH KING COUNTY	<p>Tunneling under Queen Anne Hill and the ship canal and tunneling under the Duwamish River is too expensive. That money should be used to extend the light rail to Everett, Redmond, and Tacoma. Buses should then feed into the extended line. There should be no more tunneling in downtown Seattle; additional tunneling downtown is too expensive. The Bellevue line should connect with the Everett-Tacoma line south of downtown. This will save even more money to be used on other transit needs.</p> <p>Sound Transit is overreaching with soundtransit3, risking people getting angry with its grabbiness and risking other worthy uses of funds in the Puget Sound area.</p>
NORTH KING COUNTY	You are asking for another I-695.
NORTH KING COUNTY	Some of the peripheral routes are extremely expensive in terms of initial costs and operating costs but have little benefit. It looks grand to have these schematic maps but the truth of the matter is that nobody travels from Everett to Beacon Hill or Federal Way. If they did, they need the flexibility of a car. Therefore, it is foolhardy to be spending other people's money in this way. Instead, Sound Transit should push very hard to increase population density in Seattle and the Eastside through elimination of lots having only single family homes or allow easy subdividing to 2 lots, concentrate on bus and light rail from the area of the Airport/Issaquah/Redmond/Lynnwood and not all these far away places. If you want to make an exception and do a little local transit in Tacoma, fine. But not all these expensive, grand looking plans. You should also be honest and say that it will cost an average family about \$600 or more per year or \$7000 per decade.
NORTH KING COUNTY	Rapid Ride E Line improvement
NORTH KING COUNTY	The major employer sites in Puget Sound MUST be served. That means Boeing sites. There is FAR too much traffic associated with Boeing factories. That Boeing Field is not directly served by Sound Transit is negligent to the point of criminality. Further, Boeing Everett and Boeing Renton should be intimately connected to the network ASAP.
NORTH KING COUNTY	This is about rapid mass transit, not bikes. I'm will vote against the entire proposal to stop wasting money on bikes.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be removed in the ST3 final plan - North King County

NORTH KING COUNTY	Have a master plan and be more specific about what is happening and the oversight for it. Why are there no fees to developers when there is new construction? Adding buses in Seattle is cheaper and quicker. NOTHING is added for NW, SW, and NE Seattle for years? I recently retired and plan to take public transit but it takes a long time to go the same distance since the new routes were implemented. I weekly travel to help relatives in Burien and there is no easy bus route to get there, now or with this plan. Keep it simple and small and get fees from developers who are impacting future school construction needs, road and sewer fixes, and the need for the transit plan. I am speaking for Ballard/Seattle but each region wants to be heard and pay for what it will receive in a timely manner.
NORTH KING COUNTY	To Redmond and Issaquah from Bellevue, and, To West Seattle and Ballard should be REMOVED, and REPLACED the routes with Bus services--Express bus es to the major stations, and SMALLER BUSES to the neighbors, which work great in Seoul! This plan will take less that 25 years and much cheaper!
NORTH KING COUNTY	Too much emphasis is being placed on light rail. Bus Rapid Transit is much less expensive and can be instituted much quicker. Time lines for most projects are too far out. Taxes to pay for it are too regressive. We need an income tax, capital gains tax, and or business impact fees to share the expenses.
NORTH KING COUNTY	Stop subsidizing free parking for sprawl commuters. P&Rs are fine, but they must cost money or more transit will just generate more sprawl.
NORTH KING COUNTY	Suburban projects and parking will solidify my opposition to this plan. Build in the dense center or fail and we'll use city authority instead.
NORTH KING COUNTY	The main focus should be on i5, i90 and i405 corridors then urban areas. I don't feel that Redmond, Burien, and Ballard are as critical areas to address.
NORTH KING COUNTY	The light rail to Ballard project should be removed. It is a waste of resources and money as bus service is adequate and convenient - in fact it'll just ruin the community feel of Ballard. Too invasive a project for an old neighborhood that looks just fine the way it is. Do not bring light rail to Ballard. If one wants the light rail, they can take the route 44 bus to U District to catch the train - it stops right across the street from the light rail station. Please do not bring light rail to Ballard!
NORTH KING COUNTY	I believe the light rail project is a gross misappropriation of priorities and funds. My concern is for the impact on our local economy through increased / prolonged taxes during a time when we're already seeing a spike in cost of living. It's absurd for the broader community to spend \$200 / person annually when ST carries less than 5% of commuters without any hope of carrying more. I believe our monies should go toward improving bus routes and speed and/or looking into more flexible, new transit technologies and ways of thinking—not rail.
NORTH KING COUNTY	Public transit funds should not be used to build parking facilities. At the very least, charge for parking instead of offering it for free.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be removed in the ST3 final plan - North King County

NORTH KING COUNTY	You're asking too much all at once. I question the need for light rail extensions to West Seattle and Ballard when we already have BRT. Beef up the RapidRide. Am thinking this would eliminate the need for the pricey new downtown Seattle tunnel.
NORTH KING COUNTY	ST3 is way too expensive to get a finished product to out lying communities. The use of Buses a far better economic benefit to the computer, now and into the future. Once rail is laid down, it is fixed. If businesses move or relocate, the rail can not be moved to the new site, with ooout much additional cost, where buses, are completely flexible to meet demands now and in the future. I will NOT support ST3 current plan.
NORTH KING COUNTY	It is very exciting to see light rail expansion proposals being discussed and planned!!! I worry, however that the specific details are more political than pragmatic. The light rail station at SeaTac was built too far from the terminal, and requires a long walk. The route isn't direct so the service from downtown Seattle takes longer than the bus used to. How did mistakes like this happen? Similar mistakes should not occur in new plans. I question why the current plan proposes to provide service as far out as Redmond and Lynnwood before service is provided to Ballard or West Seattle. All of these are important areas, but we need to think carefully when we build transportation systems that will last a century. Assuming Seattle will continue to be the center of economic growth, Ballard and west Seattle are natural population centers that were historically served by street car. But the current pattern of sprawl (that includes places like Redmond and Shoreline, federal Way, etc) are not natural growth patterns - they are more based on automobile use, the success of specific companies, etc. Let's be careful to not build a system that embeds current short term trends that may not be desirable. Rather, let's build a system that supports and creates development patterns we want, and also delivers efficient service.!
NORTH KING COUNTY	The ST3 is too big - too ambitious. The priority should be on the north/south routes - to Everett and to S King County - to provide meaningful transit options for the workforce that is priced out of living in Seattle or the Eastside. There should be a N/S light rail option on the Eastside, so that folks coming in from Pierce County or Snohomish can travel to the Eastside to work - as RBT will not be adequate over the next 30 years. And the lightrail options for Ballard and West Seattle looks like a political gimmee to obtain votes and good wil from the wealthy to support the package - rather than meeting any substantial need. Keep the eye on the workforce - shave off the expensive political add-ons- that ultimately make this too costly a burden for the taxpayer. The additional \$200 plus a year (beyond what we are already paying for ST2) will increase housing costs and exasperate the need for the lightrail to be built - as more people will search for affordable housing outside of the unaffordable neighborhoods of Seatle and the Eastside. Remember, although W Seattle and Ballard have strong voting blocks (and can afford this additional tax), people in the rest of King County will be disproportionally impacted by this tax. You can stay ambitious to address the 30 year horizon -but for the sake of the poor and working class - please reduce the scope of ST3 and do not add lightrail to serve west Seattle or Ballard or Issaquah.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be removed in the ST3 final plan - North King County

NORTH KING COUNTY	Less parking, more walk bike bus connections. Would have preferred Ballard to UW. Disappointed in Sound Transit planning that has thrown out some really useful projects in favor of a religious devotion to light rail spine.
NORTH KING COUNTY	I don't think that adding additional Sounder service is a good use of funds. It will always be limited in what it is able to provide by sharing rail with BNSF and it will be redundant with the light rail spine when completed. I also do not understand the need for the Tacoma Community College Link. That is not a congested corridor and adding funds to increase Pierce Transit service would be a much more efficient use of funds (particularly if this link will function more as a streetcar and share vehicular lanes). In general, I think that priority should be given to our most congested areas of Puget Sound and should take into account where the majority of the tax payer money is coming from.
NORTH KING COUNTY	There are too many frills and "nice to have's" in this plan. I am a strong supporter of transit development but even knowing that you need to provide project for constituents in each county, there are too many extras and lower priority items added into a mega project. I would recommend cutting it in half and focusing on what would directly reduce highway and road traffic.
NORTH KING COUNTY	More and better bus service now. This plan is PR BS.
NORTH KING COUNTY	all bus improvements should be minimal focus all monies on light rail bus and shoulder bus add to traffic !!
NORTH KING COUNTY	*Remove the Paine Field stop from light rail to Everett. It is a waste of money, especially since Community Transit will be operating BRT along Airport Road. If this station were removed from the plan, I would strongly support instead of somewhat support. *No improvements to North Sounder should be included. Once light rail to Everett is completed, North Sounder should be eliminated - it's extremely expensive, not serving that many riders, and is cancelled every time we have a rainstorm. That money should be spent on other elements of the plan.
NORTH KING COUNTY	I would support reducing the overall number of projects in exchange for building more rail sooner.
NORTH KING COUNTY	The focus is too heavily on the suburbs/satellite cities. Getting from place to place in Seattle is so difficult, more people would receive more benefit by focusing on transit within the city rather than on connecting Tacoma to Everett.
NORTH KING COUNTY	I'd like to see a two year hiatus in current planning while Sound Transit solicit RFPs from transportation futurists (GM/Lyft <a href="http://wapo.st/1VyKzlt">http://wapo.st/1VyKzlt</a> , Google/Ford <a href="http://bit.ly/1VyKt0">http://bit.ly/1VyKt0</a> , Uber <a href="http://onforb.es/1VyKRsz">http://onforb.es/1VyKRsz</a> ). If they could imagine a cooperative region (Snohomish/King/Pierce Counties), what autonomous, self-driving vehicle system might they suggest that would exceed ST3 capabilities for less cost deployed on a faster time table.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be removed in the ST3 final plan - North King County

NORTH KING COUNTY	Light rail is the most interesting to me, but I feel that the number of stations should be reduced. My primary concern is that light rail will take to long if it has to stop every mile or two. With fewer stations you could have the potential for faster trips on light rail then by car in normal traffic conditions.  Alternatively, I would be way more interested in ST3 if there was research / study put into improving the function or efficiency of the existing light rail / LRV. For example, seeing if emerging technologies would allow for the use of a high number of small, low capacity LRV's that would not need to stop at every station improving travel times (like a horz. elevator), or automated LRV's that would not need a driver (reducing ST's operating costs).
NORTH KING COUNTY	I don't think LRT needs to go all the way to Everett and Tacoma.
NORTH KING COUNTY	Please develop robust transit options for neighborhoods with highest density of the working poor without cars whose only way to work is public transportation.
NORTH KING COUNTY	Too expensive fir timelines, which are ridiculous.
NORTH KING COUNTY	Light rail needs to be completed with in the city asap. Ballard and west Seattle lines will have a noticeable impact on reducing traffic and can't wait 18-22 years. The success of the UW/cap hill extension shows this
NORTH KING COUNTY	parking structures support car culture, pollution and only add to gridlock.
NORTH KING COUNTY	Stop with the [explicit] bus [explicit] already. We need grade separated light rail URGENTLY. Who gives a [explicit] about the suburbs? They [explicit] us years ago and now Microsoft and all the other private businesses operate their own bus system - [explicit] them. Light rail projects ONLY! No more PARKING LOTS. No more PSUEDO "BUS rapidlyslow TRANSIT" [explicit] It's ALL IN now - RAIL!
NORTH KING COUNTY	Too big for voters to approve
NORTH KING COUNTY	Until I see fiscal accountability, on-budget, and on-schedule performance, I will continue to oppose any new taxes for transportation plans
NORTH KING COUNTY	Don't build Link to Tacoma and Everett. Focus on the denser areas of the metro area: Roughly between Federal Way and Lynnwood, and between the sound and Lake Issaquah. Serve areas outside this with commuter rail or express buses. Light rail will have too many stops between Everett/Tacoma and downtown, and without express tracks and express trains it will be too slow.
NORTH KING COUNTY	Eliminate funding for the Boeing Access Road station, and use that to speed up light to Ballard. We also need to expedite construction of the infill stations at Graham Street and 130th street, NOT PARKING!
NORTH KING COUNTY	Too much other stuff is bundled in to this plan. Please offer just the rail plan and focus on that.
NORTH KING COUNTY	Remove the outrageous amount of parking. Use the savings to keep the rail lines truly grade-separated. NO MORE AT-SURFACE LIGHT RAIL. Tunnel or elevate!
NORTH KING COUNTY	quit wasting taxpayer dollars and your grandiose plans that will do nothing to relieve congestion anywhere. You've proven time and again that you are NOT good stewards of the tax dollars that you collect.
NORTH KING COUNTY	QUIT trying to tax us to death!!!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be removed in the ST3 final plan - North King County

NORTH KING COUNTY	Proposed Light Rail projects are far too ambitious and expensive. Bus service increases should be implemented and parking facilities expanded at existing stations. Also a station should be added at north 130th. Voters are not going to accept the 25 billion price tag with the cost of housing and state property taxes what they are currently in this region. The plan needs to be scaled down and alternative funding considered.
NORTH KING COUNTY	West Seattle and especially the Ballard expansion seems unnecessary and favoring neighborhoods.
NORTH KING COUNTY	My property tax went up \$400last year with a different transit initiative. ST has added at least 2 fees to my car tabs already. STOP WITH THE TAX INCREASES. This is why Seattle is becoming unaffordable. I only have a 700 sq ft house and find it ridiculous that I can barely afford to live here. Find the money somewhere else. How about instead of yet another stadium, use the money to improve transit to Everett and use that one. This is out of control.
NORTH KING COUNTY	Puget Sound residents seem to operate under the "if you build it, they will come" philosophy. But the reality is actually "if you make driving miserable, they will take mass transit." Ask anyone who has lived in New York or Chicago why people take mass transit there. It's not because of the beautiful buses and trains. It's because driving takes forever and is very expensive. Unless driving becomes more painful in terms of time and cost in the Puget Sound, people will NOT get out of their cars. Spending billions of dollars to switch a few riders from inexpensive buses to super-expensive trains is a huge waste of money given all the other needs that must be met in our region. Please do not waste billions building new right of way; instead convert existing road right of way to mass transit. Take things step by step - rapid buses first. Once the demand is there, upgrade to light rail. But forget the "if you build it, they will come" nonsense.
NORTH KING COUNTY	NO line up 15th West over bridge and into Ballard. The insane traffic with Expedia for Magnolia and Queen Anne residents for this project would be prohibitive. Build a tunnel. WEST IS BEST!!!! We will be voting out any officials pushing for any development of light rail on 15 W.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be removed in the ST3 final plan - North King County

NORTH KING COUNTY	<p>1) The BRT/RapidRide routes that are proposed within Metro's King County jurisdictional service area, or have the majority of the route within that area, should be operated by Metro and deleted from the ST3 plan. Likewise for any route[s] in Snohomish County (sb operated by Community Transit) and Pierce County (sb operated by Pierce Transit). This would reduce the budget of the ST3 plan and allow those dollars to be allocated to other aspects of the plan, or to allow for accelerated construction to bring selected elements of the plan online sooner. Metro, Community Transit and Pierce Transit should be responsible for their respective intra-county service (with occasional cross-county extensions, such as the ST3 proposed Lynnwood to Burien RapidRide line via I-405), and leave true "regional" service (inter-county), only, to ST. Taking it s step further, and better yet, it would be prudent to simply relinquish ALL ST bus service to Metro, CT and PT, leaving ST to concentrate its planning and dollars on rail service, only. The ST3 plan has a scope that is too encompassing, too expensive, and too extended in its timeline - 25+ years for some parts of the plan to come online is simply ridiculous. Let the bus operators (Metro, CT, PT) plan and operate the bus service, and let ST concentrate its planning expertise and dollars on providing one of the US's best metropolitan rail systems. 2) Light rail between Seatac and Tacoma should not be part of the plan, or should be very low priority. ST already has excellent bus service between Tacoma and Seattle (albeit not Seatac), as well as commuter rail service. Metro's RapidRide A-Line between Seatac and Federal Way already performs exceedingly well and could easily be extended to Tacoma at a much cheaper cost, with the opportunity for route adjustments over time, and with a much advanced start date. The freed dollars could be put to much better use elsewhere in the ST3 plan.</p>
NORTH KING COUNTY	<p>Please don't add stations to the existing rail line, or the 130th station. Please space these stations out. Having stations every mile is too short; the goal is to move people quickly long distances, then have other modes move the short distances. Adding more stops just makes the whole trip longer, and loses the value of the light rail.</p>
NORTH KING COUNTY	<p>Get rid of busses. More trains! We need a North seattle loop (uw, fremont, Ballard, Northgate, sand point, uw). Connect West Seattle! Build the 130 st station! Connect Ballard! Save our commute!!!!</p>
NORTH KING COUNTY	<p>Ballard to Downtown Seattle light rail route is basically a replication of the Rapid Ride D line. Avoid the expense and inevitable time/cost overrun of digging a tunnel. Priorities should include connecting Capitol Hill to SLU to Uptown/Rapid Ride D line and creating a Mercer or Roy Street bus route that runs from SLU to existing D line.</p>
NORTH KING COUNTY	<p>Don't build parking with transit money - work with private developers to build pay lots nearby. Issaquah &amp; West Seattle want BRT improvements not light rail. Paine field diversion is dumb. I5 alignment (vs. SR99) is counterproductive.</p>
NORTH KING COUNTY	<p>West Seattle is better served by restoring driving lanes and increasing rapid transit to &amp; from downtown Seattle. Create better light rail service around JBLM.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be removed in the ST3 final plan - North King County

NORTH KING COUNTY	Too much money is spent extending light rail to areas 20+ miles from Downtown Seattle. BRT needs to be used to connect areas further out with shorter light rail lines and or to existing commuter rail lines rather than spending the money to build light rail all the way to Tacoma and Everett. Focus the money on denser areas and job centers like Seattle, Bellevue and Redmond. Also delivery is too slow - this city needs less rail lines built faster.
NORTH KING COUNTY	NO station at 130th street in North Seattle!!!! NO Provisional station at 130th Street in North Seattle!!!! There are already two stations within one mile of 130th Street. That is reasonable and we thank you. Spend the money extending the light rail south please.
NORTH KING COUNTY	Remove the station or provisional station at NE 130th Street in North Seattle. I will vote NO for any plan that includes that station on the plan. There are already two stations within 1 mile in north and south of NE 130th Street. The light rail is an EXPENSIVE project. Please extend the light rail SOUTH to Olympia!
NORTH KING COUNTY	Stop with the development around rail stations because it causes more congestion. Building the station at 145th was a numbskull move, now all the people trying to park at the rail station will have to compete with people getting on and off I-5. Why on earth would I vote to give you nincompoops more money to make more horrible decisions?
NORTH KING COUNTY	Infil stations in existing lines slow lines and do not increase ridership. Take them out.
NORTH KING COUNTY	The plan is too big and too long and not agile. It won't be completed till I am too old to care. Travel needs and technology might be revolutionized by then. I would prefer to see more emphasis on bus and BRT improvement because of shorter timelines, lower cost, and flexibility. I do support capital improvements to get buses around or through traffic at chokepoints, especially if they can be used by LRT later (like the downtown tunnel). I do support moderate LRT expansion.
NORTH KING COUNTY	Create robust light rail system in King county and rely on commuter trains north and south. Light rail from Everett to Seattle is too far. Tacoma could have own system. Heavy rail should connect those three cities similar to east coast cities and Chicago. Ballard to west Seattle usage will surpass the new cap hill station.
NORTH KING COUNTY	Please provide mass transit to West Seattle as soon as possible. Lynnwood should not have light rail before West Seattle and Ballard.
NORTH KING COUNTY	I know there is a push by some to remove parking. This is really misguided as our best chance of increasing transit use is to embrace mixed mode. I was just in Amsterdam and they have a three story, block long garage next to the central train station that is all bikes. So if car parking becomes less important over time -- there are other potential uses for those garage spots!
NORTH KING COUNTY	Please focus more on light rail and not bus rapid transit. The 405 corridor would benefit from light rail instead of bus rapid transit. Any way we can speed up tying together the region with light rail the better we will be

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be removed in the ST3 final plan - North King County

NORTH KING COUNTY	REMOVE any station or provisional station to NE 130th Street in Seattle. It makes no sense to add the cost of this station EVER! There are already two stations within 2 miles in North Seattle!!! That is Northgate and NE 145th Street. I live in North Seattle and I will vote NO on any funding requested at any time which provides for a station or a provisional station at NE 130th Street. AND, please put the light right underground - NOT ELEVATED - at Northgate Way and 1st Ave N! We currently have horrendous traffic roar from I-5. No additional noise from elevated light rail tracks please.
NORTH KING COUNTY	Can't we streamline in this region? We have far too many different types of transit projects proposed here. The timeline is very long as a result.
NORTH KING COUNTY	I think Sound Transit could be more successful if it starts small, building from the core outward than with this massive, all-encompassing proposal. While it would be fabulous to please everyone, reality makes that a tough order to fulfill. Asking each taxpayer to ante up \$200+ annually is a BIG ask. While many taxpayers may be able to withstand such an increase, there are many more that can't. In a city that struggles to find a solution to its homeless crisis (tent cities in the middle of I-5???), we need to find a better way to prioritize. Like any good growth strategy, Sound Transit should grow from a position of strength. It has established a strong light rail backbone from Westlake to SeaTac. A smart strategy would grow light rail from this backbone. Start with a smaller light rail proposal for connecting West Seattle and Ballard to the existing system first and use bus rapid transit along the highway shoulders in other areas (like along the 405). Also, limit the required number of studies and environmental impact statements as they greatly inflate the projects' cost. I would venture that a scaled-down project, while still incredibly expensive, would be more palatable to voters than the behemoth ST3 one.
NORTH KING COUNTY	There is too much in Seattle itself. That balance and delays in getting service to areas like Everett and Federal Way will kill the plan
NORTH KING COUNTY	West Seattle light rail station should be completed sooner. The propose station at NE 130th street should be REMOVED & not given provisional status. There is much more area in Seattle to cover which should prioritized over a stop within one mile of two others! N Seattle has two stops!
NORTH KING COUNTY	This package is stuffed to the gills with politically-motivated projects that do extremely little for mobility in the region. Light rail to Issaquah is one of the worst-performing transit projects I have ever seen. To ask citizens across the region to pay for some of these projects is unethical in my opinion and if the package remains I will actively work on the no campaign. Please eliminate Issaquah-Bellevue, Payne Field, some of the parking, I-405 BRT (another project doomed for low ridership), and the Dupont sounder expansion. Please prioritize Ballard grade-separated, more sounder service, and infill stations.
NORTH KING COUNTY	Remove the anE 130th Street Station. No provisional station there either! North Seattle already has two stations within 2 miles of each other! West Seattke and Ballard need ONE right now!!!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be removed in the ST3 final plan - North King County

NORTH KING COUNTY	Remove NE 130th Street Station in Nirh Seattle. No provisional station. Northgate and 145th Street should be everything Nirh Seattle needs.
NORTH KING COUNTY	What a heap of misbegotten projects!
NORTH KING COUNTY	Eliminate the NE 130th Street Station.
NORTH KING COUNTY	I think we need more access for low income and south king county. Also better bus reliable routes is great now, but added improvement to high functioning areas now served I would sacrifice. The cost of \$17 per person per month for so many years is just too high a price to pay. It should be in the scale of half of this proposal.
NORTH KING COUNTY	parking for cars???!!! WTF?
NORTH KING COUNTY	The rapid ride system is a joke and shouldn't be implemented at all. Blocking traffic to supposedly increase buses only increases congestion. I am both a bus rider and car driver during certain days and the rapid ride is filthy and unsafe and the stops even more so. I see nothing in these plans to deal with gangs, drug dealers, toxic cigarette smoking, etc.
NORTH KING COUNTY	Remove the light rail to west seattle and ballard part of the plan concentrate on expanding use of sounder as the infrastructure is already in place
NORTH KING COUNTY	I am a big advocate to a organized, efficient, thorough mass transit system. Unfortunately Puget Sound has been behind in making that happen. However, this plan is full scale in many different geographic locations. I will admit that some of my responses are for selfish reasons (more favorable responses to the plan that will benefit me and less favorable for those that do not benefit me). However, I think that this plan is quite large and may have some voters shying away from it due to it's size and cost. With that in mind I think that there are some sections that could be trimmed and still have a significant impact on helping to "move people around the region". My preference would be to accelerate those projects that will help to move people around the city of Seattle first (which seems to be the hub with several spokes from there). Also, I think that Sound Transit can have a quicker impact on on congestion by changing up the priorities and focus on the West Seattle and Ballard branches first, not including light rail to Redmond and Federal Way in this project, and dropping the Issaquah link arm all together. Of course this is just my opinion. Of course if you reach for the stars you just might catch one on the way back down. Thanks for the opportunity to voice my opinion.
NORTH KING COUNTY	Seattle is broke and we need to stop spending money we don't have. Raising taxes, is only going to make people leave Seattle or go broke. Lets get rid of this crappy mayor we have and stop spending money!!!
NORTH KING COUNTY	Eliminate the Paine Field Detour and the Boeing Access Road Stations. Use that money to prioritize light rail to Ballard!
NORTH KING COUNTY	We should not build light rail to issaquah. I do not support growth here as it is so close to the mountain to sounds greenway. We should limit development in this area and light rail will only encourage it.
NORTH KING COUNTY	REMOVE the provisional light rail station to NE 130th Street in Seattle.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be removed in the ST3 final plan - North King County

NORTH KING COUNTY	This is too big to vote for. West Seattle and Ballard are becoming isolated islands with even more density and development. They must be prioritized over other projects. You can't do it all and too much will change over the course of this proposal. Also as we have seen with AWV project, tunnels are severely risky so Ballard tunnel not palpable.
NORTH KING COUNTY	We made a fatal error when we dumped the monorail idea from Ballard to Downtown. Light rail will be too slow . . .you might as well just leave it at the rapid ride . . .what's the difference! Same for West Seattle. We would be better off with a faster ride from Ballard to the UW light rail station!
NORTH KING COUNTY	Lynnwood to Everett light rail does not look like a good investment. Use commuter rail instead
NORTH KING COUNTY	With intel leaving it shows how the loss of. Thousands for jobs in one location is going to resault in a station being built that is never used if it takes you 10 or 20 years to build it. Your asking for billions and dont say anything about how you would stop a project when its not needed.
NORTH KING COUNTY	It would seem more prudent to have light rail in the Seattle city boroughs and expand faster and more rapid bus service for those south and north. The timelines are way out of proportion to what benefit these changes will provide and, to be frank, fall short of 20 year growth.. The tax structure is a back breaker to the already extremely high taxation placed on homeowners and individuals. Where is the business buy-in? Also, why is Tacoma such a high priority?
NORTH KING COUNTY	Feel the cost is too high, make it half that. Would want the focus on extending the line north and south, and not on creating the crazy Ballard spur line.
NORTH KING COUNTY	Focus on the inner core of Seattle first and how to alleviate the choke points and make it easier to get through Seattle. Then start to bring the veins to further areas like Lynnwood, Tacoma, etc. People on the east side don't have the choke points that Seattle has. Please address Seattle first with light rail and quickly.
NORTH KING COUNTY	Projects that will have the greatest impact on improving Seattle-area transit issues should be given the highest priority. Population growth in the area is exploding because of Seattle, not because of Tacoma or Federal Way or other communities. Transit projects should be focused on improving transportation time and efficiency to and from the major population driver.
NORTH KING COUNTY	Maximize the number of users of current Light Rail routes with more stations. The goal should be to connect Paine Field and SeaTac with Downtown Seattle. Use Bus Rapid Transit to reach new areas, since easier to adapt BRT routes to new population growth.
NORTH KING COUNTY	Why are you rebuilding commuter rail that already exists?
NORTH KING COUNTY	A second tunnel seems redundant - I also don't understand why buses can't be up top on 3rd Ave. - i was once on light rail and it actually stopped to let a bus go ahead before going into the tunnel - maybe the trains should have priority and the buses should wait.
NORTH KING COUNTY	Stop sucking the public's hard earned cash. Youre terribly mismanaged company that squeezes money out of your customers. Your light rails are dirty and unsafe. You dont need billions of dollars to expand.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be removed in the ST3 final plan - North King County

NORTH KING COUNTY	Remove anything having to improve buses - they add to congestion and are NOT A TRAFFIC SOLUTION. I rode a bus for years to downtown and still would not support buses as a solution to traffic. With the growth in NW Seattle I am SHOCKED that WSDOT thinks Ballard can wait 22 years for a solution. I am not quite sure the BALLARD BRIDGE will last 22 years. It is falling apart and this burden of taxes should be placed on new development like my house that was built in the 90's had to support the waste treatment facility and I had to pay specifically as an added tax burden to my home.
NORTH KING COUNTY	Too much and too long. Redesign ST3 for fewer projects sooner.
NORTH KING COUNTY	The proposed parking should all be priced so that commuters who use them pay their way rather than burden riders who don't use the P&R spaces. All of the proposed parking should be reanalyzed to see what the optimum size should be and how much could be reinvested in other forms of access. I particularly like the "early wins" approach and hope that local jurisdictions and Sound Transit can find ways to shorten the time frame for implementation. You are to be commended for your bold plan!
NORTH KING COUNTY	Remove light rail to Tacoma
NORTH KING COUNTY	As a dedicated pro-transit voter, I absolutely oppose the Paine Field Diversion as a waste of my (and East King's) money, and will vote to no on an otherwise good proposal that includes it. I would encourage the board to carefully reconsider the Paine Field diversion, as it is likely to foment much opposition in Seattle, particularly after skipping the 130th st station that Seattle very much needs.  Moreover, Ballard-UW should be accelerated over Ballard-Downtown
NORTH KING COUNTY	Please do not put High Capacity Transit on the trail corridor, and remove the environmental study between Bothell and Bellevue via the trail corridor. Instead do a study of light rail on I 405. Remove the proposal of mass transit from Bellevue to south Kirkland park and ride. If all of these are not removed, I will actively work to defeat ST3 in November. Preserve rail corridor as a linear park for bike transit and walking. No transit on this recreational trail corridor (the ERC).
NORTH KING COUNTY	Please reduce support for car parking at rail stations. Construction of a blockade between the station and the people they serve, for only the benefit of further flung tax-avoidance suburbs to leave their car for a third of the day, is the only major (enactable) negative to my support of the plan.  My dislike for regressive consumption taxes remains a personal issue which reduces my willingness to support this plan to others, but I understand the social goals of the project to well to be fully opposed when the time comes.
NORTH KING COUNTY	The capital costs of rail are excessive and limited in use. Buses use roads that are useful for cars and trucks at lower cost. Congestion should be managed with tolls instead.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be removed in the ST3 final plan - North King County

NORTH KING COUNTY	Prioritize West Seattle over Ballard LRT. Drop concept of "shoulder running buses" as any traffic enforcements will most likely be ticketed in these lanes, as now happens with HOV, messing it all up; must leave capacity for breakdowns or system fails too much.
NORTH KING COUNTY	We should focus on light rail and focus on building it along existing corridors instead of creating new north and southbound routes. There should be one corridor on the west side and one on the east side and links to it should not cross waterways. Bus improvements are highly overrated. The Rapid Ride buses aren't rapid at all. Driving on the shoulders is a safety issue. I actually applaud what Sound Transit has done so far but this is a crazy plan that is not a good use of taxpayer money.
NORTH KING COUNTY	All BRT should be removed. These are not true BRT projects. They put buses on the same limited right of way as cars. Every single one of these projects, every one, should be eliminated. All parking projects beyond those currently in construction should be eliminated. Employees lying at public meeting should be fired for cause immediately.
NORTH KING COUNTY	ditch the entire plan. Sound Transit has wasted BILLIONS and enough is enough
NORTH KING COUNTY	Remove light rail build roads for buses lanes for buses if they change population areas you can't move Light Rail you can move buses
NORTH KING COUNTY	There is absolutely no way that light rail to everett and tacoma will be time competitive with driving or express buses, particularly if the light rail to everett passes through paine field. The best case scenario is that light rail from everett matches the commute time of taking i5 when i5 is congested, but off peak it will almost certainly be substantially longer. This is a massive waste of a large amount of money. The money would be much better spent getting better express bus service and hov3 lanes along the corridors. On the other hand, Seattle desperately needs grade separated transit, and has the density to support effective high capacity rail without requiring expensive and limiting park and rides. Just make sure that stations are placed with urban stop spacing (ie ~3/4 mile apart) so that there is a walkshed around the entire line rather than the ridiculously wide stop spacing between the current Capitol Hill and UW stations.
NORTH KING COUNTY	The second transit tunnel project should be de-coupled from the Ballard line and included in a later phase. If a second downtown line is required in conjunction with the Ballard line alternatives such as surface light rail (possibly along the waterfront) should be considered instead. Removing the transit tunnel could reduce the overall project cost and increase delivery time.
NORTH KING COUNTY	If choices need to be made, I support Rapid Bus Transit over light rail for its flexibility and decreased cost. Ideal to have it all (light rail and buses), but buses with dedicated bus lanes have worked well for my commute. Dedicated bus lanes are a huge plus- and a good selling point for mass transit.
NORTH KING COUNTY	Please leave the CKC trail alone! There's no need for the environmental studies currently being done on it, as it should remain as is instead of being destroyed and lost forever, so please stop them. Please remove the Bellevue to South Kirkland P&R transit proposal. If these things are not removed I will actively try to defeat ST3 in November.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be removed in the ST3 final plan - North King County

NORTH KING COUNTY	The plan is generally great, but should remove those projects that don't have huge ridership and support transit oriented development. No need to spend over a 100 million for the low ridership of the Boeing access station, for example, that will also slow the system down. Focus on building an efficient, high ridership, transit oriented system.
NORTH KING COUNTY	<p>Sound Transit projects have never been on time nor under budget. As ST has done a poor job in the past of assuring tax payers that they should trust time and budgetary projections, I not only believe \$50B and 25 years is way too expensive and long term of a project, but I simply do not believe that the project will ever be completed as planned at or under that budget.</p> <p>This would be the largest most long term local tax increase in my adult lifetime, and it extends indefinitely which should not be allowed for a project like this. I simply do not believe that the relative amount of good ST3 would do is even close to worth the cost, and believe that \$50B could be put to much better use from a transportation standpoint in many other ways. The cost per mile of ST3 is so far and away higher than every other major city in the US, it makes me wonder if the planners have made serious errors or if the greater Seattle area is just not cut out for light rail.</p> <p>The bottom line is that light rail is fun, hip, sexy, clean and people feel good riding it. In Seattle it is like the Ferrari of transportation. But like a Ferrari, Light Rail in Seattle is totally impractical and costs too much money for what you get. And guess what, NO ONE only owns a Ferrari. It's not as if the largest tax hike in history will solve our transportation woes. The city and county will still come back to me next year, and the year following and ten years following that for tax money to fix roads, bridges and other new and existing infrastructure. Light Rail is not a transportation solution; it's a pet project. And \$50B is far too much money to spend for that purpose.</p>
NORTH KING COUNTY	Buses yes, light rail no!
NORTH KING COUNTY	<p>Parking at future light rail projects should be removed. The point of transit is to move away from vehicular travel, and that money could go toward making transit better, not accommodating drivers.</p> <p>Additionally, I would like to see a greater focus on Seattle proper, as in the Seattle Subway plan, and a greater emphasis on urbanisation, not gentrification, and an accommodation for low income people to have transit without impacting the overall rent in a neighbourhood.</p>
NORTH KING COUNTY	The plan should focus on bus service and parking for already-built stations that fill up. Not light rail. Bus is a better and more flexible transit solution. Parking fees, congestion charges, and transit-only lanes should be used to limit congestion so that buses can move during rush hour.
NORTH KING COUNTY	<p>Start with a much smaller package, instead of asking for support and such a high property tax hike during such an expensive real estate market.</p> <p>Raise money through the car users, including Uber and Car2Go and Zipcar, and put more effort into assessing the actual demand for more rail versus improved bus service.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be removed in the ST3 final plan - North King County

NORTH KING COUNTY	The plan is too big to feel comfortable voting on all at once.
NORTH KING COUNTY	Remove parking elements from the plan. They are expensive and inconsistent with HCT goals. Thank you.
NORTH KING COUNTY	Remove the capital project for improvements to C and D Rapid Ride routes. The Move Seattle levy vote included at least \$70M for the Fauntleroy / California Corridor improvements. It is disingenuous for public agencies to duplicate projects without explaining the added value of each in comparison. Further, the Seattle Transit Master Plan includes capital investment to upgrade the Delridge corridor to Rapid Ride service levels which the local residents are opposing.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be removed in the ST3 final plan - East King County

Subarea	Additional Feedback - Project(s) should be removed in the ST3 final plan
EAST KING COUNTY	Light rails is an 18th century solution. It is a ridiculous waste of money taking a ridiculous amount of time. Only a limited amount of people can ride it in a restricted area. It does nothing long or short term for the problem. There a many solutions. This is a political and short sighted solution. It is a crime against the people who live and work here. It is a lie that more roads and interchanges with parking cannot be built. Monorails, trams, passenger ferries, escalators, buses, even air vehicles could be built for less time and money. This is about control, tolls and money. Myself and friends will never support this. I could discuss how current projects that are designed to extort and control are now being phased in. The WSDOT and SDOT should be restructured to a more futuristic and modern vision, with people who really care about transportation and the well being of our citizens. I will eventually move to escape your insanity, but sincerely worry about the young generations of King County.
EAST KING COUNTY	The plan is too large; some of the side spurs and following duplicate routes with multiple service types (ie. light rail providing same trip as Sounder) do not provide enough benefit to justify the cost. The focus should be on getting people to the system that is built for now. Once the system is functioning efficiently, you can turn to expansion; but if people can't get to the light rail line, the previous investments will have been wasted.
EAST KING COUNTY	Its simply taking too long to build the key components of the light rail system specially completing Everett to Tacoma segment. In 25 years commuting demand and demographics of the region will substantially change. There must be a way to trip down the package and advance schedules even if it means higher expenditures up front. Might have to look at PPP contracting options to move the project forward. I strongly recommend doing B/C analysis of increased cost compared to delayed completion of the key light rail links.
EAST KING COUNTY	I'm worried that this proposal is too big for the voters. If they don't like one option, it may negatively affect them voting on others they might otherwise approve.
EAST KING COUNTY	The light rail options are somewhat useful for me as I live in a dense area and can walk to one of the upcoming stations. The customer experience, however, is extremely poor. I've ridden the antiquated light rail system in San Diego, the somewhat newer system in San Jose, and Seattle's even newer system. They are all slow and relatively uncomfortable. Has there been no technological progress in the last 40 years? It's discouraging that the ST board is proposing to tax and spend such an enormous amount of money on an archaic and low-performing system. We should expect more.
EAST KING COUNTY	This whole thing is a bad use of taxpayer's dollars, build more roads, it is less expensive than trains. We need more lanes and less trains.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be removed in the ST3 final plan - East King County

EAST KING COUNTY	<p>1. Remove the USELESS \$20M Cross-Kirkland-Corridor environmental study! There's NO WAY it will ever conclude that motorized transit can exist there. Use the \$20M as a down-payment to put a second I-405 BRT station near the 70th St Park and Ride.</p> <p>2. For a REST of the cost of that station, use A SMALL PART of the \$1 BILLION cost proposed for the ridiculous "Balducci Spur". That will allow meaningful negotiation for REMOVING the tracks all the way from the South end of the CKC to Wilburton, extending a walking/biking TRAIL along the ERC through downtown Bellevue, so that one can bike along non-motorized trails from Ballard to Wilburton (and hopefully, eventually, all the way to Renton).</p>
EAST KING COUNTY	<p>Your asking the wrong questions. I am very supportive of transit expansion but the expansion in st3 includes places that I don't think are needed. I don't think service to Everett is needed. I'd rather see service to Ballard sooner. And you propose more 522 buses without any more park and rides. The park and rides fill up very early. If the bothell, Kenmore and woodinville residents can't park near the bus line, whose going to ride the new buses!</p>
EAST KING COUNTY	<p>I support Bus Rapid Transit service on I-405, but due to environmental and local quality of life concerns, I most strongly oppose using the Cross Kirkland Kirkland Corridor (CKC) either for Bus or Light Rail use.</p>
EAST KING COUNTY	<p>ballard and west seattle links. as a former long time seattle resident who got no benefit from light rail but supported it and now eastsider, if seattle wants links that will only benefit them, their citizens should pay for it. if eastside links aren't priorities, I won't vote for it.</p>
EAST KING COUNTY	<p>Largest traffic jams are on 405 through Renton. Where is the light rail plan for that?</p>
EAST KING COUNTY	<p>all light rail should be removed from the plan</p>
EAST KING COUNTY	<p>I strongly oppose any consideration of light rail or BRT on the cross kirkland corridor. The current plan includes a study of these options, which implies that transit may be added in future. For that reason I will vote against the transit package. As long as there is any chance of transit on the trail, I will vote against.</p>
EAST KING COUNTY	<p>I'd be more supportive if the projects were implemented in increments rather than one huge package at a huge cost to everyone. We just passed a \$900 million+ bill to pay for bus projects, and now we're being asked to pay \$50 billion for another transit project? In general I strongly support Seattle having some form of subway/light rail system - Seattle is certainly behind the times in that regard - but I just feel that this package is asking too much of us (both in time (25 years?!)) and money. Also, I feel that growing South Lake Union is always disregarded. Based on the current plans, I could still drive to work in current traffic faster than taking any of the proposed future light rail lines.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be removed in the ST3 final plan - East King County

EAST KING COUNTY	I dislike the buses on shoulders plan. The shoulder of a highway is supposed to be used for emergencies only. Now, if there is an emergency, you are in more danger of a bus hitting you/your vehicle than you would have been normally. Plus, it is very likely that someone will see someone having an emergency as a revenue generating opportunity as they "are obstructing bus traffic". Buses already get to use the car pool lane. This should be good enough, if you can bring down the amount of traffic, like the rest of this plan is supposed to do. Please don't endanger people further that are already having a bad day.
EAST KING COUNTY	The bus rapid transit (BRT) should be removed from the overall plan
EAST KING COUNTY	We need meaningful investments NOW. Waiting decades more for multi-billion-dollar rail investments instead of immediate, vastly cheaper BRT investments is unacceptable. Provide a robust BRT and RR network and then worry about rail, if it's even necessary once meaningful bus service is operating.
EAST KING COUNTY	Ballard and West Seattle should be dropped from the plan
EAST KING COUNTY	The projects connecting to Issaquah and to Tacoma should be removed. Light rail is not the right mode of transportation for these long runs. It is simply too costly and these can be served just as well using more cost effective and flexible means. ST3 also lacks vital light rail connections to Kirkland and Renton, two areas that are densely populated areas that would experience a much larger benefit with much lower cost to build out. The overall cost of this project is just too high and will take too many years.
EAST KING COUNTY	Please stop wasting time and frustrating Kirkland residents with the CKC environmental proposal. as soon who owns 3 Homes adjacent to the old tracks I can honestly say it will become a larger boondoggle than Bertha. It is mostly a Class 1 wetland, ask me how I know. soil is garbage, runoff and groundwater are impossible to deal with. Just give up the idea and eliminate the Gray hashmark off of the map. Its a mess and COMPLETELY IMPOSSIBLE. Keep the buses on the shoulder of 405.
EAST KING COUNTY	Stop subsidizing parking and developing stations where there is neither dense, walkable development today, nor, any plans in the future. 405 is the best example. Basically all of the stations are in the middle of freeway interchanges or parking lots (TIBS, Renton, Kirkland, UW Bothell, Canyon Park, Brickyard). Putting BRT on 405 is the most egregious waste of transit dollars I've ever seen. Transit should help people reduce their dependency on cars not increase it. Building transit in areas that require personal vehicles (or infrequent coverage routes) doesn't improve mobility even remotely as much as building up transit options in more dense areas.
EAST KING COUNTY	Stop this unrealistic war on cars. Mass transit is never going to work if you try to build it on the back of car-owners. Provide adequate parking in park&rides. Stop taking away lanes on surface streets and awarding them to freeloaders like bicycle riders and buses. HOV lanes mostly benefit people with families using the carpool lanes, now you are making money off then lanes with tolls. Try cutting the cushy healthcare and pension plans of transit workers who are bleeding the system out of money, don't try to extract more money from tax payer motorists to fund mass transit boondoggles. Motorists are already getting shafted as you are scheming to take away parking and lanes.
EAST KING COUNTY	No bus on the Kirkland rail corridor. Light rail would be ok.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be removed in the ST3 final plan - East King County

EAST KING COUNTY	Remove all rail. It is inflexible and very expensive. Existing light rail line fares do not even come close to paying for the system operation and maintenance. We don't need to increase our dependence on higher taxes to fund a highly unsustainable system. Light rail is a money hole. Also, the whole ST3 project relies on the premise that it is government's business to provide the transportation solution, but it is not. Question 15, sixth paragraph indicates that some people think that increasing publically funded transportation is a good thing because it entices employers to move here. So with the new employees, you exacerbate the problem in paragraph 1. Hello .... are you thinking? The very best things to do regarding mass transit are: Go flexible. Go inexpensive. And let people make their own decisions about where to live (Ie NOT paragraph 8) and how to get to work. People need to make up their own minds what they are willing spend in terms of time on the road and commute expenses. It is NOT the government's right to determine this for us by limiting our choices. And finally, as the population ages, negotiating transfer stations is a real challenge both physically (walking and facing the cold and wet) and the fear of being attacked and robbed by homeless people and gangs.
EAST KING COUNTY	Too much light rail. More money towards improving quality of busses today. I'd like you to invest 2billion yearly to improve parking (park and rides) and bus transit. I won't support throwing all this money at light rail. Focus on slow and flexible plans. We won't need light rail in 25 years. Self driving cars and busses are coming.
EAST KING COUNTY	Outside of the fact that the costs of this proposal are ridiculous and not credible given the past history of cost over runs and delays from existing Sound Transit projects. I don't understand why any taxpayer would be willing to funding this. I'm also concerned that Sound Transit is not being fully transparent in that this proposal extends our current taxes indefinitely as well as these new taxes. That's just unethical to not be fully transparent. Additionally, the cost per family is not the \$200 per person you advertise. That is an ill-conceived low ball average based on low average home value, minimal # of cars someone owns etc. and it bases car taxes on MVET which is a flawed method that we voted to eliminate years ago to go to \$30 tabs, albeit we have it with ST 1/2. Given my particular situation I estimate that my property taxes would increase over \$300/year (forever), my car tab taxes would increase well over \$800/year (forever) and hard to calculate by my .05 cents Sales tax increase would cost my family thousands of dollars per year. In effect my family would be paying a few thousand dollars in ADDITIONAL taxes every year FOREVER. Given all the taxes we pay today, there is no more taxing capacity remaining and we are being nickel and dimed to death. And if Government did need more money we should instead be investing it in education. First advice is to be fully transparent and provide people with the complete range of possible costs. for example what % of the population will pay the amount of taxes that I will end up paying, what % will be more like the average you indicate etc. I would then throw out this plan and seek out public-private partnerships and co-develop a plan that would require ALOT less public funding. Focus on bus services that work today and scrap all the expensive light rail. Finally, to get to the point....people do not have any more \$ to be taxed. This will never fly.
EAST KING COUNTY	Remove the low-quality projects. I think the success of U-Link speaks for itself. People want rail, fully grade separated (fast and reliable), to places with high trip demand (either origin or destination demand).

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be removed in the ST3 final plan - East King County

EAST KING COUNTY	No future high capacity transit line through Kirkland utilizing the Eastside Rail Corridor should not be considered!!
EAST KING COUNTY	BRT sounds terrible. Stop screwing around with buses. It doesn't matter if they get their own lanes on the highway, they're still going to get caught getting on and off of them. The bus system is complicated, unreliable, and unpredictable. Furthermore, funding cuts are constantly being threatened and fares continue to rise for what is only a continual decline in quality of service. The only measures I would support involving buses would be to completely overhaul the whole thing from the ground up. They are terrible! We should focus all of efforts on rail construction and providing transit options irrelevant of whatever is happening on the highways.
EAST KING COUNTY	advertising for light rail and commuter rail should include pictures of the trains in Japan after the tsunami... including the picture of the train that totally disappeared. We live in an seismic neighborhood and we've been waiting for The Big One for all the decades I've been here.
EAST KING COUNTY	The whole enchalada, baby! NO NEW TAXES!!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be removed in the ST3 final plan - East King County

<p>EAST KING COUNTY</p>	<p>To be fair and accurate you need to talk about the real ridership percentages of current and cuter state when project is complete. Most studies have shown levels around 2%</p> <p>{\fonttbl\font\fnil\fcharset0 .SFUIDisplay-Regular;}</p> <p>{\colortbl;\red255\green255\blue255;\red0\green0\blue0;}</p> <p>\deftab720</p> <p>\pard\pardeftab720\partightenfactor0</p> <p>\f0\fs42 \cf0 \expnd0\expndtw0\kerning0</p> <p>\outl0\strokewidth0 \strokec2 \</p> <p>}{\rtf1\ansi\ansicpg1252</p> <p>{\fonttbl\font\fnil\fcharset0 .SFUIDisplay-Regular;}</p> <p>{\colortbl;\red255\green255\blue255;\red0\green0\blue0;}</p> <p>\deftab720</p> <p>\pard\pardeftab720\partightenfactor0</p> <p>\f0\fs42 \cf0 \expnd0\expndtw0\kerning0</p> <p>\outl0\strokewidth0 \strokec2 \</p> <p>}{\rtf1\ansi\ansicpg1252</p> <p>{\fonttbl\font\fnil\fcharset0 .SFUIDisplay-Regular;}</p> <p>{\colortbl;\red255\green255\blue255;\red0\green0\blue0;}</p> <p>\deftab720</p> <p>\pard\pardeftab720\partightenfactor0</p> <p>\f0\fs42 \cf0 \expnd0\expndtw0\kerning0</p> <p>\outl0\strokewidth0 \strokec2 \</p> <p>}</p>
<p>EAST KING COUNTY</p>	<p>The reason I strongly oppose the plan is you are investing money in the already unused bus system and creating more of a strangle hold on the north and south ends of the 405 corridor.</p> <p>Please understand that Buses do not work in the Puget Sound area, you are wasting money on them, the trains will work because they are not delayed by traffic. You need a rail line from Lynnwood to Bellevue and from Kent to Bellevue. Money also could be better spent on adding parking at Park and Rides near rail stations.</p> <p>Note: my occupation as a General Contractor cannot be done via Bus or Rail, and my partner carools as it is still much faster than a bus.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be removed in the ST3 final plan - East King County

EAST KING COUNTY	Puget Sound is known for rain and lots of hills. To think money would be wisely spent on bicycles would be illogical. Why don't we just dredge the Cedar River for container ship traffic while we're at it.
EAST KING COUNTY	Too much too fast for the dollars.
EAST KING COUNTY	with the development of driverless technology , light rail will become obsolete. I vote for more studies of newer technology to improve sound transit problems.
EAST KING COUNTY	All light rail projects more than 15 years shall be removed from the plan, but focus on projects which may ease congestion in near term, like part of BRT.
EAST KING COUNTY	Light Rail has been a failure for the last 20 years that you have gouged the taxpayer on it. You never met the goals that were set in the 90's, when you started collecting taxes and you added another hike to taxes again. I will be dead or moved out of state before any goals of this plan are completed, but my kids will be stuck paying on this mess for years.
EAST KING COUNTY	I didn't answer questions that may imply support for putting bus service on the Eastside Rail Corridor. I absolutely oppose this and would rather see buses use the shoulders of major roads. Light Link rail may end up on the ERC but never buses.
EAST KING COUNTY	You guys should have your head examined! Any road related transportation projects are ridiculous. Stop wasting time and money on them! Anything in the eastside of lake Washington needs to s rail service.  This whole ST3 project is worthless to East and Southeast King county. This is where the exploding growth is happening. We all know that the roads are at capacity, why don't you realize this and abandon any plan that calls for busses that are stuck on traffic like everyone else!
EAST KING COUNTY	Reprioritize based on cost-effectiveness, time to completion, and service equity. Light rail should be minimized, because inefficient in terms of cost per passenger and low total passenger capacity. It is a supplement, not a replacement, for commuters, and very costly at that. It serves wealthy populations at expense of low-income. Primary light rail efforts at this time should be to complete promised routes, expand parking facilities, and add intermediate stations wherever possible. My priority for Sound Transit in general is to focus on improving and expanding heavy rail (Sounder trains) and bus service. Desired improvements include enhanced and expanded parking, expanded express bus service, and bus rapid transit in place of most or all planned light rail expansions. Over long term work to replace existing light rail with bus rapid transit. Finally, reconsider route design. Consider looped routes for Lake Washington crossings and I-5/I-405 corridors. Provide direct I-90 to Seattle route, rather than necessitating transfers in Bellevue or Mercer Island. Let Seattle focus on transit within Seattle (West Seattle to downtown, Ballard to downtown). These should not be Sound Transit priorities (although it may make sense to integrate service).
EAST KING COUNTY	Please remove bus services and do not touch the cross kirkland trail.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be removed in the ST3 final plan - East King County

EAST KING COUNTY	<p>Sound Transit is a joke. The website claims about projects being completed on time and under budget are all lies when compared to the original promises when the projects were put to the voters. The agency is the locus classicus of bureaucratic bloat with no political accountability, since its directors all run for other offices, and the performance of Sound Transit for which they are responsible is at best a footnote when it comes time to re-elect them. Whenever the organization pretends to have "listening" sessions with the people over whom it plans to steamroll, the surplusage of available "staff" is astonishing. The obsession with light rail projects shows complete disregard of the time required or the eventual value to the taxpayers. The agency's projects takes decades to complete under its schedules, which it never meets, except for those that it recreates on the eve of completion. Other forms of transit can be brought on line much faster and at lower cost. The subsidy per passenger for light rail is so many time higher than for other forms of transit that only a spendthrift would consider it. With other important needs in the region, Sound Transit's continued grab to take and waste taxpayer resources bespeaks Marie Antoinette's attitude to the hungry peasants. Strengthening bus service and bus access is the only thing in ST3 that has some potential economic justification--but we can count on Sound Transit to make it cost substantially more than necessary.</p>
EAST KING COUNTY	<p>This plan is overreaching, costs too much, and the taxing authority never expires. Bad, bad, and very bad.</p>
EAST KING COUNTY	<p>Use of Cross-Kirkland Corridor as a Transit route. Leave as a trail. Do not use Bellevue portion of old rail line for Transit.</p>
EAST KING COUNTY	<p>The bus rapid transit plans are only going to slow light rail development and add to the traffic issues that are only getting worse as is. It seems like a very short term, very expensive band aid until the light rail projects move along. Either save that money or spend it on getting the light rail projects moving faster.</p>
EAST KING COUNTY	<p>Sound Transit needs to be moving the most people the greatest distance with the least overall cost. Another goal needs to be great flexibility in future mass transit choices. Light Rail is the most expensive to build and least effective use of transit money. It is not flexible; it is single, preset route that can never change. It is very expensive for each mile built. It serves only a small group of people, even on a good day. The focus needs to be on building roads and providing bus service. Bus service is very flexible, since routes can change very easily and often. It is terrible that Sound Transit has a goal to force people out of their cars. Instead, you should provide the service people need, not make things worse for the person so you force them into a train they wouldn't otherwise take. Not having sufficient parking for cars at train stations and many bus transit centers is another very foolish decision.</p>
EAST KING COUNTY	<p>Stop building trains. They are cost prohibitive, require significant operating subsidies, never hit their ridership quotas and cannot adapt as the region changes. If Microsoft leaves in the next 20 years, you just threw away billions of dollars building a train to nowhere. Our population density doesn't support rail.</p> <p>Increase bus service. Buses are comparatively cheap and flexible. Improving bus infrastructure is an easier sell since it is the same infrastructure used by everyone else.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be removed in the ST3 final plan - East King County

EAST KING COUNTY	People don't use light rail. They use cars. We should be developing more access for cars. I live on Mercer Island and I don't have a way to even take bus or rail unless I get to the park and ride before 8am. We need more parking and more highway lanes.
EAST KING COUNTY	The investigation of bus rapid transit on the CKC is a waste of time and money. If you talk to anyone who actually lives in Kirkland they will tell you that the CKC has been a wonderful addition to our city; on any day you can see people riding their bikes, families walking, birds flying, etc in our peaceful, tree-lined path. The addition of bus rapid transit would absolutely ruin the feeling of the trail and furthermore would be anything but fast, since there are 30+ crossings there would be no way for the bus to ever get up to a reasonable commute speed - I can't even get to speed when commuting by bicycle on the trail. We have a great high-speed corridor in 405 right nearby and other roads where many buses used to run but don't anymore (like 106th). Please keep buses off the CKC.
EAST KING COUNTY	User fees NOT taxes should be used to fund any and all ST projects moving forward.
EAST KING COUNTY	STOP BUILDING CHOO-CHOO TRAINS
EAST KING COUNTY	<ol style="list-style-type: none"> <li>1. Do not fund bikes lanes</li> <li>2. Focus on parking spots at Light rail stations</li> <li>3. Think short term. Find a project that will complete in 2-3 years for a fraction of the cost.</li> <li>4. \$50 Billion and 25 years is ridiculous. I will have retired by then so I will vote NO. Learn from China how big projects are done at a smaller cost and in shorter time.</li> <li>5. Have construction crew in 8 hour shift. 24/7. Rain or shine. Save on labor costs.</li> <li>6. In 25 years, self driving cars will be the norm. Come back with a shorter timeline.</li> </ol>
EAST KING COUNTY	Too many years and too much money. Focus on MANY MORE buses that run cleanly.
EAST KING COUNTY	Absurd that solutions don't come for 25 years - by then all of this will be obsolete (self-driving cars, etc.). Focus on buses that use existing roads. Way more flexible and cheaper. We don't have the geography for rail (which is a technology from 100 years ago).
EAST KING COUNTY	Screwing up the traffic on the I-90 bridge by decreasing the number of lanes open to vehicular traffic is insane and I will never vote for any measure that includes it. Stay in the outlying areas with your stupid traffic slowing ideas. I hope someone runs for office that opposes this incredible waste of money by you people that think you are smarter than the rest of us. As Raymond's wife would say...IDIOTS!!
EAST KING COUNTY	Light Rail will be obsolete at tremendous cost with most tax payers never living to see the completion of this expensive boondoggle. Use busses and driverless cars and expand the highways.
EAST KING COUNTY	Bus projects should be excluded or given much lower priority. Rail projects are much more needed. I think financial support should come from increased sales taxes or gasoline taxes and motor vehicle licensing taxes and property taxes.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be removed in the ST3 final plan - East King County

EAST KING COUNTY	There should NOT be any BRT, Light rail on the Cross Kirkland Corridor! Bad idea! Sure it is possible to do, but at what costs to the environment, community and safety to the residents of Kirkland. This is not a good fit for the location and is the wrong approach to transit improvements. What if semi-trucks were allowed to drive through downtown Kirkland as a way to add more transit options? Wouldn't work. Comparing that to using the CKC for motorized traffic--same result--won't work!
EAST KING COUNTY	The average cost seems high vs. the benefit of all improvement plans. Selecting several high-impact plans to focus on and reduce the overall cost of ST3 seems more effective and more likely to get voter approval.
EAST KING COUNTY	Remove bus plans, focus on rail plan. With 3.7 million by 2040 it's time to operationalize toward a more desirable outcome for that size of metro area.
EAST KING COUNTY	This region needs high speed rail similar to Europe. Light rail is limited and wasting billions of dollars.
EAST KING COUNTY	I live on the Eastside and pay high taxes, yet you can't even get regular bus service near my home. I don't live in the middle of nowhere. We are taxed and ignored by transit. We would use transit if you brought it to us. As it is, we have to drive 15 min to take the bus downtown. This doesn't sit well when you keep asking for more money to help everyone else but me.
EAST KING COUNTY	Clearly this would be a drain on society with little to no effect on congestion. Much rather the money be spent on technology improving roads, for example and autonomous driving vehicles. Very sad projects such as this are being promoted as solutions when the costs clearly are very high and the benefit very low.
EAST KING COUNTY	needs to focus on getting as much value delivered as soon as possible to show some improvement to the current transportation grid. Has to work in conjunction with highway improvements and not instead of highway improvements/expansion.
EAST KING COUNTY	The north-south movement in this region is very constricted. I believe that ST should be focused on north-south movement first and completing the regional spine. Completing the spine includes the customer infrastructure and amenities necessary to make it work effectively moving the most people. East-west movements like Ballard, Redmond, West Seattle, Issaquah, etc. are good but I believe are the next priority. Completing the Regional spine from Tacoma to Everett as quickly as possible should be the goal of this plan. I include the BRT program in the high priority north-south movement needs.
EAST KING COUNTY	Leave the cross Kirkland connector trail as a trail. NOT a bait and switch bus route. Thank you.
EAST KING COUNTY	Bus expansion should not be a priority in Seattle at all. A central system using light rails is more consistent and reliable for transit. If people are going to adopt public transportation, it needs to be a reasonable step up from simply driving. We already have bus lines in Seattle, and they don't work! Buses still follow traffic, and they are more prone to human error. Light rail systems should be first priority!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be removed in the ST3 final plan - East King County

EAST KING COUNTY	Eastside seems well served by existing bus infrastructure. Eastside light rail in Issaquah and Redmond seems far less important than on the Seattle side.
EAST KING COUNTY	The project cost needs to be reduced significantly
EAST KING COUNTY	Remove busses, focus on light rail on the eastside.
EAST KING COUNTY	The project is too big and way too costly. You need to go back to the drawing board and come up with a much more economical plan. Pick the top priority projects and do those. I suggest focusing in the immediate Seattle area - light rail in Ballard, West Seattle and Bellevue.
EAST KING COUNTY	<ul style="list-style-type: none"> <li>- Environmental study for Bellevue to Bothell via Kirkland</li> <li>- Proposal for rail from Bellevue to South Kirkland Park &amp; Ride</li> <li>- Any HCT on the Cross Kirkland Corridor trail</li> </ul> <p>If any of these projects are included in the final ST3 package, I will absolutely vote against the package and work actively to defeat it in November.</p> <p>If they are removed, I will vote for ST3 in November.</p>
EAST KING COUNTY	Remove Bellevue to Issaquah light rail part -- this is unnecessary as there is already perfect transit via I90 on Sound Transit busses. Rail would be overkill.
EAST KING COUNTY	<ul style="list-style-type: none"> <li>- Remove the environmental study between Bellevue and Bothell via the CKC Trail</li> <li>- Remove proposal of mass transit from Bellevue to South Kirkland Park &amp; Ride</li> <li>- Do not put any High Capacity Transit on the CKC Trail</li> <li>- If all of these are not removed, I will actively work to defeat ST3 in November</li> <li>- If all are removed, I will support ST3 in November</li> </ul>
EAST KING COUNTY	<ul style="list-style-type: none"> <li>• Do not put any High Capacity Transit on the CKC Trail</li> <li>• Remove the environmental study between Bellevue and Bothell via the CKC Trail</li> <li>• Remove proposal of mass transit from Bellevue to South Kirkland Park &amp; Ride</li> <li>• If all of these are not removed, I will actively work to defeat ST3 in November</li> <li>• If all are removed, I will support ST3 in November</li> </ul>
EAST KING COUNTY	Rail is too expensive and disruptive, All this BS will never pay for itself, never.... The paying ridership never materializes. Just go with buses, routes, and shoulders and call it done earlier and cheaper...
EAST KING COUNTY	No transit on the Cross Kirkland Corridor-none, zero, nada. No environmental study on the Cross Kirkland Corridor. Don't add light rail from Wilburton to the South Kirkland park n Ride. I plan to support ST3 and work for it's passage ONLY if the above items are not in the final plan.
EAST KING COUNTY	Please stop encouraging the total destruction of Ballard

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be removed in the ST3 final plan - East King County

EAST KING COUNTY	I'm not a fan of ST3 and will absolutely not support any plan that leaves the door open for transit in any form on the Cross Kirkland Corridor.
EAST KING COUNTY	<ul style="list-style-type: none"> <li>• Do not put any High Capacity Transit on the CKC Trail</li> <li>• Remove the environmental study between Bellevue and Bothell via the CKC Trail</li> <li>• Remove the proposal of mass transit from Bellevue to South Kirkland Park &amp; Ride</li> <li>• If all of these are not removed, I will actively work to defeat ST3 in November</li> </ul>
EAST KING COUNTY	<p>Do not put any High Capacity Transit on the CKC Trail</p> <ul style="list-style-type: none"> <li>• Remove the environmental study between Bellevue and Bothell via the CKC Trail</li> <li>• Remove the proposal of mass transit from Bellevue to South Kirkland Park &amp; Ride</li> </ul>
EAST KING COUNTY	<p>please:</p> <ul style="list-style-type: none"> <li>• Do not put any High Capacity Transit on the CKC Trail</li> <li>• Remove the environmental study between Bellevue and Bothell via the CKC Trail</li> <li>• Remove the proposal of mass transit from Bellevue to South Kirkland Park &amp; Ride</li> <li>• If all of these are not removed, I will actively work to defeat ST3 in November</li> </ul>
EAST KING COUNTY	<p>I hate buses! We should have an extensive light rail system throughout Puget Sound. If we are to use buses, they should augment the light rail system, otherwise, get rid of them.</p>
EAST KING COUNTY	<ul style="list-style-type: none"> <li>• Do not put any High Capacity Transit on the CKC Trail</li> <li>• Remove the environmental study between Bellevue and Bothell via the CKC Trail</li> <li>• Remove the proposal of mass transit from Bellevue to South Kirkland Park &amp; Ride</li> <li>• If all of these are not removed, I will actively work to defeat ST3 in November</li> </ul>
EAST KING COUNTY	<p>I strongly oppose any transit on the Cross Kirkland Corridor Trail. DO NOT put high capacity transit, or Bus rapid transit on this trail. You need to remove the environmental study for transit on the trail from ST3. we also do not need mass transit from Bellevue to the South Kirkland Park and Ride (what is the point if not to use the trail in the future?) These are deal breakers for me, and will cause me to vote NO instead of YES.</p>
EAST KING COUNTY	Any use of the cross kirkland corridor should be eliminated.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be removed in the ST3 final plan - East King County

EAST KING COUNTY	<p>Do not put any High Capacity Transit on the CKC Trail. I am an avid user of the trail. It is a great place to have where pedestrians and cyclists can go without the fear of being hit by a car. With the number of incidents on the rise of texting while driving, the roads are not nearly as safe as they once were.</p> <ul style="list-style-type: none"> <li>• Remove the environmental study between Bellevue and Bothell via the CKC Trail</li> <li>• Remove the proposal of mass transit from Bellevue to South Kirkland Park &amp; Ride</li> <li>• If all of these are not removed, I will actively work to defeat ST3 in November</li> </ul>
EAST KING COUNTY	<ul style="list-style-type: none"> <li>• Do not put any High Capacity Transit on the CKC Trail</li> <li>• Remove the environmental study between Bellevue and Bothell via the CKC Trail</li> <li>• If all of these are not removed, I will actively work to defeat ST3 in November</li> </ul>
EAST KING COUNTY	<p>I will not support any projects that will jeopardize the CKC Trail or any environmental studies that would lead to development of the trail system to a mass transit system.</p>
EAST KING COUNTY	<p>I think BRT is archaic. I think any rollout of bus transport that isn't immediate will be outdated and obsolete. I don't support any investment in BRT. That said, the 405 corridor as been ignored for too long. Something has to be done NOW and tolling isn't working to move enough volume. I do not support giving any money to the City of Kirkland for the study or development of the Cross Kirkland Corridor.</p>
EAST KING COUNTY	<p>Keep high-capacity transit OFF the Cross Kirkland Corridor Trail. It is a huge boon to public health and transportation (e.g., safe bike-riding, walking and running) and has been embraced by the community.</p>
EAST KING COUNTY	<p>Do not put any High Capacity Transit on the CKC Trail. Remove the proposal of mass transit from Bellevue to South Kirkland Park &amp; Ride. If all of these are not removed, I will actively work to defeat ST3 in November.</p>
EAST KING COUNTY	<p>I've lived on the trail for 26 years. I have seen it go from use by the dinner train to now a place where family can walk and ride. Adding rail or other transit will ruin the trail forever. In addition, I will aggressively fight to make sure that ST3 does not become a reality. Because if it does everybody on the track will have to move.</p>
EAST KING COUNTY	<p>NO high capacity transit on the CKC trail. So not spend more money on "environmental study" between Bothell and Bellevue involving the CKC trail/ Remove proposal of mass transit from south Kirkland Park and ride to Bellevue. I will work with the group to keep the CKC free of bus and rail and do my best to DEFEAT ST3 in November.</p>
EAST KING COUNTY	<p>I will not support ST3 if there are plans for high-capacity transit on the CKC Trail, or if there are any plans that eliminate Mercer Slough. I will not support ST3 unless it removes the environmental study between Bellevue and Bothell via the CKC Trail, and removes the proposal of mass transit from Bellevue to South Kirkland Park &amp; Ride. If all of these are not removed, I will actively work to defeat ST3 in November.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be removed in the ST3 final plan - East King County

EAST KING COUNTY	<p>Remove any high capacity transit along the CKC</p> <p>Remove any environmental study via CKC for possible Rail/bus.</p> <p>Remove proposal of any mass transit from Bellevue to South Kirkland P&amp;R.</p> <p>If these are not removed I will work diligently to defeat all of ST3.</p>
EAST KING COUNTY	<ol style="list-style-type: none"> <li>1. There should never be any High Capacity Transit on the Cross Kirkland Corridor.....it is our 'Burke Gilman' trail.</li> <li>2. The environmental study for the CKC should be REMOVED.</li> <li>3. Remove the proposal of a study of rail between Bellevue and the South Kirkland Park and Ride. That is a prelude to rail on the CKC.</li> <li>4. Without these items removed, I will have to actively work against ST3.</li> </ol>
EAST KING COUNTY	<p>I believe mass transit as we know it will drastically change over the next 25 years with driver-less cars etc. I don't think we should be making 25 year plans based on technology as we know it today.</p> <p>Additionally I passionately believe:</p> <ul style="list-style-type: none"> <li>- Do not put any High Capacity Transit on the CKC Trail</li> <li>- Remove the environmental study between Bellevue and Bothell via the CKC Trail</li> <li>- Remove the proposal of mass transit from Bellevue to South Kirkland Park &amp; Ride</li> </ul> <p>Note - If all of the above are not removed from ST3, I will actively work to defeat ST3 in November</p>
EAST KING COUNTY	<ul style="list-style-type: none"> <li>* Do not put any High Capacity Transit on the CKC Trail</li> <li>* Remove the environmental study between Bellevue and Bothell via the CKC Trail</li> <li>* Remove the proposal of mass transit from Bellevue to South Kirkland Park &amp; Ride</li> </ul> <p>If all of these are not removed, I will actively work to defeat ST3 in November</p>
EAST KING COUNTY	<ul style="list-style-type: none"> <li>* If these are not removed, I will actively work to defeat ST3 in November</li> <li>* Remove the environmental study between Bellevue and Bothell via the CKC Trail</li> <li>* Remove the proposal of mass transit from Bellevue to South Kirkland Park &amp; Ride (not currently in the plan, but being floated to add)</li> <li>* General input: <ul style="list-style-type: none"> <li>* Do not build a parallel structure to the Wilburton trestle for E04, but find another way to connect Bellevue to Factoria then Issaquah</li> <li>* Do not put any High Capacity Transit on the CKC Trail</li> <li>* Reduce the package by 50%--you are trying to satisfy everyone and not being realistic</li> </ul> </li> </ul>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be removed in the ST3 final plan - East King County

EAST KING COUNTY	<p>I strongly oppose any transit on the Cross Kirkland Trail. Remove the environmental study between Bellevue and Bothell via the Cross Kirkland Trail. Remove the proposal for mass transit from Bellevue to South Kirkland Park and Ride.</p> <p>If these projects that impact the Cross Kirkland Trail are not removed we will work diligently to to defeat ST3 in November.</p>
EAST KING COUNTY	<ol style="list-style-type: none"> <li>1) Do not put any High Capacity Transit on the CKC Trail</li> <li>2) Remove the environmental study between Bellevue and Bothell via the CKC Trail</li> <li>3) Remove the proposal of mass transit from Bellevue to South Kirkland Park &amp; Ride</li> <li>4) If all of these are not removed, I will actively work to defeat ST3 in November</li> </ol>
EAST KING COUNTY	<ol style="list-style-type: none"> <li>1. The plan is too expensive - the cost figure in question 14 is far lower than the actual cost.</li> <li>2. The cost of plan exceeds the intent of the enabling legislation</li> <li>3. The "environmental study" of converting the Cross Kirkland Corridor Park to mass transit use of any kind must be removed from the plan - it's just a sham to set up to take the park away.</li> <li>4. Remove the project to build mass transit from Bellevue to South Kirkland Park &amp; Ride - there are too many grade level crossings that will make the roads unusable for local traffic.</li> </ol>
EAST KING COUNTY	<p>I really think there shouldn't be any High Capacity Transit on the CKC Trail. We love that trail and would love to leave it how it is. It's a family trail and is perfect for riding our bikes, walking and just taking the kids on that path and enjoying our beautiful nature around us. You don't see many beautiful trails like that within cities. Usually you need to travel way outside the city to hike beautiful trails. This trail is literally in our backyards and perfect in every way. I'd hate to see such a beautiful trail demolished and become such a busy transit route. We need to protect our beautiful nature and what's left of it in our beautiful city. I think they should remove the environmental study between Bellevue and Bothell via the CKC Trail and also remove the proposal of mass transit from Bellevue to South Kirkland Park &amp; Ride. If all of these are NOT removed, you can bet I will actively work to defeat ST3 in November.</p>
EAST KING COUNTY	<ul style="list-style-type: none"> <li>• Do not put any High Capacity Transit on the CKC Trail</li> <li>• Remove the environmental study between Bellevue and Bothell via the CKC Trail</li> <li>• Remove the proposal of mass transit from Bellevue to South Kirkland Park &amp; Ride</li> <li>• If all of these are not removed, I will actively work to defeat ST3 in November</li> </ul> <p>In general, I would like to see more emphasis on BRT and less on light rail. I think BRT is a quicker and more cost effective way to help resolve traffic problems in the PNW. Light rail is a huge investment and its value in increasing commuters using transit is not proven. In fact there is a study that shows in 6 cities where light rail was installed, commuters using transit actually declined over a 30 year period.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be removed in the ST3 final plan - East King County

EAST KING COUNTY	With all the closures of the sounder rail service in the winter months caused by hillside slides it seems that we are throwing away assets that should be used elsewhere. My thoughts are that since we use bus service when we have the slides and the bus routes have the flexibility of changing routes as necessary, Why bother with rail service in this area at all.
EAST KING COUNTY	Any high capacity transit on the CKC. The environmental study on the CKC from Bellevue to Bothell
EAST KING COUNTY	- Do not put any High Capacity Transit on the CKC Trail - Remove the environmental study between Bellevue and Bothell via the CKC Trail - Remove the proposal of mass transit from Bellevue to South Kirkland Park & Ride - If all of these are not removed, I will actively work to defeat ST3 in November
EAST KING COUNTY	No HCT on the CKC Trail; Remove the environmental study between Bellevue and Bothell via the CKC; Remove the proposal of mass transit from Bellevue to the South Kirkland Park & Ride. If all of these are not removed, I will do my best to defeat ST3 in November.
EAST KING COUNTY	Do not put any High Capacity Transit on the CKC Trail •Remove the environmental study between Bellevue and Bothell via the CKC Trail •Remove the proposal of mass transit from Bellevue to South Kirkland Park & Ride •If all of these are not removed, I will actively work to defeat ST3 in November
EAST KING COUNTY	BRT and light rail should never be used on CKC in Kirkland. Remove proposal of mass transit from Bellevue to Kirkland Park and Ride. If all of these are not actively removed I will work hard to defeat ST3 in November.
EAST KING COUNTY	*Do not put any High Capacity Transit on the CKC Trail *Remove the environmental study between Bellevue & Bothell via the CKC Trail *Remove the proposal of mass Transit from Bellevue to the South Kirkland Park & Ride *If all of these are not removed, I will actively work to defeat ST3 in the November elections
EAST KING COUNTY	No high-capacity transit on the Cross Kirkland trail. No environmental study to place HCT on the trail at a later date. We are better served by BRT on I-405 with a really good build-out to downtown. And it's cheaper.  These are the conditions for my support.
EAST KING COUNTY	Please, please do not place ANY high capacity transit on the Kirkland Corridor Trail. This is important to young families and older people who need a great way to stay fit. The Environmental study between Bothell and Bellevue via the CKC trail needs to be deleted. Also remove mass transit proposal from Bellevue to So. Kirkland P&R

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be removed in the ST3 final plan - East King County

EAST KING COUNTY	<p>Do not put any High Capacity Transit on the Cross Kirkland Corridor (CKC) Trail</p> <p>Remove the environmental study between Bellevue and Bothell via the CKC Trail</p> <p>Remove the proposal of mass transit from Bellevue to South Kirkland Park &amp; Ride</p> <p>If all of these are not removed, I will actively work to defeat ST3 in November. Thanks!</p>
EAST KING COUNTY	<p>Remove Environmental Study (which curiously does not appear on this survey!), take the money planned for that, and the "Bellevue light rail spur", and construct RBT stations on I-405 similar to those great ones on 520 east of Lake Washington. Add one of those at NE85th and build parking garage there. These types of central highway RBT access let buses exit and enter the HOV lanes rapidly, not having to cross from shoulder to HOV and back to shoulder</p> <p>ALSO, The proposed timelines are way too long, and the fact we'd be paying taxes yearly for something that may well not be completed in my lifetime, is ridiculous. I'm OK with contributing to the future good, but 25 years to get transit to Everett - Come On!!</p>
EAST KING COUNTY	<p>Get the tunnel done and sink pioneer square, then waste billions on bike lanes.</p>
EAST KING COUNTY	<p>Do not put ANY high capacity transit on the CKC trail. The trails should be used for walkers and bike riders only. Remove the environmental study between Bellevue and Bothell via the CKC trail. Remove the proposal of mass transit from Bellevue to So. Kirkland Park &amp; Ride. If all of these are not removed, I will work to defeat any ballot issue trying to have taxpayers pay for something that would destroy the CKC trail and has already shown there would be low ridership on any high capacity transit using the existing CKC trail.</p>
EAST KING COUNTY	<p>Do not put any High Capacity Transit on the CKC Trail</p> <p>Remove the environmental study between Bellevue and Bothell via the CKC Trail</p> <p>Remove the proposal of mass transit from Bellevue to South Kirkland Park &amp; Ride</p> <p>It is not right the city went through all the trouble of touting the trail as a "protected habitat" and for the promise of some potential revenue destroy aforementioned "protected habitat".</p>
EAST KING COUNTY	<p>Do not put any High Capacity Transit on the CKC Trail</p> <p>Remove the environmental study between Bellevue and Bothell via the CKC Trail</p> <p>Remove the proposal of mass transit from Bellevue to South Kirkland Park &amp; Ride</p> <p>If all of these are not removed, I will actively work to defeat ST3 in November</p>
EAST KING COUNTY	<p>No environmental studies for the CKC. The trail should be preserved for pedestrians and bicyclists.</p>
EAST KING COUNTY	<p>all projects except non-capital improvements to bus service.</p>
EAST KING COUNTY	<p>High Capacity Transit should be excluded from the Cross Kirkland Trail</p> <p>Delete the pending environmental study of the CKC Trail between Bellevue and Bothell</p> <p>Remove the proposal of mass transit from Bellevue to South Kirkland Park &amp; Ride</p> <p>I believe strongly that these projects are ill advised and should be removed from ST 3. Absent their removal, I will work to defeat ST3 in November's election even though I support other aspects of the plan</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be removed in the ST3 final plan - East King County

EAST KING COUNTY	Drop the Issaquah light rail route. Speed up delivery of the other ones.
EAST KING COUNTY	do not put light rail next to the Kirkland corridor walking path
EAST KING COUNTY	I do not support any rapid transit on the CKC, and unless those proposals are removed from the ST3 I will not support it. I do support rapid transit on the I-405 corridor.
EAST KING COUNTY	Remove any light rail and Sounder extensions and focus on BRT and Express Buses improvements and operations.
EAST KING COUNTY	No more taxes for this stuff until current taxes expire.
EAST KING COUNTY	Do not put any High Capacity Transit on the Cross Kirkland Corridor Remove the environmental study between Bellevue and Bothell via the CKC Trail Remove the proposal of mass transit from Bellevue to South Kirkland Park & Ride If these are not removed, I will actively work to defeat ST3 in November
EAST KING COUNTY	Do not put any High Capacity Transit on the CKC Trail Remove the environmental study between Bellevue and Bothell via the CKC Trail Remove the proposal of mass transit from Bellevue to South Kirkland Park & Ride If all of these are not removed, I will actively work to defeat ST3 in November
EAST KING COUNTY	Do not put any high capacity on the CKC trail Remove the environmental study from Bellevue and Bothell via CKC trail No mass transit between Bellevue and So.Kirkland Park and Ride If these proposal are not removed I will vote against ST3 this November and will also vote against any any & all who are infavor.
EAST KING COUNTY	Remove the environmental study between Bellevue and Bothell via the CKC Trail •Remove the proposal of mass transit from Bellevue to South Kirkland Park & Ride •If all of these are not removed, I will actively work to defeat ST3 in November
EAST KING COUNTY	Do not put any High Capacity Transit on the CKC Trail •Remove the environmental study between Bellevue and Bothell via the CKC Trail •Remove the proposal of mass transit from Bellevue to South Kirkland Park & Ride •If all of these are not removed, I will actively work to defeat ST3 in November
EAST KING COUNTY	Green energy busses are better than expensive trains. We need to fix crubling roads and bridges first before building expensive trains.
EAST KING COUNTY	•Do not put any High Capacity Transit on the CKC Trail •Remove the environmental study between Bellevue and Bothell via the CKC Trail •Remove the proposal of mass transit from Bellevue to South Kirkland Park & Ride
EAST KING COUNTY	Do not put any High Capacity Transit on the CKC Trial. No mass transit on the CKC from Bellevue to North Kirkland.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be removed in the ST3 final plan - East King County

EAST KING COUNTY	Do not put any High Capacity Transit on the CKC Trail! Remove the Environmental study between Bellevue and Bothell via the CKC Trail. Remove the proposal of mass transit from Bellevue to the South Kirkland Park & Ride. And, if all of these are not removed, I will actively work to defeat ST3 in November.
EAST KING COUNTY	1. NO high Capacity Transit on the Cross Kirkland Corridor 2. Remove proposal of rapid mass transit from Bellevue to South Kirkland Park and Ride 3. Remove the environmental study between Bellevue and Bothell via the Cross Kirkland Corridor  I will work actively to defeat ST3 in November if all the above are NOT removed.
EAST KING COUNTY	Instead of trying to put busses on the shoulder (which is a dangerous idea; cars often need to pull over and use the shoulder-- that's why we <i>*have*</i> shoulders), you should add more actual lanes to the highways. And not for the purpose of bleeding people on tolls!
EAST KING COUNTY	I believe we should focus on utilizing the systems we already have in place -- such as buses that have both highways and parking areas supporting them. Why build more and more systems when our current one (buses, i.e). can be improved and updated with more parking in areas that need it and more routes and/or more often times. If you can't do the one system that is in place better, why start making 5 or more other systems that will all be mediocre?! The ST3 is like a huge project going far too many directions re mode of transportation (or similar to bills in the legislature that tackle too many diverse items). And for that reason alone, I wouldn't vote for it. Let's tackle one at a time and GET IT RIGHT! Or FIX OUR CURRENT SYSTEM!
EAST KING COUNTY	Give us more lanes on 405. Many people simply can't use mass transit. I see empty busses already on 405. More empty buses is not the answer. Parts of 405 have not seen addition expansion since the late 80's
EAST KING COUNTY	Sounder Rail expansion should be removed. Better to modify routes if existing buses than create new Rapid Ride buses.
EAST KING COUNTY	This is too expensive and requires FAR too much in the way of taxes on average working Washingtonians. We already pay one of the highest gas taxes and property taxes in the nation but aren't getting any improvement in our freeways for it. Fix those first!
EAST KING COUNTY	Do not put any High Capacity Transit on the CKC Trail <ul style="list-style-type: none"> <li>• Remove the environmental study between Bellevue and Bothell via the CKC Trail</li> <li>• Remove the proposal of mass transit from Bellevue to South Kirkland Park &amp; Ride</li> <li>• If all of these are not removed, I will actively work to defeat ST3 in November</li> </ul>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be removed in the ST3 final plan - East King County

EAST KING COUNTY	The CKC Trail should not be considered for any transit project whatsoever, now or in the future. Please remove the Bellevue to S Kirkland P&R proposal, and the environmental study regarding the trail between Bellevue and Bothell. We need to keep the Trail as a regional recreational asset, not a mass transit takeover. I strongly support mass transit, have done so for decades, but I will diligently work to defeat ST3 if the above are not removed from the final plan. Thank you.
EAST KING COUNTY	DO not put ANY high capacity transit on the CKC Trail Remove the environmental study between Bellevue and Bothell via the CKC Trail Remove the proposal of mass transit from Bellevue to S Kirkland Park and Ride  If these are not removed, I will work to defeat ST3 in November
EAST KING COUNTY	No transit on the trail; remove environmental study between Bellevue and Bothell via the trail; remove the proposal of mass transit from Bellevue to So. Kirkland park & ride.
EAST KING COUNTY	If all of these are not removed, I will actively work to defeat ST3 in November
EAST KING COUNTY	<ul style="list-style-type: none"> <li>• Do not put any High Capacity Transit on the CKC Trail</li> <li>• Remove the environmental study between Bellevue and Bothell via the CKC Trail</li> <li>• Remove the proposal of mass transit from Bellevue to South Kirkland Park &amp; Ride</li> <li>• If all of these are not removed, I will actively work to defeat ST3 in November</li> </ul>
EAST KING COUNTY	I do not support any transit on the trail and will lobby to remove all studies thru Renton for rail or mass transit.
EAST KING COUNTY	Do not put buses or transit on the CKC Trail We do not need mass transit between Bellevue and South Kirkland P & R
EAST KING COUNTY	I would oppose ST3 if there are any plans to put transit on the Cross Kirkland Corridor.  I would oppose ST3 if it included putting light rail between Bellevue and the South Kirkland Park and Ride. That is short-sighted, expensive waste of tax dollars, which would benefit few riders. It could also foreclose future plans for the Eastside Rail Corridor. Don't do it.  I would also oppose ST3 if it includes plans for an environmental study of transit on the CKC between Bellevue and Bothell. This seems like a tremendous waste of money with unspecified goals and benefits.
EAST KING COUNTY	Do not any high capacity transit on the CKC trail
EAST KING COUNTY	There should never be any form of mass transit on the CKC trail. It should always be kept for recreational use only. I will vote against any Sound Transit proposal that doesn't include the promise to keep the CKC trail for recreational use only.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be removed in the ST3 final plan - East King County

EAST KING COUNTY	Do not put any High Capacity Transit on the CKC Trail Remove the environmental study between Bellevue and Bothell via the CKC Trail Remove the proposal of mass transit from Bellevue to South Kirkland Park & Ride If all of these are not removed, I will actively work to defeat ST3 in November
EAST KING COUNTY	I strongly support BRT on 405 and related capital improvements to improve service on 405.  I will actively oppose and will NOT vote for ST3 containing ANY of these projects: - HCT of any kind on the Cross Kirkland Corridor - an environmental study aimed at implementing HCT on the Cross Kirkland Corridor - mass transit from Bellevue to the South Kirkland Park and Ride via the Eastside rail corridor
EAST KING COUNTY	Do not put any high capacity transit on the CKC trail
EAST KING COUNTY	Do not put any High Capacity Transit on the CKC Trail Remove the environmental study between Bellevue and Bothell via the CKC Trail Remove the proposal of mass transit from Bellevue to South Kirkland Park & Ride If all of these are not removed, I will actively work to defeat ST3 in November
EAST KING COUNTY	<ul style="list-style-type: none"> <li>• Do not put any High Capacity Transit on the Cross Kirkland Trail, the trail should be a benefit to residents, allowing for safe walking and bicycling.</li> <li>• Remove the environmental study between Bellevue and Bothell via the Cross Kirkland Trail</li> <li>• Remove the proposal of mass transit from Bellevue to South Kirkland Park &amp; Ride</li> <li>• If all of these are not removed, I will actively work to defeat ST3 in November</li> </ul>
EAST KING COUNTY	Remove the environmental study between Bellevue and Bothell via the CKC Trail
EAST KING COUNTY	-Do not put any High Capacity Transit on the CKC Trail - Remove the environmental study between Bellevue and Bothell via the CKC trail. -Remove the proposal of mass transit from Bellevue to South Kirkland Par & Ride - If all of these are not removed, I will actively work to defeat ST3 in November.
EAST KING COUNTY	Anything that would put any kind of transit on any of the bike/walking trails anywhere, and specifically the cross-Kirkland corridor. If that ever becomes part of the plan, I, and many others, would actively oppose any further transit planning and funding.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be removed in the ST3 final plan - East King County

EAST KING COUNTY	<p>It is TOTAL INSANITY to put any high capacity transit on the Cross-Kirkland Corridor, but especially BRT. While the right-of-way is technically 100 feet wide, it is not developed to nearly that width today, and doing so would COMPLETELY DESTROY the character of the trail and the woodland environments it passes through. The community has embraced the CKC as an urban oasis--an exercise route that provides a place for contemplation, respite, and solitude. Adding two concrete lanes of BRT would be a DISASTER. PLEASE DON'T DO THIS, especially since BRT can be done on I-405 nearby.</p> <p>Remove the environmental study between Bellevue and Bothell via the CKC. Remove the proposal of mass transit from Bellevue to South Kirkland Park &amp; Ride on the Bellevue section of the same trail. If these projects are not removed, I will actively work to defeat ST3 in November.</p>
EAST KING COUNTY	<ul style="list-style-type: none"> <li>• Do not put any High Capacity Transit on the CKC Trail</li> <li>• Remove the environmental study between Bellevue and Bothell via the CKC Trail</li> <li>• Remove the proposal of mass transit from Bellevue to South Kirkland Park &amp; Ride</li> <li>• If all of these are not removed, I will actively work to defeat ST3 in November</li> </ul>
EAST KING COUNTY	<p>Do not put any High Capacity Transit on the CKC Trail;          Remove the environmental study between Bellevue and Bothell via the CKC Trail;          Leave the CKC Trail as is and transit free.</p>
EAST KING COUNTY	<p>You minimize the average cost of light rail. I have read that the real cost for full expansion is between \$ 400 and \$1300/year for the \$50 Billion plan. That \$200 + per month must have been for the \$ 15 Billion bond measure. Bus rapid transit and more efficient bus service costing a fraction is good, but light rail costs and timing are inefficient and remove the necessary money from the state and federal budgets to maintain our highways and bridges. This will make roads and bridges progressively more dangerous, while light rail expansion will increase the cost of living in this area for the benefit of a small percentage, heavily subsidized. Until the population density warrants a light rail system that can financially support itself -not for over 40 years, I reject any and all additional light rail indicated in ST3.</p>
EAST KING COUNTY	<p>Once and for all the idea of putting buses on the Cross Kirkland Corridor should go down in flames. This is insanity. We have 405 already. Adding buses on the CKC would utterly destroy the environment and endanger the people using the trail as well as local wildlife. It would add pollution and crime and devalue adjacent properties. It won't significantly increase ridership. I'm just aghast at how much money is wanted for all of these projects-- I'm a middle income person and nearly half my paycheck goes to rent. I don't have any extra to contribute to subsidizing transit options I'm unlikely to use. If bus service was improved along the 522 corridor I would be more likely to use it to get to Seattle. There is often standing room only. Please, no new taxes, no buses on the CKC. Thank you.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be removed in the ST3 final plan - East King County

EAST KING COUNTY	Remove any components that study, consider, preserve, or move toward any form of motorized transit on existing and committed trail corridors (Cross Kirkland, Eastside Corridor, etc.). Even though I generally support most components of this draft plan, I feel most strongly about preserving and maintaining non-motorized use of these trails. Therefore, if the version of ST3 presented for voting this fall includes components intended to further or preserve the future possibility of motorized transit on trails, I'll vote against it and campaign to defeat it.
EAST KING COUNTY	Link light rail is too expensive compared to express bus service, and provides no flexibility for changing demographics as the region grows. Buses can be rerouted periodically to reflect changing demand. Rapid ride with fewer stops are more attractive than the "mail run" made by King County Metro, which double or triple the time it would take to just drive a car.
EAST KING COUNTY	NO USE OF THE TRAIL FOR RAIL OR BUS SERVICE
EAST KING COUNTY	In the early 1900's we had light rail everywhere. When cars came in we got rid of light rail in favor of buses and cars because they could take people anywhere. They still can. Sound Transit is unwilling to build park and rides, I suppose due to cost, but without park and rides the majority of our commuters cannot use light rail, buses, or Sounder Trains. We should focus on buses and park and rides to make it easier for people to use them. Sounder Trains and light rail are ridiculously expensive for the few they serve. Also, looking this far into the future is problematic. Self-driving cars and working at home electronically will affect things in ways we cannot imagine.
EAST KING COUNTY	Do not put any kind of transit on the Cross Kirkland Corridor. It is double the cost. Take off the environmental study between Bellevue, the Cross Kirkland Corridor and Bothell. It is a waste of money. Remove any proposed transit from Bellevue and the South Kirkland Park and Ride. If all of these are removed, I will actively support ST3.
EAST KING COUNTY	I am extremely supportive of mass transit expansion, but am adamantly opposed to ANY transit on the Cross Kirkland Corridor trail. Any research, studies, etc on the CKC should immediately be abandoned, with the focus moving to how to push for better/increased access on our major highways. We should NOT interrupt suburban "green" areas in the name of mass transit, we should just build upon what is already implaced.
EAST KING COUNTY	I am a runner and use the CKC Trail almost on a daily basis. Please do NOT put any buses on the trail! The environmental study between Bellevue and Bothell via the CKC Trail is NOT necessary because it's NOT an option and is not only bad for the environment but also bad for people who waited years to have this trail built. There no need for the proposed mass transit from Bellevue to South Kirkland Park & Ride since commuter as me and a LOT of my friends do NOT like the broken up pubic transit and still prefer to drive or carpool to work. It's like favoring a non-stop flight v.s. a cheap multi-stop flight. It's just human nature! Don't waste our tax money! The tax money is better spend on fighting drugs and substance abuse that will be made worse with more wide spread light rail!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be removed in the ST3 final plan - East King County

EAST KING COUNTY	I am strongly opposed to any high capacity transit on the CKC trail in Kirkland. I do not want an environmental study done on the CKC trail between Bothell and Bellevue. I do not approve of the plan to run mass transit from Bellevue to South Kirkland Park & Ride. I will work hard to defeat ST3 November if all of these actions are not removed. Thank you.
EAST KING COUNTY	<ol style="list-style-type: none"> <li>1. Don't put any HTC on the CKC trail.</li> <li>2. Remove the 20 million dollar environmental study between Bellevue and Bothell via CKC.</li> <li>3. Remove the proposal of mass transit from Bellevue to South Kirkland Park and Ride.</li> </ol> <p>\$. I will actively work to defeat ST3, and its 50 billion dollar price tag, in November if these items aren't removed from the ballot.</p>
EAST KING COUNTY	<ol style="list-style-type: none"> <li>1. Do not put any High Capacity Transit on the CKC Trail</li> <li>2. Remove the environmental study between Bellevue and Bothell via the CKC Trail</li> <li>3. Remove the proposal of mass transit from Bellevue to South Kirkland Park &amp; Ride</li> <li>4. If all of these are not removed, I will actively work to defeat ST3 in November</li> </ol>
EAST KING COUNTY	<p>no high capacity transit on the CKC trail</p> <p>remove the environmental study between bellevue and bothell via the ckc trail</p> <p>remove the proposal of mass transit from bellevue to south kirkland park and ride</p> <p>if all of these are not removed, I will actively work to defeat st3 n November</p>
EAST KING COUNTY	<p>Do not put any High Capacity Transit on the CKC Trail</p> <p>Remove the environmental study between Bellevue and Bothell via the CKC Trail</p> <p>Remove the proposal of mass transit from Bellevue to South Kirkland Park &amp; Ride</p> <p>If all of these are not removed, I will actively work to defeat ST3 in November</p>
EAST KING COUNTY	<ul style="list-style-type: none"> <li>- Do not put any High Capacity Transit on the CKC Trail</li> <li>- Remove the environmental study between Bellevue and Bothell via the CKC Trail</li> <li>- If all of these are not removed, I will actively work to defeat ST3 in November</li> </ul>
EAST KING COUNTY	<p>I will ONLY SUPPORT the ST3 plan in November if and only if all reference to "use of" or "study of" or "assessment of" etc. the Cross Kirkland Corridor (CKC) trail are REMOVED completely. Consideration to use the CKC for anything other than non-motorized community use is a NON-NEGOTIABLE and a NON-STARTER for ST3 approval.</p> <p>I will work actively and vehemently to DEFEAT ST3 in November if there is any, even subtle, reference to "High Capacity Transit on the CKC" or "environmental study between Bothell and Bellevue using the CKC trail" or "investigation of mass transit from Bellevue to P&amp;R at South Kirkland" etc. All of these MUST BE REMOVED prior to the November ballot, otherwise our strong local communities will solicit support from the EPA, Greenpeace and all publicly recognized and esteemed organizations to block, defeat and bring suit against the Kirkland City Council.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be removed in the ST3 final plan - East King County

EAST KING COUNTY	CKC trail has to be removed from any high capacity transit plans, thus there is no need to continue invironmental study.
EAST KING COUNTY	No high capacity transit on CKC Trail. No environmental study between Bellevue and Bothell via the CKC Trail. Remove proposal of mass transit from Beelevue to South Kirkland Park and Ride. I willactively work to defeat ST3 in November if all the above aren't removed.
EAST KING COUNTY	1. Put no transit on the CKC trail. 2. Delete environmental study of any transit via the CKC. 3. Delete proposed mass transit from Bellevue to South Kirkland Park & Ride. 4. If Items 1, 2 and 3 are not accepted, I will actively work to defeat ST3 in November.
EAST KING COUNTY	I strongly OPPOSE any high-capacity transit on the Cross Kirkland Trail. I oppose any environmental study between Bellevue and Bothell that involves the Cross Kirkland Trail. I oppose mass transit from Bellevue to South Kirkland Park & Ride.
EAST KING COUNTY	Please do not put any High Capacity Transit on the CKC Trail!! We do not need to spend money on an impact study for the CKC trail. If these are included, I will work to defeat ST3. We cannot lose the wonderful trail we have just installed in Kirkland!!
EAST KING COUNTY	no light rail on CKC Trail no environmental study for Bellevue and Bothell via CKC trail remove mass transit from Bellevue to South Kirkland P&R no light rail from Issaquah to Bellevue
EAST KING COUNTY	Because of the environmental impact of such development and the extreme need for the Puget Sound region to continue to expand non-motorized walking and bike transport and recreation pathways like the Burke-Gilman Trail, the Kirkland Cross Corridor should be withdrawn as a part of the regions transportation plan.
EAST KING COUNTY	While public transportation is important, we should preserve and be proud of CKC trail as it has become integrated part of our community, representing great balance of "human living with nature" spirit. Buses and trains should be kept in 405 corridor. Bringing buses and trains into a small trail like CKC, will ruin the oasis enjoyed by many of residents daily, and also against our value, in my opinion.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be removed in the ST3 final plan - East King County

EAST KING COUNTY	<p>I don't believe think it's a good idea to perform an environmental impact statement for the possibility of implementing light rail/mass transit along the Eastside Rail Corridor, specifically the CKC. The study will cost a lot of time, money, and energy to investigate something that many people have already expressed opposition to.</p> <p>Your own investigations into developing transit along the trail has shown less than favorable ridership, while also having a very high cost/mile of construction. Also, the additional infrastructure needed to allow access to any mass transit system would be costly (ped access, vehicle parking structures, etc is practically non-existent right now along the trail). With this in mind, it seems much more reasonable to look into the possibly of implementing light rail (eventually) along I-405. The extra ridership and financial savings with this alternative would allow for even more capitol improvements along I-405, including but not limited to more in-line stations, parking structures at park and rides, and pedestrian access.</p> <p>In short, why not use the existing infrastructure WSDOT has already spent millions improving as an alternative for light rail? Long term I believe it will be cheaper, obtain more ridership, and have a greater impact on the Eastside.</p> <p>Thank you</p>
EAST KING COUNTY	Do not put any high capacity transit on the OKC trail
EAST KING COUNTY	<p>No transit on CKC Trail</p> <p>No environmental study between Bellevue and Bothell on CKC Trail</p> <p>Remove proposal of mass transit from Bellevue to south Kirkland P&amp;R</p> <p>If these aren't removed I will work to defeat ST3 in Nov</p>
EAST KING COUNTY	<p>Improving and building our transportation infrastructure is critical. We live in Kirkland and strongly request that you please do not put any high capacity, or motorized transit on the Cross-Kirkland Corridor. The community loves the access to the outdoors and nature, which is core to our PacNW culture. In addition, most of the individuals who would use the trail to go to work at Google would be more than happy to ride their bikes instead, or take a bus on i405, which would be more cost-efficient. Please also remove the environmental study between Bellevue and Bothell via the Cross-Kirkland Corridor trail. We'd much rather see the funds and energy spent on another investigative project. In addition, please remove the proposal of mass transit form Bellevue to South Kirkland Pak and Ride. While I'm very supportive of the general ST3 effort, if these provisions are not removed, I will vote against and actively work to defeat the ST3 plan in November. Thank you!</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be removed in the ST3 final plan - East King County

EAST KING COUNTY	I'm in favor of limiting mass transit options on the Eastside to the I-405 corridor, and I strongly oppose any transportation plan that would involve the Cross Kirkland Corridor. There is no need for the environmental study, Bellevue-Bothell that entails the Cross Kirkland Corridor, as I would not support any mass transit proposal that involves the CKC. I also oppose the proposal for mass transit from Bellevue to the South Kirkland P&R. There is no way that I will vote for ST3 if the above projects are built into the proposal.
EAST KING COUNTY	Remove the environmental study between Bellevue & Bothell via the Cross-Kirkland Corridor Trail. Remove the proposal for high-capacity transit from Bellevue to the South Kirkland Park & Ride. Do not put any high-capacity transit on the Cross-Kirkland Corridor Trail. Inclusion of any of these proposals will result in a "No" vote for ST3 by me and my personal active opposition to ST3.
EAST KING COUNTY	Do not put any High Capacity Transit on the CKC Trail
EAST KING COUNTY	Any public transportation that would effect existing public trails such as the cross Kirkland corridor, or others that may be affected, will be grounds for me to actively work against public transportation. I have spent many years living abroad in Europe and can confirm our public transportation is significantly lacking and needs rapid, serious improvement. However this should not come at the cost of other public services, such as trails, especially in such a beautiful area where there are limited options available. The cross Kirkland corridor is one of the best parts of living in Kirkland, and allows residents to go outside and enjoy the place they live. It's extremely disheartening to think that we will continue to destroy nature to put in more machines. I can't believe such a proposal has even been made in the Pacific Northwest, and I believe if more people fully understood the ramifications of what you are proposing to destroy they would adamantly disagree with your transit plans.
EAST KING COUNTY	While I do support (and use) the public transportation in general, I'm specifically concerned about the plans regarding usage of the CKC for mass transit. This trail is a rare gem in our community and it will be a huge loss to the livability for the entire area. I and many people I meet everyday enjoy walking and biking this trail to get to/from the P&R stations or simply for their daily exercise. Living close to the trail, I cannot imagine it ever being the same if there are buses or light rail going through it. If projects regarding even the future usage of the trail continue to be included as part of the larger project, I will do everything in my power to get it defeated in November even though I support many other parts of it.
EAST KING COUNTY	Do not put any High Capacity Transit on the CKC Trail Remove the environmental study between Bellevue and Bothell via the CKC Trail Remove the proposal of mass transit from Bellevue to South Kirkland Park & Ride If all of these are not removed, I will actively work to defeat ST3 in November
EAST KING COUNTY	Do not put any transit on the CKC Trail, remove the proposal of adding any type of mass transit from Bellevue to South Kirkland Park & Ride
EAST KING COUNTY	Please do not put any High Capacity Transit on the CKC Trail. Its the only area that I can safely walk/bike with my kid. I will only support the ST3 only if it maintain the CKC trail at its current state.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be removed in the ST3 final plan - East King County

EAST KING COUNTY	I do not support the environmental study aimed at light rail on the CKC between Bellevue and Bothell. I support light rail but feel that using the CKC is short sighted given the availability of developed thoroughfares between these locations. Developing this last remaining strip of relatively undeveloped land seems a senseless elimination of needed watershed, habitat and safe recreational trail. More roads is not the issue, effective use of existing roads and availability of transit is; that, and everyone wants to live here. I lived half my life in LA and still own property there, and I used to work half week in San Francisco. I know all a non-engineer can know about traffic and transit, and believe me, developing the CKC is not the solution. If ST3 is positioning potential development of the CKC, I will not support it and work against it.
EAST KING COUNTY	<ul style="list-style-type: none"> <li>- NO MASS TRANSIT SHOULD BE PUT ON THE CKC (WHICH IS A "TRAIL" NOT A CORRIDOR!)</li> <li>- WE SHOULD NOT EVEN WASTE MONEY ON ANY STUDY OF ENVIRONMENTAL IMPACT ON THE CROSS KIRKLAND TRAIL (CKC) BETWEEN BELLEVUE AND BOTHELL BECAUSE IT IS CLEAR WHAT THE IMPACT WILL BE - DEVASTATION OF A GREENBELT, NOISE, AIR AND TRAFFIC POLLUTION AND "URBANIZATION" OF THE ONE REMAINING CONTINUOUS WALKING, RIDING, SKATING NATURE TRAIL THAT WE HAVE. NO STUDY NEEDED!!!!</li> <li>- THERE IS NO NEED FOR MASS TRANSIT FROM BELLEVUE TO SOUTH KIRKLAND PARK AND RIDE.</li> <li>- IF THE ABOVE PROPOSALS, CONSIDERATIONS, STUDIES AND FANTASIES ARE NOT REMOVED, I AND MY FAMILY, FRIENDS AND NEIGHBORS WILL WORK TIRELESSLY TO DEFEAT ST3 IN NOVEMBER. WE ARE VEHEMENTLY OPPOSED TO DAMAGING THE ESSENTIAL NATURE OF OUR NEIGHBORHOOD, AS ARE ALL OF THE RESIDENTS OF MEDINA, HUNTS POINT AND YARROW POINT. WHY NOT RUN MASS TRANSIT AND LIGHT RAIL THROUGH THERE?</li> </ul>
EAST KING COUNTY	There should be absolutely no further work done to impair the current use of the Cross Kirkland Corridor. This is a pedestrian walkway and cannot support bus traffic under any circumstances. You should immediately cancel any environmental impact study and utilize the funds for establishing the corridor along I-405. You should immediately remove any consideration of mass transit from Bellevue to South Kirkland Park & Ride. Concentrate only on the I-405 corridor. There are aspects of the plan that I support but I will actively oppose mass transit from Bellevue to South Kirkland Park & Ride and any utilization of the Cross Kirkland Corridor for anything other than pedestrian and bicycle use. Please listen to your constituents!
EAST KING COUNTY	Please, do not put any High Capacity Transit on the Cross Kirkland Corridor (CKC) Trail. Consequently, remove the environmental study between Bellevue and Bothell via the CKC Trail, and remove the proposal of mass transit from Bellevue to South Kirkland Park & Ride. If all of these are not removed, I will not vote in favor of ST3 in November.
EAST KING COUNTY	<p>Do not put any High Capacity Transit on the CKC Trail</p> <p>Remove the environmental study between Bellevue and Bothell via the CKC Trail</p> <p>Remove the proposal of mass transit from Bellevue to South Kirkland Park &amp; Ride</p> <p>If all of these are not removed, I will actively work to defeat ST3 in November</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be removed in the ST3 final plan - East King County

EAST KING COUNTY	Eliminate plans for "rapid transit" buses (in quotes because buses will never be rapid). Buses will never be a well received commuting option, look at the number of people who take buses for commutes of 30 or more minutes today anywhere in the US. Trains are the only way to go, look at the rest of the world: first world nations invest in trains, third world nations use buses. Trains are more reliable, smoother ride (no way I could work on a morning commute on the bus with how bumpy they are), and don't impinge on existing roadways. The social stigma of taking a bus to a white collar job will never be overcome (last time I rode a bus in Seattle I thought I was in a homeless shelter). Adding dedicated bus lanes takes away from the ability to widen existing roadways in the future (an absolute necessity, no other cities in the US would refer to 2 lane roads as interstates, 3 open, dedicated lanes are required for I-405 and I-5). Fix the existing choke points on roads before cramming in buses. Seattle is becoming a major city, stop thinking like small city planners.
EAST KING COUNTY	Please do not use the Cross Kirkland Corridor for high capacity transit.
EAST KING COUNTY	Do not put light rail or buses on the CKC. Take off the environmental study between Bellevue & Bothell via the CKC and the mass transit from Bellevue to South Kirkland Park & Ride. If these are not done, then I will continue to work to defeat ST3.
EAST KING COUNTY	I am strongly opposed to the proposal of putting mass transit on the Cross Kirkland Corridor trail, and will continue to fight it. The CKC is a treasure of Kirkland... please do not ruin it.
EAST KING COUNTY	Please drop the proposal to add mass transit to the CKC trail. We love the CKC and transit will ruin it, not to mention the environment around it.
EAST KING COUNTY	<ul style="list-style-type: none"> <li>• Do not put any High Capacity Transit on the CKC Trail</li> <li>• Remove the environmental study between Bellevue and Bothell via the CKC Trail</li> <li>• Remove the proposal of mass transit from Bellevue to South Kirkland Park &amp; Ride</li> <li>• If all of these are not removed, I will actively work to defeat ST3 in November</li> </ul>
EAST KING COUNTY	<ul style="list-style-type: none"> <li>• Do not put any High Capacity Transit on the CKC Trail</li> <li>• Remove the environmental study between Bellevue and Bothell via the CKC Trail</li> <li>• Remove the proposal of mass transit from Bellevue to South Kirkland Park &amp; Ride</li> <li>• If all of these are not removed, I will actively work to defeat ST3 in November</li> </ul>
EAST KING COUNTY	<p>No buses and trains on the CKC Trail.</p> <p>Don't waste even more money study using the CKC Trail.</p> <p>Don't ruin any of the entire trail when you can use the I-405 corridor.</p> <p>I will actively work to defeat ST3 in November.</p>
EAST KING COUNTY	Insane cost. You all are NUTS.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be removed in the ST3 final plan - East King County

EAST KING COUNTY	Remove the Bellevue to Issaquah light rail project. The demand is for express bus service to downtown Bellevue, similar to express to DT Seattle. Have voter approve each phase not the entire plan at once. If there is a need in 10 years for a line to Bellevue, then put it to the voters then, since it won't be completed for 25 years. Also, preserve the greenway, and discourage more grow beyond Issaquah. If you put a rail station in Issaquah, more people will move farther east, but use Issaquah to park and use light rail. This plan seems to benefit the Rawley family vs the community that prefers living in a less congested area.
EAST KING COUNTY	Do not put any High Capacity Transit on the CKC Trail <ul style="list-style-type: none"> <li>•Remove the environmental study between Bellevue and Bothell via the CKC Trail</li> <li>•Remove the proposal of mass transit from Bellevue to South Kirkland Park &amp; Ride</li> <li>•If all of these are not removed, I will actively work to defeat ST3 in November</li> </ul>
EAST KING COUNTY	Public transportation is extremely important to the health of our region. It encourages growth in a responsible manner. However, balancing growth and quality of living is key. We should keep transportation to transportation and not make it a trade off between transportation improvements vs lose of public trails. I would like to request removing the option of putting transit on the Cross Kirkland Corridor trail (CKC trail). We should focus on studying transit options on 405 instead of environmental study on CKC trail between Bellevue and Bothell. The bottom line is that I believe in advancements in our public transportation, but not make it a trade off decision between transportation vs public trails. I would actively oppose and campaign to defeat against ST3 if the CKC trade off remains part of the proposal.
EAST KING COUNTY	Light rail will lower our standard of living. Why are you people so bent on creating ghettos? Most of the buses are empty. This is nothing more than a plan to increase bureaucracy and larger government. STOP THIS OR WE WILL ELECT REPUBLICANS.
EAST KING COUNTY	Remove the proposal of mass transit from Bellevue to South Kirkland Park & Ride.
EAST KING COUNTY	Oppose High Capacity Transit on the CKC Trail. Please remove the plan of environmental study between Bellevue and Bothell via the CKC Trail. Remove the proposal of mass transit from Bellevue to South Kirkland P&R.
EAST KING COUNTY	Do not put any high capacity options for the Cross Kirkland Corridor trail on the ST3. Please remove the environmental study for it.  I strongly believe that the best option is I-405. I will oppose the November ST3 plan if any of these are on it. Thank you.
EAST KING COUNTY	We should not use existing bike trails for motorized traffic (e.g. on the Cross Kirkland Trail) Remove the environmental study between Bellevue and Bothell via the CKC Trail

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be removed in the ST3 final plan - East King County

EAST KING COUNTY	I strongly object to light rail on the Cross Kirkland Corridor. This trail is a treasure to our community and should not be ruined by a rail system. It will not help relieve commuter traffic in Kirkland and spoil a gem of wet lands and pristine nature we now enjoy (I would support, however, tunneling under the trail. Seattle is using tunneling technology in most of their light rail projects and it is curious to me why this has not been considered!!??). Therefore, I do not support any activity relating to putting light rail on the CKC, including environmental studies, bringing light rail to the South Kirkland Park & Ride (which would put undue pressure to continue through the CKC) and any monies spent on surface rail. I will not support any plan that put light rail on the surface of CKC but would support tunneling alternatives (such as Seattle did in their Seattle-UW line and the future UW-Northgate line).
EAST KING COUNTY	Do Not put any High Capacity Transit on the CKC Trail If this is not removed, I will not support ST3 in November
EAST KING COUNTY	Please do not include the Cross Kirkland Corridor in any ST3 plans for mass transite. It must remain a walking biking trail for environmental & cost reasons. Mass transit in that area needs to stay along already established transportation infrastructure ie, I405. It would not be economically responsible to use the CKC for mass transite.
EAST KING COUNTY	I am NOT in favor of an enviromental study between Bothel and Bellevue. There are sensitive wetlands that should NOT be disturbed.Do not put High Capacity Transit on the CKC Trail. The proposal of mass transit between South Kirkland to Bellevue sets up the necessity to use this corridor. These projects should be removed in the St3 Final Plan.
EAST KING COUNTY	Strongly opposed to environmental studies or any kind or mass transit on the Cross Kirkland Corridor. Will have to lobby against ST3 if these are included.
EAST KING COUNTY	Do not put any High Capacity Transit on the CKC Trail Remove the environmental study between Bellevue and Bothell via the CKC Trail Remove the proposal of mass transit from Bellevue to South Kirkland Park & Ride
EAST KING COUNTY	-Do not put any High Capacity Transit on the Cross Kirkland Corridor Trail!!! -Do not put any High Capacity Transit on the Cross Kirkland Corridor Trail!!! -Do not put any High Capacity Transit on the Cross Kirkland Corridor Trail!!!
EAST KING COUNTY	Do not put any High Capacity Transit on the CKC Trail Remove the environmental study between Bellevue and Bothell via the CKC Trail Remove the proposal of mass transit from Bellevue to South Kirkland Park & Ride If all of these are not removed, I will actively work to defeat ST3 in November
EAST KING COUNTY	Do not put any High Capacity Transit on the CKC Trail Remove the environmental study between Bellevue and Bothell via the CKC Trail Remove the proposal of mass transit from Bellevue to South Kirkland Park & Ride If all of these are not removed, I will actively work to defeat ST3 in November
EAST KING COUNTY	Transit route through CKC.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be removed in the ST3 final plan - East King County

EAST KING COUNTY	<ul style="list-style-type: none"> <li>• Do not put any High Capacity Transit on the CKC Trail</li> <li>• Remove the environmental study between Bellevue and Bothell via the CKC Trail</li> <li>• Remove the proposal of mass transit from Bellevue to South Kirkland Park &amp; Ride</li> <li>• If all of these are not removed, I will actively work to defeat ST3 in November</li> </ul>
EAST KING COUNTY	<p>I really like buses for their flexibility and ability to schedule. With all of the technology we have, we can figure out when we need to run more buses and make it happen, even for a Seahawks or Husky Game commute or Presidential visit or even bad weather. I am against trains and light rail because they are really expensive, never pay for themselves, are a burden to the taxpayers, and do not have any flexibility. They also take away bus lanes and take away jobs. Please remove train and light rail from these plans. Invest more in Buses.</p>
EAST KING COUNTY	<p>No high capacity transit on the trail corridor, get rid of the environmental study between Bellevue and Bothell via the trail corridor, remove the proposal of mass transit from Bellevue to south Kirkland park and ride. I will strongly oppose and fight to defeat ST3 in November as these items would affect the quality of life and the land values in our area!!! We need a "world class trail" as was promised!!!</p>
EAST KING COUNTY	<p>DO NOT put any high capacity transit on the Cross Kirkland Corridor, no buses, no light rail          Remove the environmental study between Bellevue and Bothell via the Cross Kirkland Corridor          Remove the proposal of mass transit from Bellevue to the South Kirkland Park &amp; Ride</p>
EAST KING COUNTY	<p>For the sake of all Kirkland children who safely take this trail to elementary and middle schools, please DO NOT put any High Capacity Transit on the CKC Trail. School bus service has been removed from many neighborhoods because of lack of school funding, and many children take these trails to and from school safely without worrying about busy streets. Putting light rail on this trail would put our kids in danger as this trail winds through parks, wetlands, neighborhoods; and having active tracks in their "backyard" makes it a danger zone. A light rail would take away their freedom and security of being able to walk to and from school, ride their bike or even walk their dog to a friend's house safely.</p> <p>Please remove the environmental study between Bellevue and Bothell via the CKC Trail. Last year I volunteered my hard-labor along the trail to help keep the native plants healthy so the natural habitats prosper. The animals and wildlife that live in the forests and streams along the trail are imperative to our beautiful city.</p> <p>Remove the proposal of mass transit from Bellevue to South Kirkland Park &amp; Ride          Please note - If all of these are not removed, I will actively work to defeat ST3 in November</p>
EAST KING COUNTY	<p>The environmental study on the CKC is not necessary and a gross waste of funds.</p>
EAST KING COUNTY	<p>Environmental study on CKC Trail is a waste of money, we know the environmental impact of BRT will destroy native wetlands and forested scenic areas.          KEEP THE BRT on I 405 or close to it.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be removed in the ST3 final plan - East King County

EAST KING COUNTY	Based on actual usage there is WAY to much money to serve a minimal number of residents. You may have missed an opportunity in 1970 but this is a massive waste of money!
EAST KING COUNTY	85th street BRT stop in Kirkland doesn't seem terribly useful. It doesn't have a good walkshed, not much potential for transit oriented development, and not a good alternative compared to Bellevue/Seattle bus routes from the Kirkland Transit Center.  I would much prefer an extension of the Issaquah/Bellevue line to the South Kirkland Park and Ride.
EAST KING COUNTY	I strongly believe we should not be putting any transit on the Cross Kirkland Corridor. I ask to remove the environmental study between Bellevue and Bothell via CKC from the proposal. I will not support ST3 in November if this is not removed.  Similarly to Burke-Gilman or Sammamish River trail, this trail already provides the greenest possible way to get to work (walking or biking), as well as supports active lifestyle of the local community. Tons of local residents have been enjoying using the trail since it opened. Adding side-by-side transit would ruin it - it will ruin the feel of the neighborhood, have numerous safety and environmental issues, and have low ridership. Rail feasibility has already been studied on this trail and arrived at the same conclusions. No one I know in the area would want to use transit on CKC. This will be a huge waste of money. Please keep expanding major roads like 405, where the transit should be, or build a subway. Don't ruin CKC for Kirkland.
EAST KING COUNTY	Each project the city does makes things worse. Stop spending our money and let private industry, the real world solve this.
EAST KING COUNTY	I would like to see the Eastside Rail Corridor (at least the Cross Kirkland Trail) reserved for human powered transportation - walking and bicycles. We have walked this corridor for over 20 years now to get to Totem Lake and Houghton destinations, to walk the dog or just for recreation and value the tranquility even when many folks are out enjoying the trail. Rail or buses would transform this from a relaxed, pleasant experience to yet another busy road.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be removed in the ST3 final plan - East King County

EAST KING COUNTY	<p>You must stop considering using the CKC for mass transit. Please remove the environmental study between Bellevue and Bothell via the CKC Trail and also remove the proposal of mass transit from Bellevue to South Kirkland Park &amp; Ride. If all of these are not removed, I will actively work to defeat ST3 in November.</p> <p>The CKC trail is a critical bridge between Kirkland communities and could be an exemplar for the US if Bellevue and Woodinville were also connected. Instead focus on using this corridor for people with bikes to commute and reduce traffic that way. Similarly, you have express lanes on I405 why not put the light rail in here? You could even also use the CKC for people with bikes to get to the light rail stations. Kirkland could lead the US for healthy commuting options.</p> <p>Also, final feedback. The plan doesn't seem to accommodate for the future of transport. My belief is that self-driving cars + demand-based (Uber / Lyft etc) pricing models will mean congestion should start getting distributed more evenly throughout the day and number of cars will decrease. Interested to know if you have studied that or not. Contact me at jahogg@microsoft.com if you have this information.</p>
EAST KING COUNTY	<p>no high high capacity transit on Kirkland trail no need for environmental study expense for Bellevue to Bothell via Kirkland trail if these are not removed my support drops to 0 for any of the ST3 plan</p>
EAST KING COUNTY	<p>I truly don't understand why there is a proposed light rail going all the way to Everett and Tacoma when there is already the Sounder train system. It already takes upwards of an hour to take the light rail from Columbia City to the U-district. I can't imagine why anyone would commute from Tacoma or Everett in to Seattle by light rail, especially given that there is already the Sounder train. I think that the resources for extending the light rail to Everett and Tacoma would be put to better use by making lines to Ballard and West Seattle. Seattle should grow the light rail system within the city, and leave commuter rail (which is faster) to the exurbs and surrounding cities. Thanks for your hard work!</p>
EAST KING COUNTY	<p>I am STRONGLY OPPOSED to ANY transit whatsoever on the CKC Trail.</p>
EAST KING COUNTY	<p>Living in my neighborhood for over 40 years, I have experienced the RR being so close to my home - I was very pleased to be able to have the 'RAILS to TRAILS' project replace the RR. I will be very disappointed to have any High Capacity Transit on the Trail Corridor. Please do not consider the environmental study between Bellevue and Bothell on our 'Trail Corridor.' Also remove the proposal of mass transit from Bellevue to South Kirkland Park and Ride.</p>
EAST KING COUNTY	<p>Do not put any High Capacity Transit on the CKC Trail Remove the environmental study between Bellevue and Bothell via the CKC Trail Remove the proposal of mass transit from Bellevue to South Kirkland Park &amp; Ride If all of these are not removed, I will actively work to defeat ST3 in November</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be removed in the ST3 final plan - East King County

EAST KING COUNTY	too many bus proposals
EAST KING COUNTY	Take the bus improvements, shoulder driving, additional rapid transit etc out of the plan! Put all the money into speeding up the timeline on light rail and rail connections + parking at the light rail stations everywhere!!!!
EAST KING COUNTY	<p>I know we have a huge transit problem in this region that needs to be fixed soon. I am strongly in favor of some sort of cultural paradigm shift from long commutes to people living very close to their jobs so they can walk. While I LOVED my home in Seattle, I moved to the Eastside so that I could be close enough to my job to walk to work. If I can make the sacrifice of giving up a home that I lived in for years and LOVED, just so that I could remove my car from traffic and walk to work instead, well then other people should be able to do this as well. As long as they are able-bodied and don't have some other extenuating circumstances, there's really no reason why people can't shift their lifestyles to accommodate a walking commute.</p> <p>By the way, I walk to and from work 2 miles each day on the Cross Kirkland Corridor which I consider a lovely nature trail. Every day on my walking commute to work I see all kinds of wildlife (deer, quail, eagles, falcons, owls, hummingbirds, snakes, and many species of birds). As you can guess, I am STRONGLY OPPOSED to putting any busses and/or rail on this peaceful nature trail. It should be left for pedestrians and bikes and nature. Walking to and from work on a peaceful nature trail every day improves the quality of one's life and reduces stress, while improving overall health.</p> <p>Please remove the environmental study between Bellevue and Bothell on the CKC Trail. Also, please remove the mass transit proposal from Bellevue to the South Kirkland Park &amp; Ride.</p> <p>As much as I support mass transit improvements in general, if these are not removed from your plan, I will vote against it in November, and will actively work to convince others to do so.</p> <p>Thank you :)</p>
EAST KING COUNTY	Do not put any High Capacity Transit on the CKC Trail. Remove the environmental study between Bellevue and Bothell via the CKC Trail. Remove the proposal of mass transit from Bellevue to South Kirkland Park & Ride. If all of these are not removed, I will actively work to defeat ST3 in November.
EAST KING COUNTY	<p>Please do not put any High Capacity Transit on the CKC Trail; Remove the environmental study between Bellevue and Bothell via the CKC Trail.</p> <p>Remove the proposal of mass transit from Bellevue to South Kirkland Park &amp; Ride.</p> <p>If all of these are not removed, I will actively work to defeat ST3 in November</p>
EAST KING COUNTY	Bellevue through Kirkland via KCC. This is a trail used for pedestrians not a bus line. It's absurd to take it away. This trail serves as a wonderful avenue to parks around Kirkland that would otherwise take double the time to walk to. Walk on it yourself sometime and see the beauty of the lake and Seattle skyline and Olympic mountain range.
EAST KING COUNTY	Please remove the environmental study and possible BRT on the CKC Trail from ST3.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be removed in the ST3 final plan - East King County

EAST KING COUNTY	<p>Light rail and Sounder service are used at far lower rates than required to make any further spending make sense. If there were a way to get a refund on previous spending, the transit agency should do so and replace all rail solutions with improved bus service along with improved road capacity. Rail, by it's fixed nature, can not easily adapt to changes in neighborhoods, lifestyles, or community preferences. The fixed nature of rail also requires high operating cost commitments. Additionally, the operating costs for rail are much higher than buses, primarily because buses don't have to run and cost much less to acquire than do trains.</p> <p>If you're obsessed with trains, check out Eastside Trains for the latest from Lionel. For a few thousand dollars you can build a huge layout and use the rest of your budget providing flexible and meaningful transportation options.</p>
EAST KING COUNTY	<ul style="list-style-type: none"> <li>- No monies should be spent on the environmental study for the Cross Kirkland Corridor (for future transit possibilities). Any effort to develop the CKC for mass transit use would catastrophically abuse and destroy an increasingly natural environment enjoyed by the citizens of and visitors to Kirkland.</li> <li>- Remove the proposal of mass transit from Bellevue to South Kirkland Park &amp; Ride. That corridor can be inexpensively reworked as an extension of the CKC for safe use by pedestrians and cyclists, with the presence of motorized vehicles* (except as required for maintenance). *Or trains</li> </ul>
EAST KING COUNTY	<p>building roads should be the priority building transit is more expensive and serves fewer voters</p>
EAST KING COUNTY	<p>I am strongly opposed to high capacity transit on CKC Trail. Transit fits Kirkland better on 405 and with increased bus service out to the neighborhoods. Please remove the environmental study on the CKC.</p>
EAST KING COUNTY	<p>Get proactive. There will be major development along the corridor from the Kirkland/Woodinville area up to Snohomish. There will be continuing development from Renton northward along the 405 corridor. There is an existing rail corridor and there is the opportunity for more-than-ample parking along this corridor. Building rail stations without sufficient parking assumes we will all be centralized but population growth testifies otherwise. Using the available corridor would provide tremendous savings.</p>
EAST KING COUNTY	<p>I strongly support the bus projects - they are much more economical and versatile. The light rail projects are way too expensive for the number of people they would benefit.</p>
EAST KING COUNTY	<ul style="list-style-type: none"> <li>- Please do not put any High Capacity Transit on the Cross Kirkland Trail. It is a beautiful nature trail used heavily by walkers, bikers and runners. It is a primary reason we moved to Kirkland and love the connection to nature and the environment.</li> <li>- Please remove the environmental study between Bellevue and Bothell via the Cross Kirkland Trail</li> <li>- Please remove the proposal of mass transit from Bellevue to South Kirkland Park &amp; Ride.</li> </ul> <p>If all of these requests are not removed, I will be actively working to defeat ST3 in November</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be removed in the ST3 final plan - East King County

EAST KING COUNTY	No transit on the Kirkland trail. No studies for future transit on the Kirkland trail. I will vote against anything or anyone that supports transit on the Kirkland trail. I love the Kirkland trail for people and exercise and health and community and fresh air.
EAST KING COUNTY	No high capacity transit on Cross Kirkland Corridor. Remove environmental study between Bellevue and Bothell on Cross Kirkland Corridor.
EAST KING COUNTY	Cross Kirkland Corridor environmental study
EAST KING COUNTY	I will oppose any project that includes transit on the cross Kirkland corridor
EAST KING COUNTY	The Cross Kirkland Corridor should be removed from the ST3 plan.
EAST KING COUNTY	use of CKC trail for any transit should be removed.
EAST KING COUNTY	Do not put any transit on the CKC Trail Remove the proposal of mass transit from Bellevue to South Kirkland Park & Ride If all of these are not removed, I will actively work to defeat ST3 in November
EAST KING COUNTY	Transit does not belong on the CKC Trail, and the environmental study via the CKC Trail should be removed. The proposal of mass transit from Bellevue to South Kirkland Park & Ride also needs to be removed. If all of these are not removed, I will actively work to defeat ST3 in November.
EAST KING COUNTY	<ul style="list-style-type: none"> <li>•Remove all reference to High Capacity Transit on the Eastside Rail/Trail Corridor - that corridor is a park, it should not be used for transit. There are other options.</li> <li>*Remove the environmental study between Bellevue and Bothell via the Trail Corridor - it is a waste of money, there should not be transit in the rail/trail corridor.</li> <li>•Remove the proposal of mass transit from Bellevue to South Kirkland Park &amp; Ride</li> <li>•If all of these are not removed, I will actively work to defeat ST3 in November. We support transit! But not in the wrong places, and not at any cost. If you insist on proposing transit in what should be a public park, a hiking and biking trail, we will reluctantly remobilize again (as we did the last time ST proposed using the rail bed) to defeat the ST3 proposal.</li> </ul>
EAST KING COUNTY	Do not use the Kirkland Corridor for either rail or bus.
EAST KING COUNTY	I do not want High Capacity Transit on the CKC Trail The environmental study is a waste of money. Remove mass transit from Bellevue to South Kirkland park and ride
EAST KING COUNTY	The plan is too big -- tax increases too high! Focus on BRT and parking connections and scale it down.
EAST KING COUNTY	More free parking needed at all park and ride lots, especially on I-90 corridor. If you want people to use the bus and trains, you need to give them some place to park. Only idiots believe people will walk to or get dropped off at the station for their commute....get real!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be removed in the ST3 final plan - East King County

EAST KING COUNTY	<ul style="list-style-type: none"> <li>• Do not put any High Capacity Transit on the Trail Corridor</li> <li>• Remove the environmental study between Bellevue and Bothell via the Trail Corridor</li> <li>• Remove the proposal of mass transit from Bellevue to South Kirkland Park &amp; Ride</li> <li>• If all of these are not removed, I will actively work to defeat ST3 in November</li> </ul>
EAST KING COUNTY	I do not think that LRT to Everett should go to Paine Field. Ridership is the most important consideration.
EAST KING COUNTY	Do not consider putting any transit on the CKC trail. Access is very limited and the community trail use is high.
EAST KING COUNTY	I will not support this plan if you include using the cross Kirkland trail system
EAST KING COUNTY	Public transit to Kirkland.
EAST KING COUNTY	Bellevue to Issaquah Light Rail is least important. It also conflicts with the Trail Corridor initiative. Will be against ST3 unless this light rail project is removed.
EAST KING COUNTY	all
EAST KING COUNTY	Remove any feasibility funding for using the Kirkland Cross Corridor. Leave the trail as a walking / bicycle path. Strongly oppose any development of the Kirkland Cross Corridor for public transportation (bus or train).
EAST KING COUNTY	Strongly opposed to any High Capacity Transit on the CKC Trail. Keep the CKC available only for walking and biking. Remove the environmental study between Bellevue and Bothell via the CKC Trail. Remove the proposal of mass transit from Bellevue to South Kirkland Park & Ride.
EAST KING COUNTY	Do not put mass transit on the CKC trail. Do not waste money on an environmental study on the trail from Bellevue to Bothell. Do not put mass transit on the trail from Bellevue to South Kirkland park & ride. I will vote "no" if these are included in the ST3 proposal.
EAST KING COUNTY	light rail lines should be removed
EAST KING COUNTY	Drop light rail.
EAST KING COUNTY	The draft plan is far, far, far too expensive with limited benefit or improvements for commuters. Sound Transit is being greedy.
EAST KING COUNTY	520 bridge was just built. Why in the world did they not put light rail across that instead of i90. I doubt it is actually safe to put light rail across i90 on an old bridge that wasn't designed for its use. Unbelievable. Also, after commuting for years and occasionally taking light rail from airport to downtown it is almost always empty. It's ridiculous. Electric busses are the way to go.
EAST KING COUNTY	No high capacity transit on the CKC Trail. Remove environmental study between Bellevue and Bothell by way of the CKC Trail. Remove proposal of mass transit from Bellevue to South Kirkland Park & Ride. Should all of these not be removed, I will actively work to defeat ST3 in November.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be removed in the ST3 final plan - East King County

EAST KING COUNTY	Do not put any High Capacity Transit on the CKC Trail Remove the environmental study between Bellevue and Bothell via the CKC Trail Remove the proposal of mass transit from Bellevue to South Kirkland Park & Ride If all of these are not removed, I will actively work to defeat ST3 in November
EAST KING COUNTY	ST appears to be believe it can operate with an unlimited drain on taxpayer's wallets. Sensible, cost-effective improvements are badly needed. Sound Transit simply must find a better way to manage costs to ensure taxpayers are receiving the best return on their investment.
EAST KING COUNTY	Remove light rail options. Increase BRT. Do not put light rail across Lake Washington.
EAST KING COUNTY	The Kirkland Corridor should have ONLY walking and bike trails, no motorized, electrical or mass transit use. It is in an environmentally sensitive area, and does not aid in transportation for the residents of Kirkland.
EAST KING COUNTY	ST will continue to not deliver any services that do not serve Seattle directly.
EAST KING COUNTY	Try fixing the freeways first!
EAST KING COUNTY	Building out rail will limit flexibility as we enter an era where self driving vehicles and ride sharing systems create additional efficiencies
EAST KING COUNTY	Light rail is far too costly for taxpayers. Homeowners are already overburdened with property taxes. Dump the light rail and Sounder extensions. Widen the roads and add more express buses and perhaps a few more park and rides along the freeways. Rail lines create areas of blight, are noisy and provide access to communities by criminals, gangs, drug users and dealers. We don't want light rail on the East Side.
EAST KING COUNTY	Do not put any High Capacity Transit on the Trail Corridor trails are for people using it not high capacity transit that would wreck the trail experience Remove the environmental study between Bellevue and Bothell via the Trail Corridor Remove the proposal of mass transit from Bellevue to South Kirkland Park & Ride Remove the proposal of mass transit from Bellevue to South Kirkland Park & Ride If all of these are not removed, I will actively work to defeat ST3 in November
EAST KING COUNTY	Stop making huge contracts with out of state contractors. Keep our money and jobs by hiring in-state contractors.
EAST KING COUNTY	A complete waste of taxpayer funds which provides very little improvement in transportation. Construction to eliminate bottlenecks in our highways would be a fra better use of funds. Light rail will never be effective in this area, we don't have the density in population or destinations. This is not New York where a subway does make sense.
EAST KING COUNTY	I'm a strong supporter of light rail. However, the price tag for ST3 is way too much. Moreover, I don't see a compelling reason why Everett and Tacoma need to be connected to Seattle by light rail. Those are not seattle bedroom communities. They are there own cities.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be removed in the ST3 final plan - East King County

EAST KING COUNTY	Please remove from further consideration any use of the Cross Kirkland Corridor for motorized transit. Since use of the CKC would no longer be an option, it is not necessary to spend money for any study regarding the use of the trail. You should also eliminate the option of light rail from Bellevue to South Kirkland Park-n-Ride as it would serve very little purpose if use of the CKC is eliminated. Leaving any of these projects in the final plan would signal to me that Sound Transit is still considering using the CKC and would force me to vote NO to all of ST3. Thank you for your consideration,
EAST KING COUNTY	You are wasting our tax dollars!
EAST KING COUNTY	Because the CKC trail serves many bikers going to the Google site and serves as a recreation site at other times, I do not think transit of any sort should be considered along this trail. And for this reason, no more time and resources should be spent developing plans along this bike/walk/running trail
EAST KING COUNTY	No more buses...  Call Portland and ask them on how they did it...
EAST KING COUNTY	I walk on the CKC Trail several times per week with my family & dog and DO NOT WANT any high capacity transit on the trail, this trail is a gem to the city and will adding mass transit here does not make financial sense when other opportunities cost less per mile. Do not include an environmental study between Bellevue and Bothell on the CKC. I am NOT in favor of mass transit from the South Kirkland P&R to Bellevue. I feel very strongly about these points and will not vote for ST3 if they are included and will urge my friends and co-workers to do the same.
EAST KING COUNTY	I am strongly against a High Capacity Transit on the CKC Trail! Remove the environmental study between Bellevue and Bothel (CKC Trail). Remove the proposal of mass transit from Bellevue to South Kirkland Park & Ride. I will actively work to defeat ST3 in November.
EAST KING COUNTY	YES - Bus Rapid Transit on I-405 NO - Environmental Study on Cross Kirkland Corridor, instead do a study of light rail on I-405 NO - Mass Transit from Bellevue Wilburton Station to the South Kirkland Park and Ride NO- High Capacity transit on the Cross Kirkland Corridor Trail
EAST KING COUNTY	I support the removal of proposed mass transit from Bellevue to South Kirkland. I very strongly support the removal of an environmental study along the Kirkland Community Trail. Leave it as is!!! A trail for the community! I strongly support NO transit on the CKC (Kirkland). The "transit" we have in place now is perfect.....pedestrians and bikes. The trail serves a GREAT NUMBER of citizens currently. I vigorously support improvement of Bus Rapid Transit on I-405. We will work diligently to defeat ST3 in November if my community wishes (and my family/friend's wishes) are ignored.
EAST KING COUNTY	Stop rails, add buses.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be removed in the ST3 final plan - East King County

EAST KING COUNTY	I do NOT want this light rail going into MY city's trail. There is wildlife living here. There are people using this trail for it's beauty and tranquility for exercise and to be outside. Get rid of your plans to take this trail away from us in Kirkland. Find a different route, please don't destroy natural or our communities bliss.
EAST KING COUNTY	Please leave the kirkland corridor trail alone, at least we have some zone to bike, run or just walk.
EAST KING COUNTY	Do not put any High Capacity Transit on the CKC Trail <ul style="list-style-type: none"> <li>•Remove the environmental study between Bellevue and Bothell via the CKC Trail</li> <li>•Remove the proposal of mass transit from Bellevue to South Kirkland Park &amp; Ride</li> <li>•If all of these are not removed, I will actively work to defeat ST3 in November</li> </ul>
EAST KING COUNTY	NO High Capacity on the CROSS KIRKLAND TRAIL NO environmental study between Bellevue and Bothell on Cross Kirkland Trail Bellevue to South Kirkland P&R, remove mass transit proposal I will actively work to defeat the ST3 proposal in November, UNLESS these proposals are removed
EAST KING COUNTY	1) Do not put high capacity transit on the corridor 2) Remove environmental study between Bellevue and Bothell via the trail 3) Remove the proposal of mass transit from Bellevue to South Kirkland  If the actions above are not removed from the proposal, myself, family, friends and neighbors will actively and aggressively work to defat ST3 this Nov.
EAST KING COUNTY	Absolutely no mass transit in any shape or form on the CKC trail! Therefore no environmental study between Bellevue and Bothell is needed. Remove it from the plan, since it would be a waste of money! I strongly believe in mass transit and will support ST3, but only if these 2 messures I mentioned above are being removed. If not, I will fight ST3.
EAST KING COUNTY	We are opposed to High Capacity Transit on the Cross Kirkland Trail and want the surrounding environmentally sensitive areas to be preserved. I plan to be active in working to defeat ST3
EAST KING COUNTY	I am strong opposed to any High Capacity Transit on the CKC Trail and believe the environmental study between Bellevue and Bothell via the CKC Trail should be removed along with the proposal for mass transit from Bellevue to South Kirkland Park & Ride. While I strongly believe and support extension of light rail I do not and will not support anything that would removed pedestrian/bike corridors in the Puget Sound area.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be removed in the ST3 final plan - East King County

EAST KING COUNTY	I do not support support high capacity transit on the cKC trail and will actively fight it in November. The trail is used Daily by pedestrians and bikers for commutes to schools, work, and every day life destinations (grocers, retailers, neighbors, etc.). In areas where parking is now limited due to the increased density caused by the new construction of homes in the Kirkland area you will find an increase of foot/bike traffic on the CKC trail. The opportunity to "walk" to where you need to go safely - without the extra chaos of any kind of transit is very, very valuable. Most importantly, it is the number of kids who use that path to the neighborhood schools that is important. With the lack of an appropriate school bus system to take kids (including elementary schools ) to neighborhood schools they need a safe and efficient route to walk/bike. By adding any kind of high capacity to the trail you are inviting dangerous situations to the kids walking to school. In addition, the CKC trail backs up to Peter Kirk elementary school .The safety measures to ensure all kids' and parents as they arrive to school (so I am now including those people who don't walk to school via CKC) will also be exposed to dangerous situations. It would take only one accident and the public will demand a reroute; which will result in a loss of \$, time, support and God forbid a life. In fact, the trail cuts right through the middle of neighborhoods. Realistically, the safety concern could include anyone whose final destination is just in the neighborhood. I do not support high capacity transit in the CKC.
EAST KING COUNTY	I am against any form of transit that will disturb the CKC trail. If any proposal continues to threaten the trail I will actively oppose the project.
EAST KING COUNTY	Please don't consider Cross Kirkland Corridor as a good place to run mass transit. It's a quiet walking and biking trail, and it feels just right this way. It would still be very inconvenient for people from the other side of 405 to get there, as opposed to a transit on 405
EAST KING COUNTY	<p>-- do not put any High Capacity Transit on the CKC Trail</p> <p>--Remove the environmental study between Bellevue and Bothell via the CKC Trail</p> <p>--Remove the proposal of mass transit from Bellevue to South Kirkland Park and Ride</p> <p>--If all of these are not removed, I will actively work to defeat ST3 in November</p>
EAST KING COUNTY	no bus or light rail on the cross kirkland corridor please! Leave it as a pedestrian and bike trail. put more transit on 405 instead. thanks
EAST KING COUNTY	<p>I commute by bicycle. The CKC is an incredibly valuable community resource for commuters, and for general purpose use - I commute via bicycle on it daily. THERE MUST NOT BE TRANSIT PUT ON THE CKC!!! With no high-capacity transit on the CKC, there is no need for the proposed environmental study between Bellevue and Bothell - that should be eliminated as well. Mass transit to the South Kirkland Park &amp; Ride is also unnecessary.</p> <p>If these are NOT removed, I will fight ST3 politically, with my last breath and my last dollar. As a woman, CKC has made it safe for me to bicycle to work, and I won't stand by and see that destroyed by inappropriate deployment of transit that can more appropriately and more easily be run down 405 via bus rapid transit.</p>
EAST KING COUNTY	Not a fan of buses, needs to be dedicated rail.
EAST KING COUNTY	ANY use of cross Kirkland corridor by motorized transport!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be removed in the ST3 final plan - East King County

EAST KING COUNTY	No high capacity transit on the Cross Kirkland Corridor No environmental surgery for high capacity transit between Bellevue and Bothell via the Cross Kirkland Corridor Remove the proposal of mass transit between Bellevue and South Kirkland Park & Ride If all of the above projects aren't removed, I will actively work to defeat ST3 on the ballot this fall even though I overall support high capacity transit
EAST KING COUNTY	I plan to actively work to defeat ST3 if there is any proposal to put high capacity transit on the CKC Trail. I am also opposed to an environmental study between Bellevue and Bothell via the CKC Trail or any proposal for mass transit from Bellevue to the South Kirkland Park & Ride that contemplates use of or impairment of the CKC Trail.
EAST KING COUNTY	Keep our CKC trail free of any High Capacity Transit System. I am not supportive of any environmental study being done between Bothell and Bellevue by way of the CKC trail. The Mass transit proposal from Bellevue to South Kirkland Park and ride needs to be removed, or I will do all I can to defeat ST3 in November.
EAST KING COUNTY	Light rail is what we need now. Buses only add congestion
EAST KING COUNTY	it seems that bus service could provide a cheaper access from Tacoma to Tacoma CC. That seems like an expensive addition that I'm not sure is necessary.
EAST KING COUNTY	Cost is way too high for so little return. Nobody outside of Seattle gets any value. Our HH will pay over \$30k for this thing before the station opens in Issaquah. Even then, it is most certain to have inadequate parking as all of the other suburban stations do. I'm voting no. Pass it as a straight sales tax and I'll consider it. I'm tired of the homeowners of WA getting gouged for everything.
EAST KING COUNTY	Please: Do not put any High Capacity Transit on the CKC Trail! This makes no sense at all. The trail is beautiful and amazing as is! Remove the environmental study between Bellevue and Bothell via the CKC Trail Remove the proposal of mass transit from Bellevue to South Kirkland Park & Ride If all of these are not removed, I will actively work to defeat ST3 in November
EAST KING COUNTY	I am asking you to please NOT put any High Capacity Transit on the CKC Trail. There are so few local places where we and our young children can walk and bike safely away from traffic. I encourage you to NOT waste valuable resources to do an environmental study of the trail; there are already posted signs along the trail of fragile environments. Instead I ask you to do a study of light rail on I-405. That's where the traffic fits best. Thank you for your attention to these matters.
EAST KING COUNTY	CKC is a regional asset that should be preserved as a trail. I will not support ST3 if it includes an environmental study of potential transit on the trail. Instead please study light rail on I-405.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be removed in the ST3 final plan - East King County

EAST KING COUNTY	Do not put any High Capacity Transit on the CKC Trail Remove the environmental study between Bellevue and Bothell via the CKC Trail Remove the proposal of mass transit from Bellevue to South Kirkland Park & Ride If all of these are not removed, I will actively work to defeat ST3 in November
EAST KING COUNTY	Keep the mass transit out of CKC. The CKC is an unique opportunity to change the quality of life in Kirkland and beyond. In any given day there are so many people on the trail, walking, biking, keeping active and healthy. Mass transit should be kept on I405.
EAST KING COUNTY	Three points: 1. Sound Transit has squandered tax payer money and cannot be trusted. This is another example: a slanted and poorly designed "survey" enacted, again at our expense, to prop up these misguided plans. 2. Question: IS ANYONE observing the rapid development of self-driving cars? No, not at ST. 3. Any further light-rail development MUST BE focused outside the City of Seattle: IN Pierce, Snohomish, East/South King County. Spread this thing around the region -- we are done throwing contracts, dollars, and effort into one municipality.
EAST KING COUNTY	1. remove environmental study between Bellevue and bothell via trail corridor 2. do no put any high capacity transit on the trail corridor 3. remove the proposal of mass transit from Bellevue at Wilberton Station to South Kirkland Park and Ride 4. I support Light Rail on I 405
EAST KING COUNTY	Rapid Bus is quicker to realize, cheaper to implement/maintain/upgrade, and more flexilble to run on regular lanes as well as dedicated lanes. Light rail is too expensive and plagued with delays.
EAST KING COUNTY	Remove the environmental study for the Cross Kirkland Corridor. Remove light rail from Bellevue to the South Kirkland park and ride. If these are not removed I will actively campaign against the entire ST3.
EAST KING COUNTY	Remove the environmental study for the CKC trail. Remove all transit options from the Cross Kirkland Connection trail. Put the bus on 405!
EAST KING COUNTY	I believe that the CKC Trail should not have any bus or light rail service and the trail should not be despoiled. I do not believe we need mass transit from Bellevue to the Park and Ride in South Kirkland and advocate no environmental studies as well for transit between Bellevue and Bothell. The trail is a resource and transit can traverse through other arteries. I will work vigorously to defeat ST3 in the event that these items are not removed from the final plan.
EAST KING COUNTY	Remove the environmental study between Bellevue and Bothell via the CKC trail. Do not put any high capacity transit on the CKC trail. Remove the proposal of mass transit from Bellevue to South Kirkland Park and Ride. I will actively work to defeat ST3 in November if all of the above are not removed.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be removed in the ST3 final plan - East King County

EAST KING COUNTY	<p>Do not put any High Capacity Transit on the CKC Trail</p> <p>Remove the environmental study between Bellevue and Bothell via the CKC Trail</p> <p>Remove the proposal of mass transit from Bellevue to South Kirkland Park &amp; Ride</p> <p>If all of these are not removed, I will actively work to defeat ST3 in November</p>
EAST KING COUNTY	No high capacity traffic on the CKC trail
EAST KING COUNTY	To make it affordable. Major traffic and population is along the Seattle - West side corridor and should be considered 1st.
EAST KING COUNTY	<p>Do not put any High Capacity Transit on the CKC Trail</p> <p>Remove the environmental study between Bellevue and Bothell via the CKC Trail</p> <p>Remove the proposal of mass transit from Bellevue to South Kirkland Park &amp; Ride</p> <p>If all of these are not removed, I will actively work to defeat ST3 in November</p>
EAST KING COUNTY	A high capacity transit on CKC trail is a very bad idea and should not be put there. The environmental study for viability between Bellevue and Bothell should therefore not be conducted. Mass transit proposal between Bellevue and South Kirkland Park & Ride should also be removed.
EAST KING COUNTY	<p>- Please Do not put any High Capacity Transit on the Lake Washington Trail Corridor Renton to Bellevue. The many many many reasons to preserve this corridor for trail and trail related use have been enumerated many times - see PSE Energize Eastside documentation for reference, as most if not all of the issues apply with regard to high capacity transit on the trail corridor, with further issues of the transit itself.</p> <p>- Remove the environmental study between Bellevue and Bothell via the Trail Corridor, as the trail corridor should not be considered for high capacity transit, per the above.</p> <p>- Without removal of the above, I will actively work with my community to defeat ST3 in November. This is not my desire as there are elements I believe are critically important to the region. But the negative impacts of high capacity transit on the trail corridor in this area are just to great.</p>
EAST KING COUNTY	<p>(1) Do not propose or put any High Capacity Transit on the Kirkland CKC Trail</p> <p>(2) Remove the environmental study between Bellevue and Bothell via the CKC Trail</p> <p>(3) Remove the proposal of mass transit from Bellevue to South Kirkland Park &amp; Ride</p> <p>If all of the above are not addressed, I will actively work to defeat ST3.</p>
EAST KING COUNTY	<p>Do not put any High Capacity Transit on the CKC Trail</p> <ul style="list-style-type: none"> <li>•Remove the environmental study between Bellevue and Bothell via the CKC Trail</li> <li>•Remove the proposal of mass transit from Bellevue to South Kirkland Park &amp; Ride</li> <li>•If all of these are not removed, I will actively work to defeat ST3 in November</li> </ul>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be removed in the ST3 final plan - East King County

EAST KING COUNTY	Please do not turn the Kirkland trail into a Sound Transit bus route. Use 405. It will completely ruin a great pedestrian space.
EAST KING COUNTY	I am a Kirkland resident asking that we preserve the CKC. I use the trail daily and see the positive impact it has made on my community. Families, dogs and teenagers have a place to be away from cars and away from the busy blvd. I see little kids on bikes and families walking together after dinner. I support transit incentives and deepening our bus systems. Please remove the proposal to construct high speed light rail and mass transit on CKC. Please remove any environmental study on the trail. I will continue to push against this agenda if the proposals withstand. This trail has become so valuable to my family and my community that I am committed to saving it.
EAST KING COUNTY	keep the CKC nonmotorized like the Burke gilman and Sammamish trails .... if you do not remove the proposed environmental study btwn Bellevue and Bothell and the mass transit connection Bellevue and South kirkland I will campaign actively against the funding of ST3....
EAST KING COUNTY	I don't support transit development of the cross-Kirkland corridor of any sort, even including the proposed environmental study. If that's part of the final plan, I'm very likely to vote against it. There's no need to do any sort of study unless you're planning on developing it. Particularly given the cost and (very long) timelines involved in ST3, I'd assume that you'd be looking for things to cut to speed it up.
EAST KING COUNTY	<ul style="list-style-type: none"> <li>•Do not put any High Capacity Transit on the CKC Trail</li> <li>•Remove the environmental study between Bellevue and Bothell via the CKC Trail</li> <li>•Remove the proposal of mass transit from Bellevue to South Kirkland Park &amp; Ride</li> <li>•If all of these are not removed, I will actively work to defeat ST3 in November</li> </ul>
EAST KING COUNTY	DuPont recently had layoffs, the major company there is moving.
EAST KING COUNTY	I strongly oppose High Capacity Transit on the CKC Trail and the environmental study between Bellevue and Bothell via the CKC Trail I'm against the proposal of mass transit from Bellevue to South Kirkland Park & Ride
EAST KING COUNTY	Fix the hov problem first before you goof up other transit plans

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be removed in the ST3 final plan - East King County

EAST KING COUNTY	<p>This proposal should be removed from consideration. My objections are to the entity that is to execute these projects and the attendant costs associated with them. Time and again there have been promises of project X costing budget amount Y and with almost perfect execution the DOT achieves severe cost overruns above and beyond amount Y. The already astronomical costs associated with ST3 will undoubtedly be overrun as well with the DOT leading the way. The lesson learned here is that anything the DOT undertakes to do with light rail needs to be stopped to protect the taxpayers. Additionally the citizens of the surrounding communities to Seattle are very much opposed to Seattle-centric public transportation projects and instead desire car traffic alleviation efforts as opposed to ST3 which when penciled out will come to a cost of \$13K+/inch and not be completed for some 25 years. Certainly there are more cost effective ways to allow traffic to flow. Light rail proposals are not it. Try widening freeways and creating reversible traffic (dual direction) lanes to accommodate commuters as suggestions and steer away from costly dream projects which give the taxpayers very very little return on their investment. Please exercise some common sense devoid of political objectives in planning. You are rubbing us taxpayers raw with your shenanigans which have been in the works for decades now.</p>
EAST KING COUNTY	<p>Do not put high capacity transit on the CKC trail. Please remove the environmental study between Bellevue and Bothell via the CKC trail, and remove the proposal of mass transit from Bellevue to South Kirkland Park and Ride. This is a trail myself and my family use daily for nature walks, community engagement, and physical exercise. It runs close to and near residential neighborhoods and homes, this is NOT a place for high capacity transit without completely destroying treasured neighborhoods and community. There are better, and more affordable options to create transit opportunities that could benefit the Kirkland community as a whole. If all of these outlined things are not removed, I will actively work to defeat ST3 in November.</p>
EAST KING COUNTY	<p>Plans for transit on Cross Kirkland Trail (both high capacity plan and environmental study for using it between Bellevue and So Kirkland park and ride).</p>
EAST KING COUNTY	<p>Please remove the sound transit environmental study on CKC in Kirkland. the environmental study is a waste of funding and will go nowhere. class 1 wetland north of 85th.</p>
EAST KING COUNTY	<p>Light Rail (or Heavy Rail) is the most expensive and least used of all transportation options. The Sounder from Everett is one of the biggest money losers in the US I believe. America is Freedom and Freedom is driving your own car! Rail is Government's way to control people and decrease freedom. I have already moved out of the People's Republic of Seattle and am getting ready to move out of the State of Washington soon. No matter how you disguise it, the City and County Government dispise private vehicles or they would not be spending Billions of dollars on the most expensive transportation mode per people mile that exists! Silly Liberals will always attempt to control the freedom of other people! What a bunch of sheep!</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be removed in the ST3 final plan - East King County

EAST KING COUNTY	<p>Do not put any High Capacity Transit on the CKC Trail</p> <ul style="list-style-type: none"> <li>•Remove the environmental study between Bellevue and Bothell via the CKC Trail</li> <li>•Remove the proposal of mass transit from Bellevue to South Kirkland Park &amp; Ride</li> <li>•If all of these are not removed, I will actively work to defeat ST3 in November</li> </ul>
EAST KING COUNTY	Remove Environmental study and rail from south Kirkland
EAST KING COUNTY	<p>Any projects related to putting High Capacity Transit on the CKC Trail, including:</p> <ul style="list-style-type: none"> <li>•the environmental study between Bellevue and Bothell via the CKC Trail</li> <li>•any proposal of mass transit from Bellevue to South Kirkland Park &amp; Ride</li> </ul> <p>If projects related to putting transit on the CKC Trail remain a part of ST3, my strong support for ST3 will change to weak or no support, or even to opposition.</p>
EAST KING COUNTY	<p>BRT(or any transit for that matter) on the CKC is a non-starter. This trail is much loved and needed by the residents of the east side and serves their health and lifestyle needs. It can be a pedestrian and cyclist feeder for your new station on 85th, when BRT runs on 405 in the new HOV lanes. Do not waste time or expense doing an environmental impact study of this, as it will just engender more opposition and draw this entire process out when its not necessary.</p> <p>I will actively work to oppose ST3 if any transit on the CKC is part of the draft plan.</p> <p>Major trunks need to be fast tracked - this 25 year event horizon exceeds the grasp of most intellectually/temporally. Light rail to Bellevue, West Seattle, Ballard and Tacoma should all be completed within the next seven years. In the last decade, we've watched a well managed transportation infrastructure start to sag and begin to fray at the edges. Major relief at these choke points needs to be provided in the near term.</p> <p>More attention needs to be paid to cyclists and pedestrians - more facilities for them at every level should be supported to improve green(er) modes of transport and in an effort to reduce the number of vehicles on the roads.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be removed in the ST3 final plan - East King County

EAST KING COUNTY	<p>The CKC trail is such a treat for those of us living in the area. It provides a place where one can safely run, walk, bike, etc. without the fear of, but not limited to, road rage and gagging on exhaust fumes (for the most part). It is a scenic trail that immerses the users in the beautiful nature that we all know and love about the PNW. To put any high capacity transit on this trail would be a huge loss to the community. Please don't take away our little slice of heaven!</p> <p>We also ask that the environmental study between Bellevue and Bothell be discontinued. If we're not going to add high capacity transit, what's the point?</p> <p>Additionally, we do not feel traffic is bad enough to warrant mass-transit between Bellevue and South Kirkland P&amp;R. Extending it further north, yes, and along 405, but let's look at the bigger picture.</p> <p>We feel passionately about saving our trail and if these are not removed we will do whatever we can (and we have access to a broad &amp; captive audience every day) to defeat this in November.</p>
EAST KING COUNTY	<p>I am appalled that the City of Kirkland has spent millions of dollars on creating an incredibly beautiful nature/walking/jogging/biking etc. trail on the old train line and just a couple of years later decide to destroy it.....and the faith of the community in their elected leaders!! What a disgrace...an absolute waste of hard earned tax dollars!! This magnificent trail has become critical to my health and well being after many difficult surgeries and I am devastated that this could even be considered....shame on you City of Kirkland!!</p>
EAST KING COUNTY	<p>Please leave the CKC Trail as it is - do not do further environmental studies on it and leave it as a pedestrian/bike pathway.</p>
EAST KING COUNTY	<p>Please keep our trail. Do not put any kind of transit on this!</p>
EAST KING COUNTY	<p>Leave Kirkland Trail out of any Sound Transit plans          No traffic on Kirkland Trail (no buses, no light rail, no other vehicles)          No environmental study on Kirkland Trail          If these are not removed from the proposal, I will be voting against any further ST3 plans</p>
EAST KING COUNTY	<p>Do not put any High Capacity Transit on the CKC Trail</p>
EAST KING COUNTY	<p>The benefit for the cost is not there. Sound Transit has proven itself to be untrustworthy with its budgets and timelines. There is absolutely no reason to believe the budget proposed can be met. The ridership numbers ST provided do not make a difference in the auto traffic. The operation costs are too high to be self sufficient thus the tax payers who do not use ST will have to continue to subsidize the program. This is a very unattractive proposal and I am not interested in paying for it.</p>
EAST KING COUNTY	<p>There is no compelling reason to destroy the CKC Trail with high capacity transit. Please remove the environmental study between Bellevue and Bothell via the CKC Trail. Also, please remove the proposal of mass transit from Bellevue to South Kirkland Park &amp; Ride.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be removed in the ST3 final plan - East King County

EAST KING COUNTY	CKC trail should NOT be considered at all for any future rail connection. CKC trail could be considered for additional bike and/or pedestrian improvements for access to south Houghton park n ride to reduce car traffic and parking saturation and increase use in bus commuting.
EAST KING COUNTY	Do not put any High Capacity Transit on the CKC Trail Remove the environmental study between Bellevue and Bothell via the CKC Trail Remove the proposal of mass transit from Bellevue to South Kirkland Park & Ride If all of these are not removed, I will actively work to defeat ST3 in November
EAST KING COUNTY	Remove the Cross Kirkland Corridor "Environmental Study." I am strongly opposed to any transit on the Cross Kirkland Corridor, and any measure (including the environmental study) that supports putting any transit on the Cross Kirkland Corridor will turn me from strongly supporting ST3 to a loud "NO!" vote on ST3. The Kirkland City Council has no credibility on ST3 and no explanation for why BRT on I-405 is not fully sufficient for Kirkland. The Cross Kirkland Corridor is very close to I-405 at key transit points (e.g., Totem Lake, 85th Street, South Kirkland Park & Ride, etc.), so there is no advantage to transit on the Cross Kirkland Corridor as compared to I-405.
EAST KING COUNTY	I am extremely supportive of this measure and of bus rapid transit on I-405. However, if transit is proposed for the Cross Kirkland Corridor, I will strongly oppose ST3.
EAST KING COUNTY	No transit on the CKC Remove environmental study between Bellevue and Bothell via the CKC Remove the proposal of mass transit from Bellevue to South Kirkland Park and Ride I strongly oppose any mass transit on the CKC and will actively work to defeat ST3 in November.
EAST KING COUNTY	No rapid transit, bus, rail or otherwise on the kirkland cross corridor trail.
EAST KING COUNTY	Any development on the CKC is a waste of time and effort. This is not a viable high-traffic commute path. Remove the mass transit proposal from Bellevue to South Kirkland Park and Ride - too many other priorities. No need for an environmental study on the CKC between Bellevue and Bothell - again, this is a waste of time and money. This is not a viable high-traffic commute pathway, especially since 405 is right there! I will consider it a huge waste of time and money if these are kept on the project list, and would consider it a reason to not support ST3 in November.
EAST KING COUNTY	Plan is too costly and takes too long. I will support a smaller and faster package

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be removed in the ST3 final plan - East King County

EAST KING COUNTY	I live in the Houghton area of Kirkland, very close by to the current bike/pedestrian corridor that was only just put in last year. I strongly oppose putting any kind of transit on the CKC trail as it would disturb the peace of the neighborhood I live in; would be a complete waste of investment that was put into the CKC trail, that my family very much enjoys and uses at least 2-3 times a week; would bring in strangers/commuters into my family friendly neighborhood, and would take away from the general vibe and reputation of Houghton and Downtown Kirkland as a healthy community. I also strongly oppose the environmental study that is proposed between Bellevue and Bothell via the CKC Trail as I believe it would not purport my already stated stance. Likewise, please consider removing the proposal of mass transit from Bellevue to South Kirkland Park & Ride. Unfortunately, if these are not removed, when they are finally proposed on a ballot, I will have to oppose the ST3 plan in November.
EAST KING COUNTY	Don't wait to implement light rail...do it first!
EAST KING COUNTY	The proposed plan is way too expensive. Buses and more lanes on existing roads are much more practical. When 60% of roads money is wasted on transit and only 40 cents on every transit tax dollar is spent on roads, it is no wonder that traffic is a mess.
EAST KING COUNTY	Long term commuter plans should be prioritized in both cost planning and schedule. Rapid transit options (rail) should be pushed and implemented as they will make bus routes obsolescent. Other major cities (NYC, DC) have a robust metro/subway system that services many areas without over reliance on bus routes. Ease of use and robustness of the system will encourage commuting where bus routes only serve as a band-aid. The drawn out timeline and high costs will eventually lead to tax-payer dissatisfaction due to perceived lack of progress and roadway construction delays (for bus routes).
EAST KING COUNTY	Please, please, PLEASE REMOVE the proposal of mass transit from Bellevue to South Kirkland park&pride. I don't understand how yo can put mass transit...OR ANY TRANSIT....next to what WA has already marked with signage for environmentally sensitive land!? IF ALL of these are NOT removed I will ACTIVELY work to defeat st3 in November!
EAST KING COUNTY	Keep all transit off of the Cross Kirkland Corridor Trail! And don't do the environmental study of the trail, waste of money.
EAST KING COUNTY	The Ballard/West Seattle light rail needs to be removed. they already voted this mass transit option down. If your focus will remain Seattle centric then only tax Seattle.
EAST KING COUNTY	The Environmental study should be removed along I-405 from Bothell to Bellevue. Buses should be running along I405 as part of this plan and thus exploring an additional route would be a waste of tax payer's money. Furthermore, this route is a option for multiple reasons: safety (runs through residential areas), access and noise pollution (is not a main thoroughfare like I-405), environmental (wetlands area), culture (residential neighborhoods with personality, running thoroughfare right through the middle detracts), money (cost/rider along this route is astronomical compared to along I-405)
EAST KING COUNTY	not interested in being taxed for something I will never use. I will be dead before any of this will be completed. I think it is a waste of tax payer money

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be removed in the ST3 final plan - East King County

EAST KING COUNTY	Light rail is inefficient looking at the project cost vs. number of people that benefit. Although living densities have improved in a few areas of Puget Sound over the last decade, most people live in low-density areas and work in low-density areas. This is not at all conducive to efficient transportation by rail or bus. The best solution is expanding highways with intelligent systems and smart cars/trucks.
EAST KING COUNTY	Do not put any High Capacity Transit on the CKC Trail Remove the environmental study between Bellevue and Bothell via the CKC Trail Remove the proposal of mass transit from Bellevue to South Kirkland Park & Ride If all of these are not removed, I will actively work to defeat ST3 in November
EAST KING COUNTY	As a resident of Kirkland I would like to see the environmental impact study taken off of the project. I strongly urge Sound Transit to designate the Cross Kirkland Corridor a pedestrian and bike transit only. As a region we have the ability to link several communities with a safe family focused natural trail. Not only does it improve the health of the towns it passes through it can be a strong draw to prospective tourists who can ride bikes in Seattle wine country of Woodinville. We should be focusing our resources to building transit systems on the I 405 route not destroying neighborhoods and erasing the last few patches of nature left around Lake Washington. Thank you for your time and work towards transit solutions.
EAST KING COUNTY	The Cross Kirkland Corridor is the best. Do not change anything to existing trail used by thousands of pedestrians and bicyclists. Transit on the trail would endanger people, the environment, and rob everyone of a greenspace to enjoy for generations. I vehemently oppose the inclusion of this in your plan.
EAST KING COUNTY	stop the light rail expansion and focus on improving bus services. Rapid and bus only lanes.
EAST KING COUNTY	At a cost of nearly \$300 million per mile constructed, light rail is not an efficient use of limited taxpayer resources. Additional bus service is needed to reach more commuters within the Sound Transit taxing district. Additional bus service could be implemented sooner and at a much lower cost. Plus bus routes can change with commute patterns whereas light rail cannot. The proposed taxes to pay for ST3 will greatly add the cost of living in this region. This will greatly impact retired neighbors and lower income families living in my neighborhood. How can ST ask for more money when ST has yet to complete the all projects from ST1 and ST2 and those that have been completed were done so well after the timeframes promised.
EAST KING COUNTY	I am a strong supporter of making mass transit more prevalent. However, I am 100% opposed to any development on the old dinner-train line that runs from Renton to Snohomish. This should be regarded and valued as a precious recreational asset. Putting any type of transit on this will destroy it's recreational value (who would enjoy a walk or ride alongside exhaust-emitting buses). It will also make neighborhoods more dangerous. Sophisticated, long range transit planning must preserve these spaces. Once they are developed for transit, they are gone. I believe we should keep transit where it already is and keep the pollution, noise and unsightliness close to existing routes.
EAST KING COUNTY	Remove them all. Stop wasting Taxpayer Money on this garbage. Let the people who use mass transit pay for it.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be removed in the ST3 final plan - East King County

EAST KING COUNTY	<p>I think the money for the expansion of light rail to Redmond downtown and building stations at Graham Street and Boeing Access Road should be used for more (and better) transit options for South and Southeast King County residents - Renton, Kent, Auburn.</p> <p>With I-405 south of Bellevue is congested , wouldn't it be better to address the needs here before the above projects? I would also put this above the project to extend light rails to Issaquah. It took me 20 - 30 minutes to just get from Renton (at exit 6 on 405) to the Eastgate P&amp;R (to go to downtown Seattle) ... and I think there's quite a bit of people like me. Please consider better options for residents in South and Southeast King County.</p>
EAST KING COUNTY	Remove all light rail, increases buses!
EAST KING COUNTY	<p>I think there should be a much lower priority on expanding Sounder service to far reaching areas like Everett and Tacoma. We need to work on getting people out of cars who live in Seattle and the immediate suburbs (including the Eastside), not encourage people to buy homes far away from their workplaces and commute long distances. Also for light rail to work in the suburbs, you need sort, frequent, loop feeder bus routes in each neighborhood that are coordinated with train departures. Otherwise you have most people getting in cars to drive to park and rides.</p>
EAST KING COUNTY	<p>I strongly oppose BRT on 405 as it's not much better than existing Express Bus Service and costs hundreds of millions of dollars. The NE 85th station is in an unsafe location in the middle of a interchange and is inaccessible with low ridership and massive cost which concerns me greatly (I currently ride from Totem Lake). \$300M there is incredibly wasteful could be much better spent elsewhere in Kirkland on things such as better Express bus service.</p> <p>If Sound Transit is not going to build link on the Cross Kirkland Corridor as part of ST3 I would rather see a focus on developing transit centers and ridership in those spots where light rail stations might someday be built in neighborhoods not the freeway (e.g. Totem Lake, Downtown Kirkland).</p> <p>405 BRT would not reduce already bad local traffic on the streets surrounding my home and would make it worse as more people drive to park and rides by the freeway, fundamentally it will not improve my commute or quality of life. If the I405 BRT plan is significantly modified in some way I may vote no on ST3 despite my belief that other projects like Ballard and West Seattle are hugely important.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be removed in the ST3 final plan - East King County

EAST KING COUNTY	<p>You need to <i>*reduce the total cost of this plan*</i>. You need to focus on improving service to places with a high population density, since that's where the ridership is! All the light rail improvements in Seattle are great. But it makes no sense at all to be spending billions on light rail lines to Issaquah and Tacoma.</p> <p>It's also hard to believe that you would ask people to take a survey like this <i>*without giving any information about project costs*</i>. How can you expect people to prioritize A vs B without knowing how much A and B cost? Similarly, how can you expect people to prioritize A vs B without knowing what the estimated ridership is? Not that Sound Transit has a great record of estimating ridership, but it would be better than nothing.</p> <p>Please release a summary that gives a breakdown of costs and ridership <i>*by project*</i>. Then people will be able to make an informed decision. I'm certainly not going to vote to give you \$50 billion without having any idea of how you're going to spend it.</p>
EAST KING COUNTY	<p>Light rail is not efficient enough. It needs to be able to transport roughly the same number of people (per minute per lane per dollar of support and maintenance) as roads supply. Buses are a much better investment and they have much better reach.</p> <p>It might also help to encourage a paid van system which operates like uber.</p>
EAST KING COUNTY	<p>Stay out of the Kirkland pathway/X railway right a way. This is a VERY MUCH PROTECTED AREA FOR PEOPLE TO USE AND ENJOY</p>
EAST KING COUNTY	<p>Any project relating to any kind of high capacity transit on CKC trail should be removed.</p> <p>Likewise, mass transit from Bellevue to the South Kirkland Park and Ride should be removed.</p> <p>These projects negatively impact the beauty, culture and serenity that residents chose Kirkland for their home. If these projects are not removed we will continue to voice our concerns and defeat ST3 in the November election.</p>
EAST KING COUNTY	<p>It is premature to send this proposal to a vote. The plan currently favors Seattle projects, has a high risk second tunnel option in Seattle, requires a trip between Bellevue and Everett to go through Seattle, uses most of the available bonding capacity, and may not lessen existing and future congestion. Time for a pause to demonstrate the effectiveness of the system currently under construction, allow the development of alternative modes of travel and to revise the plan to provide better service distribution.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be removed in the ST3 final plan - East King County

EAST KING COUNTY	This plan ignores Renton. I will not vote for this proposal unless Issaquah light rail is dropped and a light rail system is proposed that would connect Tukwila - Renton- and Bellevue. There are 98,000 residents in Renton and it is a employment hug - the 4th largest city in King County. There are only 15,000 residents in Issaquah. It makes no sense to build light rail to Issaquah. Also, the ST Board needs to add the Mayor of Renton as a member. I will not tolerate taxation without representation. This plan is insulting for residents of Renton. We have paid \$237 million in sales taxes for ST and have received little benefit. Our city sits along I-405; a major transportation corridor that is not handling demand. A light rail system is needed in this corridor to provide better commute times and reduce pollution.
EAST KING COUNTY	Light rail is not cost efficient for the low ridership. Bus Rapid Transit is much more cost efficient, flexible and faster to implement.
EAST KING COUNTY	Do not put any High Capacity Transit on the CKC Trail!! If this is on the ballot, I will vote everything down. Remove the environmental study between Bellevue and Bothell via the CKC Trail Remove the proposal of mass transit from Bellevue to South Kirkland Park & Ride If all of these are not removed, I will actively work to defeat ST3 in November  ALSO if you can't improve the timeline, I will not support this. I am not supporting something that takes 17 - 25 years to complete. That is ridiculous to present to voters. Figure out how to do this in a MUCH more timely manner. Our traffic is horrible NOW and you want voters to wait 25 years, unbelievable!
EAST KING COUNTY	Do not think Dupont should be included in the plan.
EAST KING COUNTY	Keep the bus - it's flexible and more easily modifiable as technologies change. The light rail is horribly expensive, fixed, and completely inflexible. Those in outlying areas could be served by buses but are helped very little by rail. With so few rail lines, even after 25 years, I don't know how it would be useful. People need to get from their homes to work without it taking so long; I would rather sit in my car than drive to a park and ride to catch a bus to catch the rail to catch another bus to finally get to my destination. Way too much time lost. The return on investment is terrible and technology will be outdated by the time it is completed.  This doesn't even take into account the possibility of driverless cars...
EAST KING COUNTY	Focus on train transit. Busses get stuck in the same traffic as cars. Trains help take pressure off the roadways so busses and cars can run more smoothly.
EAST KING COUNTY	Do not put any High Capacity Transit on the CKC Trail Remove the environmental study between Bellevue and Bothell via the CKC Trail Remove the proposal of mass transit from Bellevue to South Kirkland Park & Ride If all of these are not removed, I will actively work to defeat ST3 in November

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be removed in the ST3 final plan - East King County

EAST KING COUNTY	Please remove consideration of the Cross Kirkland Corridor as a route for buses or light rail. That trail is a wonderful addition to the community that I've been waiting for since I was a child and now enjoy often with my own children. Because the CKC should not be considered as an option for transit expansion, please do not go forward with any EIS on the CKC trail. The trail should be expanded into Bellevue, so please remove any consideration of using the rail corridor to move buses from Bellevue to the South Kirkland P&R. I will actively work to against any transit proposal that puts the CKC at risk.
EAST KING COUNTY	Leave the CKC trail alone. The costs to make it suitable for two way traffic would be ridiculous given other options and the trail serves a valuable function in quality of life for Kirkland. Eliminate the environmental study between Bothell and Bellevue using the CKC trail.
EAST KING COUNTY	I want to keep the cross Kirkland corridor safe and quiet for our community. I don't support the environment study for the corridor or future plans for mass transit on it. If these are in the draft plan I will work against it passing in November.
EAST KING COUNTY	any high capacity transit on the CKC trail; spending on environment study on CKC trail should be used on BRT I 405 or on faster/better completion of Ballard line where the ridership numbers support light rail; mass transit from Bellevue to South Kirkland Park and Ride SHOULD NOT be added to ST3. Smart ST spending is the ONLY way I will support/vote for ST3. I have never voted against mass transit but will ACTIVELY WORK TO DEFEAT ST3 if these projects are included in ST3.
EAST KING COUNTY	Any transit on the CKC trail
EAST KING COUNTY	Please do not destroy the Kirkland Corridor path by putting transit on the path. The path is currently an amazing community resource. Don't ruin it. Thanks.
EAST KING COUNTY	Please do not put any High Capacity Transit on the CKC Trail. Open space is so precious and I do not see how this will benefit anything beyond ruining the trail. I also support the removal of the environmental study between Bellevue and Bothell via the CKC Trail. Again, 405 offers the best solution and this part of the plan offers extremely limited benefit. I would like to see the removal of the proposal of mass transit from Bellevue to South Kirkland Park & Ride. Bellevue has an existing transit center and park and rides. I don't get this. As someone who lives a stones throw from the CKC I will work actively and tirelessly against these proposals and if necessary, I will actively work to defeat ST3 in November. Thank You
EAST KING COUNTY	Remove the light rail connection to Issaquah. It promotes sprawl and destruction of natural areas that we need to conserve. Carpool and driving options in Issaquah are excellent now, but in South Lake Union and from Seattle to Tacoma we need much more transit.
EAST KING COUNTY	Do not put any High Capacity Transit on the CKC trail. Remove the environmental study between Bellevue and Bothell via the CKC trail. Move the proposal of mass transit from Bellevue to South Kirkland Park & Ride OFF the CKC trail and move to 405. If all of these are not removed, I will actively work to defeat ST3 in November.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be removed in the ST3 final plan - East King County

EAST KING COUNTY	The cross Kirkland corridor should remain a walking/biking trail, and I will strongly oppose any action that would allow vehicles on in.
EAST KING COUNTY	There should be NO high-capacity transit on the Cross Kirkland corridor trail. It is a quiet respite within the city enjoyed by young and old, bikers and walkers, locals and visitors - the peaceful opportunity for a nature walk would be destroyed by putting transit on the trail EVEN IF it is safely "separated" from the pedestrians. We would never get this back. The environmental study between Bellevue to Bothell via the Cross Kirk Corridor should be REMOVED. The proposed mass-transit from Bellevue to Kirkland Park & Ride should be REMOVED.
EAST KING COUNTY	I don't want to see buses or rail on the Cross Kirkland Corridor trail. Any public transportation involving the CKC would be harmful and I'd like your environmental study to be stopped. I would like you to remove the proposal for mass transit from Bellevue to South Kirkland. I can't agree to an ST3 proposal that includes transit on the CKC and I will actively work to make sure it doesn't happen.
EAST KING COUNTY	Please consider NOT including ANYTHING that will lead to mass transit on the Cross Kirkland Corridor. There are MANY more important ways to spend the Sound Transit tax dollars (the station at 130th in Seattle for instance) and faster and cheaper ways to provide transportation to the Eastside. Thanks
EAST KING COUNTY	No transit on the Cross Kirkland Corridor. Tax dollars better spent on BRT on I-405.
EAST KING COUNTY	Remove the study to add transit to the cross Kirkland corridor bike and walking trail. I will vote against this measure if this study is included. Transit through a residential suburban neighborhood mixed next to a scenic walking and bike path is a horrible idea.
EAST KING COUNTY	no mass transit from Bellevue to Kirkland "P&R", no environmental study on the cross kirkland corridor, or use those tax dollars for developing transit on I405
EAST KING COUNTY	do not put transit on the CKC trail.
EAST KING COUNTY	Please do not plan any transit lines on the Cross Kirkland Corridor Trail. Please remove the environmental study that includes the Cross Kirkland Corridor Trail. This trail is far more beneficial to the community today than it would be if it were converted to mass transit. If these items are not removed from the ST3 proposal, I will strongly oppose ST3 when it comes to vote in November.  If our Kirkland Trail is preserved, I will be very supportive of ST3. I use Metro every single day (bus line 255) and I am very happy with our mass transit service overall.
EAST KING COUNTY	Please remove High Capacity Transit on the CKC Trail. I will not support any plan that deters the tranquility of the CKC trail. We should use I405 to expand transit options. Please remove environmental study between Bellevue and Bothell via the CKC Trail and mass transit from Bellevue to South Kirkland Park & Ride If all of these are not removed, I will actively work against supporting the ST3 plan in November

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be removed in the ST3 final plan - East King County

EAST KING COUNTY	<p>the plan is generally good with the focus on Bus Rapid transit on 405. there are some potential additions that become 'deal breakers' for me if they are included.</p> <p>there must be no studies or support for transit on the kirkland trail. there must not be light rail to south kirkland park and ride as this is just a precursor for rail on the trail. if these are included , my vote changes from yes to no.</p>
EAST KING COUNTY	<p>Do not put any High Capacity Transit on the CKC Trail. Remove the environmental study between Bellevue and Bothell via the CKC Trail. Remove the proposal of mass transit from Bellevue to South Kirkland Park &amp; Ride. If all of these are not removed, I will actively work to defeat ST3 in November</p>
EAST KING COUNTY	<p>Remove light rail from the plan. Focus on Bus Rapid Transit.</p>
EAST KING COUNTY	<p>Please remove the environmental study on light rail/mass transit on the Cross Kirkland Corridor. This pathway cuts through residential neighborhoods and close to elementary schools making safety a concern. The CKC runs along multitudes of areas already designated as environmentally sensitive areas making the corridor in appropriate for use for high capacity transit. Please abandon the idea of using this corridor for high capacity transit. The I405 corridor is the right corridor for high capacity transit, whether light rail or bus rapid transit.</p>
EAST KING COUNTY	<p>No light rail across I-90.</p>
EAST KING COUNTY	<p>I walk on the Cross Kirkland Corridor almost every day and strongly oppose the mass transit being used on it. I encourage the removal of the environmental study on the CKC between the South Kirkland Park and Ride and Bothell as well as the proposal for mass transit on it. If these are not removed I will be voting against ST3 in November.</p>
EAST KING COUNTY	<p>I do not want Transit on the CKC Trail I do not want money spent on environmental study between Bellevue and Bothell via the CKC Trail I do not want mass transit from Bellevue to South Kirkland Park &amp; Ride If all of these are not removed, I will actively work to defeat ST3 in November</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be removed in the ST3 final plan - South King County

Subarea	Additional Feedback - Project(s) should be removed in the ST3 final plan
SOUTH KING COUNTY	Any plans to include expansion of bus services should be ditched. Buses clog up the highways and surface streets just as much as cars do. While I am very limited in ever using Sound Transit buses, my experiences with King County Metro have shown a system where buses are crowded and not reliable. I would also ask that the plan consider the economics of various regions versus population density. By expanding to Ballard and Issaquah, this plan is basically telling me that you're giving transportation options to those who can already afford to be in their cars.
SOUTH KING COUNTY	MY PROPERTY WENT UP GREATLY THIS YEAR BECAUSE OF THE MAYOR'S INITIATIVE THAT WAS PAST LAST YEAR. i OPPOSE ANY ADDITIONAL INCREASE TO MY PROPERTY OR GAS TAX.
SOUTH KING COUNTY	To hell with busses and bikes of any kind and I don't want to encourage more business to move to King county. I do want to make a light rail line that works effectively for those who do live here but to encourage further growth is ecological insanity. If the idea is that business will come here because of a better transit system then screw it - don't build anything. Over population is killing us and will destroy our environment and salmon. As for who gets taxed and pays for it- Tax the rich mega corporations like Boeing, Amazon, and Microsoft who will benefit directly from this system.
SOUTH KING COUNTY	I don't understand how a forward looking group would not consider adding driverless cars on certain routes. The routes to West Seattle and Ballard would be great to research for that. Expanding bus service to those areas and then having routes available for driverless cars would work when driverless cars become relevant. Driverless cars can be implemented in different phases. Yes, driverless cars may not be the answer and using the technology of the 20th century isn't necessarily the future either. I'm leaning towards no on this vote only because the plan doesn't appear to be thinking long term.
SOUTH KING COUNTY	Bus Rapid Transit is at best a stopgap measure and at worst a failure of a program that does more harm than good being included in this plan due to the negative image most commuters have of BRT. Buses on roads are poor transit solutions even when they are separated from some traffic, and they take away from what ST3 should be focused on: a full, robust rail system. Rip off the bus bandaid and focus your attention on rail and you've got a winner here.
SOUTH KING COUNTY	ST3 may be too ambitious
SOUTH KING COUNTY	Please reduce taxes and cancel transit projects. I do not want any of my tax dollars to support any mass transit projects.
SOUTH KING COUNTY	The figure of \$200/year is a fraud. The actual cost per household would be circa a thousand to twelve hundred dollars.
SOUTH KING COUNTY	Bellevue Redmond projects should be eliminated or reduced

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be removed in the ST3 final plan - South King County

SOUTH KING COUNTY	You need to stop steeling from tax payers and get your money from the people who ride your bus ,I'm sick of all you liberals that drive in to work so you can tell all us little people we've got to take the bus ,you can't even protect people on the bus and you drivers are careless, they change multiple lane's at one time and don't care for other cars safety. I find it very funny that you liberals look at us not as people but as a milk cow that you can squeeze every time you need a buck for your pet project's when you won't to help your sanctuary city friends or the growing population of gays and mental midgets that can't figure out how or what they are but what are you going to do when real tax payers start running out because at your rate you will soon be Chicago.
SOUTH KING COUNTY	Light rail is rapidly becoming obsolete. No further expansion of light rail service should be undertaken. Sounder train service may continue to make sense for longer trips, ie Tacoma to DT Seattle and Everett.
SOUTH KING COUNTY	All phases of mass transit should only be paid for by the residents that CHOOSE to use it. I will NEVER use mass transit, I NEVER want to pay for it. I use the road system in this state and country and am willing to pay for that. Taxes should only be used for the programs that benefit all residents, schools, roads, energy infrastructure, NEVER mass transit systems only used by a very small portion of its residents <10%. Stop the forced socialism of our state!
SOUTH KING COUNTY	We do not use this tax draining non sustaining pet project of politics. Why should we have to pay for this service which is a dream child of some biased narrow minded paid politician that insist on using tax payers money that built roads and now used for none taxed bike pedelers. As a senior person that has paid for the roads etc, I am not pleased with all the freebee's that our SOCIALIST bums are asking us to pay for. Our social security IS NOT INCREASING, however cost are escalating.
SOUTH KING COUNTY	Extension north from Tacoma should be much more important than extension south. Sounder should be extended to Olympia.
SOUTH KING COUNTY	You need to deliver on ST2 before more taxes or everyone resign!
SOUTH KING COUNTY	Plan is very ambitious. Afraid that cost to residents will be off-putting.
SOUTH KING COUNTY	I live in Federal Way. I voted to support ST1 & 2, with the "plan" that light rail would be built south to Federal Way. Then we heard there was not enough money so the light rail will only make it to Midway, about 7 miles short. In the meantime ST1 & 2 included surface light rail to Bellevue. But the good people of Bellevue did not like that so somehow enough money was found to put their light rail underground - a much more expensive option. I feel like the people in Federal Way were over promised and under delivered. And funds were redirected to Bellevue to accommodate a change in scope for them. You have lost my trust. For that reason I do not support ST3.
SOUTH KING COUNTY	Our taxes have gone through the roof the last couple of years. Leave the poor tax payers of property taxes, and gas and license fee taxes alone!!!!!!!!!!!!!!!!!!!!!! Charge the fees needed to those users who actually use these services. We are taxed to the breaking point already.
SOUTH KING COUNTY	Light rail has proven to be a huge waste of transit dollars. Priorities should include better bus service, more parking at transit centers, and better security at transit centers and park & rides
SOUTH KING COUNTY	Bus Rapid Transit is not cost effective. Use the money to build light rail quicker

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be removed in the ST3 final plan - South King County

SOUTH KING COUNTY	<p>WA DOT, SDOT, and Sound Transit have a terrible record of cost overruns, and huge delays. While I think its great to have a plan that looks forward 20 years, I think the plan should be passed in phases. With each step complete, re-evaluate before the next. There is too much going on in this plan. The link between TCC and Down Town Tacoma, or Lynwood to Everett, Bellevue to Issaquah seem premature and unnecessary. I also do not like the idea of busses using shoulder, as it could create a safety hazard. There is a reason cars can't do this already. Bus service should be optimized for carrying people from outlying areas to and from rail stations and less focused on being an alternative to the light rail. Parking needs to be expanded at several light rail stations. There is no huge demand for more bike/pedestrian access. Motorists pay the bulk of taxes for the roads. Bike/pedestrian access doesn't encourage us to ditch the car. The number one reason I don't use Link light rail more than I do? Free parking full near closest stations (Tukwilla, Seatac), and too many stops through the Rainier valley.</p>
SOUTH KING COUNTY	<p>You should charge the actual riders who use the system more in fees, than the people that are not serviced by the system or just scrap all of it.</p> <p>My work takes me from south King County to South Pierce County or Kitsap County and you do not have services that get my family or me to the areas we travel to.</p> <p>All this plan does is financial strap Puget Sound tax payers for decades to come on a system that will cost at least double or maybe even triple the projections you are proposing. Classic example of the original election of building light rail of 2.3 Billion and it cost more than 8 Billion. A second one is the U district of being completed in 2005 and a re-set was done in 2006 and was just recently completed for more than double the original cost estimate and time to build.</p>
SOUTH KING COUNTY	<p>Light rail is more expensive to take than the bus thus discriminating against the poor and minorities.</p> <p>Building more light rail does NOT alleviate car traffic jams on the freeways since a majority of those taking light rail used to take the bus.</p> <p>All things built by the government always goes over budget and never gets finished on time.</p> <p>A majority of taxpayers paying for this project will never use the light rail but may on occasion use the bus. Light rail is unnecessary and is often empty most of the day (other than the early morning and late evening for working folks).</p> <p>Use the money to build more roads instead.</p> <p>The lower class and lower middle class needs to stop paying for projects that is used by the middle and upper middle class.</p>
SOUTH KING COUNTY	NO RAIL!!!!
SOUTH KING COUNTY	<p>Why have any rail additions at all? Buses are cheaper, more flexible, more cost effective and quicker to implement. Rail is very limited and very expensive. I would be willing to pay additional taxes to improve the bus system, but not the rail system.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be removed in the ST3 final plan - South King County

SOUTH KING COUNTY	I don't think the cost should be added to property taxes-I support the other two taxes. With the legislature refusing to fund schools this year we have no idea what our property taxes could jump to next year when, hopefully, they will finally address this complex situation.
SOUTH KING COUNTY	To hell with bus service and the Nazi Bike crowd downtown . Build light rail and nothing else and speed it up and build it down I-5 over those asinine Diamond Lanes!. Light rail to Burien where the poor people live !Get the Seattle city council dilettantes to get off their gluteus Maximus and make up their mind about the new basketball and ice hockey stadium and build a light rail stop to that stadium. Parking ! Parking! Parking! If you were really smart you would hire some European and Japanese managers to run this project because they know what they are doing. Prepare for hyperlink and Mag lev incorporation into the light rail system. Thanks! :)
SOUTH KING COUNTY	Unless DuPont area residents begin paying as much into the ST revenues as the 3 central Puget Sound county residents do, that area should not get Sounder service. Also, completing "the spine" for light rail is a promise to voters that should be fulfilled. This means that light rail to Tacoma should come BEFORE light rail to Ballard and to West Seattle. Continue supporting ST Express buses as well. Downtown Federal Way needs more parking now in order for residents to take ST Express. Perhaps you could partner with KCM to build a garage at the 320th P&R.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be removed in the ST3 final plan - Pierce County

Subarea	Additional Feedback - Project(s) should be removed in the ST3 final plan
PIERCE COUNTY	This is not cost effective. At close to \$1 billion per additional mile this money would be better spent on other things than a static rail to address traffic
PIERCE COUNTY	Too much money and time for light rail. Much faster and cheaper to implement better express bus service, such as a bus only lane on I5 from tacoma to seattle. The hov lane there now is usually slower than other lanes. This would significantly reduce the time from tac to sea with minimal cost.
PIERCE COUNTY	I think that allowing buses to use shoulders is a bad idea - there is not room for buses to use shoulders at every point between Tacoma and Everett, which means that they will need to be merging on and off the regular freeway at points that are already bad (otherwise they wouldn't need to be using the shoulder), which is just going to snarl traffic in the carpool lane to accommodate this merging. Much more important to create opportunities off the freeway (e.g., light rail). I didn't see any improvements to Sounder rail service that would prevent so many breakdowns and other problems - just improve stations and capacity (which are also needed) - I don't take the train anymore because it is not reliable. I can't be late for important meetings because the train is having trouble, in which case I am trapped without any other way to get to work faster.
PIERCE COUNTY	If at all possible we meet to shorten the timeline for the Tacoma to seatac light rail project. I'd also support a higher vehicle tax before an increased sales tax.
PIERCE COUNTY	More parking at Sumner, Puyallup stations.  More regular buses between Seattle and Eastside (express).  Express buses from Sumner/Orting/Bonney Lake to Seattle/Bellevue/Redmond
PIERCE COUNTY	Tacoma Community College was talked about by the local Business districts and it was not the highest priority. Connecting Tacoma to the Airport and beyond is far more important and should be moved up in the rotation of projects
PIERCE COUNTY	Putting more buses (regardless of allowing them to drive on the shoulders or making them express) is not going to help our congestion! Get the buses off the roads and build mass transit that doesn't need the street! Seattle is so behind the times!!!
PIERCE COUNTY	Sound Transit is another costly and unnecessary government attempt to limit our personal freedoms. All proposals to expand this costly/mandated system should be stopped immediately. Once Sound Transit can prove that it can support itself without existing and proposed taxes, then expansion proposals could be considered. Eliminating semi-truck traffic on our roads via increased freight rail services would be a far more beneficial effort.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be removed in the ST3 final plan - Pierce County

PIERCE COUNTY	I vote NO to any additional parking garages in downtown Puyallup (especially a 5-story monstrosity), NO to pedestrian bridges of any kind, and NO to use of the site that the Puyallup Eagles do NOT wish to sell. Place new surface/transit station parking outside the downtown core and bus commuters with dedicated shuttles, fast and reliable, to the station. Has anyone considered using the abandoned Lowe's property on South Hill? The abandoned QFC property in Sumner? Or parking commuters in the Puyallup High School lots, and changing school policy to prohibit children from driving to school. Solve several problems at once. :)
PIERCE COUNTY	I'm in Tacoma, and I don't think expanding light rail to TCC is necessary right now. Please get it to Tacoma, though. People don't come down to Tacoma because traffic is so terrible in the Fife area and on. I think I voted for light rail to Tacoma several years ago, but light rail has been available only in the Seattle area, but for a number of years now. We're getting left behind.  Please add more frequent Sounder trains so that families and non-commuters can use them.  I like the idea to use busses on the shoulders.
PIERCE COUNTY	rail is too expensive and inflexible. Remove rail projects and concentrate on busses
PIERCE COUNTY	The ONLY necessary mass transportation system that needs expanding is bus service. Rail is simply an 1800's technology that cannot change with the times. Clean buses make sense. Populations and ridership change and buses are the ONLY mass transit system that make sense for the future. Rail is simply too expensive to implement and maintain. The rail system will never see the proposed projected ridership and thus waste billions of taxpayer dollars with this antiquated system. STOP RAIL NOW! INVEST IN BUSES!
PIERCE COUNTY	I do not support the light rail system as I would never use it, even though I am a resident of the west side of the state. Imposing this tax on those outside of the region is ridiculous. The previous projects were over budget and behind schedule, that does not warrant another funded project.
PIERCE COUNTY	Stop making taxpayers pay for things they don't even use! A few more tax hikes and I'll have to let the bank take my house - YES, I am serious! The people who use the transit system are the ones who should pay for it - not the entire state!
PIERCE COUNTY	Allowing buses to drive on the shoulder of the freeway doesn't seem like a very wise idea. And if your plan is to widen the shoulder to allow for both buses and disabled vehicles to coexist, that real estate would be better served by adding another general purpose lane to alleviate congestion all around.
PIERCE COUNTY	I HAVE LIVED IN TACOMA WA 98404 IN MY SAME HOME FOR 45 YEARS. MY WIFE AND I ALREADY PAY TO MUCH TAXES, ESPECIALLY OUR HOUSE AND ALL OTHER TAXES, IE ON EVERY BILL YOU GET SERVICE, PRODUCTS REGISTRATIONS, TAXES ON EVERYTHING WE NEED TO LIVE. MY WIFE AND I ARE RETIRED AND IN OUR MID SEVENTIES. WE ARE ON FIXED INCOME AND BARELY LIVE CHECK TO CHECK . WE CAN NOT AFFORD TO PAY A CENT MORE TO LIVE, JUST LEAVE US ALONE. BY THE TIME A RAIL IS IN TACOMA WA WE WILL BE DEAD, LONG GONE AND THE SOUND TRANSIT ST3 , WHICH IS PARTLY THE BLAME IF WE LOSE OUR HOME BECAUSE OF TAXES AND CAN NOT AFFORD MEDS, FOOD ETC. !!!!!!!!!!!!!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be removed in the ST3 final plan - Pierce County

PIERCE COUNTY	<p>Trains, an ancient mode of transportation. Terribly expensive, inflexible and cannot go everywhere we live. Buses, can be flexible, change routes as needs and people change their life patterns.</p> <p>AND I WILL NEVER SUPPORT A PROPERTY TAX!!!! I am just living now. What happens in 25 years when my house increases in value????? I can hardly make the tax payments now!!!!</p>
PIERCE COUNTY	<p>In typical ST manner, you ask for WAY more than is needed to fund pie-in-the-sky dreams. This plan would cost me (and a lot of others) a lot of money for something that we would never use. Although I like the idea of light rail linking the Puget Sound area together (by the way, you forgot the capitol of Washington - OLYMPIA), it should be done with PRIVATE funds and paid by those who use it.</p>
PIERCE COUNTY	<p>While I understand the potential need for additional stations at existing sites, I do not see any value in prioritizing them at this point. It makes the most sense to me for ST3 to focus on reaching riders, establishing a firm ridership, and then increasing the number of stations as need requires. As it is, transit does not reach enough people and improving infrastructure should be the top priority.</p>
PIERCE COUNTY	<p>Add lanes of traffic for cars (which people use), not mass transit (which people do not use - but uselessly hope that others will so they can continue using their cars with less congestion).</p>
PIERCE COUNTY	<p>While extending light trail connectivity to Tacoma and expanding rapid bus along I405 from Renton to Lynwood is welcome, none of the plans address providing better transport from Federal Way to Bellevue along WA 18, WA 167 and I 405. This particular segment is largely ignored in all the plans. I live in Milton and commute to Bothell several days a week. To add to the problems, parking is Federal Way or Renton is at capacity by 9 am.</p> <p>The Seattle, Bellevue, Issaquah, Redmond corridor is reasonably well connected compared to connections from South King / Pierce County to Bellevue. I would like for the authorities to revisit the priority.</p> <p>Also, the survey combines several sectors into one (specifically the last two or three questions) when we are asked to comment on our support for that particular project. it will be helpful if the the questions separately address each corridor.</p>
PIERCE COUNTY	<p>Time lines for the bus upgrades are way too far out. They should be completed within two years. You are trying to go too far out into the future, and you don't have any idea how/where new residents will be living in that time frame. You should keep every project and tax program to under 5 years.</p> <p>There is no justifiable reason for adding to the Sounder Train system, until you have made the north section more reliable -- available over 95% of the time.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be removed in the ST3 final plan - Pierce County

PIERCE COUNTY	50 billion are you insane. 50 billion with a "B"! Why does it have to be paid for by property taxes, sales tax and motor vehicle taxes. It should be paid for by those who use it, or at least the majority of it. 50 billion does not sound like the end users are paying anything more than a drop in the bucket. Maybe you should cut out 40 billion from your proposal and then maybe people might consider it....but you would still be talking about 10 billion. where does that money come from even we already have high taxes. if we want higher taxes maybe we could build a wider freeway through seattle instead of 2 lanes where it is most congested.
PIERCE COUNTY	any connection to Pierce County.Let King county pay for the benefits they will they will receive and leave us alone. You are the most disgusting public agency in the state of Washington.
PIERCE COUNTY	Sound transit has wasted too much money, has always come in late and over budget. We need more freeways. People need their cars for work, errands and running children to activities. Buses and rail do not work for most people. Sound Transit has never been efficant with tax money.
PIERCE COUNTY	I don't see major problems in getting people from West Seattle and Ballard into downtown Seattle or through downtown Seattle. The majority of people coming into or through Seattle come from as far south as Olympia and as far north as Mount Vernon. These are the corridors that you should be concentrating on. Get those people off the freeways in their cars and into public transit which eliminates the cars trying to find parking in town.
PIERCE COUNTY	All proposed rail based services are incredible wastes of taxpayer money. Sounder trains are fatally flawed due to mud slides and routes that are so circuitous that it is actually faster to drive or take the bus. The limited schedule is also pretty worthless to anyone who doesn't work 9-5 or needs to go in the opposite direction (i.e. Puyallup to Tacoma in the morning and back in the evening). Useless waste of money. Light rail is inflexible for future needs and has a tremendously higher per seat/mile cost than buses. All proposed ST3 funding should be spent on increasing express bus service to outlying areas. This would provide the bang for the buck to the average taxpayer.
PIERCE COUNTY	The focus should be on light rail and sounder surface. I can not stand riding buses nor support any addition to bus services.
PIERCE COUNTY	Pierce County gets very little in return for an additional 25 years of heavy taxation. PC residents will pay to develop transit in King County.
PIERCE COUNTY	Link light rail to Tacoma Community College is a waste. Use those funds to build light rail north from the Tacoma Dome toward Federal Way. Improvements to city streets are already paid for by local citizens and the local governing bodies should accept that responsibility. This is a too expensive project--it is death by a thousand cuts to local tax payers.
PIERCE COUNTY	I don't predict voters will approve this size tax increase. I'd support it over doing nothing, but I don't think it's a wise use of resources. I'd rather see a scaled-back, less ambitious, more practical plan. I'm guessing most voters can get behind BRT and more parking.
PIERCE COUNTY	smaller list of projects and faster timeline would seem helpful to build support

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be removed in the ST3 final plan - Pierce County

PIERCE COUNTY	I already pay to much in taxes. and I will be dead in 25 years
PIERCE COUNTY	Stop wasting billions on things that will NEVER be self-supporting and will just waste more tax dollars than are already wasted.
PIERCE COUNTY	projects involving the laying of light rail should be removed in favor of buses that can adjust to ridership needs.
PIERCE COUNTY	Buses and Sounder trains are much more important and cost effective than light rail, which should be removed from future plans
PIERCE COUNTY	If these project will be funded from taxes places on residents outside of Seattle, the focus can't be on Seattle. The projects need to be based on expansion and infrastructure, not just servicing Seattle better.
PIERCE COUNTY	Eliminate almost ALL of the light rail extension projects. I like light rail, but the Puget Sound region does NOT have the population to warrant that kind of investment. We are not New York. That money can be better spent improving transit, like the BRT proposals, and beefing up the existing bus/rail infrastructure, as well as adding new lanes to our highways. It needs to be a combination of all of those things.
PIERCE COUNTY	Waaaay too much emphasis on Sounder which only runs during "peak commuter" times making it useless for those of us who work outside those hours. For what is proposed to be spent on trains, you could greatly expand the bus systems which desperately need it and which serve far more people. I love trains. I love to ride them, love to watch them, love to hear them. I do not love continually being taxed higher and higher on essentials like food and housing to support a train system that only serves a small segment of the population and will not even be realized in my lifetime.
PIERCE COUNTY	the transit system should be emplaced prior to cosmetic enhancements. in addition to this 200 per year, more will be asked for education and protective services. are bike racks more important than teachers and first responders? instead of enhancing platforms to make them more ergonomic, why not adapt the rail cars? this is a black hole for developers.
PIERCE COUNTY	Rail carries a huge amount of the cost, but doesn't do anything you can't do with buses. In particular, additional light and heavy rail in Pierce County will have very low bang for the buck. (Too many bucks for too little bang compared to what you could do with buses.)
PIERCE COUNTY	As someone whos lived in Kent, Milton, and spanaway all during a 5 and 1/2 year period while working at Boeing in Everett/mukiteo. Well I since lost that job because I couldn't tollerate the traffic anymore. I was also recently idagnosed with severe sleep apnea and was falling asleep. I would have taken the train /light rail everyday if it ran early enough (4am) we desperately need to invest in railways. Traffic is intolerable and busses only complicate a strained infrastructure. Carpooling and vanpooling is also dependant on traffic conditions. WE NEED ROBUST RAIL SYSTEMS! THANKS FOR THIS SURVEY! P.s. everyone I know HATES (WITH A PASSION) the HOV HOT LANES in Kent, and we can't believe the DOT implementation along 405. BRAVO GOVERNMENT WAY TO WASTE MONEY! (AND RIP US OFF WITH PRICE GOUGING) TRADITIONAL HOV LANES WORK GREAT AND ARE SAFER!
PIERCE COUNTY	Enough is enough. It's time to reduce transit plans and focus on road improvements and expanding the number of lanes for drivers.
PIERCE COUNTY	Too expensive and too long to complete. Let's take one step at a time.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be removed in the ST3 final plan - Pierce County

PIERCE COUNTY	Your inability to provide any functional level of service at a reasonable price per commuter has proven your complete incompetence.
PIERCE COUNTY	I am a proponent of both bus and rail but expanding/improving existing roads for a "Bus On Shoulder Program" seems like a waste of money. If WDOT is going to improve crumbling road way infrastructure let spend the money on a sustainable option like light-rail. Please remove the "Bus on Shoulder Program" from the ST3 final plan.
PIERCE COUNTY	I would like to see north to south more complete before you add all other directions. Everett to Tacoma should be a priority with added parking. Bus prices and the sounder train should increase their prices to help with costs instead of all additions coming from taxes.
PIERCE COUNTY	We don't need new train lines. Trains were great before cars and highway systems, but haven't been a viable business for nearly 100 years. Stop this idiotic facist boondoggle.
PIERCE COUNTY	all light rail should be removed and the money spent on buses. studies show light rail will be carrying a tiny percentage of passengers (<.5 %). light rail is an absolute waste of taxpayers' money. buses are cheaper and flexible. light rail will not make any difference in commute times. spend the money on roads and buses.
PIERCE COUNTY	Trains are old. Driverless cars are the future.
PIERCE COUNTY	Sound Transit Three (TS3) should only have light rail and Sounder rail projects. Buses are last century.
PIERCE COUNTY	This isn't a windfall opportunity for ST. \$50 billion is too much money. Learn to work with what you got.
PIERCE COUNTY	Any rail projects are a complete and total waste of any and all taxpayer money. These projects will never remove drivers from the road or operate even remotely sustainable. Stop all rail projects not privately funded or self sustainable(which are none). Focus on roads that move traffic improve busing that works and please stop pretending that wasting billions on rail will help anything.
PIERCE COUNTY	All projects within Tacoma should be removed from the plan as there is no congestion along the proposed routes. The focus should be on the main light rail routes along the I5 corridor.
PIERCE COUNTY	Light rail from TCC to UWT is not needed. The #2 bus already serves this route well.
PIERCE COUNTY	Stop wasting our tax dollars on this nobody rides what we have the trains are empty everyday
PIERCE COUNTY	Are you crazy? Can we build some more roads!?!?! 50 billion dollars!!! No more trains that no one will ride, subsidized by my tax dollars. And keep your transit authority away from Pierce County. Why do you think I bought a home out here and not in King County!! To be away from insane BS projects that taise my taxes and then squander the money. I hope this goes down in FLAMES!!!
PIERCE COUNTY	Every last one of them! What a waste of money to expand FURTHER THIS FIASCO! If it is so good for our area...let private enterprise fund it! They won't because it is a loser! Claiming that it will cost each tax payer \$200 is a complete lie!! A great percentage of the population do not pay their "fair share", so the balance is transferred to the working class.
PIERCE COUNTY	Link to TCC. Buses work fine. Redirect monies to shorten wait time for rail from Tacoma to SEATAC.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be removed in the ST3 final plan - Pierce County

PIERCE COUNTY	The need for light rail expansion within Tacoma itself completely pales in comparison to the needs of better regional commuting between Tacoma and major employment centers such as Seattle. There is urgent need to improve existing bus and train service before spending millions to expand the current "train to nowhere" aka Tacoma Link.
PIERCE COUNTY	I feel the Issaquah and West Seattle destinations would be best served by increase bus service at a lower cost than light rail to basically dead-end locations. Ballard might also fall into that category as does potentially anything beyond Redmond. The priority needs to be on the North-South spine. As the stations are built they should be built to accommodate more train-cars than we currently use, or so that they could be easily expanded to load more. Frequency needs to be increases and 24-hour service is optimal. Light rail doesn't compete with regular freight trains and needs to be the ultimate goal as freight and commuters can't compete for rail space and end up with expansion available for both! Focus on Lightrail spine!
PIERCE COUNTY	Until the original problems are fixed, you need to stop expanding - this only adds to the daily frustrations of broken trains, inadequate parking and unreliable transportation. Fix the train - 90% of the time there is a mechanical malfunction causing a delay, if your stats say otherwise you don't take the train twice a day five days a week, this is causing people to be disciplined at work and in some cases losing their jobs. The constant increase in fares is ridiculous - why should I pay for someone else to have a reduced fare permit when I already pay over \$150/month, where do you come off thinking I have money in my budget to pay for someone else? Let alone, thinking I have \$50/month for a parking pass - which should only be available to those taking the transit 4 days/week or more! Your studies and drafts are a waste of tax payer dollars and nothing gets resolved.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be removed in the ST3 final plan - Pierce County

PIERCE COUNTY	<p>The region continues to choose to underinvest in projects that serve the economically and ethnically diverse communities of the South End of Tacoma and South Tacoma. Failing, yet again, to consider investment along Portland Avenue to Salishan (or the Lincoln District for that matter) to better connect growing residential communities with jobs is an embarrassment and smacks of economic and cultural insensitivity. Sounder service to DuPont would really just enable long commutes for Thurston County residents subsidized by RTA district taxpayers. If Thurston County wants to subsidize job exports to Seattle, let them pay for it. Likewise, light rail to Tacoma Community College will be a folly. The TCC area has little potential to be an economic engine or a 24-hour neighborhood because of the suburban development pattern entrenched in that area and the corridors leading to it.</p> <p>The previous proposals were put into the plan rather than light rail to the Tacoma Mall area? The Tacoma Mall area is one of the region's economic engines, it is identified as a regional growth center, has a huge potential for redevelopment as the Tacoma Post Office vacates its Pine Street location, and Tacoma is completing its Tacoma Mall subarea plan to make permanent an urban feel to the area. I think the decision by the Sound Transit board is both short-sighted and a vote killer.</p> <p>Regarding timing, why does it take so long to deliver projects in the Puget Sound region? Tri-Met and the City of Portland have accomplished so much more with Max and the Portland Streetcar. Denver has expanded light and heavy rail quickly. Perhaps the first thing Sound Transit should be doing is hiring leadership from Tri-Met or Denver and working in Olympia and county courthouses to change the labor, financing and project delivery laws that are holding back success in our region.</p>
---------------	--

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be removed in the ST3 final plan - Pierce County

PIERCE COUNTY	<p>Thank you for reading this Soundtransit Professional.</p> <p>I support many of the ST3 proposals. I ask the following b considered;</p> <p>Collect the same amount of money, but none from property tax. This money is for local schools, etc and does not need to share its only revenue source with ST. I won't vote yes if property tax is included in the ST3 plan.</p> <p>Project 4; light rail from Downtown Tacoma to the mall. Skip this project. By the time it is built everyone will shop online and no one will be going there. Transfer the money to project 3 option B.</p> <p>Project 4 and 10 are too expensive. Use buses instead.</p> <p>If you want Tacoma to support Sound Tranist, myself included, you need to promise us in writing on the ballot that our projects will get done. Last time we voted, we paid, and no new rail. Tacoma does not want to pay for everyone else's projects and get no new commuter rail to King county.</p>
---------------	--

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be removed in the ST3 final plan - Pierce County

PIERCE COUNTY	<p>sound transit has a long history of corruption, non accountability and pandering to special interests, for example, ST1 spent 1/2 billion dollars just to retain most large legal firms in the west coast just to make it hard for citizens to sue to protect their property rights. I am an engineer and deal in facts. Sound transit does not. The officials of sound transit have been lying to the public for 20 years. Sound transit has never come close to meeting a planned schedule, sound transit has never come close to meeting a budget.</p> <p>light rail at best can only carry a minute fraction of to total commuting public. Quit trying to shove social engineering down my throat, quit trying to get me out of my car. I can't get to the little league game any better with an inflexible over expensive light rail system that only goes one place in spite of what your CEO, Peter says in the public comments meeting. The fields are not near the ball field, now or in 25 years.</p> <p>The last spur to the UW stadium was 10 years late and over 2 billion overrun for just a 3 mile stretch. And it did not meet the original plan, route length or service.</p> <p>This is another attempt to take more of my money forever with no accountability, with a plan that will never end.</p> <p>Building an inflexible, fixed rail is not the way to move people, now or in the future.</p> <p>Its projected cost is 600% higher than the average cost of similar programs around the country that are already in work. You have failed in developing your plan, you may get it past the liberal voters of Seattle but you will never build what you promise here today. you will however, take lots of my money.</p> <p>Your statement that it will cost 200 dollars per adult per year is off by almost one order of magnitude (that's times 10 for you liberals that flunked math in high school) by your own analysis of the 3 three major taxes you wish to raise (property, sales, and tabs).</p> <p>Please start over, lose the fixed light rail and fire my Phi Cap fraternity brother, Dow Constitine. He is more interested in buying off his special interest groups, (down town lawyers, property owners and unions) than he is in doing the people's business.</p> <p>Seattle, and king county and Olympia caused this mess with 60 years of one party rule, (building a convention center over I-5, are you kidding me). Now you want me to pay you 50 billion to build a failed system that can not work but tell me it will fix all our problems, in 25 years (if you can stay on schedule for the first time ever).</p> <p>Thanks, but no thanks.</p>
---------------	--

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be removed in the ST3 final plan - Pierce County

PIERCE COUNTY	<p>The \$200/year cost per adult is wrong by your own numbers. It is 10 times higher than that (or an order of magnitude for the folks who can do math). ST has never maintained a schedule on anything so there is no reason for the taxpayers to presume that would occur now. This project is 600% more expensive than the average cost of similar projects that several other cities are considering to achieve the same results of this project. Why is it this project cost so far from the norm? Building a very expensive, inflexible, fixed rail system is not a good investment for the community and would likely fail or fall down in the next earthquake. A combined approach of expanded bus systems and added freeway lanes is a much better approach to ensure flexibility as communities expand, change, or contract with economic, industry, and business changes. The \$50 billion can turn to \$80 or \$100 billion in 5 to 10 years. The Puget Sound tax payers cannot afford this especially with the layoffs at Boeing, Microsoft, and other large employers. Many small businesses and larger retailers have already closed their doors. Look in Federal Way. Some spaces have been vacant for so long that to prevent continued vandalization and community safety issues, the buildings have been demolished and removed, leaving just the empty parking lots. We cannot afford this project.</p>
PIERCE COUNTY	<p>All non-essential parts should be shed. Things like aesthetics, art, fancy depots and so on should be trimmed away. Use existing structures wherever and whenever possible, even if they are old. As long as places are sufficient such as protected in the most basic manner against the elements, they should be good enough. there is no need for huge, fancy projects. Also, cut back on salaries for planners. These and other cuts can speed up production and lower cost. Otherwise, those of us paying for it may never get to use it, and many changes might be obsolete by the time they are implemented. In the meantime, accelerated usage can help pay for improvements, and adjustments can be made such as waiting to improve the lesser used routes.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be removed in the ST3 final plan - Out of District

Subarea	Additional Feedback - Project(s) should be removed in the ST3 final plan
Out of District	<p>1. I feel the Everett and Tacoma light rail should be removed. We have sounder, as an option and we can improve that.</p> <p>The suburbs have enjoyed the downtown transit tunnel built by King county metro funds. You have seen how king county didn't want higher car tabs, but Seattle did to help transit. The above light rail segments should be removed and pay for a new second tunnel. The suburbs have been in debt ever since the tunnel was built to help them out. Now we are simply giving them rail and a new tunnel at the cost of Seattle AGAIN.</p> <p>2. All parking should be removed from the budget. If they want it have them pay for it. We are moving people not storing cars. I heard the plan called for 1 billion dollars in parking. That's insane. SLAP IN FACE</p> <p>3. the E line, is completely forgotten. Under the current plan the e line will be 30 years from today the same. Doing the very simple like updating stations with readers is a small task. I think ST is hoping Seattle picks up the tab. But the E line goes into two cities so it is region. What is worse we will spend millions on the D and C lines updating them only to tear it down and build a subway.</p> <p>SLAP in the FACE</p> <p>I feel this is going to be a big fight. This plan was to appease the suburbs, but do little to provide anything for the urban core in the next 20 years. You couldn't even provide stations at graham or 130st. Probably the lowest of \$\$ amount on the table.</p> <p>Thanks for nothing!</p>
Out of District	<p>All future light rail expansion is a \$500 Million/mile boondoggle. \$50 Billion is just scratching the surface, the real cost is going to be far higher than that. WSDOT and Sound Transit projects prove this out time and time again. We can spend our limited transportation dollars much more effectively without crippling our budgets in making a system that will be obsolete in 50 years. It is not flexible, scalable, or cost effective. BRT was the recommended mode of transportation by the experts and those in leadership chose to ignore it completely. Also, the self driving car will show light-rail to be an outmoded waste of time, energy, and money.</p>
Out of District	<p>Instead of having a Sounder South Line expansion to DuPont because it is a small town, it just needs to expand some stations like the SeaTac &amp; Federal Way stations. The Sounder North Line needs to expand stations like the Seattle Central/Waterfront Station, University Station, Northgate Station, Lynnwood Station, &amp; Marysville Station. And also plan on having several cities to have their own Link Light Rail line(s) like Marysville Link, Everett Link, and several more Urban &amp; Suburban cities in the region as well as Tacoma Link.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be removed in the ST3 final plan - Out of District

Out of District	Take Everett out of the equation. Also, the problem is that ST is just intent on spending lots of money, regardless of what the people say. You aren't listening. Seriously. And what about jobs where people can telework? Can we offer more incentives for that to keep people off roads? There are other ways than throwing more busses at the problem. I see empty busses all the time. Busses were the answer to transportation problems in 1930. Seriously.
Out of District	we should focus closer on projects near the city. many of the outlying communities should be BRT, not light rail, we need more light rail in the nearest communities prioritized first, such as west Seattle and Ballard.
Out of District	Repeal light rail to Paine Field and put Bus Rapid Transit instead. I wish I had that option as Geoff Patrick publicly said.
Out of District	Remove all projects in the ST3 final plan EXCEPT for Link to Downtown Redmond. Then add Ballard-UW light rail in a tunnel with stop half-mile station spacing. Build a level junction to connect this spur to Central Link just north of U-District station.  Then stop building any light rail outside of Seattle city limits.
Out of District	How about more lanes on the freeways. Our cars would pollute less if we were not in bumper to bumper traffic all the time. You're not pushing us out of our cars; you're making us more and more angry.
Out of District	The West Seattle to Downtown project is not cost-effective compared to Bus Rapid Transit, especially given the very limited potential ridership.  The same probably holds true for the Ballard to Downtown route.  Adding stations that will slow down the trip to SeaTac airport does not seem to be a good idea.
Out of District	Improvements for bicycles should be thrown out. Money spent should benefit the most people and not a elite group.
Out of District	Abandon light rail in favor of buses and building more road lanes to allow for the increase in traffic. Only cars and buses can automatically adjust for population density change. Light rail has no flexibility and is extremely expensive to implement in hilly areas and in areas broken up by lakes.
Out of District	The central spine of the light rail, Tacoma to Everett as proposed and voter-approved in 1996, should be built out first before adding spur lines such as Ballard, West Seattle, Bellevue, etc. Those are localized distractions from the original overall plan that would suck too many funds from the big picture regional benefit. I and most of my fellow Snohomish County residents are strongly opposed because of such distracting diversions of available project funding. NO NEW TAXES for NO BENEFIT for 25 years or more!
Out of District	Light rail has ruined bus service in northeast Seattle
Out of District	Running buses on the shoulders sounds like a terrible idea for a long term plan. It sounds unsafe. And it also sounds like it would limit flexibility for highway planning and construction. And isn't that what HOV lanes are for?

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be removed in the ST3 final plan - Out of District

Out of District	BRT on I-405 is the only option that makes practical and economic sense on the Eastside. Anything else is pie in the sky thinking. I don't think the Puget Sound region is capable of supporting commuter rail at even 10% of the rate of most major cities in the world. Our geography is different and prohibitively complex. We are not Moscow, NYC, London, Tokyo or Paris. Buses are the only means of transport flexible enough to deal with our geography.
Out of District	Ballard and west seattle light rail eliminated, emphasis on north south development only. Bellevue/redmond lightrail projects some other day, OK all areas for improved busses. Too expensive for average homeowner, why burden only homeowners. Tax all more equitably, perhaps food tax.
Out of District	Remove the bus service improvements and focus on Link Light Rail and Sounder service. Buses are delayed due to heavy traffic.  Add turnstiles for stations to increase revenue by ensuring that users pay for the service.
Out of District	Light rail is a waste of resources. By the time it's fully implemented needs can have dramatically changed. Buses on the other hand are flexible. Routes can change, additional units shifted to fill gaps etc. Stop wasting our taxes.
Out of District	This is such a massive transit overhaul of which many people paying won't reap the benefits. Particularly for those living up north, some won't be completed for 20 years, and many commuters will be retired by then... I'm skeptical about one company taking on a project this size and how it's being financially overseen and managed with separation of powers.
Out of District	Lose the bus, rapid transit components. Rail is where it's at; busses = congestion regardless of special lanes; busses are less efficient and less punctual than rail; investing in busses now will yield a poor ROI--much worse ROI than investing in rail ONLY.
Out of District	Stop adding more buses to an already overloaded road system.
Out of District	No trains or buses on the Cross Kirkland Corridor No environmental study between Bothel and Bellevue on CKC I will actively oppose the ST3 if these are not excluded
Out of District	Do less for less money. Prioritize.
Out of District	The plan is too bloated and the time line prioritizes the wrong projects. Immediate expansion of light rail in Seattle is desperately needed, but suburban light rail expansion should be deemphasized. Issaquah, Redmond, et al, are car dependent areas where transit will always be a second option. Light rail to Ballard and West Seattle, on the other hand, could have significant impact on car dependence and trip reduction. Those projects should be the primary focuses of ST3 and must be completed sooner than the projected 17 and 22 years.
Out of District	The ST3 plan should NOT move forward in fact Sound Transit is a rogue agency which has wasted BILLIONS of taxpayer dollars and has NEVER finishing a SINGLE PROJECT ON TIME AND UNDER BUDGET. The agency needs to be defunded and done away with ASAP!
Out of District	Light rail is a complete waste of money and energy. Expanding bus traffic by increasing lanes and then busses would move more people efficiently around the Puget Sound area.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be removed in the ST3 final plan - Out of District

Out of District	There are too many projects. You should remove the Ballard project. I live in Ballard. The current D-line serves Ballard well and service can be improved tremendously by not allowing parking on 15th Ave W and building a parking lot or two "somewhere" in Ballard and Interbay to cut down on commuter traffic. For a gain of a few minutes by using the Link you are asking for 4 billion dollars for a project to be completed in more than 20 years! Have a master plan, but ask for funding every 10 years or so as the city changes.
Out of District	ST3 draft plan needs to be modified with some of its service plan being deleted segment to add proposed service to Marysville, which is just north of Everett. Consider having all of the Core Urban and some of the Suburban cities to have their own Link Light Rail line just like the City of Everett currently has its own transit agency which is Everett Transit. I believe the ST3 draft project plan was planned the horrible way that will include BRT and should should never need to be BRT, period. Instead of that, consider having alot of Link Light Rail lines (including municipal Link Light Rails) like Marysville link, Lake Stevens link, Arlington link, Everett link (a line or 2), Lynnwood link, and so much more. Express bus routes 510 and/or 512 should have a proposed expansion up to Marysville by deleting all the selected trips to Downtown Everett. Sounder North Line should have proposed stations to Seattle Waterfront, University, Northgate, Shoreline, Mountlake Terrace, Lynnwood, Mill Creek, and Marysville as well as Everett, Mukilteo, Edmonds, and King Street Stations. 4 round trips should be expanded up to 10, 4 out of 10 serving King Street, Edmonds, Mukilteo, and Everett Stations which is currently the existing Sounder North Line just need to add Seattle Waterfront, University & Northgate Stations, should also expand Lake Stevens Station but thip to Lake Stevens should be limited by only 2 out of 4 trips, second and fourth and the first and third trips should start and end in Everett. 6 out of 10 North Line trips should serve King Street, Seattle Waterfront, University, Northgate, Mountlake Terrace, Lynnwood, Ash Way, Mill Creek, Mariner, Everett, and Marysville Stations. Sounder South Line should never have a proposed expansion to DuPont because it is a pretty small city and that station project can be absolutely 100% preventable, so instead of South Line expansion to DuPont it needs to add SeaTac, Federal Way, and maybe Des Moines Stations. The reason why I need this plan to happen is that it can be a much better offer and the plan I made and wished for would make ridership a whole lot more intense. 8 round trips + 2 reverse trips should be expanded up to 12 round trips + 2 reverse trips. 6 out of 12 trips should serve in Pierce County should serve Pacific, Edgewood, Tacoma Dome, South Tacoma and Lakewood Stations and the other half should serve Sumner, Puyallup, Waller, and Tacome Dome Stations. The 2 reverse trips should delete the segment stops to Puyallup and Sumner Stations and should only serve Tacoma Dome Station in Pierce county. All South Line trips should serve all stations/stops in King County.
Out of District	I'm appossed to any plan that does not include Kirkland
Out of District	ST has no track record for keeping any schedule or budget, so now you expect the residents to "trust" you with \$50 BILLION OVER 25 YEARS?  Sorry but I am voting not only no but "HELL NO".

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be removed in the ST3 final plan - Out of District

Out of District	All non-light rail projects should be dropped until the backbone rail system is built to conserve money and focus on getting the rail build timeline reduced, especially returning Sound Transit to it's initial time commitment to SW Snohomish County for the building of light rail to Everett. Priority should be placed on the line to Everett, via Paine Field above all other construction projects since it has been ignored the longest of any part of the initially proposed plan and is in the most need of traffic relief. No more Bus routes should be implemented that take lanes away from car traffic as this is only creating more congestion. Build the [explicit] rail line to Everett and keep your commitments! Put an end date on the revenue collections for the build out, don't expect it to continue forever!
Out of District	The present system of mass transit does not seem to be used by many people and is not cost effective. Most people want access to area by use of their private vehicles and want better parking facilities at those visited sites. The bus and train systems are presently hardly used at all. They are mostly empty vehicles. The new bike trail system and the bikes to use the bike system is a disaster and should also be eliminated. Why have taxpayers like me pay for a system that is not used and in effect slows down traffic in the areas served by bikes. You can't force people to take bikes when they want to use their own vehicles.
Out of District	To start with it is too expensive, excessive waste, poor management/poor planning and in the end still have traffic delays.
Out of District	Too much tax payer Money!
Out of District	Focus on bus service above all other projects. Sound Transit has failed to deliver on budget and within promised deadlines.
Out of District	Get Metro and Sound Transit out of Maple Valley. I see empty busses which are more of a hazard to traffic flow than a help.  GET METRO OFF MY COMMUTE!
Out of District	Light rail should be mothballed for now, Bus services should be increased at every opportunity.
Out of District	population control
Out of District	Seattle is a destination for all the bedroom communities. ST1 promised links from Tacoma and Everett into Seattle and never delivered. Light rail from North and South hasn't lived up to the original promise and we're told another 25 years to realize that. Twenty years later I no longer am a wholehearted supporter. \$50B is too much and the project duration is too long. This will fail to get voter approval. Propose light rail all the way to Tacoma, Everett, and Redmond to create the backbone. Come back later for an ST4 with Seattle specific extensions.
Out of District	Do not put any High Capacity Transit on the Cross Kirkland Corridor (CKC) Trail. This is a perfect trail for bike commuters to Google and S. Kirkland P & R and for recreation. Any development would spoil the beauty and quiet of this gem of a corridor!  Remove the environmental study between Bellevue and Bothell via the CKC Trail. Remove the proposal of mass transit from Bellevue to South Kirkland Park & Ride If all of these are not removed, I will actively work to defeat ST3 in November

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

Project(s) should be removed in the ST3 final plan - Out of District

Out of District	The light rail projects should be removed. They are extremely expensive and less efficient than expanding bus service. Continue to focus on mass transit using bus services. They are more flexible. Routes can be easily changed if demographics and traffic patterns change. They are much faster to deploy. Usage is more easily measured and they can be expanded incrementally. Light rail projects become multi-billion dollar white elephants.
Out of District	Focus money away from BRT and into LRT. LRT is more efficient, more attractive to voters, and more attractive to investors.
Out of District	This boondoggle should be stopped! An additional 200 a year per adult? Are you ill to think that additional tax is okay?
Out of District	It seems like a waste to run into Ballard. I think the goal you set to move any many people as quickly as possible in and out of Seattle and Bellevue. Making everyone divert to Boeing Everett also seems like a waste. Send a shoot off to Boeing makes more sense. Long term I would like to see high speed rail between Mount Vernon and Olympia. I would like to ride rail system if it makes sense. The rail between Seattle and Sea-tac was a poor design, straight lines are much faster and move people better!
Out of District	Remove any plans to make a provisional station or fund a station at NE 130th Street in North Seattle.
Out of District	you are all worthless government leaches. You are using eminent domain to hurt good people that actually work and produce something for the marketplace.
Out of District	Bus on shoulder plan is terrible. Drop it. Entirely.
Out of District	Light rail is a step backward in the effort to improve our traffic congestion. Anything on tracks does not help us to make traffic move better. Taxing us more is not something that people in Washington want, either. We are overtaxed as it is. More buses are better and cheaper than light rail, and making more roads or lanes would help tremendously.
Out of District	Ballard and West Seattle unless Seattle is going to pay for the majority of those extensions. ST3 should be focusing on building the backbone of a regional system. Until the Eastside has its own north-south line, they should not be giving Seattle spurs that they will be the only ones to use.
Out of District	Do not put high capacity transit on the CKC Trail Remove the environmental study between Bellevue and Bothell via the CKC Trail

# Sound Transit 3

## Responses to draft plan open-ended survey question

*Comments selected as the category "other"*

---

### Table of Contents

<u>Snohomish County</u> .....	(p. 1)
<u>North King County</u> .....	(p. 60)
<u>East King County</u> .....	(p. 338)
<u>South King County</u> .....	(p. 482)
<u>Pierce County</u> .....	(p. 530)
<u>Out of District</u> .....	(p. 617)

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Snohomish County

Subarea	Additional Feedback - OTHER
SNOHOMISH COUNTY	Build more garage parking lots in the pre-existing park n ride while we wait for the Link to get expanded.
SNOHOMISH COUNTY	I would also like to see extended services hours. The lack of transit in/out of the city between midnight and 5am limits access to night-life and evening events.
SNOHOMISH COUNTY	We need to build more lanes and concentrate less on transit. It is not convenient to rely on transit for grocery shopping and people who work different shifts.
SNOHOMISH COUNTY	I am 54 and lived here all my life with the exception of time at grad school in the bay area. I ultimately blame our parents for rejecting the Forward Thrust project dollars the federal government offered Seattle in the 60-70's; these monies as you know became Atlanta's MARTA system. Our generation is paying for this colossal mistake, However, the timelines proposed for our rapid transit expansion are unacceptable. We need a light rail system connecting Everett, Bellevue, and Tacoma with Seattle immediately. I would prefer you raise taxes even further to hasten the development of light rail in the Puget Sound Corridor. My friends and I often joke that if we had shovels, concrete and wiring we could build the system ourselves faster than you are proposing. I am doing my part by leaving my car in Mukilteo and taking the bus into Seattle daily, but the time it takes me to get to my job is interminable. Please, please do whatever it takes to expedite the development of light rail. I know you didn't cause the current situation but it is an outrage that Seattle has waited so long for a meaningful rapid transit system. Thanks for listening.
SNOHOMISH COUNTY	The north end always gets screwed when it comes to transit. For example, paying outrageous prices to drive to work and back on 405. The transit sucks from Everett to Bellevue because you stop every off ramp on wrong side of road so you make traffic worse by having to go from left to right and left again. Who designs bus off and on Ramos in the opposite side of the freeway. It does it on I-5 and 405. Obviously people who never take transit.
SNOHOMISH COUNTY	The sooner the better for all of these additions. We CAN afford it as a region - in fact, we can't afford not to do it.
SNOHOMISH COUNTY	Thank you!!!!
SNOHOMISH COUNTY	I wanted to add that I recently quit a great job I loved because the commute made it so I was getting up at 5, getting home between 5:30 and 7:30 and hardly seeing my kids at all. Public transportation in this region is lacking and needs to be fixed. I support this and am thankful to have gotten solicitation of my feedback.
SNOHOMISH COUNTY	It's essential to increase the amount of parking at the Mukilteo Sounder station. It's already inadequate for the current ridership. It should be expanded as part of the Mukilteo Multimodal Project of the WA State Ferries. Now is the time to incorporate additional parking into the overall project plan.
SNOHOMISH COUNTY	Please get more project like additional buses, light rail, etc from Seattle to Everett faster than currently estimated.
SNOHOMISH COUNTY	I strongly support expansion of our mass transit system in all forms, as soon as possible. Honestly, 25 years is too late, but I know we have to start somewhere. I am willing to do my part to pay for this important upgrade to our infrastructure and quality of life. In a perfect world, light rail or high-speed trains would run from Portland to Vancouver, B.C. Thank you for running this survey, and all the hard work your group is doing to ensure that our region remains viable for our businesses and citizens.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Snohomish County

<p>SNOHOMISH COUNTY</p>	<p>I have selected mostly opposing views of all these expansions, and I say this as someone that tried to rely on transit commuting into the city from Edmonds for a year and a half. The argument that there are too many cars, and too much congestion is a problem that we are inducing on ourselves with never ending construction and expansion, poor upkeep of our road systems, and silly ideas like HOV lanes (utilized more by parents with children in tow than actual commuters) and the recnetly unveiled pay lanes on 405.</p> <p>More significantly than that, though, is my experience with the unreliability of the rail system overall. In the winter months, the Sounder train is 50/50 as to whether the Northline will actually even be running due to mudslides, and engineering oversight that has fairly significant impacts on those depending on train. In the end, these commuters end up relying on the roads to get to their destination, and are subject to the "congestion" on the roads that are the reasons for supporting expansion of this. The second, and perhaps more frustrating aspect is to the Light Rail. I have relied on this option to get me to SEATAC on multiple occasions, and in two cases, I have missed my connection due to unforeseen blockages on the tracks, or some unknown malfunction. In either case, had I decided to drive, I would've arrived on time just fine, even with traffic. The argument that light rail will continue to operate, obvious to traffic or road blockages seems to be a fallacy, given that in one of these cases, there was traffic blocking the light rail route.</p> <p>Overall, I would support rail options if it weren't at the cost of continuing to discourage drivers in the Puget Sound area, and if I could have some sort of assurances to the reliability of the rail system actually getting me where I need to go on time. Thus far, sitting in traffic has ultimately proven a more dependable method of commuting than rolling the dice on a train, and getting stuck for hours with no alternative option once a rider is essentially "hostage" to the train once committing to it.</p>
<p>SNOHOMISH COUNTY</p>	<p>With the growing tech industry here -- and many of those in the tech living outside Seattle in Pierce County and on the East Side -- companies should work to find solutions that benefit their employees and locations their employees can reach, otherwise, allow your employees to work remotely (and most jobs are capable of that). I easily pay more than \$1,700 annually to commute to work on the Sounder Train. Why would the plan add light rail from Everett south when there is already a train station in Everett that goes all the way to Tacoma! I would be much more likely to support programs that improved the existing infrastructure - such as improving the train schedule for Sounder commuters. The last train leaves Seattle at 5:30. I believe adding a 6 p.m. northbound train and more capacity for riders with an added car would increase ridership, allow more opportunities for commuters, and alleviate the rising housing costs many commuters face by opening up communities to the North where there is still capacity to grow. If you want to make the Puget Sound Region more livable, start by improving what we have.</p>
<p>SNOHOMISH COUNTY</p>	<p>Instead of taxing the residents, corporations who are fueling this rapid growth should be paying more into the system.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Snohomish County

SNOHOMISH COUNTY	Get it done as fast as possible.
SNOHOMISH COUNTY	While I recognize my following comments will likely be at best ignored, please understand that I voted for the initial light rail plan that was voted down and am thus a supporter of the theory. Issue #1: ST lacks credibility. Holding out as completed ahead of schedule and under budget to UW is a fiction justified by saying there was a 'reset'. By that standard, Boeing's dreamliner could also have been considered on time and under budget. The originally approved ST1 measure was already supposed to do way more than what has been completed Issue #2: You keep pouring money into the north line and supporting those riders. At what point in time will you realize that it would be cheaper and more reliable to buy those riders limousine service than have that route. Issue #3: Population density and demographics flow make it such that you are best served by having a really good transit system that services the core of Seattle - Ballard, Magnolia, West Seattle, Shoreline, etc. rather than providing mediocre service that stretches out more. Issue #4: Your demographic survey demands are invasive. I understand why you want them, but it is none of your business if a respondent chooses to not provide the information you are hoping to get.
SNOHOMISH COUNTY	Autonomous vehicles need to be integrated into the system. People don't want to leave their vehicles so incentives need to be thought of like free lottery tickets or a reserved seats via point system.
SNOHOMISH COUNTY	Improvements in, around and between Snohomish County and north King County are not represented well enough in this plan. Better transportation in this area will help to keep jobs and population in this region and reduce the traffic flowing into Seattle. It's imperative to promote mini-hubs in addition to some primary routes to travel east to west and north to south.
SNOHOMISH COUNTY	I HATE the idea of imposing taxes to fund this. STRONGLY in support, but government NEVER expires taxes. So, send me a monthly bill, we will happily pay it. When the project is done, stop billing me, simple.
SNOHOMISH COUNTY	Can't wait for a system that quickly gets me from Edmonds/Lynnwood to the Factoria area of Bellevue!
SNOHOMISH COUNTY	While we wait for light rail to Everett, there should be more express bus and sounder train options for Everett-Seattle commuters. These additions should be immediate!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Snohomish County

SNOHOMISH COUNTY	<p>Light Rail, More buses, stealing more lanes for commuters is not going to solve the problem is people cannot get from their homes to their places of employment without a 30 - 60 minute walk to catch the a ride, that dumps you 30 minutes away from your job. It doesn't matter how many people you can dump in Seattle's City Core if there is no way for them to get the rest of the way to work. This survey states that people sit twice as long in traffic now than they did 5 years ago. But what it doesn't address is the fact between driving to a Park and Ride, Bussing from Bothell to Seattle and 30 minutes walk to work, taking transit causes my commute to be twice as long now. Plus, I am stranded in Seattle if I need to get home outside "Your" perceived schedule of my commute needs. If the bus lanes were returned to the drivers the commute would ease. If "Transit Improvements" wouldn't block traffic the commute would ease. I don't know if you have ever seen either of the Park and Rides in Bothell but neither of them are able to support more a few hundred cars and they are no buses that bring people from their homes to these Park and Rides. The issue is less getting people up or down the I5 Corridor and more getting people to busses, get routes to run later in the evening so if you are running late, you are not stranded in Seattle. And the most important problem that any Transit Solution must address is shortening the length of time needed to get from home to work. As a commuter, I don't care how long it takes a bus to get from a Park and Ride to Seattle Nordstoms, I need a fast, reliable, and safe way form home to work and work to home. 50 Billion Dollars will not solve this.</p>
SNOHOMISH COUNTY	<p>There seems to be a lot of spin to ST3 and the notion that it will take/keep cars off the road. If there are not enough collection points, park &amp; rides, it won't get as many cars off the road as the pundits are saying.</p> <p>I think BRT would be more nimble than Light Rail and able to move to the areas of most need rapidly even thought Light Rail is more appealing way to travel.</p>
SNOHOMISH COUNTY	<p>Try and separate the light rail from car and pedestrian traffic as much as possible. I am constantly reading notices of line blockages and service interruptions along MLK way in the Rainier Valley, it messes up the entire service. Drivers and pedestrians are not getting smarter, so conflicts should be minimized.</p> <p>The problems with mudslides and freight train interference on the Sounder North Line must be more aggressively addressed. Without addressing those issues, the Northline trains will forever be running with just 2 or 3 cars because of reliability issues. Train mechanical failure issues need to be better looked into also,</p> <p>Highway shoulders are needed for disabled motor vehicles. I would be very nervous traveling on a bus zipping past stalled traffic on the road shoulder.</p>
SNOHOMISH COUNTY	<p>First, this is not a scientific survey so I am suspicious of its inclusion at the June board meeting. Second, Sound Transit repeatedly refers to the tax increases over the 30-year life of the project, even though a separate Sound Transit document says that the taxes will remain for an additional 25 to 30 years. I think Sound Transit should make clear that the taxes are not for twenty five years but for over fifty.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Snohomish County

SNOHOMISH COUNTY	You've already taken sounder cars away from the north end. It's obvious you prefer to operate in the south end as the north end is getting shafted on this plan. Why are you even bothering to survey people when you've already made up your minds
SNOHOMISH COUNTY	Spending such massive amounts of money of which the real impact to mitigate traffic congestion is microscopic is a ridiculous waste of our taxpayer money. This survey states that there simply is no more room for on our roads. With the kind of money discussed here and already spent, there could have been much more traffic mitigation success with road widening. Although difficult, it is no more difficult than the effort spent on building light rail of which it is estimated only .4 percent of the population will use. Also, business is seeing the enormous potential of self driving cars which, when incorporated into an overall traffic mitigation effort, would have a far more positive impact on the region. Money should be spent instead on supporting the infrastructure needed to support that effort.
SNOHOMISH COUNTY	Not aggressive enough. We need to be on par with San Francisco, Washington, D.C. Chicagoans New York.
SNOHOMISH COUNTY	Would be nice if the current system you have supported workers on ALL shifts, not just day shift. Currently no way from Mukilteo to Boeing Everett unless you work the day shift. Ridiculous.
SNOHOMISH COUNTY	Build roads and add bus service. Light rail is a grossly expensive option that will do nothing to reduce congestion and improve transportation.
SNOHOMISH COUNTY	Bothell area!
SNOHOMISH COUNTY	The timeline is much too long. The need is now. Find a way to shorten the timeline, if possible.
SNOHOMISH COUNTY	Build rail from Lynnwood southbound ASAP!
SNOHOMISH COUNTY	The spine needs to be completed to Everett before all the side routes. Buses, bikes and walking can handle the shorter runs.
SNOHOMISH COUNTY	Sitting in traffic on I-5 South in Lynnwood is no fun!
SNOHOMISH COUNTY	I select "Other" in the drop down because I have two categories of feedback. 1) The Ballard UW link connection should be added to the plan. 2) The completion timelines are far too long. Your questions above pointed out how there are 800 more cars on the roads every week. We need regional light rail, and we need it now. Completing the Tacoma to Everett connection in 22 years is not soon enough. Sound Transit has an excellent record of coming in ahead of schedule and under budget. Go to the voters with a ST3 Rapid implementation plan. Give us the option to approve a higher expense plan, that will deliver the results in half the time.  Thank you

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Snohomish County

SNOHOMISH COUNTY	I live in north Everett and commute to downtown Seattle almost every day. I travel regularly which requires trips to the airport and I NEVER use the Light Rail to go from Westlake to SeaTac because more often than not, it's faster for me to drive. In order to get significant backing for the light rail, there needs to be a push for express lines that have 2 or 3 stops and it gets business professionals and other travelers to the airport in 30 minutes, not 54 from downtown. In addition, the Light Rail needs to have its own tunnel system/station. There have been times where I have been dependent on the Light Rail to get me from Westlake to King Street to catch the Sounder to Everett and I have missed the train because the Light Rail is stuck behind buses that cannot get to the surface streets because of traffic. Lastly, I understand that some of the capital needs to come from the residents of the state however major companies that are establishing businesses in the city must be responsible for some of the capital. If it's possible told businesses accountable for the X percentage of employees who commute 20+ miles each way every day than the state will see a bump in revenue.
SNOHOMISH COUNTY	I live in Everett and work in Seattle, but all of these proposed projects do not seem to include anything to alleviate the slow bus service from the Everett Transit station. I have had to change what time I get a bus to Seattle (which is only 1 option, the 510!) as the service is not reliable. The buses show up late and leave the station late, which puts my getting to work on time in jeopardy. I personally think Sound Transit needs to re-look at the Everett to Seattle route and update to reflect the needs of Snohomish County. Not all commuters work at Boeing or on the Eastside.
SNOHOMISH COUNTY	Sound transit is useless. It takes too much money and does nothing to ease congestion. Any expansion of this outrageous system would further take away from the money we need to use for the road system we need to update, as in add more roadways. Please quit asking the tax payer to pay for stuff we do not need, cannot use and distracts from actually making our communities accessible.
SNOHOMISH COUNTY	you need to refund the tax money to all that live in Snohomish.
SNOHOMISH COUNTY	Please consider enhancing bus routes for the North Sound. We might have the sounder train but it is not reliable because of landslides. When the Sounder becomes unavailable it cause a heavy load on bus routes. I do not see that additional buses are actually added. Having buses that run frequently and consistently to the north end would be nice. Right now because I am unable to consistently predict when I will get home via bus based on buses not showing up at scheduled times, I am actually going to have to start driving. I have evening commitments and Sound Transit buses do not provide consistent timing. The bus routes that have extremely frequent buses are the ones that have no parking (Ash Way) and are not convenient. Add additional buses to other park and rides. Light rail and better busing options need to be made. Government agencies need to stop sitting on their hands and move forward. Stop wasting my tax dollars and get something done that I can actually use.
SNOHOMISH COUNTY	move up the schedule, esp. for Everett light rail get federal funds try not to impose more sales tax -- lobby for a more progressive funding mechanism like a state income tax or taxing the rich

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Snohomish County

SNOHOMISH COUNTY	To see a system that works very well, go to London. There are apps that guide you through the system. It is easy and fast. I want it here.
SNOHOMISH COUNTY	The cost to property owners is prohibitive. The payment of this kind of project should come from either an income tax, taxes on the businesses who have so many of the workers contributing to the congestion ( Amazon, Google, and Boeing). Our current system of road has not been maintained and is crumbling. We need to take care of those issues first, stop focusing on using homeowners as a cash cow, and truly look at how taxes in this state are assessed, and spent. This survey is not helpful in that it is mainly about providing information ( through the questions asked) rather than simply asking the questions. There is already a tunnel to be paid for, roads projects that need to be done. Fix how the projects get paid for before heaping on more expensive projects for persons who will not benefit from to pay for. Leave the homeowners out of it ( we pay for schools already) and tax those who will use the system.
SNOHOMISH COUNTY	Please plan ahead to build enough parking. In suburban communities for families with kids, taking local bus connections, walking, or biking is often not an option. We need sufficient parking to be able to plan around other family member's needs (drop kids off a school, run errands in single-occupancy vehicle) and still have available parking at park-ride to commute to work. Recent projects such as the South Everett Freeway Station and the Mountlake Terrace Freeway Station have already exceeded capacity on parking. It's also important for families with young children to be able to get home midday in case of an emergency, so please plan for some sort of connecting service to all park and rides (even smaller ones) all day long, not just at peak hours. Also commuters would appreciate having restrooms and recycling bins at the transit stations, and wi-fi on the bus.
SNOHOMISH COUNTY	<p>your plan makes no mention of smart car technology which will increase capacity of existing roadways. by "locking in" transit with rail, aren't we losing the flexibility that comes with technology innovations? I'm just pointing out that if we're making a 20 year plan, we should we leave flexibility.</p> <p>it also seems that we should focus on connecting Tacoma to Seattle via light rail. Those two port cities are powerful population centers who, if combined, would make a powerful economic impact.</p>
SNOHOMISH COUNTY	Find a different way to pay for your project. Taxing those that don't use public transportation to make more public transportation is asinine. Having and driving a car is an American dream. Figure out how to make it possible for everyone and expand our roads instead of creating toll lanes.
SNOHOMISH COUNTY	I think it is about time you post the amount of money you've taken in and how much you've spent, along with the executives pay! Like everything this state does is over priced and most is needs to be re-done!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Snohomish County

SNOHOMISH COUNTY	The time frame for getting light rail to Everett is way too long and an otherwise good plan unacceptable. Ballard and West Seattle are not regional facilities, and should not take priority over completing the spine. Snohomish County would be better off to use the golden spike approach than this delayed plan for getting to Everett in 2041. Building from North Everett at ECC/WSU south to downtown Everett then to Boeing immediately, even if it ends there until Phase 4, will do more to support Everett as a regional growth center than waiting until 2041 and not including north Everett. This plan continues to support Seattle interests more than regional interests.
SNOHOMISH COUNTY	Why does Snohomish pay for 30 + years without anything to show for it??????
SNOHOMISH COUNTY	It would be nice to have an added route and/or car to the North Sounder route as standing room only has become more frequent.
SNOHOMISH COUNTY	There are some great cities to look at to compare at least parts of the plan. I'm sure cities like Vancouver Canada or even London Englad have been looked at in comparison. I used to live in Vancouver and while the translink system does have some flaws, the system they have built (and continue to build) have provided easy and quick access to multiple forms of transit throughout the city and out into the surrounding cities.
SNOHOMISH COUNTY	We the people who live within the area... cannot keep up with Groceries, taxes, fees, utilities and the ever raising costs. Not all of get the raises that city, state people get we are lucky to get a raise every three years. So even a raise in \$100 tax, sets us back. We need develop or create new ways to have this income or the funding for such dreams. Like perhaps Caucasian casino's on non-Indian lands. that really pay taxes and high fees to counties. Look if we can pass laws to smoke Marijuana we certainly can built casino's for tax purposes.
SNOHOMISH COUNTY	the only reason I plan on voting against this plan is the timeline for getting rapid service to Everett is behind West Seattle and Ballard. King County has already hijacked the original intent of Sound Transit. I find it extremely unacceptable that we have to wait another 25 years for rapid transit in Everett. When we were sold Sound Transit we were promised a rapid from Tacom0 to Everett we were not told that it would take us 50 years to get it. What King County and Seattle have done to the present system is deplorable and inefficient.
SNOHOMISH COUNTY	This is a boondoggle that comes with a ludicrous price tag. People around here like the idea of mass transit, but given the ridiculously long travel times, even on the light rail routes, plus the costs for tickets and annual operating/maintenance costs, few people are likely to switch to mass transit. I would rather see shoulders opened to ALL traffic for example, not just buses. That would significantly improve flow, certainly much more so than opening them to just buses.
SNOHOMISH COUNTY	Given ST's poor performance to date, it's highly unlikely voters are going to hand \$50B to the current organization.
SNOHOMISH COUNTY	This needs to be done FASTER.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Snohomish County

SNOHOMISH COUNTY	<p>I really love the idea of more transit (rapid light rail specifically), but definitely want to ensure it's managed correctly. Sound Transit has done a good job so far, and I hope they continue making this sort of thing work well. However, many of these timelines are sadly too long to be of real use. 25 years for rail to Everett? I'll be an old man (or dead) by the time that comes around. These items are needed NOW, and should have been planned long ago in order to keep up with cities like Vancouver and Portland (Portland, for god's sake, has way better transit than we do).</p> <p>So, way to look forward and push this stuff through, but goddamn it just reeks of "too little too late".</p>
SNOHOMISH COUNTY	<p>Now is the time to raise gas taxes, when gas prices are quite low. The people who use the highways the most should be paying the most to add mass transit. Higher gas prices will encourage people to ride mass transit more, and to buy more fuel efficient cars, things that will help our environment.</p>
SNOHOMISH COUNTY	<p>More parking at park &amp; rides</p>
SNOHOMISH COUNTY	<p>ST wastes an excessive amount of my tax dollars for nothing in return.</p>
SNOHOMISH COUNTY	<p>Survey is very important, I am very supportive</p>
SNOHOMISH COUNTY	<p>Unless light rail service to Snohomish County is completed sooner, there is no incentive for me to vote for this package. I have consistently supported Sound Transit but I will be dead before you reach Everett.</p>
SNOHOMISH COUNTY	<p>The Sounder service from Everett to Seattle sucks. The service, due to the slides in Edmonds, is unreliable. On top of that there are only 4 trains, each way, per day. If the service were expanded to accommodate a more flexible schedule that would increase the ridership. In addition, weekend service would increase the usability.</p>
SNOHOMISH COUNTY	<p>Why is light rail taking DECADES?! I'd like to be able to use light rail before I die. Seriously. That's the only flaw in this plan, that light rail is TWENTY FIVE YEARS away. Please step it up on the light rail. A lot can happen in twenty five years. Plans change. Why should I believe you guys will follow through? That is why I opposed the plan. Create a plan that will expand light rail in ten years or less and I will support that.</p>
SNOHOMISH COUNTY	<p>I live in Everett. The light rail won't make it to Everett in my lifetime. I shouldn't have to pay the rest of my life for a benefit I'll never see. I don't believe light rail's primary purpose should be to get Boeing workers to work. The paper today says Boeing is going to lay off 10% of its workforce. That solves a good portion of the transportation problem. My guess is that most of the Boeing workers live north of Everett or in Everett. They wouldn't use light rail. Some of the 50 Billion dollars should be spent on finding ways to get workers to live closer to their work. The first thing we need is adequate parking at transit centers.</p>
SNOHOMISH COUNTY	<p>Thank you!</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Snohomish County

SNOHOMISH COUNTY	<p>Increase Everett-Mukilteo to Seattle downtown train service daily runs to all day 5am to midnight or complete Everett light rail within 10 years. Be fair to Everett.</p> <p>Seattle should fund their own intra-city train system much like San Francisco Muni system. Seattle is only a part of Puget Sound metropolis. Sound Transit system should link outlying cities to Seattle first - highest priority. Be fair now!</p>
SNOHOMISH COUNTY	<p>We have been so car focused for so long that until there is a much larger network than even ST3 aims to create, the overwhelming majority of people will still need to use their car in order to reach a light rail station. This means people are still going to be clogging up the side streets to reach stations. My ask is that ST doesn't just plan for today, but plans for the future parking needs that will be needed for all those people commuting to stations.</p> <p>My 2nd request is to make an effort to expand light rail to cover more of the 405. Most of 405 is left out of the light rail plan and instead left only with bus service. I need to know ST is taking this heavily congested area seriously as well.</p> <p>Last of all, the reason why I'm considering voting no is that ST hasn't done a very good job in the past of meeting targets and because we still have until 2023 before the previously promised light rail opens in Lynnwood, Bellevue, and to the south. I'd like assurances that these projects are going to finish on time and within the original budgets before agreeing to hand over another \$50B. A part of me is skeptical that ST isn't just going to use some of this money to finish already promised projects, so I need ST to rebuild trust. I desperately want light rail, but it needs to be done efficiently and with quality.</p>
SNOHOMISH COUNTY	<p>I think people would be more likely to pay for transit improvements if actually USING transit would save them money. The idea of a current transit user who is already paying a LOT to ride transit to pay even more to improve it when we are not even part of the traffic problem, is a little much.</p> <p>For example: I currently spend over \$130.00 per month (\$1,560 per year!) to ride on overcrowded busses and watching as routes are removed and stops are deleted that actually inconvenience me. In September, I will be expected to cross a FIVE LANE HIGHWAY at rush-hour with no crosswalk or light. Even though I have been a proud rider, it is getting hard to justify using public transit when I'm not feeling the love. I am an average transit user and I hear this complaint several times a week: "Why are we being penalized for doing the right thing?"</p> <p>Stands to reason if the incentive offered were to US, actual transit users, and let those who are causing the problem PAY for the luxury of being part of the problem. You don't want to pay extra to drive your car...? Get an Orca card. Makes sense to me...</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Snohomish County

SNOHOMISH COUNTY	<p>Unless you are going to SIGNIFICANTLY add at least 100-200% more parking at each and every station and park and ride - there is really no reason to spend any more on mass transit. You have to be able to park to ride. If you can't park - any transit you build is useless and a total waste of money. I can't park and ride now at South Everett Freeway Park &amp; Ride - as it fills up too early in the morning to be of use. It was two small the day it opened. I am really bitter about that and that does not make me want to vote for spending more money on systems not planned properly for commuters to actually use them successfully. Don't tell me to take a feeder bus -- the closest feeder bus is over 1 mile from my home and even if I did walk to it -- the changing of buses doesn't work and would add far too long to an already overcrowded and 'standing room only' commute. The monthly pass cost isn't worth it now -- when you can't park and you have to stand from Everett to Seattle. No longer a fan.</p>
SNOHOMISH COUNTY	<p>Your draft is not realistic , other large metro areas in the country have built rail systems while sound transit still has meetings about it. It needs to have the main rail lines run up I-5 and I405 first from Everett to Tacoma with express bus off of these lines. Who knows in 20-30 years where the jobs will be located but you know I-5 will still be the main route north and south. More people will support it if you build it faster. I guess Everett area and north can say we will wait 15-20 before starting to pay for it because there is no plan for more express buses or rail in our lifetime.</p> <p>Sound transit keeps referring back to votes 20 years ago overall very little has been accomplished in that time frame. People see this and think will only a quarter to half of what is being promised now be completed in the next 20 - 30 years. If you want voter money things have happen now not later.</p>
SNOHOMISH COUNTY	<p>25yrs entirely too long. The fact that this should have been started in the 70s notwithstanding, it's time to bite the bullet and get it done. In a dozen yrs, you won't be able to move through this corridor by ANY means.</p>
SNOHOMISH COUNTY	<p>I believe the Sound Transit Express buses, like I have used many times to get from Everett to Seattle and Tacoma and back, are much more cost effective and flexible than light rail. The key to making them more viable on I-5, is to take the two-person carpools out of the HOV lanes. I believe BRT, like CT's Swift on SR 99, is also a good investment. I don't think that light rail between Lynnwood and Everett will have any impact on Land Use, because the station locations don't have good development potential. The Light Rail in the North End will have to rely on Park-and-Ride, which offers no advantage over buses. And, most people will not take a bus to get to a Light Rail station.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Snohomish County

SNOHOMISH COUNTY	<p>While there is no stopping what is being done, I am sorely reminded of the promise in 1994-1996 that the first phase of Sound Transit would reduce congestion. That was the selling point. Only after the program was approved did the authorities come out and say that Sound Transit offered an escape from congestion. That bait and switch has stuck with me and been a source of doubt regarding any other promises/selling points from that point on. I voted for the first phase. But after the promise of reducing congestion proved to be nothing but a fantasy, I have been in the opposition. Another thing that has been a major point of contention to me was the loading of the board with elected officials instead of electing board members. I get it. The motive was to provide an illusory 'empowerment' of people to create change in this project by unelecting the one or two people from any jurisdiction and thereby modifying the makeup of the board. Without the power to vote out the electeds in other jurisdictions, the board was guaranteed to be made up of transit supporters with zero chance of the citizens getting in the way with democracy. Or even representative republic. So, faced with the fait accompli and general dishonesty inherent in the program, I offer my survey results as they stand. Thank you. And one day, I hope that Sound Transit and its board chooses to be honest with we, the taxpayers funding these projects.</p>
SNOHOMISH COUNTY	<p>Just expand 405 and don't waste time and money trying to convince people not to drive their cars.</p>
SNOHOMISH COUNTY	<p>We are so far behind other regions when it comes to rapid transit! We need to get these projects done sooner if possible, from Everett to Olympia. This is taking too long - I'm in my 50's and feel I will never see this in my lifetime - but if it was available, I would use it a lot. No more excuses!!</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Snohomish County

SNOHOMISH COUNTY	<p>I oppose this plan because I'd be paying at least \$10,000 for a system that I'd never be able to use. I'd be dead or, at best, retired and not living where I'm at (extension of mass transit promotes sprawl and will increase taxes) that I won't get to use. Elements of this plan are aimed at future users and residents while those of us living here today are stuck enduring the status quo until we die, retire, and/or move. Going to Everett should be via I-5. Swift BRT can take folks from 128th and Everett station. Use the \$1.3 billion in savings for other worthy projects that benefit us until it opens in 2031 or sooner vs. trying to placate the moneyed interests! The demand to the Boeing plant does NOT exist, otherwise they wouldn't be leasing all of the private lots that they do while the transit providers eliminated all south county service in 2003 - never restoring it during the good times that followed - and cutting back the N and E county service in 2010, most of that not restored. It also duplicates Swift 2 from the SE and there are plenty of buses left from Everett station. Examples of quick, productive uses of the \$1.3 billion: NB Ash Way ramp and 128th direct access ramps would ensure buses stay in HOV from Everett to/from downtown Seattle: no more buses crossing the lanes, an easy way to alleviate congestion. Another good use of funds would be extending rail east to Snohomish, then south to Redmond to connect with E-Link. On the Eastside, you blew it by not putting light rail from South Bellevue to Renton and on to Tukwila International Station: that's the worst part of the congestion there. Like BART, you've failed to encircle the metro area, a HUGE mistake for rider options. Instead, we're told that BRT was chosen for I-405 by a past board, but out of the other end comes the Issaquah to Kirkland proposal, which evades the "can't have light rail" reason. I can live with Issaquah to Bellevue, for you serve Bellevue College, but I would've connected to E-Link at South Bellevue, then gone south! BRT on 522 already exists: it's ST 522+Metro 372. I've waited there; I just take the first bus that I see, usually 5-7 minutes. A better BRT would go from Woodinville to Lynnwood Link (the 535 already does from Bothell). Ballard to UW has been congested for at least 4 decades, yet it's omitted: 45th could have seen platoons of Metro #43s eliminated, while commuters to Ballard from the north and commuters from Ballard to the north could've avoided having to go via downtown. Ballard to downtown by Interbay duplicates Rapid Ride D and travels a lesser populated area than had you gone via Fremont and eastern Queen Anne. I am supportive of extending light rail to the Tacoma Dome and Sounder to DuPont, supporting the latter on the hope that demand to the bases will be there - plus some shuttle available from the stations into the bases.</p>
SNOHOMISH COUNTY	Taxed enough!!!!!!
SNOHOMISH COUNTY	<p>The time line to Everett and completion is way too long. Being taxed until 2041 for something I will never see is complete crap. The interurban railroad of this region in the 1920's, did not take 40 years to complete and billions of dollars. I do not want anything else other than light rail in a reasonable period of time and that is not 2041.</p>
SNOHOMISH COUNTY	Make sure it is easily accesble to disabled riders.
SNOHOMISH COUNTY	<p>The timeline is too slow...a light rail from Seattle to Everett in 25 years is just super long. With the technology we have today we should be able to do it in at most 10.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Snohomish County

SNOHOMISH COUNTY	<p>Traffic is an increasing problem in Washington State. Resources to sustain personal automobiles for more and more people is not promising. I strongly support these plans to improve transportation in the State.</p> <p>Please be mindful throughout the project that this is from and for the average citizen. That means, in their shoes, how can they get to these stations from their residential homes without significantly changing their family/life-schedule? People need an alternative that is as convenient as personal transportation. It's hard, but not impossible to do. If you can sell that to them, they will most certainly buy it. Otherwise, regardless of my support and others, it is a phenomenal waste of money, time, and other resources.</p>
SNOHOMISH COUNTY	<p>The observed ST3 plan includes an Everett station going to what I assume is better Boeing Everett access. As a Boeing employee who has worked at that site for years, I know many people that work there from Seattle and simply rarely have a traffic problem due to the fact that the morning commute is the exact opposite of the congestion. I'm unsure if there is value in this particular stop when people can drive to the site for much less time. Most of the employees value their time above all else, and I fear the transit option would be underutilized. Most of that crowd would like to not drive it, but if the travel time is probably more than 10 minutes than their drive, they may not opt for it.</p>
SNOHOMISH COUNTY	<p>Planning for transit is a kind of chicken or egg idea. If you build it they will come. As soon as it is announced that transit stations will be built in an area land values go up and a variety of business start to show up near the planned installation. So the question is "What area do you want to grow?". Mercer Island was just a sleepy summer cabin area until the first floating bridge was built across Lake Washington for example. Land values went up when the Interstates were built AND values went down on old main roads when the new routes for the roads were built and traffic patterns changed.</p>
SNOHOMISH COUNTY	<p>Sound Transit isn't sound. The projects completed and proposed/planned require WAY too much time and cost to implement. Simple expansion of bus service region-wide is the answer. It can be implemented immediately and if/when commute routes/times change, you just print new route/schedules. Hard projects are sexy but horrendously bad in terms of cost and changeability.</p>
SNOHOMISH COUNTY	<p>ST should develop a plan to lay light rail tracks in current highway's HOV lanes to save cost and time!!! Please plan to take buses out from highways!!!</p>
SNOHOMISH COUNTY	<p>Don't cripple bus service in areas where new train service is added. When u district tunnel opened college students lost bus service. Residents lost service to downtown.</p>
SNOHOMISH COUNTY	<p>Snohomish county (Bothell, Millcreek area) is going through a major housing boom yet after all of the the 405 tolling changes they didn't widen any of 405. In 10 years this area is going to be nothing but a giant traffic jam. You need to get in and build some infrastructure before there is no more room to widen any of the roads. Why can't I light rail into Seattle from Snohimish?</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Snohomish County

SNOHOMISH COUNTY	On the map above, I didn't see any indication of a Mountlake Terrace station for the light rail. I hope you are studying and considering adding one there.
SNOHOMISH COUNTY	My only concern: It will take 25 years to complete these projects and we are already 25 years behind....
SNOHOMISH COUNTY	Add parking for more cars at small P&Rs along the North 405 corridor so more people can use the Rapid Transit from closer to their homes. Extend the "peak" hours to 9am to allow more people to use the Rapid Transit when they need to travel during the later peak hours.
SNOHOMISH COUNTY	We love to ride the buses but can't most of the time because there is not enough parking. (Everett Station, Lynnwood, and SE Everett park and rides) Stop the BNSF extortion for using their tracks. Its faster to ride the express buses anyway. Snohomish county has funded projects but has received little. Now we have to pay for the West Seattle and Ballard extensions. Voters will not support that kind of thinking.
SNOHOMISH COUNTY	I am very unhappy that I would be paying for over 25 or 30 years before I get to use it North of King County. I am asking all my friends to join me in voting this down.
SNOHOMISH COUNTY	Do not add rail line to pain field unless Boeing pays for it completely. They would bennifit the most. There will not be enough need for transit to or from the field. Bus would be enough from the I5 station.
SNOHOMISH COUNTY	Asking people to pay your proposed taxes (which are absolutely sure to increase) for MORE THAN 25 YEARS before we get light rail, after it was promised on the last tax proposal leads me to believe that you think we're all a bunch of suckers. And if WSDOT has anything to do with this, it'll cost twice what you're asking and it'll be 50 years before we see rail service.  In order for this to work, you need lots and lots and lots of available, safe parking. Without that, this whole project is doomed to fail. I see NO evidence that you have, or will properly address this problem.  You're certainly NOT getting my vote and I'm advocating to all I know to vote this boondoggle down.
SNOHOMISH COUNTY	This survey is calculated to get favorable responses without every addressing the real problem with the current proposal--which is it takes way too long to do anything meaningful for Pierce and Snphomish Counties who residents have been paying this tax for 20 years and received almost nothing.  Everything has been focused on Seattle. I believe this region desperately needs light rail ASAP but will probably vote against the current proposal because it continues to put Seattle and King County first. I also am not completing the survey because it does not allow me to address this concern. I think Sound Transit either doesn't care about the needs of Snohomish and Pierce County or doesn't care because it can get enough votes from King County.
SNOHOMISH COUNTY	I don't ride a bus or light rail so why should I pay for it, I pay enough tax's

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Snohomish County

SNOHOMISH COUNTY	I'd just like to say as someone who is originally from the bay area part of northern California, the public transit system around here disappoints me. Bus and light rail don't run late enough, or often enough for a person who is unable to drive have a productive life.
SNOHOMISH COUNTY	I work nights, and I see your empty busses running full strength as if there's some silent demand for it. They only thing they do is bring transients onto the property I monitor. Most of them maintain such low standards of personal care that I find it amazing that any person feels comfortable occupying a seat that they just vacated. You are not worth what you already cost, and still you want me to find two hundred extra dollars for you somewhere in my already limited means. People's endeavors are not meant to generate some infinite banquet of cash for you to glutinously consume in the pursuit of rolling frivolity. And it is frivolous. Like I say, I see it every night.  I used to not loath ST. Ratchet back your thirst for my effort and we can regain a happy coexistence.
SNOHOMISH COUNTY	Sounder, Swift buses, and any expansion of light rail should be funded by the users that use these services.
SNOHOMISH COUNTY	I'm from the east coast but don't use transit here because it is awful and doubles my commute to downtown Seattle. I have voted for mass transit for the thirty years I've lived her and it is still a mess. I'll be gone from the region I hope when this is in place but for the safety and sanity of the people please make this finally happen. Commuting into Seattle daily is the bane of my existence. I hate it here and would never encourage anyone to move here because of the traffic and bad transit.
SNOHOMISH COUNTY	We had better get started ASAP. Yes there will be costs - did anyone think this stuff is free? I wanted to use the North Sounder to get to my 7am job at First Hill but my repeated requests for the first train to run just a little bit earlier were met with repeated rejections.
SNOHOMISH COUNTY	There is no government funded mass transit system that is sustained solely by ridership. Not only with it cost billions to build this, but it will be forever a drain on government budgets which will be supported by ever higher taxes on all of us. If this is such a great idea, see if their are any private interests that are willing to build and operate it. There aren't any? There is a good reason for that.
SNOHOMISH COUNTY	I feel it's too little to late. You should have had a better vision many years ago looking forward to a better future and been better prepared. I retired two years ago and I can't believe how slow the state works for better transportation. Now my income is down half I cannot afford to now get on board with your plan.
SNOHOMISH COUNTY	I support this primarily because we need to protect our environment from pollution and too many cars. Secondly, gridlock is a bummer and I would like to plan my life around something other than if I'll get stuck in traffic or not. Thank you for your hard work.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Snohomish County

SNOHOMISH COUNTY	<p>Buses are far more versatile than trains; thus, any further light rail should be avoided, and concentrate on bus service (and PLENTY OF PARKING). If the bulk of the population moves to another area, the bus lines can move there, too--trains can't.</p> <p>Furthermore, you really need to do Something about all those mudslides onto the tracks up in Everett!! It seems every time it rains, there are several mudslides, which closes train service. Why bother if you can't use the trains?!</p>
SNOHOMISH COUNTY	<p>Buses are far more versatile than trains; thus, any further light rail should be avoided, and concentrate on bus service (and PLENTY OF PARKING). If the bulk of the population moves to another area, the bus lines can move there, too--trains can't.</p> <p>Furthermore, you really need to do Something about all those mudslides onto the tracks up in Everett!! It seems every time it rains, there are several mudslides, which closes train service. Why bother if you can't use the trains?!</p> <p>Also, I see no mention of Mountlake Terrace in any of the plans. WHY?!</p>
SNOHOMISH COUNTY	<p>There are public transit options available in the Seattle metro area that could be improved without having to do light rail links. People that live in the north have fewer options, so I believe it would be more palatable to emphasize getting light rail built where it can reduce congestion on I5 and I405. Those of us who live out here are not likely to support the expenditures if we are not going to see the benefits for 25 years. We keep hearing it's only about \$200 per person per year, but that means we will have spent \$6000 each before we even begin to see the benefits, and that's assuming the project is on time and on budget.</p>
SNOHOMISH COUNTY	<p>Sound transit needs to improve the reliability and functioning of its existing North line before it invests in expansion. I have nearly stopped taking the train due to its unreliability. Mudslides and mechanical problems too often. Fix that, perfect, then move on expansion.</p>
SNOHOMISH COUNTY	<p>The tax increases should be more equitable. For example, 1) forget the sales tax, it is already too high. If you want this tax, make it a luxury tax instead. 2) Motor vehicle tax should go up to perhaps 1% or more. Too many vehicles on the road are the reason for all this development in the first place. 3) You should reduce the property tax by at least half of what your proposal states. Property taxes are already ridiculously high. 4) Increase the taxes on gasoline according to octane rating. 92 octane, highest tax, 89 octane less tax, 87 octane very little tax, and so on.</p>
SNOHOMISH COUNTY	<p>You've already shown that every project you do is vastly over budget and that \$200 a year will turn into \$600 a year or more. Even the \$200 a year is too much. I can't afford this and will be voting "No".</p>
SNOHOMISH COUNTY	<p>We need a mass transit rail system in the puget sound with enough parking, stops and reliability to make it usable for the majority of commuters. Similar to BART in the Bay Area. We need to do what it takes to achieve this goal.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Snohomish County

SNOHOMISH COUNTY	All transit centers and park & rides that I know of in the Puget Sound area have inadequate parking. I often consider partial transit trips, with a car drive from an outlying area that's not in the intended service area, connecting to a major transit center; but the biggest problem for me is parking. I have periodically driven from my home in SW Snohomish County to Northgate Transit Center, Aurora Village Transit Center, or the University District, stopping where traffic becomes severely congested. But I often abandon the idea and continue in my car because there is not parking that I could find in a reasonable amount of time.
SNOHOMISH COUNTY	We should have started thirty years ago.
SNOHOMISH COUNTY	get a life with your 200 per year cost per resident. a 40,000 truck would be taxed at about 900 a year, plus sales and property taxes of about 1200 a year. your totally full of crap
SNOHOMISH COUNTY	Waste of money. Please call me for my views that are not focused on soundtransit
SNOHOMISH COUNTY	You guys need to change the name from sound transit to SEATTLE transit!
SNOHOMISH COUNTY	Can't park to ride bus. I'm sure I can't park to ride rail. Area is totally F'd up in transit. Used RTA in Denver for years. Seattle area I tried for 2 months and gave up. Denver has ONE freaking agency to serve SIX counties. Here - let me count the ways to fleece the taxpayer: Metro, Community, Peirce, Sound Transit, Everett, State Ferries, SLUT, Monorail....all for ONLY 3 counties. YOU SHOULD ALL BE FIRED.  (2) I really wish on that survey was: Should lowest cost labor be used and not prevailing wages on a project this size? Should ST do more to reduce the cost of operating the system. Every morning I go to lunch with the wife and meet a group of six retired Sound Transit bus drivers who tell me how much an uneducated driver makes, another great way to fleece us.
SNOHOMISH COUNTY	Provision should be made to include light rail on the railroad corridor from Snohomish to Kirkland. Those of us who use highway 9 and highway 522 are not included in any of your proposals. There isn't any bus service on hwy 9. Light rail from Snohomish to Kirkland/Bellevue would reduce some of the huge amount of traffic on hwy 9 and 522 since both feed into I-405. A lot of us using this corridor work in Kirkland and Bellevue. I would be livid if I was taxed for these proposals that make no provisions for the large amount of traffic on hwy 9 and 522 coming from Monroe, Snohomish and Lake Stevens.
SNOHOMISH COUNTY	There is nothing in this project I would ever use. I will be dead before it is finished, It will bankrupt me. Anyone who rents will not be able to pay , when their landlords raise their rents.. This is a very bad for the general population.
SNOHOMISH COUNTY	Major issue for me is limited parking at ash way PR. You must be there by 7am or u must drive. It's full
SNOHOMISH COUNTY	Seattle has become a dirty hub of person, drug and property crime. Seattle mayor and council has let the city deteriorate and made their police department impotent. I have no interest in visiting or shopping in the Seattle area. My only interest south is access to the SeaTac airport. Such an environment will make rail a haven and conduit for more crime. Bus systems allow for more varied access to more locations. It allows the system to adjust and react to Increased or decreased service as areas grow or diminish.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Snohomish County

SNOHOMISH COUNTY	17-25 years seems too long, we're over due for mass transit options now! We need to build faster, sooner!
SNOHOMISH COUNTY	<p>First, before any more consideration is given to the east side, get rid of the disaster that has evolved from the 405 HOV lanes. Traffic is stifled as it is on that freeway to even consider adding more busses into the mix.</p> <p>As for the rest of the project? Why should the taxpayers have to foot yet more of a bill for services they won't see for a decade or more? The counties in question need to reconsider the allocation of their budgets before thinking they can foist the bill for this off on people who won't get the chance to use it, or to whom it won't matter for...oh, say, another 25 years.</p> <p>Get it right. This plan is a joke, at best, and a farce at worst.</p>
SNOHOMISH COUNTY	Quit wasting tax payers money on these failed projects. Tear down the convention center and make I-5 a 5 lane highway in both direction though down town Seattle. That would be a start....
SNOHOMISH COUNTY	People living in the outlying areas still need to rely on their own cars in order to reach a transit center, only to find there is no parking available. We really need some sort of scheduled bus service to take people to the transit centers.
SNOHOMISH COUNTY	It would be wonderful to plan how to mitigate the resulting traffic congestion that will result from all the construction during these projects... Make it worth it to people to carpool and for employers to allow folks to work from home. Incentivize staying off the road somehow!
SNOHOMISH COUNTY	The proposed \$50 billion tax increase is simply outrageous. There is no longer enough money to continue to ask for never ending tax increases. I would love my kids to stay in the Puget Sound Area. Unfortunately the never ending tax increases sought by progressives and existing governments means that the costs are simply becoming too much. The area is a beautiful place. Too bad no one can afford to live here.
SNOHOMISH COUNTY	I have no real understanding of much of what is being proposed. I suggest you develop an online tutorial for people to watch -- perhaps an animated tutorial. Although I have answered the above questions, I have no confidence in what I have checked or not checked. In particular, I have no understanding of which projects are projected to cost what (level of) money and which residents and tax payers will benefit most -- if at all -- from which projects.
SNOHOMISH COUNTY	Use transit (buses) it is more flexible to changing demographics and population centers and changes in business and manufacturing centers. This is not Europe, it is America and Americans like the independence of their vehicles. Not every one can use transit and who do you think pays for these projects through taxes and vehicle tabs, the people who own cars and trucks and the businesses that use them. We are taxed enough already. A concerned TAX PAYER.
SNOHOMISH COUNTY	I say drop the whole plan. Put more money into building more lanes on new and existing freeways, forget tolls and help us get our cars to places we want to go in less time.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Snohomish County

SNOHOMISH COUNTY	<p>Choo choo trains have been obsolete for almost a century, yet we have politicians who have decided they will do what is necessary to force people out of their cars. Transit (buses, trains, light rail, ferry, et al) has been an enormous waste of my money, consistently over budget, extensive delays and lack of use. Time and money is of value to our family. Some care not whether they have to wile away their time waiting for a bus or train to show up. Not here.</p> <p>I've told our politicians to privatize our entire transit system, but they do not listen, nor do you. Me, I'll walk before I'll ever ride a state transit system.</p>
SNOHOMISH COUNTY	If you need to raise Taxes why do we have RTA TAX??
SNOHOMISH COUNTY	North sooner rather than later
SNOHOMISH COUNTY	<p>SOUND TRANSIT IS "NOT" TO BE TRUSTED. YOU ARE NEVER ON TIME, WAST MONEY - WHY NOT, IT IS NOT YOURS. I WON'T LIVE LONG ENOUGH TO USE THE SYSTEM. I HAVE NO NEED TO USE IT EVEN ONCE IF IT WAS READY TODAY. I DO NOT WANT TO HELP FINANCE A SYSTEM THAT WILL BE OUT OF DATE BY THE TIME ( SOME 20 YEARS OR SO) THAT YOU MAY COMPLETE IT.</p>
SNOHOMISH COUNTY	Why is only residential property taxed for this? Businesses benefit from transit--there should be a commercial property tax levied to lessen the burden on consumers.
SNOHOMISH COUNTY	Your survey Questions DO NOT match the Response boxes so that answers do not match questions..... Makes most of survey useless, just like the Everett plan..
SNOHOMISH COUNTY	I will never vote for or support these types of projects. Taxpayer money has been wasted again and again - and the purchase of the failed bike company in Seattle recently is just one more example of poor judgement and management that I will never support. This project will only line the pockets of politicians, corrupt contractors and will not help the little guy one bit in the end.
SNOHOMISH COUNTY	Your plan takes too long. Buses are more efficient than rail -- a bus can go anywhere, rail is limited to the rails. Remember the obligation to the N-S spine, not neighborhoods in Seattle. Go directly from Seattle to Everett, eliminating the Boeing spur. Run frequent dedicated buses from the Eastmont area to Boeing in Everett. Get the companies in the Paine Field area to help pay for the buses. We visited Washington DC a few years ago, riding the rail system from Fairfax into DC several times. Most obvious was the large parking lots/garages at nearly all of the terminals. People need to be able to DRIVE their cars to the rapid transit terminals.
SNOHOMISH COUNTY	I live in Everett....25 years is way to long to wait to get the benefit of light rail....I am not seeing my tax dollars being used to better my commute....the sounder is ok....but just ok....,as it only benefits those who work early in the morning.....why?.....until light rail hits this region why not have the sounder run more times during the day?
SNOHOMISH COUNTY	I understand mass transit is an important part of our cities infrastructure but a 50 billion dollars price tag for a 1% ridership does not fly. I will be 70 years old by the time this is completed.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Snohomish County

SNOHOMISH COUNTY	I'm confused about question 14. It says that the ST3 plan would cost the average resident in the PS about \$200 per year, but question 13 says that the money would come from sales tax, motor vehicle tax and residential property tax. Would the sales tax be applied equally to the affected counties? Would the tax be applied to King and Snohomish counties at the same time? More development is proposed for King County than in Snohomish County. Would the sales tax imposed reflect this distribution of development?
SNOHOMISH COUNTY	My biggest issue is the different transit systems in the various counties which don't take a regional approach, as well as the difficulty understanding how/what to pay. Sound Transit is regional, but Metro and Community Transit aren't. It makes the transit system unduly complicated and sometimes seem quite ridiculous for the users. For example: going to Seattle along 99 from Snohomish County. If you want to take one of the rapid ride buses, you have to change buses at the county line. Paying (which system am I on now?) can also be complicated. I have lived and used public transit all over the world, so I'm very confident getting around - yet even I get confused. How is it that the transit systems in countries where I don't speak the language are easier to navigate than the system in my own back yard? In addition to paying for and building transportation systems, more emphasis really needs to be paid to the end users and how it all goes together. I teach students from many other countries, and it is beyond confusing for them, which is a problem because they don't usually have cars. My other concern is paying for the systems. Many lower income people have to live far away from their jobs because of housing prices, and things need to be priced in such a way that they can access the system. I would hope that any payment plans take this into consideration. I'm more than happy to pay more so others can have access to jobs and housing.
SNOHOMISH COUNTY	20 years ago people in snohomish county were told we will tax you so king and pierce county can upgrade their counties. both king and pierce counties kept adding projects to get done and snohomish county kept being taxed to help pay for it. we were told you will be next after 20 years, well now you are saying keep paying taxes and in 25 years it will be your turn. let me guess in 25 years we will be told your next again.
SNOHOMISH COUNTY	Keep up the good work!
SNOHOMISH COUNTY	This plan is all over the board. 25 years? 50 BILLION?? Are you serious??? It needs to focus on the best bang for the buck objectives first. What option will get the most cars off our roads? Prioritize those by cost/timeline to deliver the greatest benefit to the most people in the shortest time frame. THAT is how to run a city. Back to the drawing board Sound Transit!
SNOHOMISH COUNTY	Light rail to everett should be top priority
SNOHOMISH COUNTY	Why should we believe ANYTHING you propose?
SNOHOMISH COUNTY	Can we feed and house our homeless first, PLEASE!!!!!! Spend the funds where it is needed!!! For the homeless and lower income people!!! NOT the Seattle millennials or lawyers, bankers, overpriced restaurants, ridiculously overpriced housing. Will the last humane human being leaving Seattle...please grab the flag!!!!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Snohomish County

SNOHOMISH COUNTY	I would like to see light rail extended to Mukilteo and Edmonds, and I'd rather see light rail access rather than a bus linking the 145th street station to Lake Forest Park, Kenmore, Bothell and Woodinville. I'd also rather see light rail instead of bus down the 405 corridor (Renton to Kirkland up to Bothell and Woodinville).
SNOHOMISH COUNTY	Plan is good, but scheduled durations are unacceptably too long. 25 years just to complete? We needed light rail transit over ten years ago and the best idea was to expand the monorail??? No more time can be wasted. Start building now.
SNOHOMISH COUNTY	Traffic congestion is a self imposed problem. Don't like traffic? Then live closer to your work. It really is that simple. Why should I be taxed more for my fellow citizens lack of understanding of simple economics?
SNOHOMISH COUNTY	Sales tax should not be used to fund this. Western Washington sales taxes are already too high.
SNOHOMISH COUNTY	Make Amazon pay for it.
SNOHOMISH COUNTY	How about more highway lanes??? That was never considered!
SNOHOMISH COUNTY	Puget sound covers a wide area and I'm not sure taxing everyone to improve transportation in the Seattle area is fair. What I understood is that I'll be paying for expansion to Everett (30 mins away) and wouldn't even get it for 25 years! At that point I still have to drive half way to get to any form of mass transit to Seattle. Sound transit also only runs at popular event times from Everett. Will the proposal increase run times?
SNOHOMISH COUNTY	I strongly recommend the immediate used of shoulder operations for buses.
SNOHOMISH COUNTY	I have no confidence in this project. It's taking too long and doesn't seem like the planners are doing a good job.
SNOHOMISH COUNTY	The #1 reason I don't use mass transit is that the Park & Rides fill up too early. There needs to be more parking everywhere. It doesn't matter how many busses or light rails stations are added if there is nowhere to park.
SNOHOMISH COUNTY	Canyon Park/Bothell area REALLY needs a dedicated bus exit in the middle of the freeway. Having to merge over to the right to exit & back left to the carpool lane after getting back on the freeway is a total nightmare.
SNOHOMISH COUNTY	NOne
SNOHOMISH COUNTY	I strongly support the overall proposal and whatever sequence/timing makes the most sense for the routes proposed. I have seen light rail voted down at least 3 times from the late 60's through the 70's to my great disappointment. The cost is considerably greater now; however, overall it's still cost effective in the long run and will add to the quality of life in our beautiful region.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Snohomish County

<p>SNOHOMISH COUNTY</p>	<p>If you are NOT going to help out Snohomish County within the next very few years- I'm totally against any plan. 50 years is to long for us to be on hold!</p> <p>We've been waiting for rail, just to Lynnwood, for 19 years and still have to wait for 8 more. You are so busy 'sucking up' to King county [and Tacoma a bit less] and just wanting our money! The sales tax in my town will be over 10% with your add on.</p> <p>Why is Snohomish county always a 25 year wait? Just cross us off you list, as, you only need us for our \$\$\$\$'s. You are NOT HELPING US OUT - AND THESE MAYORS, UP HERE, THAT ARE ON YOUR BOARD, ARE JUST WINDOW DRESSING [they, obviously, are afraid to vote against anything that Seattle wants).</p>
<p>SNOHOMISH COUNTY</p>	<p>You suck at planning, you suck at staying on budget, you suck at listening to the public. Most of your current transit is underused and lame. Why on earth would we give you more money? You expect my family to pay \$200 more PER PERSON PER YEAR? You must be insane. Build some damn roads and encourage local companies to move to work-at-home models for their employees when possible (tech, customer service back end employees, etc.) Stupid buses and trains are NOT the answer.</p>
<p>SNOHOMISH COUNTY</p>	<p>50 Billion is overwhelming. I am 65 and you will tax me out of my house on my fixed income. Only \$200 per person per year....my friends that is in addition to the funding you want for schools and other programs. You need to more cost effectively address priorities, not bikes and pedestrians. You need to make direct transit up and down I-5 more passable. Is there any discussion of an alternative freeway out on the East side and why isn't this even discussed? What does one seat on the Sounder cost today....all of these things should be self sustaining in 5 years. Please listen. Or I guess I will have to move to Spokane or Tennessee.</p>
<p>SNOHOMISH COUNTY</p>	<p>I very strongly feel that we need to work to integrate these different modes of transportation so that people can actually get from where they are to where they need to go. Seems obvious, but let's think about it. How does someone in e.g. Lake Steven's or Snohomish or Everett or Bellevue get to the airport and back? Well, right now they drive. Would these improvements make it possible for them to use public transportation to get there? I think that's very important. Say I live in Mukilteo and want to go downtown to do some shopping and then have dinner at a nice restaurant and then get back home. Is there a reasonable way to do that without spending 2 hours or more waiting for buses to do that? Why can't the Sounder train accommodate that? Could the service be expanded? Will these means of transportation actually enable people to get out of their cars? People don't want to have to drive everywhere. Don't spend money trying to convince people to not drive. They will gladly take public transportation if it's realistic and helpful.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Snohomish County

SNOHOMISH COUNTY	You fail to understand that adding more transport INCREASES traffic and not reduces it, since more people will use it. Also using compulsory taxation is unethical! Use Toll system!
SNOHOMISH COUNTY	Everett to Seattle light rail should be #1 priority in my opinion. Waiting until 2025+ is way to long.
SNOHOMISH COUNTY	King & Snohomish buses could already be made faster by doing the following: 1. Allow 2 buses to load & unload at the same time at Mountlake Terrace P&R freeway station. In downtown Seattle we have buses this close loading and unloading - there really isn't a safety issue. 2. Get rid of wheelchairs on regular buses. The ramp going up/down and the load time makes just 1 wheelchair load or unload really back up traffic and other buses behind that bus (in downtown Seattle). The buses do NOT have to serve everyone, just 99% of commuters - give wheelchair people taxi passes and speed up the buses.
SNOHOMISH COUNTY	We will vote against any proposal that raises our sales tax to 10%.
SNOHOMISH COUNTY	stop wasting money on projects that will not fix congestion . Your analysis shows that .
SNOHOMISH COUNTY	Remove the increased Snohomish county sales tax for transit and replace it with your proposed property tax increase. I own my business and commute to people's homes with all my tools & equipment, so transit is not my means of daily commuting. I often choose commute times that are off peak hours.
SNOHOMISH COUNTY	Look into creating Hyperloop tech into our local as well as long route from state to state.
SNOHOMISH COUNTY	Efforts should be made to shorten the light rail timetables.
SNOHOMISH COUNTY	I have to say that last week I took the light rail transit from the university to the airport. It was easy, and I enjoyed the experience. I just wish that it was not going to take 25 years to get the light rail transit to Everett, as I and many people I've talked to would use it to get into and around Seattle. I truly believe that it will reduce the number of cars on the road once it is built. I was talking to a woman who works at Sea-Tac and commutes from Marysville, if it was built and easy for her to access she would have been happy to be able to use the train.
SNOHOMISH COUNTY	I'm in Everett and was in the original train program from 96?, where did it go - nowhere. Been pay RTA taxes for years for nothing. You put in the sounder from Seattle to Seatac, another mess. A train for tourists, an honor system of paying - Hows that working out for you? Now a tax for perpetuity for something I will not use. The tax payer funded money loosing system is a waste. North Sounders \$29/passenger government funding, running at 1/3 predicted capacity, closing when due to rains...- At that rate why not just make the buses free and save us all money. 405 screw up, tax us for another lane, then give added capacity to only 3+ carpools (forcing more cars to general purpose lanes and making them much worse) Then collecting tolls to fatten the states pockets. Oh I see how it is, create a worse problem so the state can step in an fix it with tons of tax payers money and charges, I say NO. Instead of the big government approach, how about things like Lyft Line. Small people doing big things, NO states taxes/costs, NO state/county/city employees, NO pensions, NO health care benefits, etc. A modern day approach that is flexible and adaptive to peoples requirements.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Snohomish County

SNOHOMISH COUNTY	Not enough relief soon enough for north-end (North King County and South Snohomish County). Why nothing on Highway 9?
SNOHOMISH COUNTY	The survey says it is half done after the first question which leads you to believe it is going to be shorter than it is. Subsequent questions took a lot longer.
SNOHOMISH COUNTY	Sound Transit plays no part in our family's future. We have observed that if you want to live a normal life with government dependancies, Sound Transit will fail you in every category. Please stop wasting our money on political boondoggles that do not solve our means of independent living.
SNOHOMISH COUNTY	My biggest concern is DOT projects in the past that seem to have been run less than efficiently with allocated monies being poorly overseen. Making sure the tax dollars set aside for these projects are carefully monitored and accounted for and that our sub-contracts are managed like they are your own dollars and reviewed regularly seems to be a large concern as well. I may be referring to City of Seattle projects but they were in conjunction with State DOT.
SNOHOMISH COUNTY	I think the main focus should be light rail expansion before anything else. Once that is done connect it all together with more buses and better improvements and then we will have an amazing transportation system. I'm 24 years old and I've always dreamed of Seattle having a transportation system like Portland or Vancouver B.C.. I would love to see it happen before I'm 35.
SNOHOMISH COUNTY	the plan should be implemented more quickly
SNOHOMISH COUNTY	The problem is that light rail or buses will have to be subsidized which tells me they should not be implemented. Rail lines never get the occupancy that the politicians say they will and it ALWAYS costs far more than they promise. If the politicians are willing to sign a legally binding document that they will personally pay for any cost overruns out of their pockets and if they cannot they are willing to go to prison for having lied to the public I'll vote for light rail.
SNOHOMISH COUNTY	More parking. Many choose to drive because P&R is always packed during rush hour
SNOHOMISH COUNTY	The timeline for this plan should be depreciated! ST3 should be completed in a 15 to 20 year timeline, NOT 20 to 25.
SNOHOMISH COUNTY	An easy addition/change to existing transit that I would strongly support would be to add commuter buses that exit the freeway on Mercer and travel to 5th before heading to downtown Seattle. Making the downtown commuters who work north of the core have to transfer or walk farther creates a deterrent to using any transit options. Including commuter stops on the NW side of downtown (Queen Anne, SLU area) would also be a welcome addition to the light rail plan.
SNOHOMISH COUNTY	The plan to extend light rail should be realized much faster
SNOHOMISH COUNTY	We need more park and ride infrastructure. None of this benefits those of us who can't walk to a bus stop or light real station etc. The main reason I don't use the bus today is because I don't want to get up at 5am to secure a parking spot at the park and ride.
SNOHOMISH COUNTY	Bus fees are too expensive. 10 dollars to go from lynnwood to downtown seattle and back. That makes it more appealing to take your car and pay for expensive parking.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Snohomish County

SNOHOMISH COUNTY	Proposed vehicle, sales and residential taxes are quite excessive and this survey vastly under-reports the actual values of those proposed excessive and burdensome taxes. Sound Transit needs to be honest in disclosing how much ST3 this will cost the tax payers over many decades, keep out of sales and residential taxes, and stop penalizing vehicle owners with ever increasing registration taxes.
SNOHOMISH COUNTY	The proposed projects in #12 should be reversed. It looks like a lot of investment and services will be emphasized in King County and Pierce County esp. the south sound areas. The traffic in Snohomish County esp. northbound is getting worse everyday. City of Everett, Marysville and Lake Stevens and surrounding areas are a major bedroom community hub as people can't afford to live in the areas from Lynnwood, Shoreline, Edmonds, Seattle. Making citizens in Snohomish pay for increasing costs of transit improvements in many other areas is a big mistake. Boeing and big Shopping area in Tulalip have been the major employment centers in this area for a long time and will still continue, but this area don't get any attention from Soundtransit as it should be. Other suggestion: the trip of train from Mukilteo to Seattle should be increased during the weekday and also provided on the weekend, so people can use it to go to Seattle for recreational purposes on the weekend. Nowadays I don' t go to Seattle on the weekend anymore due the heavy traffic jam on I-5 from Friday - Sunday just like during the weekday.
SNOHOMISH COUNTY	Please consider that some of the worst traffic in the state is 405 from Everett to Bellevue. That should be a heavy focus of your efforts. The ultimate goal of transportation is to link the major areas of life in the NW together. Those are really: Seattle, Bellevue/Redmond, Everett and 1 day as far south as Portland or as far North as B.C. we want to connect the world. But forget Tacoma. It's not worth the investment.
SNOHOMISH COUNTY	We are already decades behind where we should be. We need to pick up the pace!
SNOHOMISH COUNTY	What will be estimate cost to ride these service which would be on top of the taxes we would already pay to build these services? Keeping the daily use cost down are important to success of these projects.
SNOHOMISH COUNTY	This takes to long to build by the time it's done we are already so far behind, why can't we get rail up along i5 from Marysville to Olympia
SNOHOMISH COUNTY	Seattle is offering a plan that is too little too late. As a world traveler I've been on various mass transit systems. We need a mass transit, fast system not a disneyland train. As I travel from Everett to Seatac I find the time is the same for me as if I had boarded the light rail in Westlake Center. It's just not enough!!!
SNOHOMISH COUNTY	Could you increase capacity of the Sounder train by adding just a station around the sculpture park? You would likely get more commuters since there are many office buildings along Elliott Ave north and south of the park.
SNOHOMISH COUNTY	How about running sounder on weekends? The "infrastructure" is already there... Let's be more like other major cities! Also, 5:30p, last train going north on weekdays...really???!!!
SNOHOMISH COUNTY	Tunnel disaster aint enough?
SNOHOMISH COUNTY	Get the line to Everett a lot faster than proposed!!!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Snohomish County

SNOHOMISH COUNTY	Although I would love the light rail to Everett already be finished its not. I live in Everett & did live in Lynnwood... transit in the North end sucks. Local buses stopping as early as 8pm. Mass transit to the area running only in 30 or an hour intervals. It's frustrating. So, I say yes focus on the light rail project which in my opinion should have already been under construction years ago... but more so yes on the rapid ride in the North end.
SNOHOMISH COUNTY	Do not make this tax payer money grab a reality.
SNOHOMISH COUNTY	I think rail lines are more important than busses, let's get the main lines done first adding Spurs later.
SNOHOMISH COUNTY	Need to re-think about first phase construction to the outer cities to ease daily congestion . Example - Issaquah
SNOHOMISH COUNTY	Light rail to Kirkland!!!
SNOHOMISH COUNTY	Thank you for this transit initiative. We need a strong public transportation system!
SNOHOMISH COUNTY	ST 3 is very important to the area and should move forward faster.
SNOHOMISH COUNTY	The businesses of the area, which benefit from better traffic, seem not to be tasked with paying for this plan. As they are the money-generating units, you should be asking them to pony up, not the residents, who are already fed up with the rate of growth in the area. Put a tax on new construction, if you like. Auto taxes, OK. Tax on the increase in property value after a certain date, I would support that. A tax on the increase in share price of corporations that do business in the area, I would support that. "No" to sales tax or residential property tax, except as noted.
SNOHOMISH COUNTY	what is "transit-oriented development associated with transit stations"?
SNOHOMISH COUNTY	Prefer the north end light rail and sounder expansions to be sooner to support Lynnwood and Everett now not in 20 plus years...urgent need for light rail versus bus transit. The traffic challenge in the north end of Puget Sound always take a back seat to Seattle and south end ...we need light rail to Everett now!!!!!!!
SNOHOMISH COUNTY	Better routes/transit options from Lynnwood to Downtown
SNOHOMISH COUNTY	Mass transit in Snohomish County is a JOKE right now because transit centers are filled before 7:00 a.m. Good luck getting us to vote on tax increases when we can't use existing services due to the lack of parking! Yet you want me to vote to spend thousands of dollars over the next several years to support light rail that, with your track pattern, will be unusable due to the lack of parking? I used to commute daily on transit from 2004 to 2011. I'm finally DONE supporting transit due to your poor handling of parking.
SNOHOMISH COUNTY	Too much money to move too few people
SNOHOMISH COUNTY	more buses and no more light rail. Bus service far less expensive than all of this light rail expansion.
SNOHOMISH COUNTY	Sped up time frame.
SNOHOMISH COUNTY	25 year timeline for Everett is a tough pill to swallow...
SNOHOMISH COUNTY	Light rail projects should be a priority for the northern part of the region. 25 years is unacceptable. Please reconsider the timeline to bring light rail to Everett.
SNOHOMISH COUNTY	While working on these plans, bus service needs to continue and improve NOT be decreased. I was a bus commuter to a full time job. This became more and more difficult as service became more limited. Public transit needs to decrease commute time to increase public use.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Snohomish County

SNOHOMISH COUNTY	Please stop with the buses, they don't work, they never have. Light rail is our future, spend the money now on that! Puget Sound could be the next San Fran/Oakland. We need to connect the north and south cities! Everett and Tacoma, via light rail.
SNOHOMISH COUNTY	Great job!
SNOHOMISH COUNTY	Easier access of the light rail along the I-5 corridor to Everett/Marysville.
SNOHOMISH COUNTY	Waiting for 25 years to get light rail to Everett is unacceptable. I'd vote to support and pay the additional taxes only if Everett is prioritized.
SNOHOMISH COUNTY	We need any bus access in SE Everett. We have no bus service at all. 35th ave SE from 100th to 132nd. We had it 20 years ago. It's 1 1/2 miles to the nearest bus stop. "Deadhead" buses run this route several times a day, but Community Transit said it would put them off schedule to pick up and drop off people. Why should I be taxed for something I have no access to? Toni Poh
SNOHOMISH COUNTY	Later service, earlier service everyday from/to Seattle and north (Everett)
SNOHOMISH COUNTY	Time lines for all of the mass transit can not sped up. Construction around the area is slowing, traffic down as is, the tunnel downtown is taking for ever, and who is going to pay for that cost over run. Where and how is all the federal transportation money being spend, King, Pierce & Snohomish counties gets hundreds of millions of dollars for transportation. We are way behind on the transportation game, hope we can get something done SOON !!!!!
SNOHOMISH COUNTY	look at other countries with successful transit systems. there's no use of light rail on long distsnce commutes, instead you should be using full size mass transit rail system running up and down between Everett to Olympia, and use light rsils on extensions running laterally, runnig west-east. Light rail is too slow, run out of passenger volome capacity too soon. You're wasting \$ and it's a mistake with the current plan.
SNOHOMISH COUNTY	Your transit system is ineffective now and very expensive given the limited ridership, inefficient routes and extremely high overhead costs. The expectation that we should continue to sink unlimited dollars into a system only some people can or will make use of, rather than improving and expanding our roadways is pie-in-the-sky thinking. You cannot WILL people into using public transit. However, you can boondoggle the public into paying for it. Thus we all lose because it's not a broad-spectrum plan - it spends money in a specialty sector for a certain group of people and no more.
SNOHOMISH COUNTY	I been paying for this for awhile with no benefit Money from gas taxes and tax should be spent strictly on roads and not for bicycles ,general fund or tolling wsdot waited so long to do anything that it has now became a problem. Quit issuing licenses to the illegals. I ride motorcycles 95% of the time and live close to work. I am tired of you taxes Wake up and smell the asphalt.
SNOHOMISH COUNTY	Don't do this buildout on the backs of homeowner taxes....  More lanes less trains

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Snohomish County

SNOHOMISH COUNTY	The timeline needs to be sped up and are Federal being sought to help funds the projects?
SNOHOMISH COUNTY	We need more transportation in Mill Creek.
SNOHOMISH COUNTY	The time frame to complete the entire system within 25 years is excessive. Why so long when there is already experience with the building of the earlier system? There should be a learning curve that has taken place. Let's get it done sooner.
SNOHOMISH COUNTY	I'll think about it, talk with others and will send this on to another tax payer and have them include my thoughts along with theirs. Thank you for taking this on as such a needed project and win/win for our state. dayna
SNOHOMISH COUNTY	The decentralization of city and urban development should dramatically reduce the need to commute to jobs, entertainment or shopping.
SNOHOMISH COUNTY	The bus lines are/have been unreliable (sometimes just not showing up, or showing up as late as an hour after they should) and, on the best days, take 2-3 times as long as driving in traffic to some locations. I am not willing to bus if it is important for me to show up somewhere on time. You may have better luck with ridership with trains that (thus far) don't have the same bad reputation busses in the pacific NW do.  Also, taking the bus/train is not always an option, so I am opposed to increasing public transit *rather* than improving driving conditions, both problems should be addressed (one recent Mayor seemed to be of the opinion that making it more painful to drive would make people more willing to take public transit. Bad idea. People will still drive/need to drive, simply make public transit reliable and fast and people will prefer it to driving). I did not bus to my last job as it would have taken 2 1/2 hours and nearly a mile walk each way... It was only an hour drive...
SNOHOMISH COUNTY	There are too many cars on the road
SNOHOMISH COUNTY	I oppose using taxes to fund the proposed projects. The proposed projects should be funded with revenue from those that use the system.
SNOHOMISH COUNTY	The BRT bus service improvements make no sense when the cross town services are not included for enhancement. We don't use the service because the cross town connections are so time consuming..at least 45 minutes additional travel time per trip. It was not worth it to us. A trip from Lynnwood to Redmond was 1 and a half hours one way. WE have no inclination toward buses because they are so unreliable.Especially the Everett transit. We have tried the connection to the Edmonds Community College. Very unreliable from Mukilteo. In Particular the #113 line. Sometimes they show up and sometimes they don't. Speaking of the BRT funding is a waste of time as far as we are concerned. Strongly support the Everett connection for light rail. That impacts a far greater traffic concern than to Ballard,West Seattle and Redmond.
SNOHOMISH COUNTY	Need light rail to come up to edmonds. Train is great but it goes to pioneer square so not easily accessible to parts of downtown or south lake union whereas light rail accessible from downtown and essentially anywhere.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Snohomish County

SNOHOMISH COUNTY	I strongly oppose the choice of the sidetrack to Paine Field to/from Everett, which is merely pandering to business and political interests. Bus service from south county was eliminated to that area in 2003 and never restored. Bus service from north and east county was drastically cut in 2010, with hardly any restored. Boeing employees obviously prefer to drive and private lots in the periphery charge \$70/month do to so (if my sources are right). The demand doesn't warrant light rail, nor does density! Further, BRT is being tried out from the southeast in 2018, so why not do the loop (downtown Everett to Paine Field to 128th) and give the county transit agency the operating funds to run it? BRT first, until demand warrants anything more. One can compare this to the Ballard tunnel option and see that, for about the same capital investment, the Ballard option gets you triple the ridership and lower operating and maintenance costs. Why not save the \$1 billion+ for Snohomish County and use it to: (1) open the ring of BRT in only a few years, when most of us will be alive and still working to use it; (2) contribute to a separate bus overpass at 128th (a direct access option there would be outstanding, but could be omitted); (3) contribute to finishing the direct access ramps at 164th (to enable freeway buses going from Everett to Seattle to always be in the HOV lanes during peak periods, no criss-crossing lanes, helping commuters of all types today); and (4) take over all intercounty bus service from Snohomish to King County that goes between regional centers, e.g. Lynnwood to downtown Seattle, Mukilteo to downtown Seattle, Everett to downtown Seattle, freeing up the county bus providers to greatly expand their in-county service, again helping today's commuters. By doing this, Sound Transit could show those voting on this colossal package "wins" within a few years rather than telling us to pay \$10,000 or so, to wait 25 years - if you live that long, and live in this area that long, and if you can afford to pay for that long. Frankly, since the ST-3 proposal for Snohomish County is only for those working and/or living there 25 years from now, our county's share should be 100% paid for via development fees.
SNOHOMISH COUNTY	The extention to Lynnwood should be built ASAP.
SNOHOMISH COUNTY	Taxes should be collected thru an income tax.
SNOHOMISH COUNTY	Oppose any additional sales tax as revenue generator.
SNOHOMISH COUNTY	I'd be interested in knowing what contribution local businesses make to paying for this--large scale employers (like Boeing, in particular) should help to pay to get their employees where they need to go.
SNOHOMISH COUNTY	Needs to happen as soon as possible.
SNOHOMISH COUNTY	Sound Transit needs to learn to operate using the funds it has already better before taxing citizens more to do more projects.
SNOHOMISH COUNTY	Everett to Bellevue and Bellevue to Everett
SNOHOMISH COUNTY	I do not want to be taxed any more than I currently am. I do not want to pay for things that I do not use. If they want to put this project in they should use the money they get from me whenever I go on the 405 express lane----- I refuse to give any more of my money!

<p>SNOHOMISH COUNTY</p>	<p>In the meantime seriously please sort out the parking at park and ride situations and make more bus routes to the main park and rides! I go from Everett to Redmond each day and I prefer to take the bus, even the two busses for 2 hours! But I cannot do that if I go to both the S Everett and the main Everett Stations and there is not a SINGLE free space at 7am! Why not have a quick rapid bus route that picks people at a CENTRAL Everett Location, where people can park and shuttle to these places? Because the existing busses within Everett are not worth using, but if there was another CENTRAL Everett Location to park at I am sure I am not the only person who would use it - the Everett main station is fairly easy to access by bus (and does have more parking, sometimes, if you drive all the way up the road and don't mind parking by the homeless shelter - nothing against homeless people, but it doesn't feel totally safe to leave a car where loads of people are out drinking and doing drugs, which I do most days at SEVEN IN THE MORNING when there isn't another space.). But the South Everett Station is so full ALL THE TIME I don't even know how people deal with trying to go there in the morning. And this is like before 7am! I would love to cycle more, but it would be even more desireable if the cycle path had a bit less of going on traffic by the mall and nearly getting killed...Seriously, the park and ride situation NEEDS to get sorted out and I am sure there are relatively cheap ways to do this with limited infrastructure investment while we wait 25 years (or let's be realistic, it will probably be more - although thank God you aren't going to try to build any tunnels going to Everett - are you?). Something in Central Everett would be brilliant and I don't think it would be hard to set up. I mean, why not try and make a lot at the South end of Broadway where it's entering the freeway and stop having the busses stop at 34th and Broadway (a bit redundant since it's like 2 blocks from the station isn't it?) and figure out some kind of parking thing, or at least let people from the area get there some other way. While you're at it, you could even put a parking lot on the far other end of Broadway, like in North, North Everett and people could catch the bus there before it gets to the Everett Station, thus giving some people something closer to home and also opening more spaces for parking at Everett Station. Why not? It's not like having an additional bus stop in North, North Everett would really impede the ride for people going South, and also do you know how many people commute into Everett from Marysville, Lake Stevens etc to get busses? Give them another location to park at, if you're not giving them more rapid services in their area. I think with the relative values of properties in North side of Broadway in Everett and then across the flats towards Marysville you could pay very little to have a very successful park and ride lot. I know that the 513 bus goes down Evergreen Way, I wonder if there's another way for more busses to serve something in the middle of Everett and maybe without taking a lot longer, and going where there is parking...? The bottom line for transit is that you have to make it more convenient for people than driving, people around here are so obsessed with driving their own cars everywhere, so I sympathise with you and your situation, it's a tough sell. I lived five years in Europe and never had to drive and I much much preferred it. Traffic on the 405 is such [explicit] I don't know why</p>
<p>SNOHOMISH COUNTY</p>	<p>I am highly supportive of all these projects but the time line. We need to find a way to implement all of this within the next 5-8 years, not 20 years from now.</p>
<p>SNOHOMISH COUNTY</p>	<p>Please give priority to additional parking at transit centers. Local bus service (especially CT!) has been cut and is not reliable, so connections are difficult. Driving to a main line is the only way some of us can commute at all.</p>
<p>SNOHOMISH COUNTY</p>	<p>I'm new to the area, but having lived for 50 years in Chicago and London, I know good public transportation is the lifeblood of any thriving metro area. Your plan sounds like a good one and is critical to the continuing viability of this area. Good luck!</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Snohomish County

SNOHOMISH COUNTY	<p>1. Speed up the timeline for completion!!</p> <p>2. I detest nickel and diming us through sales taxes! Find another way to charge us that doesn't affect taxing minors who buy a pack of gum or candy, too. Adults should be who pays for this project, not minors.</p>
SNOHOMISH COUNTY	<p>It seems to me, being a daily I-5 commuter, ST's plans 1 and 2 failed so now its time for 3. It is also pretty obvious the plans to toll our freeway systems is an attempt at making traffic worse to coerce votes for ST projects. We have already wasted billions of dollars on trains that have not helped the traffic situation, ie, light rail between the airport and downtown Seattle. The joke is on us.</p>
SNOHOMISH COUNTY	<p>In the mean time, if there were more park and rides think the ridership would increase.</p>
SNOHOMISH COUNTY	<p>There is no mention in this plan to provide regularly scheduled Sounder service on weekends, in addition to the special event trains. This needs to happen now. Also, working in conjunction with the other rail users/owners (BNSF and others?), what is ST's plan to fix the chronic slide areas on the north line to improve the frequency and reliability of Sounder service? Additionally, what's the plan to add the 2nd set of tracks on the mile-long missing link of single track through Edmonds? I've been looking at a graded surface that appears to be ready for the 2nd track for years now with no sign of action. Why isn't this happening? The 2nd track would increase the rail bandwidth for both the commuter and freight trains. I'd like to see ST add these important north line projects to your near-term plans. Thank you.</p>
SNOHOMISH COUNTY	<p>Funding for the ST3 projects should be paid for by bonds and not by burdening people with more taxes that last 25 years! NO NEW TAXES. With our sales tax being abused to being close to ten percent, we don't need any new taxes.</p>
SNOHOMISH COUNTY	<p>Changes from the inevitable arrival of autonomous vehicles will revolutionize transportation. Auto companies are actively pursuing the end of buses for public transportation to be replaced with autonomous on-call cars. Your plan seems outdated before you start, and, probably, a colossal waste of money.</p>
SNOHOMISH COUNTY	<p>Get it done sooner :)</p>
SNOHOMISH COUNTY	<p>I think all carpool lanes should be for buses only and motorcycles.</p> <p>I think light rail should go down I-5 where the diamond lanes are Property is already cleared and owned and the carpool lanes are slow and only wor sometime. We certainly should not be making carpool lanes for only people who can afford to pay to drive in them, yucky.</p>
SNOHOMISH COUNTY	<p>Sounder rail stop in Ballard.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Snohomish County

SNOHOMISH COUNTY	Ways to improve bus service are fine but trains should be the final goal, buses still get caught in traffic. Trains should follow existing right of ways, I5, I405, I90, SR520, etc because that follows existing travel patterns (in Bay Area, nothing says ride the BART like being stuck in traffic and watching a train go whizzing by). Get WSDOT off their uncooperative butts and fire management until they "play ball" with transit. Parking is essential! End the dumb idea that people will bus, walk or bike to transit centers, some will but you must make it as easy a possible to get from home to transit and back. Many park & rides are full by morning, you could increase ridership just by giving the late comers a place to park (hint - build up, not out, Mountlake Terrace station is a great example). Pay for transit with gasoline tax, thus improving transit and making driving more expensive.
SNOHOMISH COUNTY	How are we going to be assured that the money collected will go to this project and not spent on some other project that needs funds. How are we going to trust your figures when there are always cost overruns! Half of the time I don't think there is a cost over run but you need the money to cover a mistake that was made or spending is just out of control. You just keep coming up with project after project and never give us a rest and regroup. My pay does not increase as fast as you are taking!
SNOHOMISH COUNTY	Forget increasing bus routes down 405. I travel 405 via bus every day, we need light rail that is not subject to traffic and weather. Also all efforts should be made to complete light rail to all ST3 proposals including 405 corridor much sooner than 25 years. The area needed it 25 years agony and now we are paying for the short sightedness of not doing it back than. ST must make every effort to link light rail throughout the region as soon as possible.
SNOHOMISH COUNTY	The timeline for the completion of ST3 is absurdly long. All of these transportation changes should have been made about 10 years ago to plan for the booming growth in the population of the Puget Sound area. If this project isn't fully completed until 25 years from now there will be a whole slew of other problems that are unaddressed at that time.
SNOHOMISH COUNTY	I view connection by light rail of Everett to Seattle to be of prime importance. I don't use public transportation because it doesn't reliably reach Everett. Mudslides frequently disrupt Sounder service, putting more people back on the road. How about a "mud tunnel" to keep Sounder service running?
SNOHOMISH COUNTY	I would love to be able to take the light rail on the Everett to Seattle route. but I won't be here in 25 years.....
SNOHOMISH COUNTY	I commuted from Everett to Seattle every week day for 10 years. Over half that time it was in a Community Transit van. As my job took on more responsibilities I could no longer commit to a defined time to leave work. That is when the true horror of commuting began. It ended up being a 2.5 hr commute regularly. Do you have any idea what the commute will be like in 25 years? Everett should absolutely be put on the front burner. Folks are moving farther and farther North for affordable homes. Lucky for me I am retired and the commute was my biggest negative.
SNOHOMISH COUNTY	We need to improve our regional transit ASAP! Too bad it wasn't done years ago, but we need to move ahead now!
SNOHOMISH COUNTY	Would love it if the plan timetables could be moved up.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Snohomish County

SNOHOMISH COUNTY	Parking! Parking! Parking! I live within two miles of the South Everett Freeway Station and ST is my preferred method of travel to Seattle since I am a senior citizen and find that is an economical method of travel for me. However, on any weekday, there are no spots left by 8 am. The same is true of the Everett Station, where I have had to walk as far as half a mile from a parking spot. North County is growing by leaps and bounds, more people would use mass transit if there was expanded parking available or if more feeder routes from Metro or Everett Transit were available. I used to be able to catch an Everett Transit bus just blocks from my home, now the closest stop is over a mile away. Coordination of all aspects of transit needs to be addressed, not just light rail.
SNOHOMISH COUNTY	While I am hardly riding the bus now, in 98204, I rode the bus daily in my 40 years living in Seattle, primarily 98105. I have no driver's license, and I'm finding life extremely difficult in 98204. My daughter in law lives in this zip, and rides the bus intermittently to downtown Seattle, my husband works near Seattle U, and is driving every day - we would all love improved transit up here. I would love complete sidewalks, but that's not really in your purview.
SNOHOMISH COUNTY	Everett appears to be relatively underserved by the more recent completed projects and in the priorities in the current plan. In fairness, political expediency, and practicality, a higher prioritization of projects serving Everett, especially the light rail to Everett Station, needs to have a time priority.
SNOHOMISH COUNTY	I 100% support the ST3 plan and improved transit in general.
SNOHOMISH COUNTY	I only support Light Rail projects. Ditch sounder projects. Replace Sounder with light rail, elevated on north route to avoid mudslides. Sounder should not have been built. Light rail / Monorail better option. Double decker BRT is OK.
SNOHOMISH COUNTY	You have failed with our tax dollars before
SNOHOMISH COUNTY	Move Everett leg up 10-15 years
SNOHOMISH COUNTY	I am opposed to the plan for the reason that 25 years for Everett is way to long. All the development thus far and for the near future is focused Seattle and South. Do not ask me to pay for a system that will not benefit the north for 25 years. Also, I am totally opposed to anything to do with buses. That money should be directed to lite rail. The bus system in Washington sucks and I do not want to see any additional money spent on the bus system.
SNOHOMISH COUNTY	I Live in Lynnwood and work in Tukwila at BECU. I am extremely supportive of a smooth mass transit system between those two locations
SNOHOMISH COUNTY	Don't raise taxes. Not one cent.
SNOHOMISH COUNTY	Bus drivers should spend at least a year using the bus system they work in, to familiarize themselves with what it's like to use mass transit.  Bus drivers should use there intercom whenever a bus "incident" happens and the bus has to turn off its engines.
SNOHOMISH COUNTY	Why not add a stop in Ballard with the current train system? It would help alleviate traffic in and out of Ballard during peek traffic hours.
SNOHOMISH COUNTY	Providing law enforcement so riders on public transit can ride safely, especially women and the elderly.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Snohomish County

SNOHOMISH COUNTY	Projects that support existing transit should be given priority. It's important to keep up /fix what we already have before spending tons of money to build more. Also, up till now the excitement for transit has overridden the necessity of keeping costs down. If projects cannot be funded, they should not be begun no matter how helpful they may be.
SNOHOMISH COUNTY	<p>The bus using the shoulder to bypass traffic is a good first start, but I propose that you make bus only transit lanes along the I5 and I405 corridors as well as building freeway stations (like the Mountlake Terrace station). The fact that buses get stuck in standing traffic with HOV cars and SUVs literally changing lanes in front of buses in the HOV lane and then slowing way down, forcing the bus driver to jam on the brakes, which results in the passengers in the bus being thrown around (along with whatever they have on their laps, things like computers and such) is a VERY BAD THING.</p> <p>Get the buses their own lanes and make our (bus riders) commutes both faster *AND* safer.</p>
SNOHOMISH COUNTY	Waste of money! These type projects don't correct the problem they are money holes that never end. Building is one thing how about yearly cost to maintain?
SNOHOMISH COUNTY	Do it faster!! 25 years is crazy, the technology will be extremely out of date by then. Who knows if we'll even still be on roads??
SNOHOMISH COUNTY	I used to use Sound Transit buses, but overcrowding and the buses ability to maintain a schedule and deliver me on time in a semi comfortable manner (meaning we aren't crammed in like sardines) turned me off. It wasn't saving me time or money, and certainly not saving me hassle. We need to invest heavier in Snohomish County which seems to get overlooked when it comes to traffic and transportation issues.
SNOHOMISH COUNTY	25 year is way too long for all of this to be implemented. Let's make it happen faster. Get creative with funding.
SNOHOMISH COUNTY	<p>There are too many problems with this plan for me to vote for it. It is far too expensive for what we're getting. Light rail as ST is constructing it doesn't offer that much more speed than a bus. There are far too many lightly utilized stops and you are looking to add even more. I mean Graham Street? Its a half mile from the Othello station and there's already a bus on MLK Way for the people that don't want to walk that. So you're going to add another two or three minutes to the already absurdly long 40 minute trip to the airport from downtown for a non-destination neighborhood that isn't particularly dense.</p> <p>This region needs rapid transit to connect its major destination points. The less popular destinations can be served with something else. What you are building here isn't rapid transit.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Snohomish County

SNOHOMISH COUNTY	Bus rapid transit will only be effective with dedicated lanes, reliable service, and easy access to the service. Educating drivers who chose to drive instead of riding public transportation should also be made a priority - yielding to busses, not cutting them off because there is space of multiple vehicles in front of the bus and leaving space behind the busses, just to name three examples of unsafe and impolite driving I have seen as a driver and experienced as a bus rider.
SNOHOMISH COUNTY	Throwing around billions of dollars on an experiment to see if people will start riding is reckless. Expand sounder service.
SNOHOMISH COUNTY	The biggest mess in traffic is constantly Everett to seattle and the fife area. Why not start there ? Why start the rapid rides to 405 first when they just got the new lanes on 405 what about the people who work in seattle and commute on i-5
SNOHOMISH COUNTY	The Sounder (Everett to Seattle) needs to run more often both ways and on the weekends with a regular, predictable schedule. Four runs south, in the morning, and four runs north, in the evening, weekdays only, is a very minimal schedule and does not encourage regular ridership.
SNOHOMISH COUNTY	Extending rail to Everett should be the top priority. It's been part of the plan for 20+ years. I will not support ST3 unless Everett rail is completed by 2030. This plan is so Seattle centric it makes me want to vomit. Everett and Tacoma deserve rail so they can compete as employment centers. This plan is totally rigged to support Seattle hegemony.
SNOHOMISH COUNTY	The voters have approved countless measures to support improvements in transit with countless delays and missed opportunities year after year. The region's transit problems are inexcusable and lack foresight. I've ridden mass transit in Seattle since the 1970's and find the daily bus ride to be nothing short of torture. Buses are often standing room only into Seattle from Snohomish County. We deserve better.
SNOHOMISH COUNTY	Get busy!
SNOHOMISH COUNTY	Work on light rail first before instituting the buses. We already have buses and that doesn't work. We need light rail from Tacoma to Everett before making off shoots to other communities.
SNOHOMISH COUNTY	Keep building, we need it.
SNOHOMISH COUNTY	It's hard to know if any of this will actually help. The main corridors are obviously important, but I see a HUGE gap in being able to get to a light rail/Sounder station and commuting west-east within Seattle. Just moved to Edmonds, lived in Bsslard for 18 years. You took away the 17 except for peak times. That was the bus I sometimes took, and that my daughter took to SPU. The time factor for me makes it unacceptable. And so often, you just can't get there from here.
SNOHOMISH COUNTY	Until ALL the transit entities all are under ONE UMBRELLA nothing is going to work. They all want there own money to use. GET with it WASHDOT so it will work. Take a good look at a system like BART in the Bay Area. That serves more than 1 county and city under 1 system and travels whole comuter routes where they are needed.....

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Snohomish County

SNOHOMISH COUNTY	Schedule is of prime importance. It is no good if I can get downtown but can't get back home using the same mode of transportation. If I can't live in Ballard and work in Lynnwood or live at North Gate and work in Redmond. I should be able to live in Everett and work in Tacoma without going thru downtown Seattle. Right now in Edmonds I can get to work in downtown Seattle taking the Sounder but could not work a full day before the last Sounder train runs north. If I must transfer from train to bus to light rail to get somewhere then I will drive.
SNOHOMISH COUNTY	We need to connect EVERETT Boeing to the rest of the world.
SNOHOMISH COUNTY	It's hard to understand your map. If you add light rail from south Everett to downtown Seattle I would strongly support, everything else I don't really care about.
SNOHOMISH COUNTY	This plan seems like it takes way too long. In 25 years there will be twice as many people in this city. I'm happy that Seattle has finally decided to embrace light rail and has seen the benefits but this project is already 25 years behind where it needs to be. It needs to be expedited.
SNOHOMISH COUNTY	Oddly, it might be worthwhile, if possible, to run some sort of independent crowd-funded campaign for at least some of these projects in order to more quickly fund (and thus be able to complete) them. More wealthy area citizens and those who may not live in the area but enjoy having better transit options would be able to contribute more to the project than the tax rates would allow. Breaking projects down by neighborhood or by type would allow for smaller funding goals, but also allow for wider involvement of the public. This might also allow for certain tax breaks on this particular tax for individuals/households that are below the poverty level, who need the transit options but may not be able to foot the bill as easily, even in distributed property taxes. For those of us who would be willing and able to foot more of the bill, having a way to pay into the fund for these projects directly would be amazing.
SNOHOMISH COUNTY	More Sounder stops along current route from Edmonds to Seattle, like a stop near Pike Place Market or Ballard
SNOHOMISH COUNTY	Extending the light rail to Everett station would be the most beneficial and drastically reduce congestion on I-5 and create a more sustainable and friendly way to travel from the heart of Snohomish county to Seattle.
SNOHOMISH COUNTY	What about adding a light rail station to the existing Mountlake Terrace Park and Ride? Change the priority of having light rail extended to Ballard. This is more of a critical need for that area and needs to happen sooner rather than later
SNOHOMISH COUNTY	None
SNOHOMISH COUNTY	The reason I do not utilize the sounder train is because THERE IS MINIMAL PARKING AT ACCESS POINTS!!!
SNOHOMISH COUNTY	The coordination of bus services in the area is really poor. I live in the Community Transit area and those buses don't link well with either Everett Transit or Metro Transit. Midday service is abysmal. Weekend service, which is so important for blind and handicapped individuals has been totally inadequate. Dial a ride has been totally unreliable for my handicapped friends and family.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Snohomish County

SNOHOMISH COUNTY	Extending light rail from Seattle to major population and employment centers (Tacoma, Everett), with supporting feeder bus routes should be a top priority and the schedule for those projects advanced. Improving existing bus service to Seattle neighborhoods (Ballard, West Seattle) and outlying smaller population/employment centers (Issaquah, Redmond) should be prioritized over light rail service to those areas. Sounder rail service should be improved in the South end (Tacoma to Seattle) but is unreliable as an option in the North end (Everett to Seattle) due to frequently slides.
SNOHOMISH COUNTY	Make more bicycle friendly commuter options.
SNOHOMISH COUNTY	How does \$17 monthly cost compare to automobile operating costs and lost time without ST3 draft plan?
SNOHOMISH COUNTY	We are senior citizens on social security. Can't afford your budgets.
SNOHOMISH COUNTY	WHY DON'T YOU STOP STEALING AND LIEING TO PEOPLE, AND STOP THIS MASS TRANSIT STUPIDITY. YOU ARE ONLY CAUSEING BACKUPS AND MORE CARBON IN THE AIR. BUILD BETTER ROADS, BETTER HIGHWAYS. AND STOP FUNNELING PEOPLE INTO SEATTLE AND FIX THE ROADS NOT THE TRANSIT
SNOHOMISH COUNTY	I strongly support transit improvements, but the main lines to Everett and Tacoma should have priority over spur lines to places like Ballard and west Seattle.
SNOHOMISH COUNTY	Prioritizing light rail extensions to Ballard and West Seattle before completing the spine is NOT what the social contract was agreed to in 1996 when the original Sound Move plan was adopted. Completing the spine and connecting job centers should be the explicit priority for Sound Transit. Congesting in the Everett to Seattle I-5 Corridor has increased 89% in the last FOUR years. To say that Everett residents will have to wait another 25 years before they have access to the system is criminal. Sub regional "equity" did not make sense in 1996 and it doesn't make sense now. Sound Transit is the Regional Transit Authority. Not another extension of King County Metro. Please find a way to get light rail to Everett sooner.
SNOHOMISH COUNTY	I would focus more on Puget sound bus services then anything else, especially north of Seattle to everett
SNOHOMISH COUNTY	I'm very much in support of our state having a state income tax hoping that that tax would lift some of the burdensome taxes on our citizens and therefore those people might be more likely to vote for these transportation needs.
SNOHOMISH COUNTY	25 years to Everett is too long
SNOHOMISH COUNTY	Create bus only lanes on highways and downtown streets. This should be number 1 priority. Buses if they can move are flexible and much less expensive.
SNOHOMISH COUNTY	I could strongly support the plan and the taxes if the paine field and Everett portion were to be completed much sooner
SNOHOMISH COUNTY	Why are there so many OUT OF SERVICE buses on the roads (often during rush hour) and yet you are talking of needing new routes. My husband travels from Mukilteo to south Boeing field and counts the buses each way. He routinely counts in the 30s and 40s of number of OUT OF SERVICE buses. That makes no sense.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Snohomish County

SNOHOMISH COUNTY	How can you expect voters over 50 years of age to vote for something that will not be completed in their lifetime but will make several big business very rich and would be expected to overrun costs and extend building deadlines.
SNOHOMISH COUNTY	Everett and Snohomish Cty
SNOHOMISH COUNTY	I strongly support the total project to get the metro Seattle area from Everett to Tacoma and Lakewood as well as to the East side as soon as possible. I believe with the proper planning and getting the money through whatever means possible to complete this master plan in 15-20 years rather than 25 years.
SNOHOMISH COUNTY	If it takes 25 years to get to Everett I will vote no! Quit doing so many damn studies and build something!
SNOHOMISH COUNTY	Get the lines laid faster. You can pretty up the stations, add parking, etc. 25 years is much too long for the end parts. Get the lines built, even if the stations are temporary wooden platforms that only feed half the train. Then start upgrading the pieces. Local support in outlying communities will rise when you can actually use transit. Bellevue/Redmond, Everett, West Seattle, and South to Federal Way and beyond should all be up and running in under 10 years. Launch Northgate next year, start laying track North immediately. The same South. Get to Bellevue quickly, then start laying the track further East. A West Seattle resident should be able to get to Microsoft within 5 years. Stop building the Taj Mahal at each step before moving on.
SNOHOMISH COUNTY	The sales tax should not be used or increased to pay for this transit plan. It is regressive and is already too high.
SNOHOMISH COUNTY	Please increase the existing Sounder Everett-Seattle routes to run on times like light rail. 25 years for light rail to Everett is insane. I'll support it for my future grandkids, but come on now.
SNOHOMISH COUNTY	Light rail works bus don't
SNOHOMISH COUNTY	here in Bothell/ Unincorporated you have been taking money from us for many years now on our car tabs telling us it is to go to the rapid tansit (light rail) since we "live on the in the boundries" of the this project! We arew getting ripid off here! everyone else pays the \$15 car tabs but not those on the "supposably" transit line! We want the light rail not the freaking BUSES!!!~ All those here in the "boundries should sue for robbing the people!
SNOHOMISH COUNTY	Expand bus system, eliminate sounder, float bonds to pay for improved bus system, then charge enough for usage
SNOHOMISH COUNTY	Get it done, you should be starting at Lynnwood now to connect to Northgate and building a new parking garage at Lynnwood TC now and not waiting till down the line, If you go there now much past 7am you can't even find a place to park to take transit to Seattle, or Northboud... Get it done, or at least started now. You should be coming at this from two different directions,now not later...
SNOHOMISH COUNTY	Your organization should significantly improve transparency and accountability to the people of Washington State. Your over-spending and incompetent management should be investigated immediately and all parties responsible for not acting in the best interest of WA citizens should be terminated immediately with no benefits and serve time in jail.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Snohomish County

SNOHOMISH COUNTY	The North Sounder Commuter line has done nothing but lose millions of dollars each and every year. Billions have been wasted since the inception. The Sounder Board promised 3500 riders per day but is closer to 1150 a day. The route is unsafe and eventually a train is going to be lost due to a landslide. When landslides do occur and the line is closed there seems to be little affect on the commute via bus or auto. This proves this line is not needed. When and if light rail occurs leaving every 6-8 minutes riders will chose light rail over the commuter train and the subsidy paid by taxpayer dollars will increase. Yet talking to the Sounder Board the commuter train will continue. It already is an elitist service only for the wealthy and is a tax burden on the poor who have to pay higher taxes to keep this elitist train running.
SNOHOMISH COUNTY	Snohomish has been paying for Years and still waiting..
SNOHOMISH COUNTY	Speed up the light rail deployment up and down the I5 corridor as well as heading east on I90.
SNOHOMISH COUNTY	We need additional, later train times from Mukilteo or Edmonds to downtown Seattle!!! Last train leaves Edmonds at 7:40 and we need additional morning trains after that! My office is literally across from the train station in Seattle and I would take the train to work 3-4 times a week if there were later trains. Thank you for listening!!
SNOHOMISH COUNTY	The Everett Sounder is so unreliable, it really seems like it would be helpful to try to address that which likely includes quite a bit of slope stabilization. I am hard pressed to believe it cannot be done, though. I think getting parking at stations and feeder busses to planned stations working (as well as Uber and other planning that is not "oh gee, we'll just have everyone walk, bike or move within 1/4 mile of stations" is important to bring a sense of realism to the planning.
SNOHOMISH COUNTY	Better access from Everett to Bellevue without having to connect in Lynnwood.
SNOHOMISH COUNTY	How does this give you an idea of Snohomish county. It is all for downtown Seattle and Tacoma stupid
SNOHOMISH COUNTY	Light rail should go all the way up 5 into Lynnwood and from Lynnwood down 405 into Bellevue
SNOHOMISH COUNTY	We need mass transit/rapid transit in Bothell/Mill Creek
SNOHOMISH COUNTY	Even if it cost more I will still support ST3!!!
SNOHOMISH COUNTY	Please first focus on synchronizing the lights on major arterial roads such as 128th/132nd & 164th in Lynnwood and Everett. Reduce development and density, and please STOP building apartments.
SNOHOMISH COUNTY	Express bus options really need to be expanded and improved. I live in Mill Creek and I generally drive my own vehicle to downtown Seattle because the bus just requires far too much commute time. We need more people taking public transit but it must be more convenient. Adding more express routes is a good place to start. I think the state needs to take over public transit. Having separate public transit systems in each county doesn't work. It also doesn't work for public transit to be run by for-profit companies. I cannot fully support the plans put forth in this survey because I don't believe they'll successfully resolve traffic and individual commuter problems under the current system. We must look to other cities/states that have more successful public transportation for possible resolutions.
SNOHOMISH COUNTY	I hope jobs are created with these plans. I have wanted to work in the public transportation field for over 20 years.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Snohomish County

SNOHOMISH COUNTY	If I could travel more quickly on public transportation I'd prefer to bus rather than drive. Unfortunately it's still more convenient for me to drive, even with all the traffic. I live in the suburbs and public transportation isn't always an option. I live in mountlake terrace but commute to the international district everyday for work. I use my personal vehicle to do my job. I am a case manager and have various meetings all over the city. If I could do my job and take the bus that would be great, but most of the time it's easier to drive so that i don't have to worry about bus times (at times there's big gaps in service time). If the buses all ran very frequently, every few minutes, the hassle is gone.
SNOHOMISH COUNTY	ST3 final plan should be overhauled. Put lightrails in highway HOV lanes and take buses off Highway to reduce cost!!!
SNOHOMISH COUNTY	I do not use mass transit, I will not support mass transit and the WA DOT has a proven track record of not completing a project on time or on budget. By telling us that it will be 200.00 per adult is a childish way to make the tax burden we are going to be strapped with seem smaller than it really is. There are estimates out that state we will have to pay as much as 600.00 a year in new taxes. That is on top of all the school levies that get dumped on us every year as well. You need to prioritize your budgets and manpower and start building anf buying ferries where you can get them cheaper and end the unions ties to the programs. I am afraid that if this passes, the projects in Seattle will start first and then there will be no oversight on the funds and they will be siphoned off into other pet projects or used to fix cost overruns on Bertha or the 520 bridge. I will be voting NO
SNOHOMISH COUNTY	you'll never get people out of their cars & pick-ups.
SNOHOMISH COUNTY	The time frame to get light rail to Everett Station is way too long.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Snohomish County

SNOHOMISH COUNTY	<p>The backbone of the light rail system should be completed first with completion of spurs coming later. The main line should first connect the major cities along I-5 i.e. Tacoma, Seattle and Everett.</p> <p>Also, the current North Sounder line is not dependable. Mud slides often prevent use for days. This option should not have any major consideration unless these slides can be prevented.</p> <p>It is also unfair to ask Snohomish County voters to begin paying for something they will not see for 25 years while other counties have more immediate benefits. It is also unfair to ask property owners to absorb more of the cost burden. If the intent is for all to benefit, then all should share the cost equally. As an owner of rental property, and if this proposal passes, I will raise the rent to cover costs. I would assume other landlords will do the same so there goes affordable housing.</p> <p>Also, those of us who pay for auto tabs are again absorbing more of the costs. There needs to be a better way to fund projects so they are fair and equitable to all. Somehow it always comes down to some paying for the many and somehow the budget numbers are historically incorrect, especially for Sound Transit plans. That means for sure additional funds will need to be acquired along the way, again only for some to pay. I am tired of government going to the well. This well is running dry. If you want to establish a fairness and a transparency to fund the project, just go ahead and increase the sales tax to cover all the costs then everyone contributes their fair share.</p> <p>I also believe in accountability and to date I have not seen any from Sound Transit, which gives me concern.</p>
SNOHOMISH COUNTY	<p>Taxes for this would be way too high. Sound Transit is not a credible agency, but it is a costly, inefficient bureaucracy of protected government workers.</p>
SNOHOMISH COUNTY	<p>I see a bigger tax for Snohomish County residence, but not a lot of service improvement for us. I see us as first to pay and last to gain benefit. We have spent a lot of time and money on things in the south and east areas of the greater Seattle/Bellevue metro, but we don't seem to be giving any focus to the building snarl for Everett, Lynnwood, Edmonds and worse the connect from North Sno and South Skagit counties.</p> <p>[name] Everett WA</p>
SNOHOMISH COUNTY	<p>To be in competition with other major cities Seattle needs to have a transportation system that supports its residents and growing population. The plan is great the timeline is long. If it could happen faster the that would be great.</p>
SNOHOMISH COUNTY	<p>Allow private jitney service to replace rail and bus routes!</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Snohomish County

SNOHOMISH COUNTY	Build roads, fire the transportation department and get new thoughts. Freedom to drive in my own vehicle is a GOOD thing. Making me pay for riders and a transit system guaranteed to be WAY over budget and way over time line is insane
SNOHOMISH COUNTY	why should everyone pay for something they don't use? you are wasting money that doesn't belong to you
SNOHOMISH COUNTY	ST3 is too expensive. Sound Transit needs to expand using their current tax levels and rider payments. Stop Taxing before 3.
SNOHOMISH COUNTY	As a Senior living on fixed income I am already over taxed for transit seeing as I pay with my car tags based on their value every year. Now you want more to cover costs that are being generated because fares do not come anywhere near covering your operating costs.
SNOHOMISH COUNTY	Can not afford this plan. Need to reduce costs and spending.
SNOHOMISH COUNTY	Schedule increased Everett to Seattle Sounder trains trips including additional cars per trip.
SNOHOMISH COUNTY	The north end needs to see expansion in less than 25 years due to rapid growth and significant job opportunities
SNOHOMISH COUNTY	Why not better hours and more runs for the Sounder train? And why not run it a few times on the weekend as well? I live in edmonds and drive downtown every weekend. several times. would much rather take a train. And why on earth do we not have biking lanes as developed as portland? We could be doing better at encouraging walking, ride shares and biking.
SNOHOMISH COUNTY	I will NOT vote for a tax that has no sunset built in.
SNOHOMISH COUNTY	The costs of the plan are completely out of line with the benefits. Construction costs for light rail are already thousands of dollars per INCH of track. Sound Transit and local leaders only discuss the capital costs of the plan in isolation from the operating costs. To my knowledge, voters have never been presented with forecasts of the amortized capital costs combined with operating costs and ridership projections to produce a true ridership cost. Nor have the costs Sound Transit proposes been publicly compared in a meaningful manner with light rail and bus rapid transit costs in other cities.
SNOHOMISH COUNTY	Tax sources and percentages are regressive. Taxing sales and homeowners highly, vehicles moderately and businesses not at all. So that very low income elderly homeowners (especially in the north) will be highly taxed for projects they are unlikely to live long enough to ever use. Yet businesses, who will benefit greatly by the peak hours improvements, get them at no increased tax cost.
SNOHOMISH COUNTY	It will take too long for any of this to come on line. It all needs to happen much more quickly!
SNOHOMISH COUNTY	\$200/year is ridiculous for people who rarely use transit. I'm all for the expansion and hopefully it will increase transit use, but the reality is I will not regularly use it and don't want to have to pay a significant amount to subsidize it.
SNOHOMISH COUNTY	Focus on BRT, stop wasting money on light rail and focus on solutions that are affordable and work for transit users.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Snohomish County

SNOHOMISH COUNTY	This expansion should have been completed 30 years ago. No foresight among the the leaders. In fact the whole thing is a joke at this point in time. Cost over runs and other issues have slowed every to a snail's pace. Seventeen dollars a month will help me with bills. I am a widow on a fixed budget. NO MORE TAXES!!!
SNOHOMISH COUNTY	I would be vastly more supportive of bus only options. Including more busses, designated lanes and shoulder driving. These should be where we focus our mass transit dollars because of the cost savings and the flexibility of the system.
SNOHOMISH COUNTY	If I recall most of these improvements were included in the 1996 RTA initiative and should be nearing completion. So why would I support More wasteful spending on transit?
SNOHOMISH COUNTY	Buses and Sounder Trains are not the answer. Focus 95% of your money and energy on getting light rail done faster. Seattle is a wonderful place but I do not travel or spend my money there for one reason; the traffic is horrible. Fix it for the future of Seattle. We are the only major city on the west coast without light rail, that's embarrassing.
SNOHOMISH COUNTY	I might vote yes if projects in my area (Lynnwood//Mill Creek/Everett) would happen sooner. I would LOVE to take transit - any type of transit - to work (Mill Creek to Everett Community College), but right now it's way faster to drive and fight for parking at the college than to take the bus.
SNOHOMISH COUNTY	While rapid bus transit along freeway corridors is important, most people I know want light rail as it's reliable and doesn't share the road the same way. Right now because of bus transfers etc, it's faster for me to sit in traffic in my car than ride the bus. Light rail up and down the I5 and I405 corridors should be priority number 1!
SNOHOMISH COUNTY	Just do something. I have been paying higher taxes for years and today transit options are worse from my home than ever before.
SNOHOMISH COUNTY	Need a lot more parking at park and rides
SNOHOMISH COUNTY	Light rail from Everett and North, to Seatac, with major stops at Everett, Edmonds, Ballard, Seattle...then on to Seatac. Parking would need to accommodate those that would surely ride the rail at these locations, Especially Edmonds and Mukilteo.
SNOHOMISH COUNTY	Light rail is the MOST inefficient method you could choose. Centers of population and industry always change over time. Wouldn't it be much better, faster, and less expensive to just increase bus opportunities? Then you can just reroute as needed. That said, what we really need are MORE ROADS, not more mass transit that no one wants to use and that costs huge amounts of money, and where every single ticket ever sold requires massive subsidies. My family can't afford this!
SNOHOMISH COUNTY	My problem is you charging me thousands of dollars for something I will not be alive to see. 25 years to get to everett is insane! I need better commuting options to Seattle now! Not after I will be barely alive in an old folks home.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Snohomish County

SNOHOMISH COUNTY	<p>The actual cost per person is closer to \$400 not \$200                  Buses work way better and COST way less, this is a huge Tax grab and a raping of citizens for an inferior system that would take way too long to build. Remember the U of W Station was 1st promised to be completed in 2005, oops it was 10 years late and over budget.</p>
SNOHOMISH COUNTY	<p>Puget sound is growing too fast and too big! Once it was a beautiful place to live work and play. Now it is an expensive traffic nightmare, with plans to keep growing even tho it's too big already.                  I moved to Everett from Boston Mass, which also grew too big for its own infrastructure.                  Now Seattle is too big and crime ridden. Growth is insane to pursue.                  Leave Everett alone - don't include it in the King county nightmares, nor try to get our money to pay for King county [explicit] ups.                  The rapid growth is killing Puget sound and making a few people rich. The rest of us suffer. Traffic gets so bad I won't go to Seattle anymore.                  The way things are going, I'll finish up my career here and take my retirement money elsewhere. Put the money towards homeless and drugs - that's urgent! Not moving more people here.</p>
SNOHOMISH COUNTY	<p>Priorities should be to connect outlying areas ASAP. Sea to Sea connections exist already. Redmond has it already. Make sure large companies not only pay taxes, they pay for parts of the proposed work. They benefit from them.</p>
SNOHOMISH COUNTY	<p>I am a retired senior citizen. I did not receive an increase this year in SS. I do not have enough money to eat. Rents are going up, food prices are going up as well as utilities. How can you expect people to pay any more in taxes? I will never see the completion of this.</p>
SNOHOMISH COUNTY	<p>We are tired of this! We voted years ago for this and you abused our vote by wasting our tax money! NO MORE WASTE! WE want action! We are Baby Boomers and the majority of us will never be able to use this . Our tax money has been wasted and we are ANGRY! STOP the insanity and DO SOMETHING!!!!!! NO MORE MONEY UNTIL YOU CAN BE TRUSTED TO REALLY do something!!!!!!</p>
SNOHOMISH COUNTY	<p>No more taxes!</p>
SNOHOMISH COUNTY	<p>Stop spending our tax dollars on something that does not have the value you claim it does. Everyone knows that it has not helped the traffic situation at all and the cost per passenger is ridiculous.</p>
SNOHOMISH COUNTY	<p>Everett needs to be prioritized. It was promised in ST2 and my family will not only vote against ST3, but will also be vocal, if Everett is not moved ahead of new projects including Ballard and West Seattle. The high-wage aerospace and advanced manufacturing jobs center and growing university district in Everett have to be the priority.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Snohomish County

SNOHOMISH COUNTY	<p>Yes, I'll be dead by the time this stuff gets done--and I stopped the 'survey' because most of it was nonsensical. Make all transit lanes Buses only throughout the region--and run buses so people can get where they need to go at LOW PRICES--not \$200/yr for something I will never see finished or use. Really? That's the solution? Transit from Snohomish County just plain sucks! CT and ST do not work together.....you absolutely NEED to use a car to connect with anything transit related. You can run buses for minimal money compared to light rail.....and we cannot 'catch up' with growth which is out of control. Going to Paine Field.....lets see.....they'll have a Swift Bus system (another royal boondoggle!!) and now light rail? Really? How about putting light rail where most of the civilian population can use it? Along major corridors IN A TIMELY MANNER NOT A QUARTER CENTURY AWAY.....and with supporting bus service. It's amazing to watch the limited choices ST proposes as if they have all the answers.....so disappointing on so many levels. If people choose to be in cars they can deal with it.....but when there aren't transit choices for the bulk of people in Sno. Co. (P&amp;R's maxed out and limited bus runs) then it is NOT a choice. It's a necessity to drive! Think about that..... We've spent 3 hours using existing 'transit' to get to SEA for a flight. (Buses into Seattle then light rail to SEA) Compare that to a 45 minute car ride.....which would YOU rather do? I rest my case.....</p>
SNOHOMISH COUNTY	<p>Wishing light rail from Seatac to Lynwood or even Everett would happen earlier in the plan. For decades I have had commuter train envy whenever I have visited D.C., New York or London. In the past decades I have voted for every rapid transit enhancement and voted down building sports stadiums. It's a little frustrating that we have 3 stadiums and have had less effort into transit. This proposal should have happened decades ago when it would have cost less. I was more willing to pay for it when I was younger, but am recently retired now. Now I feel that we are desperately playing catch-up to the local area population expansion. Oh well, (sigh) at least this proposal is at the starting gate now. I'm still willing to pay for this plan for the benefit of our children's future shorter commutes, but I feel we missed the baby boomer bell curve and better a economic era that would have kept the overall cost lower. Sorry about the venting. It's a great plan, but I'll be dead before I can ride Seatac to Everett. I hope the other survey takers are as pro-Light Rail as I am (and always have been). Good luck to us all!</p>
SNOHOMISH COUNTY	<p>Before increasing taxes on seniors and wage earners to improve the 'kingdom of public transit', a responsible planner would view (as I have) all the 1/2 to 2/3 EMPTY bus seats on both city streets and local highways, and use digital models to improve utilization of current assets. No one strongly objects when an airline maximizes ROE. Why can't the primary objective of your organization copy that strategy?</p>
SNOHOMISH COUNTY	<p>I don't believe light rail will substantially reduce traffic congestion. I do believe dramatically expanded bus and bus rapid transit can accommoplish this at a far lower cost.</p>
SNOHOMISH COUNTY	<p>We need to get our mass transportsrion updated</p>
SNOHOMISH COUNTY	<p>Follow the original strategy to build the spines first!</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Snohomish County

SNOHOMISH COUNTY	<p>Widen the interstates. I-5 and I-405 need more lanes to handle the traffic. Don't waste money on a fantasy plan that is already obsolete. This is just a tax grab for projects that will never be finished and won't help the issues. Widening the interstates and route 99 will improve North-South access at a much lower cost. Take down the tolls on I-405 and the floating bridge. We've already paid our taxes to fund them and now we have to pay again to use them.</p> <p>Most people that drive do because it is the most convenient way to commute about daily life. Running our lives on transportation that doesn't go to our destinations is not realistic. No thought has been given to people with mobility issues that would have to walk over a mile to get to a station.</p> <p>The only plan that isn't a waste of money is buying buses. They can use existing infrastructure and are flexible enough to meet demand.</p>
SNOHOMISH COUNTY	<p>Ridiculous. 25 years of extra congestion while the freeways are tied up in construction that would "provide" a mode of transportation that would be outdated by the time completed. Why can't you widen the roads so people can drive with added lanes. Congestion happens when cars have no roads to go on. I-405 gets narrower and fewer lanes each time it is "improved" No shoulders means emergency vehicles can't pass or stop. The toll o I-405 is causing more congestion and has eliminated drivable lanes. Even the wide double painted stripes take up a third of a lane and more in some places. light rails cannot work in place of cars and moving people to the places they need to go. More busses would make more sense. Don't need 25 years to build. We like our cars and when and where it takes us. If you're 30, paying and waiting 25 years. You may not need to or able to travel on that rail. In the meantime?</p>
SNOHOMISH COUNTY	<p>Bothell is fast becoming a major suburb population wise. Please add direct connections to Seattle</p>
SNOHOMISH COUNTY	<p>Increasing Lynnwood capacity as a major ST hub similar to Everett</p>
SNOHOMISH COUNTY	<p>Link to everett should be done quicker than 25 years. Housing is so expensive in Seattle area that people who work in city can't afford to live there. Needs to be quicker way to get into the city from Everett</p>
SNOHOMISH COUNTY	<p>It would be great to have buses &amp; trains that ran when bars close. A lot of drunk drivers would be of the roads.</p>
SNOHOMISH COUNTY	<p>This should be separated into multiple projects -- giving the population an opportunity to see if Sound Transit is handling \$ and timelines appropriately. Also, not sure Sound Transit has proven the ability to handle such a wide variety of projects at the same time.</p>
SNOHOMISH COUNTY	<p>Light rail to Everett should be a major priority. Snohomish County must not be forgotten.</p>
SNOHOMISH COUNTY	<p>None of this solves the traffic problem on I-5 going south from everett area to SEATac in the next 5-8 years. We need solutions MUCH SOONER than 25 years, or even 10 years. We have put up with extensive traffic building up on I-5 southbound, which, when leaving the house from Mill creek at 1:30 in the afternoon, can take anywhere from 1 1/2 hours to 2 hours to get to downtown. We need relief now. Why only one express lane in one direction on I-5? I used to live in Houston, and we had the same problem. It was a huge improvement when they discarded contraflow and went to express lanes in both directions. While I am supportive of new taxes to improve transit, i can't wait 25 years for that to happen and would oppose the plans as currently described.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Snohomish County

SNOHOMISH COUNTY	1. You must build adequate PARKING structures (multi story) at suburban light rail stations or people will NOT ride the light rail. 2. Sounder service between Seattle and Everett is not reliable during our rainy season. It needs to be re-routed or abandoned for light rail service.
SNOHOMISH COUNTY	Horrrifying to use 19th Century technology that is completely unadaptable. The mere notion of trains is backward unrealistic thinking. Why not institute stage coaches?
SNOHOMISH COUNTY	We grew up using BART in the SF Bay Area. A comprehensive plan that provides reasonable regional transit to this region is critical and long-past due. A downside of BART has been lack of sufficient parking at the stations. As a family that lives in Lynnwood, sufficient parking at/near the transit center is already an issue, so increasing transit usage will necessitate that high priority is given to providing parking that will serve the local communities well in the future, not just the immediate ridership estimates. The ridership boom once the UW station was opened (I work at UW), is the tip of the iceberg...once you bring the transit WE WILL RIDE!!! We will need an efficient and reliable way to get to the transit center to make that happen!!
SNOHOMISH COUNTY	I have always wondered why the Bert Gillman trail can't be used for the light rail train. From what I see, the price would be greatly reduced by using those old trails instead of buying up valuable property and allow less than ten percent of the population keep them for bike trails. It runs along the freeway and it is already owned by the public. Bike trails could be built in new areas at less money. I'm sure considering what has happened here in the past this will go unheard with that, it will be no vote. Yes we need to be healthy but we also need to be able to get around.
SNOHOMISH COUNTY	Why not use all the tax money coming in from weed sales to fund this project. That's what it's for. That and education.
SNOHOMISH COUNTY	Have never supported or voted in favor of this boondoggle and will never. I will continue to oppose any attempt to impose it!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Snohomish County

SNOHOMISH COUNTY	<p>I believe that light rail is an outdated form of travel. I feel we could do better with smaller, more individualized forms of transit. With the high speed computers, cell phones, and instant forms of communications, I think transit should operate more like DART, Uber, etc.. Where the actual modes are controlled by the user instead of controlled by fixed schedules. I think bus service is important, I just am not a fan of rail service, where the infrastructure is not already in place.</p> <p>I am not against the idea of utilizing alternative transportation corridors away from the Highways and Larger Main Arterial roadways. Its just that I feel these "rail corridors" could be better utilized for small electric vehicles, scooters, Motorcycles, etc. only. For their safety, separating them from "larger" vehicle traffic, higher speeds, etc.</p> <p>Use the "rail" money saved for assisting customers to purchase these small electrical vehicles, charging stations, etc.</p> <p>I am not an expert and just moved to the area, but this is a lot of money invested in what is an outmoded form of transportation. With the way our society is evolving so rapidly and in ways that nobody can predict, I think this is a very risky plan. Even though the developers of this plan have the best of intentions, I feel that more than likely it will be a failure, or at the very best, an extremely expensive form of transportation that will only have marginal benefit.</p> <p>Thanks for the opportunity to express my opinions.</p>
SNOHOMISH COUNTY	<p>As a visually impaired adult non-driver I think every one of driving age deserves their own "personal transportation". Mass transit may work for suburban commuters going to work in a city but that's it. Mass transit does not work in this country for people who can't physically drive a car, for whatever reason, including the disabled and senior citizens. It's inefficient, unreliable, sometimes downright unsafe, and will never provide anything remotely resembling the indepdence provided by personal transportation, especially in a country where everything is so spread out. Stop wasting money on these ridiculously expensive mass transit projects. Take all of that wasted money and invest it into research and development of autonomous vehicles or any form of personal transportation that doesn't discriminate against non-drivers.</p>
SNOHOMISH COUNTY	<p>I think the express lanes between seattle and northgate need to be readdressed, because frankly they were not meant to handle its current volume and are almost useless.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Snohomish County

SNOHOMISH COUNTY	<p>Would greatly appreciate some near term focus on solutions that improve commute times during congestion peak hours. Not sure it should take that many years to be able to run buses on the shoulders of portions of designated highways. Faster the better on that. I still remember the original promises of 94 where Sound Transit was promising to reduce congestion to get the proposal passed. And then the switch to people 'avoiding congestion' after. You guys promised to help improve the traffic situation, and frankly, you haven't. You will forgive me that I am somewhat wary of your mass communications given the original deception. Not exactly pleased with the populating Sound Transit Board positions where to impact our 'representative' on the Board, we have to un-elect them from their primary positions. It's smart if you want to ensure a transit friendly board is free from accountability. Having said that, I know this is going to happen regardless of the degree to which I support the plan and am not going to get all worked up in opposing it.</p>
SNOHOMISH COUNTY	<p>There should be a Sounder Train schedule for week ends, not just for special events.</p>
SNOHOMISH COUNTY	<p>Shorter time frame to get light rail to Everett.</p>
SNOHOMISH COUNTY	<p>It is super important to add parking to the train parking lots and the other park and rides (Mountlake Terrance, Lynnwood, Mill Creek. I usually have to drive 2 days a week. If the park and rides had more parking I could use the sound transit buses and days I have to drive, due to no parking.</p> <p>A general sale tax is way to regressive a tax to use to finance this project. Use a sales tax on gas, property taxes, taxes on parking spaces. Taxes to discourage car use.</p> <p>Also the 14% tax that was just added to the Sounder trains and sound transit is really bad. Why should working middle class bus/trains commuter pay for poor people to get subsidized fares, while rich people (the top 5%) who drive luxury cars to work do not have to pay for this.</p>
SNOHOMISH COUNTY	<p>I am a huge public transportation supporter but simply put, ST3 timeline and cost are just not acceptable. I am early on in my career and I have no hope to be able to use any of these transportation options within my working career. That is a fundamental flaw. I think ST should go back to the drawing board and find how to make transit work in a short period of time. BRT is a great example of how we can give people frequent/convenient service without huge infrastructure costs. Light rail would be great if it were affordable and came within our lifetime. It is clear as day to me to shut down 1-2 lanes of I5 and 405 and make them exclusive to BRT. Ensure BRT has priority on/off ramps. This infrastructure is already built and the busses would be a low percentage of the cost. Many people will hate this idea but it is the best bang for the buck to address our transportation needs. Sometimes our leaders need to choose the best solution even if it is not popular.</p>
SNOHOMISH COUNTY	<p>Renovate the existing track from Snohomish to redmond and Renton thru Bellevue</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Snohomish County

SNOHOMISH COUNTY	<p>I am going to start by saying that the timeline is ridiculous. 8 years for buses to start working? 25 years for the final completion date? The time was 30 years ago not 25 years from now and our property taxes are already WAY TOO HIGH. You want to fund a lot of this with more property tax, kiss my ass. This state is completely out of control with taxes and whatever happened to the lottery funding schools and not politicians? We were told the lottery would fund all schools and we wouldn't have HALF, YES, HALF OF OUR PROPERTY TAXES GOING TO SCHOOLS THAT DON'T WORK!. I would never authorize the people in Olympia to take another dime from us, ever. This state has needed mass transit for at least 40 years and now you think 25 more and a bunch more taxes are going to do it? You people are out of your minds and I sincerely hope the people of this state finally see how greedy and inept the liberals are. Look what has happened to Seattle, no plan for parking whatsoever, just keep putting up apartments, offices, and condos with no requirement for these places to provide parking and you think we should trust you with a plan of any kind? I still can't believe with some of the highest if not the highest taxes in the country that you greedy people think you need more just to do what should have been done long ago and now with the pay to drive highways you still think you need more. How about pay cuts for all of you so called "civil servants" to pay for what you all have squandered away starting with the lottery money, you should be ashamed to ask us for anything, period!</p>
SNOHOMISH COUNTY	<p>Additional parking at bus lots and improved ability to use public transportation in more areas is greatly needed!</p>
SNOHOMISH COUNTY	<p>Sounder service between Everett and Seattle need new rails because of all the mudslides</p>
SNOHOMISH COUNTY	<p>Several comments: Skip the everett 'industrial' stop and focus on getting the light rail to everett sooner.  overall i like expanding this but it needs to happen much sooner than the projected timeline. i'd pay more to have it done sooner.</p>
SNOHOMISH COUNTY	<p>People in Everett are getting tired of all the taxes for light rail projects that won't get to us for ANOTHER 25 YEARS. it's crazy that the I5 corridor straight from Tacoma to Everett is not the first priority.</p>
SNOHOMISH COUNTY	<p>you need to get light rail to the Everett Boeing alot of people work there.</p>
SNOHOMISH COUNTY	<p>We who live in Snohomish County particularly in North Everett really can't see paying taxes on something we may or may not see in our lifetime. Too little and way too late.</p>
SNOHOMISH COUNTY	<p>Everett cannot wait 25 years! If you put buses on Bothell Everett corridor from Canyon park y Boeing you better provide parking!</p>
SNOHOMISH COUNTY	<p>In this plan complete a mainline spine then do feeder lines. Also do grade separations for faster speed and less risk to cars. Take a look at Denver light rail. It is ahead of schedule and a great example of how to do it. The timeline needs to be sooner. 2041 is too long. Also heavy rail needs improvement. Too many mudslides on bnsf tracks.</p>
SNOHOMISH COUNTY	<p>Why so long to Everett, since 1996 we have been paying in for King county projects with little done for the numerous commuters from snohomish county, at this rate I will pay for almost 45 years for nothing that eases the congestion</p>
SNOHOMISH COUNTY	<p>Projects should be rearranged - snohomish county should stop getting the short end of the stick!</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Snohomish County

SNOHOMISH COUNTY	<p>The present Transit system is blotted with administrators, employees and their retirement packages. The only time busses are needed is early in the morning and late afternoon / evening. Busses are driven around all during the day mostly empty. What a waste of machinery, fuel and worker hours. The whole system needs a major overhaul and change from public to private. Light rail is used only by a small minority of the population. It is hard to access and extremely inefficient . The cost to have one person park and then transport that 1 person to their destination far exceeds the cost to have them drive.</p> <p>This Government transit plan can only this bad commute worse.</p>
SNOHOMISH COUNTY	<p>I would support the plan if it included light rail to everett downtown.</p>
SNOHOMISH COUNTY	<p>Taxpayer pockets are not bottomless, will this boondoggle ever end?</p>
SNOHOMISH COUNTY	<p>Buses are more efficient, versatile, and more cost effective than light rail</p>
SNOHOMISH COUNTY	<p>Doing as much to expedite completion of rail light rail system similar to other cities such as Denver.</p>
SNOHOMISH COUNTY	<p>We cannot wait, we need mass transportation NOW!! The sooner the better. Traffic congestion is affecting business, transportation, economy here in Puget Sound.</p>
SNOHOMISH COUNTY	<p>Including a Paine Field detour for light rail in 25 years doesn't have the science to support doing it. In 25 years, most commercial aircraft will be built in China, not Washington.</p> <p>Another idea: Sound Transit has spent billions of dollars, yet public restrooms are largely absent. A one holer at the Lynnwood transit center, what a joke. Get a clue, people using transit often spend more time traveling than when going by car. Ergo, they have more need of public comfort stations. To me this is a big gap in all ST projects. Relying on a neighboring Macy's or McDonald's is a non-solution.</p> <p>Forget all the east-west side lines off the north-south spine of light rail. Concentration on the north-south spine was part of the original concept of ST, as I recall. Buses are for the east-west routes until the north-south spine is completed.</p> <p>The Sounder train is a huge joke, intended as a sop to fend off complaints from north end and south end constituents. It's mostly useless, off-route, few stops, infrequent, saps valuable revenue for "real" projects. Get rid of it.</p>
SNOHOMISH COUNTY	<p>None of the proposed projects would help as none are far enough north, nor support times needed to support travel for work. Based an all past over runs and waste in management I do not support any additional projects other taxes.</p>
SNOHOMISH COUNTY	<p>Hurry up!</p>
SNOHOMISH COUNTY	<p>Another source of funding should be obtained. Reliance on the sales tax is not sustainable. The Legislature needs to be involved in authorizing additional sources of funding.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Snohomish County

SNOHOMISH COUNTY	405 is a mess!!! What about adding mil creek-Redmond route?
SNOHOMISH COUNTY	Light rail should supersede all Bus transit.
SNOHOMISH COUNTY	Everett first, Tacoma second east side last
SNOHOMISH COUNTY	It's funny that I should be responding to this survey at this time. I live in Everett; I've been here since 1996. Now that I'm close to retirement my plan is to leave Washington. The reason is the poor transportation system. I'm originally from Philadelphia & the transportation system there was very good. I have never owned a car. Living here is like living in a place where everyone expects to drive until they drive into a grave. Everything is geared toward the car. It took ten years to get a sidewalk on the east side of Highway 99 between Airport Road and 112th Street - the only reason there is one now is because they needed to put in drains. The cities that dot this highway have no pedestrian bridges so people don't have to walk to the next traffic light where there might be a light where they can cross. Pedestrians are an after thought & your transportation system is geared to get people to and from work & sports events. And no one ever thought about getting old, perhaps infirm and unable to drive. Other than that my impression has been there has been no effort to plan a transportation system that would get people out of their cars and into buses, subways or trains. By the time this plan is complete I'll probably be dead - I really don't plan on being here if I can escape..
SNOHOMISH COUNTY	expand existing roads. return the HOV lanes... not toll lanes
SNOHOMISH COUNTY	Get some more buses. Build some more park and rides. Abandon this silly obsession with trains.
SNOHOMISH COUNTY	Mass transit to get people from point to point is part of the solution. There also needs to be consideration for getting people from the various end points to their final destination quickly and easily.
SNOHOMISH COUNTY	I'm not happy about my household paying \$600 (three adults right now) a year for a project that will not really benefit Everett for 25 years.
SNOHOMISH COUNTY	Why just additional taxes? How about using the existing gas tax? (one of the highest in the nation)
SNOHOMISH COUNTY	There is no mention of additional parking at current transit centers. Many lots, at least in the north end, fill well before 8:00 pushing later morning commuters onto the highways and extending the traffic congestion later into the day. Contracting with neighboring merchants to use sections of their parking lots as overflow would allow many of the commuters I see circling the current lots access to the buses already in service. Seems like a quick and relatively inexpensive "no-brainer" solution since these drivers obviously want to take an alternate.
SNOHOMISH COUNTY	Demonstrate good management of expenditures / tax dollars. Much more open information about the budgeting expectations and actual costs
SNOHOMISH COUNTY	I really wish light rail could be completed sooner.
SNOHOMISH COUNTY	Stop raising taxes. Get gov't to incent businesses to support remote work. Stop raising taxes. Figure it out without increasing taxes. Or levies. Or bills. Or fees. Did I mention, "Stop raising taxes?"
SNOHOMISH COUNTY	add more bus service Edmonds/Shoreline

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Snohomish County

SNOHOMISH COUNTY	People do not live or work at rail stations. Without good access, commuter rail useless. In my wildest dreams, I could not have come up with a more expensive way to put light rail between SeaTac and downtown Seattle. Lower cost options need to be explored. Such as using existing publically owned right-of-way to put light rail - even if elevated at some locations.
SNOHOMISH COUNTY	1-Provide a sunset clause in the language for the proposd tax hikes that will be used to pay for the ST3. 2- Scale down the project and cost.
SNOHOMISH COUNTY	I support light rail and feel generating a system that cover the longest routes first especially to large manufacturing centers. At this point I personally wouldn't use it, but I am lucky to live close to where I work. Others, especially lower income people don't have that option. They need the most help. They should be helped first. People living close to Seattle need help as well, but I feel they already have multiple options.  As for funding, I am just as strong a supporter of eliminating regressive taxes as I am supportive of mass transit. I feel it is morally degenerate to make people already struggling financially bare the greatest support for a community project. Multi-billion dollar companies in our region are provided with tax breaks without a second thought, but we debate the mix of regressive taxes to impose on the poor. It is immoral. As long as big corporation get tax breaks I would vote against any project that includes regressive taxes before I would vote for light rail. I would rather not have to.
SNOHOMISH COUNTY	I particularly support growth of rail transit to facilitate travel from cities such as Everett and Tacoma to Seatac Airport. This is how other well-planned metropolitan areas improve access to their regional airports.
SNOHOMISH COUNTY	I feel this is a better late than never plan. I will be dead by the time it is complete. Getting more buses moving now is a big priority and incentives for people NOT to drive. Thanks
SNOHOMISH COUNTY	The original plan that was drafted and agreed upon was the Spine, this idea has been hijacked. Do that first (Tacoma to Everett, then work on the Spurs.
SNOHOMISH COUNTY	Snohomish County paying for everyone else and we are left behind. Bad planning, incompetent leadership representing Sno. County. Bus and light rail needed urgently but time table sucks and so do the priorities. While waiting, increase bus transportation, parking at the lots and the ability to get to them.
SNOHOMISH COUNTY	Expanding Lynnwood to Everett light rail needs to be expedited. Has issuing bonds or other financial levers been explored, along with elimination or streamlined environmental reviews to fund additional concurrent projects?  Also, parking needs to be added at Park & Rides and Transit Centers. Rail will not help if people can't reasonably get to or park at the stations.
SNOHOMISH COUNTY	If you aren't serving Everett much, much sooner than this plan, I will not vote in favor.
SNOHOMISH COUNTY	Don't forget Snohomish County. Be equitable, please.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Snohomish County

SNOHOMISH COUNTY	<p>Sounder North Service - Because of geography (it doesn't have a catchment area to the east) generating low ridership and landslides curtailing service several times each year making it something you CAN'T count on, investment in Sounder North should be a low priority.</p> <p>Paine Field Manufacturing Connection and Service to Everett Station - The plan should be changed to include one of the less costly alternatives, preferably the one proposed by the Snohomish County members of the Sound Transit Board (Light Rail Connection via Airport Road and Hwy 526), to get light rail service earlier to Everett Station, decrease impacts to existing businesses along Evergreen Way, and reduce the overall cost of construction.</p> <p>Coordination with Community Transit SWIFT bus service - Community Transit has recently a funded a Bus Rapid Transit system along Airport Way in Snohomish County. This should be better implemented into the Sound Transit planning to reduce the proposed cost of ST3 and the connection to Paine Field.</p>
SNOHOMISH COUNTY	the existing lines cannot be funded now. just adding more lines will drain local resources. a bus only transit system is the better way.
SNOHOMISH COUNTY	Anything that can be done to ease commute from Everett to Seattle and back, I will vote for and pay for!!!
SNOHOMISH COUNTY	We need to build more lanes for general traffic. This would relieve traffic stress much quicker and cost millions less.
SNOHOMISH COUNTY	<p>What about commercial truck traffic?</p> <p>Need to build more roads.</p>
SNOHOMISH COUNTY	Lynnwood to Everett should not go through Paine Field, but stay along I-5 corridor. Number of potential Link Light Rail users should influence schedule. Start using BRT as soon as possible.
SNOHOMISH COUNTY	This region will remain a traffic nightmare until such time as you build more freeway infrastructure. Your projects are trying to throw a bucket of water on a 10,000 acre forest fire!!!! I am leaving the region and heading to a part of the country where freeway infrastructure has been established along with good communication of traffic accidents which give vehicles options to skirt around accidents. I have been commuting from Everett to Duwamish for over 15 years. I get up early and get ahead of the traffic....that is the only other way to beat the traffic other than more freeway infrastructure. Hoping someday you realize the error of your ways and develop a REAL plan which means raising taxes.
SNOHOMISH COUNTY	When this is all done I will be 87yrs. old and possibly not able to take advantage of this service. But Washington should have done this year's ago.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Snohomish County

SNOHOMISH COUNTY	<p>I have real issues with this preposterous draft.</p> <p>First of all it is assumed that all Eastside riders want to transfer through the "convenient" Bellevue Transit Center. I'm sorry. This is convenient for no one. The myth that the "Rapid Ride" takes "10 minutes" to go from Bellevue to Redmond is laughable at best. You'd do far better to add light rail from Lynnwood to Renton or have you ever tried driving to Renton in the afternoon after 1:30 p.m.? I did. I had a job in Renton. It was 3 hours by bus and 2 hours by car IF the traffic Gods were with you. Please try again and quit [explicit] I405 drivers.</p>
SNOHOMISH COUNTY	<p>Get rid of all the still existing bureaucrats and create a stand alone infrastructure for the RTA. We all pay way too much for old system and need to truly move the RTA to a new financial model</p>
SNOHOMISH COUNTY	<p>The Lynnwood to Everett link is much too slow, given the expected growth in the Snohomish County region. Also, I feel that the plan to go out to the manufacturing center is less important than creating a link directly to Everett Station. I would, then, make sense to use a Swift Bus system to link out to the manufacturing center - Boeing, etc.</p>
SNOHOMISH COUNTY	<p>I support building mass transit. It is more than overdue. I have been paying for this for decades and will be dead before it arrives in Everett!!!!!!! Your plan is too little too late, and we are already I. Gridlock. You want us to continue to contains for another two decades ??????? This plan is too expensive and takes too long. You need to talk to the planners in Vancouver BC who seem to be able to build multiple rail transit in a quarter of the time and expense.</p> <p>I also resent that this system is not paid for by more western Washington residents. I know people in skagit county who drive to Everett to take the train to Seattle and they paid for none of it. Money is part of the problem. Require a greater number of people to pay for it. Be fair.</p>
SNOHOMISH COUNTY	<p>why do we keep promoting bus transit? We need reliable light rail or subways. I have traveled the world and am amazed at our lack of reliable subway/metro systems. we should be leveraging existing railways and converting them to light rail. they just converted a bunch of legacy track in Redmond to walking trails! It is absurd. Build a viable mass transit system.</p>
SNOHOMISH COUNTY	<p>I don't want to pay more tax. I shouldn't have to pay more taxes. I pay taxes but now someone in their infinite wisdom decided I should pay to drive on 405. Our sales tax is high enough. Our current government is not spending judiciously. One of my pet peeves is seeing cars with expired tabs out there &amp; no one is doing anything about collecting this revenue. Let's do better with what we have trusted them with.</p>
SNOHOMISH COUNTY	<p>I think you should consider routing light rail straight up I-5 from Lynnwood to Everett to complete the project faster. You can build a loop to Paine Field, Boeing and the Industrial center later. Use rapid buses to connect light rail at Mariner with those areas. I know Snohomish County executives want to make Boeing leaders happy and provide transit options to entice more companies to the industrial area, not to mention their continuous full court press on opening Paine Field to commuter flights, but you should help get cars off I-5 sooner by putting the needs of north-south commuters first.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Snohomish County

SNOHOMISH COUNTY	First priority Sound Transit light rail priority to Everett which has poor transportation infrastructure before Eastside, Ballard, West Seattle which already have good bus transportation infrastructure. Everett is a major city and major employer. Fund Everett light rail first if track is run alongside I-5. Then have Boeing Everett and other Everett aerospace employees pay for their own light rail extension or improved bus service.
SNOHOMISH COUNTY	Please, please allow for sufficient parking at the train and bus stations. Most of us cannot consistently ride our bikes or walk to these hubs, and most transit centers in the north end and Snohomish County are full by 8am, or even by 7am. I work from 10am-6:30pm, so parking is a huge issue. This makes it impossible to have a reasonable commute time either way. My commute from Edmonds to SLU currently takes 70-90 minutes, where driving can take 25 min. I still use transit in my 60's, but most people my age don't, because it's too difficult and time consuming. I agree with all these improvements and am willing to pay for them; I just wish they could happen sooner. But for God's sake, when you cancel local bus service to towns, how are we supposed to get to these transit hubs? Thanks for listening. One more thing - please consider the suburbs carefully in these plans, and don't just accommodate the new hordes in Ballard and West Seattle. They at least have buses that could run more often, while Edmonds has exactly two buses going to our Park & Ride. I currently have to drive 15 minutes to even get to a transit center. Look north for a change.
SNOHOMISH COUNTY	way too much \$\$ for too little return over a much longer timeframe
SNOHOMISH COUNTY	The north/south spine of light rail should be completed first; the timeline for reaching Everett in particular should be earlier. The light rail to the eastside is of almost equal priority. I don't understand why Ballard and West Seattle light rail are being treated with almost equal priority. It seems as if Seattle is being given greater political weight.
SNOHOMISH COUNTY	we need a light rail for 405 going from Lynnwood to Bellevue and beyond!
SNOHOMISH COUNTY	Put some bus stops on Admiralty way between Center rd and Airport rd
SNOHOMISH COUNTY	Please stop raising our taxes. The way are tax money is waisted is really getting old.
SNOHOMISH COUNTY	Everett has BEEN paying for this and the wait is too long
SNOHOMISH COUNTY	You left the 522 corridor and highway 9 out of the mix. Yet again. Hooray for Woodinville, but what about Monroe and Snohomish?
SNOHOMISH COUNTY	Whats the use, I will be dead before it is completed and you will tax me and my children and grandchildren forever and you know it.
SNOHOMISH COUNTY	This is another tax burden to the citizens of these proposed counties! It's stated the "average" cost per person is \$17.00, this is only an estimate, based on an unrealistic projected use of Sound Transit. Has any "proposed" project in this State not had cost overruns? An where do these "cost overruns" burden fall, but on the current struggling tax payers! Washington State has become one of the highest taxed States in this Country. I am completely opposed to this "proposed project." Sound Transit and it's current use by no means justifies expansion. STOP THIS PROJECT! OPPOSE MORE FUNDING.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Snohomish County

SNOHOMISH COUNTY	As a taxpayer, I'm willing to pay for light rail, however the time frame needs to be adjusted. Either we give large incentives for early completion or hire a much larger crew up front. I'd like to know if it's possible to have work being done on multiple areas of the project simultaneously so the North end isn't waiting over 25 years to catch the train.
SNOHOMISH COUNTY	<p>Priority must be placed on completing the spline from Tacoma to Everett ASAP.</p> <p>That portion of revenue from ST 1 &amp; ST2 for light rail development from the sub-areas waiting for service between Everett and Tacoma which was directed to creating the base project in Seattle must now be returned to fore mentioned sub-areas. This would allow for increased resources to be applied to expediting the administration and planning phases of completing the spline from Everett and Tacoma.</p> <p>There is also a need to secure a commitment from Boeing that their manufacturing will continue at the same or increased levels at Paine Field and the surrounding area by the time ST3 service is available. Otherwise Paine field should have a lower priority.</p> <p>My Vote will be NO unless resources and effort is made to complete the spline from Everett to Tacoma within 10 to 14 years. Even at that rate, I will have been paying taxes and fees for 30 year with out benefiting and may not while I am alive even see the completion of light rail to Everett.</p>
SNOHOMISH COUNTY	I am voting against ST3 as it does not serve Everett in a timely manner. We are one of the largest cities and 2nd fastest growing population in the state. There should be more emphasis on the major county seat than in suburbs of King county.
SNOHOMISH COUNTY	The only reason I checked somewhat oppose the ST3 plan is that is should ALREADY HAVE BEEN DONE. We are stressed out on the fwys already. I can't even imagine what the FWYS will look like in 20 years. We will have road rage as a REAL possibility. I have noticed a increase in HONKING. The young ones go off if you don't move quickly. It makes me very uncomfortable. You have no idea how stressed out the regular commuters are. Your lack of planning have created a living nightmare and it will only get worse. You are robbing us of quality life.
SNOHOMISH COUNTY	Suggest more be done regarding mudslides cancelling trains from Everett to Seattle, realize this involves Burlington Northern.
SNOHOMISH COUNTY	Everett should not be via Boeing field, just downtown Everett to shorten the time frame. Lots of great bus service to Boeing from Everett station now exists.

<p>SNOHOMISH COUNTY</p>	<p>The plan for Lynnwood to Everett is extremely flawed. It's obvious that Snohomish County leaders, who - as too many politicians do - think they are instantly professional planners, when in fact they aren't, and their motivations are clearly about getting re-elected by pleasing business interests than on actual demand. Express, fewer stops than BRT, \$1.00 per trip bus service to Paine Field/Boeing was eliminated from south Snohomish County in 2003. It was never restored! Express, fewer stops than BRT, \$2.00 per trip, bus service from east and north Snohomish County was cut to 2 trips in each direction in 2010. Most of it has never been restored! Meanwhile, pay parking lots (\$70/month) have sprouted up around Boeing. Translation: Boeing workers prefer to drive, big time, i.e. the demand for transit is not there. It's better to try BRT and see if that works than in something that is far more expensive, takes a decade longer, and can't practically be moved once it's in.</p> <p>It's a shame that ST's planners are being dissed by Snohomish County leaders for presenting options and for telling the truths about the "Paine Field diversion": that it costs \$1 billion more, it costs those not interested in going there 2 weeks/year on a train and \$1 more per fare each way, that it takes a decade longer, and that there are faster options. Yes, Boeing/Paine Field workers can learn transfer from one line to another, just like us ordinary people whose employers aren't being subsidized and coddled by the politicians!</p> <p>The better package would be balanced, i.e. helping today's congestion-weary commuters vs. pandering to people who aren't living or working here yet, and would look something like this: (1) Start BRT service as early as 2018 (Swift 2 could continue NB by leaving the new Seaway Transit Center, hopping onto EB SR-526, exiting at Evergreen Way N, then following the Swift 1 routing to Everett station: no land acquisition, right-of-way, eminent domain, etc.!!! The main cost would be buying the buses to run this segment, and if the order was placed within the year, they'd be ready for service in 2018!!!); (2) Make the speed and reliability improvements to the BRT loop, I'd guess by 2020; (3) Contribute to finishing the 164th/Ash Way NB direct access ramps, which would keep all Everett-Seattle/Bellevue buses in the HOV lanes, i.e. no crossing over GP lanes; (4) Contribute to a bus/ped/bicycle overpass at 128th, alleviating congestion around the current intersection; (5) Construct light rail, but keep it along I-5. If and when demand warrants it would be the appropriate time to consider a spur between Everett Mall and Paine Field. (6) Take over all bus service between regional centers. While you're at it, though, the #513 runs as a "deadhead" along Casino Road, which is loaded with multi-family housing...instead, it should be in revenue service. Because it's not, those residents have to take an Everett Transit bus north to Everett Station to take a bus or train south (to Seattle or Bellevue)! Give ST express buses more of a priority vs. an afterthought.</p>
<p>SNOHOMISH COUNTY</p>	<p>Think the light rail would be used much more than busses in the future of transport. 10-15 years we will see so much development wig autonomous vehicles for shorter rides but longer trips will still be done with light rail transit.</p>
<p>SNOHOMISH COUNTY</p>	<p>It's ridiculous that I have to pay so much money to support something that I won't even be able to take advantage of because it will take 25 yrs to implement! and by the time it's complete, the needs will have changed and it won't be able to support the population growth at that time</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

Subarea	Additional Feedback - OTHER
NORTH KING COUNTY	It should not take 25 years! By the time this plan is complete, trains would have to be running every 2 minutes to keep up with demand if it's coming all the way from Tacoma and Everett to Seattle. Trains would still be packed. Imagine if there was a delay on the tracks?
NORTH KING COUNTY	<p>All light rail must be grade separated. Inclusion of a draw bridge in the Ballard/Downtown plan must also include data on how often that bridge would open or if there is a way to schedule openings between trains so that downtime is as short as possible. The additional bridge proposed in the West Seattle/Downtown plan is good.</p> <p>We should not be considering light rail to Tacoma or Everett; these destinations would be better served by heavy rail (Sounder) or BRT to light rail stations in Des Moines/Federal Way &amp; Lynnwood, respectively. Access to the airport from Tacoma can be better served using BRT + Sounder instead of light rail.</p> <p>Light rail expansion should happen in Seattle first &amp; should be considered the top priority for ST3. Additional lines that should be studied are: Ballard to Northgate via 15th NW/Holman w/ stops in Crown Hill &amp; Greenwood Ballard to UW w/ stops in Fremont &amp; Wallingford</p> <p>Rethink your schedule. As an advocate for improving transit I would vote against ST3 as it stands based on the schedule alone.</p>
NORTH KING COUNTY	No more money to any Government agency especially ST. I'll sit in gridlock.
NORTH KING COUNTY	Yes for transit!!
NORTH KING COUNTY	Seattle needs to be built out as quickly as possible. Its becoming a world class city, it needs to look and act like one.
NORTH KING COUNTY	Please build it faster. Twenty years is far too long for relief.
NORTH KING COUNTY	We absolutely need a grad-separated Ballard-UW line in ST3. To not include it in ST3 is unacceptable in my eyes.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	<p>The biggest benefit, as I see it, of transit is to allow and encourage people the ability to reduce or eliminate automobile usage. It would seem that the best use of resources then would be to provide grade separated transit through or around choke points, thus providing a faster more reliable trip. It helps if access to this transit is possible by means other than automobiles, preferably by walking or biking, augmented by feeder buses. The worst choke points that I experience are into Seattle from the north, out of West Seattle via the bridge and east-west travel within the city, especially between Ballard and the U district. I would be more supportive of the measure if projects that improve reliability and speed within Seattle and adjacent area were given higher priority. I'm particularly distressed because Ballard to Seattle has such low priority and is not truly grade separated and there are no east-west intracity lines, particularly Ballard to the U district. I also do not like the idea of spending on park and rides, rather I would like to see that money spent on improving non-motorized acces to the stations. At the very least park and rides operations ought to be self funding by charging parking fees. Finally, the Everett Paine Field loop is pure pork. I lived in south Snohomish County from 1986 until 2014. During this entire time there was almost constant agitation to bring scheduled airlines into Paine Field. It will not happen nor will Boeing employees suddenly start using public transportation. Also, remember that Boeing is not a good corporate citizen. Just because we spend a fortune on infrastructure to support their operations does not mean that they will not pull up stakes and leave. We would then have the transit equivalent of the famous "Bridge to Nowhere"</p>
NORTH KING COUNTY	<p>With the viability of an incredibly flexible autonomous (self-driving) electric car-share system within the next 10 years, which would require much fewer and less costly infrastructure modifications, and which would be much more distributed thus decreasing the housing-price-inflationary effects of train stations allowing more dispersed and affordable housing, (not to mention the self-limiting speed and safety issues of having rail at the road level, versus elevated trains) the Puget Sound region should not be planning to install 19th century technology that takes more than 20 years to complete. Investments in developing an autonomous car system would allow the Puget Sound region not to play catch-up with other cities, but to effectively leap-frog them in terms of livability and affordability.</p>
NORTH KING COUNTY	<p>Don't mess around with buses on shoulders. Instead, defend the HOV lane network from congestion so the buses can use it at full speed.</p>
NORTH KING COUNTY	<p>Ballard is growing too fast to wait 22 years for light rail. Ballard lines should be a priority.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	<p>My main concern is the amount of time being taken to build out lightrail in central Seattle. Approving a plan to build light rail in Ballard that opens sometime in 2035 is absurd. The pay as you go scheme is just too limiting. In this scheme I understand that the taxes have to accumulate before build outs can complete. If we built houses and apartments that way, nothing would happen. This project should be completable in 8-15 years with the use of debts/bonds - in which case the projects complete sooner and have a higher likelihood of voter approval.</p> <p>Lastly, at grade trains going in and out of Ballard is crazy. You can't have a train that's waiting for a drawbridge. Build a tunnel.</p>
NORTH KING COUNTY	<p>The order of the projects should be modified so that the second downtown tunnel is completed first, allowing for a faster completion of the Seattle projects. Also, elevated or tunnel options should be considered for the full length of the Downtown-Ballard Link expansion. Finally, a Ballard-UW Link expansion should also be considered.</p>
NORTH KING COUNTY	<p>Voting no based on Ballard timeline.</p>
NORTH KING COUNTY	<p>I agree with the sentiments of ST3, but this plan, overall, is horrible. For example, just above you say "Light rail encourages walkable, livable communities" but this plan does NOT do that. I builds park and rides and stations that are far away in the suburbs where people don't live near those stations. Rail stations in Seattle will do this, but not in the suburbs. The trend is people moving into the city, not into the suburbs. With re-zoning of the city for construction, more people will be able to live in Seattle proper. This plan does not have enough rail in the city. Additionally, \$50b for 53 miles is WAY too expensive. Look at the cost of similar systems around the world. Tokyo, Berlin, etc are getting 5-10x more rail per dollar than ST3. Denver built 122 miles of rail for \$5.5b. Why is ST3 20x more expensive than Denver? I understand that it will be more expensive here because of geography and land costs, but I am not convinced it should be 20x more.</p>
NORTH KING COUNTY	<p>ST should think about using lanes of existing freeway for rail. This will cost less and allow for quicker build out. ST should also start thinking beyond nineteenth-century technology, such as rail, to solve twenty-first-century problems. When your only solution is rail, all your nails look like trains. There is going to have to be a broader approach that includes things such as telecommuting, single-occupancy vehicle restrictions and penalties, high-speed rail, etc. Light rail connecting Tacoma to Everett will do little if anything to resolve congestion given that it is an inconvenient solution that will not get folks out of their cars.</p>
NORTH KING COUNTY	<p>Priority should be on completing rail projects first and connecting Seattle city core before BRT and suburb connections. The density of Seattle city proper is the fastest growing area of the region the most affected by vehicle congestion with need of other ways to transit through downtown without a vehicle</p>
NORTH KING COUNTY	<p>Please execute plans for light rail as quickly as possible. In the few years that i have lived here - there seems to be a lot of "studies" and no short term solutions. It is impossible to get around during all hours of the day. Walking is sometimes much faster than utilizing transit. Sadly big companies around here are using bandaid fixes such as company shuttles which only contributes to the problems with lack of available transit.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	You're doing good work! Keep it up!
NORTH KING COUNTY	<p>Stop giving out biased surveys like this that imply that mass transit is a solution to all our problems. SDOT has done more to reduce capacity and increase congestion than any other event. SDOT is filled with extremists, and they've given a bad name to Sound Transit. Moreover, I'm less likely to vote for Sound Transit if Seattle insists on a mega-bond referendum this fall.</p> <p>It's come down to either Sound Transit or SDOT. I'd prefer Sound Transit, but the fanatics at SDOT have more power.</p> <p>Adding things like a Graham Street Station---more SDOT fanaticism---will make it less like for Link to be used.</p>
NORTH KING COUNTY	Takes far too long to finish projects. The problem is now. Not 25 years or more in the future.
NORTH KING COUNTY	130th stop is vital. The distance between Northgate and 145th is 2 miles without a stop.
NORTH KING COUNTY	Build it and they will come.
NORTH KING COUNTY	<p>Eastside light rail from Lynnwood via I-405 to Renton will be the next big project. It can not be included in the current proposal because \$50 billion is already being asked of voters. But, after ST3 passes, the voters in King County will need to be made aware of a future for light rail running North-South along I-405. Not with ST3 but in the distant future.</p> <p>The San Francisco Bay Area has a robust light rail history and established system which runs not only from San Francisco to South Bay but also along the East Bay and beneath the Bay. We need such a system and we needed it two(2) decades ago!</p> <p>Stating the obvious but needs to be reinforced. Thank you for your efforts on our behalf.</p>
NORTH KING COUNTY	1) The timeline for Downtown to Ballard and Downtown to West Seattle is ridiculous. It makes me less likely to support the plan with the slow in-city timeline. 2) There <i>*NEEDS*</i> to be an east-west, Ballard to UW line in the plan, not just as future study.
NORTH KING COUNTY	<p>Focus on Landlocked West Seattle and Ballard first, which are the easiest impacted by inclement weather and any hiccups in traffic. West Seattle is bottlenecked at the West Seattle bridge and Ballard by Aurora and the draw bridges. They are effectively cut off. Seattle is an hourglass, with downtown being the waist. A light rail system equitable with the current central link needs to be established to pick up the lost neighborhoods of White Center, Highpoint, West Seattle proper, Belltown, Lower Queen Anne, Upper Queen Anne, Innerbay, Magnolia, Freemont, Ballard, etc. Criminal to serve Redmond first, over Ballard and West Seattle, and even Issaquah.</p>
NORTH KING COUNTY	I ♡ light rail :)

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	BTMFA
NORTH KING COUNTY	Ballard to West Seattle needs to be more immediate to get my vote.
NORTH KING COUNTY	We should make sure autonomous vehicles are taken into account when planning, as well as hyperloops.
NORTH KING COUNTY	this project takes a big bite out of property taxes and will hit hardest residents living in the seattle who will not benefit from improved services to federal way and tacoma. residents in tacoma and federal way will be subsidised by property taxes in seattle as seattle has higher property value on average. this doesn't seem fair and i don't think that this should be prioritized over other important projects that state and local government should be using property taxes for like retrofitting the ~500 bridges in the state that are at risk of collapsing in an earthquake.
NORTH KING COUNTY	Sound transit needs to provide toilets at its stations for patrons. It is absurd that Sound Transit has no toilet at any station for its patrons. Airports have them; bus stations have them; railroad stations have them. People are not machines and are subject to the call of nature. The longer the line, the more time people spend in the system, and the more likely nature will make an urgent urge. Overseas, passenger rail stations have toilets --- Sound Transit should learn from them.
NORTH KING COUNTY	For those living outside of the city, bus stops within reasonable walking distance is quite unlikely. I think it is very important to provide adequate parking for those that do not live within walking distance of a bus stop. For example, I commute every day from Shoreline/Lake Forrest Park area to the U District in Seattle (45th/Brooklyn ave ne), where parking is awful. I currently drive to MLT P/R, which decreases the amount I drive significantly, but doesn't add an unreasonable amount of time to my commute. A total commute time of over an hour, for a 10 mile commute, is unreasonable in my opinion. My current commute time is 45 min, any longer and I would be driving instead of taking transit.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

<p>NORTH KING COUNTY</p>	<p>1) This project is much too slow for the critical needs of Seattle and the region more broadly. I understand that putting expensive projects at the end is more cost efficient (\$1 now = \$2 later), but Seattle cannot afford to wait this long for transit to Ballard.</p> <p>2) I am confused about some of the priorities here. The Ballard routing through Interbay doesn't seem like a clear win over Ballard - Fremont - Wallingford - UW, which seems like it would serve more riders. It may be that the rationale just needs to be more clearly explained? Why is Ballard waiting for West Seattle, when Ballard seems like it is a better setting for light rail than (not dense) West Seattle?</p> <p>3) Also, while I understand the importance of sub-area equity in a regional plan, I'd really like to see studies for projects like the so-called "Metro 8 subway" included, since it seems like that would help more riders and do more to reduce gridlock. Perhaps the city of Seattle needs to step up and do projects like this on its own, complimentary to the regional network -- but it's hard to evaluate this plan absent a plan for more robust in-city transit construction. And while maybe this is selfish, I'd rather spend my taxes on higher priority and higher impact local transit than this regional plan that seems like a bad political compromise.</p> <p>4) The recent opening of ULink -- and its negative consequences of the resulting restructure on my commute -- make me skeptical of further light rail plans that do not include true urban stop spacing and routings.</p> <p>5) It is also possible that I am being too negative. Is it possible to present some scenarios for how federal grants processes could *possibly* speed this up or allow the money to go further? I understand not wanting to promise too much, but it would help me understand the range of possibilities here rather than just the one scenario. Similarly, what happens if we have another Boeing (or Amazon or Microsoft) Bust?</p>
<p>NORTH KING COUNTY</p>	<p>There should be a direct bus route from Ballard, through Fremont and Wallingford to the UW light rail station. An actual link route to connect those neighborhoods to light rail. Current bus routes that get close to the light rail stations should have that as part of their stop announcements and signage. For example: "transfer here to the light rail station"</p>
<p>NORTH KING COUNTY</p>	<p>We need neighborhood circulators to move people to stations and stops. Partner with ride sharing services.</p>
<p>NORTH KING COUNTY</p>	<p>Hello, it's important to me that as you grow the system you maintain what already exists. There were recent repairs to broken paving at the Rainier Beach Light Rail station with uneven, white caulking. Why didn't you hire a careful craftsman who would use the proper materials? These "repairs" will look horrible for a very long time. The paving is also extremely dirty. Please add a robust maintenance plan into the ST3 plan. It's not as enticing as a new station, but ST's contributions need to be pragmatic. There is a documented connection between well-maintained public spaces and public safety that's important to fund.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

<p>NORTH KING COUNTY</p>	<p>I'm a single-issue voter when it comes to this stuff. Unless there's a timeline to get light rail to Ballard (and going through Magnolia with at least one station not on 15th Ave W), I'm strongly opposed to it.</p> <p>I'm against suburban/exurban expansion, and these plans all seem to revolve around making it easier for the folks who contribute to the problem in the first place. It's like everybody who bought outside of an urban area is about to hit the jackpot, while those of us that have been using transit while living in a City with walkable amenities are being left out in the cold -- for 22 years! It shouldn't be faster to get to Downtown for work from Issaquah or Burien than Ballard, and yet that's what this plan proposes. 22 years is far, far, FAR too long. I was thinking it might be a 5-year plan or something.</p> <p>Given that, I'm almost certainly going to be voting against this. While I support the overall goal of the program and agree it's necessary, I no longer agree with the "this is better than nothing!" mentality. It's not better than nothing. I'd literally rather have nothing, with no additional taxes, and let the people who choose to live far away deal with the extra traffic that they created in the first place. Until the City of Seattle folks can get around on rail easily, I'm just not interested in paying money to help people in suburbs get downtown faster.</p> <p>Additionally, given the recent tolling debacle where the powers that be caved on the 405 tolling to the whiny east-siders, I have absolutely no good-will towards them, and I'm not interested in subsidizing their lifestyle choices.</p>
<p>NORTH KING COUNTY</p>	<p>The focus on this plan is only transit and not on roads. I am a naive Seattlite and have traveled extensively domestically and in Europe and have never seen anything close to this bad except for the Bay Area. You are not doing it right, have a whack job agenda and don't entertain views other than your own. I ask you, why would anyone with an investment in the community want to give you more money?</p> <p>[name, address, contact info]</p>
<p>NORTH KING COUNTY</p>	<p>Commuter rail should run both ways all day long and on the weekends, similar to many of Chicago's Metra Lines! During other than rush hours on less frequent basis.</p>
<p>NORTH KING COUNTY</p>	<p>Much faster development and completion of a new Ballard light rail line - and please extend it up to NW 85th Street.</p>
<p>NORTH KING COUNTY</p>	<p>You must balance Light Rail and bus options. The light rail will take longer and cost more than what you forecast, everyone expects that. However if you can create some balance with the bus routes, times, price, ect, you will keep the riders calm.</p>
<p>NORTH KING COUNTY</p>	<p>I know it won't be financially feasible, but these light rail and bus service improvements should be completed ASAP.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	Should have more free parking facilities build within walking or escalator transport distance on most light rail stops before extending light rain stops or bus transits. Otherwise there is no point for the project people would just drive to their destinations and park there
NORTH KING COUNTY	Ballard to the U-District station should be included in the ST3 plan, not as a study proposal. Traveling from the U-District to Ballard is one of the most congested, circuitous and cumbersome routes in the city.
NORTH KING COUNTY	This plan is taking too long. We need some relief now. Try riding a rapid bus between 5 and 6 they are so crowded and at times I feel unsafe for the passengers as well as the driver. Sounder trains north are limited and overcrowded. Why is this?
NORTH KING COUNTY	the more the area takes over travel lanes for cars and replacing them with bus only and bicycle on it lanes the worse traffic problems will become ... doing this after the light rail is expanded would have alleviated the current mess seattle is in ... that's why in moving AWAY!!
NORTH KING COUNTY	Too expensive
NORTH KING COUNTY	My one current beef is the priority of the light rail in the downtown Seattle bus tunnel as it sometimes severely delays buses. I'm pretty sure this isn't the forum for that but it definitely frustrates me.
NORTH KING COUNTY	It's very important to connect neighborhoods within Seattle so I really support light rail to Ballard and west Seattle
NORTH KING COUNTY	<p>Priorities in the ST3 plan seem to be a bit out of order. While I am biased being located in West Seattle, I am of the opinion that this location is one of the most difficult to access with limited roadways and should be prioritized ahead of others. Most other locations beindg suggested have multiple transit options existing as well as multiple roadway options. With West Seattle's lack of access to downtown and the surrounding area this should be a primary focus. An alternative and less costly option would be to increase the offering of water taxi times and bus routes/times. Currently water taxi offerings are very limited unless you work in a 9-5 environment and bus access is not considerably better.</p> <p>With the additional costs of light rail it would make more sense to use that money to expand routes and availability times of both water taxis and bus routes.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	You need to "reward" or subsidize those of us who DO USE buses and link. The more one uses the less they should pay!!! Give people incentive!!! I know a lot of people at work who don't use it because its not timely or convenient or they have to walk a few blocks.... I also heard of people who purchased new cars getting "offered" FREE bus passes, however those of use who USE and depend on it keep paying. I have used bus to get to HMC for 15yrs and never driven there and its getting more difficult due to the time cuts of bus sched. I HAVE to work weekends and the downtown buses are every 30min. on the weekends!!!! The limited times make and mandate people to drive. We have to clock in! and the buses are NOT on time! Also. PLEASE TAX the renters!!!!!! Not fair for "homeowners" and DOWNTOWN/KING county folks to keep footing all these bills and issues. There are too many cars with ONLY one person in them. Also, I have noticed that food/coffee etc in Pike Market is increasing in price. Well tax the tourists not US! IF you want residents to support you ALL YEAR ROUND don't charge me \$5.00 for a cookie or \$2.00 for an apple!!! Also put a bit of a limit on all the building downtown. I hope this stays a beautiful city not ugly and crowded with random highrises and cheap purse and t-shirt vendors for tourists and cruise boats.
NORTH KING COUNTY	The new changes in my bus schedule have passengers standing up throughout the entire commute. Our driver had to pass 5 bus stops on two round trips (day 1 and day 2) because the bus was stuffed to capacity. Both disability/wheelchair spaces were occupied, so if another person in a wheelchair were to be waiting on that route, the driver would need to pass him/her by. This is disrespectful to your customers.
NORTH KING COUNTY	I think the large businesses that are bringing in all of these people from across the country should be hoofing a good part of this bill. Or at least their very fair share of it. If businesses are to be treated as citizens, they should be taxed as such.
NORTH KING COUNTY	Time frame for opening the Roosevelt Station should be moved up.
NORTH KING COUNTY	You need to focus exclusively on RAIL. Not buses. Taxpayers are tired of seeing additional taxes for bus systems. Rapid-transit buses are simply not as fast and not as effective as light rail because they share the same roads. Focus on light rail to connect downtown Seattle with other major neighborhoods and the Eastside. Stop making it complicated!
NORTH KING COUNTY	I don't support this being funded through yet another residential property tax. Put greater responsibility on the employers recruiting the masses to fund these projects and do it faster! 25 years to connect Ballard by light rail? If we were in Japan, it would be 10 years at most.
NORTH KING COUNTY	You guys sure messed up when you killed the monorail
NORTH KING COUNTY	Great job!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

<p>NORTH KING COUNTY</p>	<p>OMG what a mess this plan is. I've been a strong advocate for public transit my whole life but I'll vote against (and campaign against) this plan if it's what gets sent to the voters.</p> <p>Seattle is the largest city in the region and drives the regional economy, yet it doesn't get very much out of this. This plan builds more suburban parking lots than urban train stations! What a joke. The absolute hardest part of getting around Seattle is moving East/West, and this plan does nothing for that.</p> <p>I'm going to talk about Ballard for a minute because it's the neighborhood I know the best: The route to get to Ballard makes no sense. Who wants to go hang out or walk around Interbay? WTF! Go through Fremont instead, you know the neighborhood with Google and Tableau, with cafes and restaurants people want to go to. A neighborhood with a Sunday market and cultural activities like the solstice parade and Oktoberfest. There's been talk of building a Ballard/UDub line, well if you went through Fremont you'll have part of that line built already because going from Ballard to the UDub you pass through Fremont.</p> <p>Also, the choice to go at grade to Ballard and have a drawbridge makes no sense. If I need to be stuck at a drawbridge anyway I'll prefer to do it from the comfort of my car. Build a tunnel. The federal govt controls that waterway, just go under it.</p> <p>It really feels like the Seattle portion of the map was drawn by someone who's never actually lived in Seattle. Why would I trust any other part of the map to be sensible if you mess this one up so much? Why is a transit agency building parking lots in car dependent suburbs?</p> <p>Oh and then we get to the timeline. 20 years to get to Ballard, assuming everything is on schedule. What a joke. My toddler will graduate college before you guys can lay a track from downtown to Ballard. Seattle built the &gt; 1mi South Lake Union Streetcar in two years. At that rate Seattle could build a 6 mile track to ballard, via fremont, in 12 years.</p> <p>This proposal has led me to question the basic competency of ST. It makes me wonder if you guys actually even take transit, or do you drive to and from all the planning meetings where horrible decisions get made? Honestly it hurts for me to be against transit. I love public transit, and I think Seattle desperately needs it. But this plan has made me realize that we as a city cannot count on ST to</p>
<p>NORTH KING COUNTY</p>	<p>The survey seems to have very little to do with underserved population--people who really <i>*need*</i> transit. It's too long, too biased and as a voter, I wont; trust the results.</p>
<p>NORTH KING COUNTY</p>	<p>Need to improve pedestrian access. Seattle's sidewalks are in poor condition, many not negotiable for wheel chairs. I would like to see budget for that, as My neighborhood does not benefit from many of the proposed changes. We need to take care of what we have as well as develop new.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	The ST3 plan seems to be heavily focused on transit the suburbs - however more focus needs to be on urban transit infrastructure. Also, the timeline needs to be condensed! The current proposed timeline isn't fast enough given our growth curve and current transit woes. Ballard and West Seattle transit to downtown are key components that needs to be completed sooner than later. These neighborhoods continue to densify and suffer from transit issues. They are also low hanging fruit on the transit tree because the mileage of transit to population densities is very favorable!
NORTH KING COUNTY	I think the "why" for ST3 is quite obvious and it's clear most voters are onboard with investing in public transit. I believe ST should spend more time explaining the "how". As a Seattle resident, I'm biased towards more light rail within the city and am less concerned with solutions for distant locations like Dupont, Everett, or Issaquah. I want to believe solutions in Seattle proper would have a greater impact on traffic but I don't know that. Perhaps services for the east side will impact me in ways I don't realize. All I know is, there are way too many cars downtown and on I-5 every day. But I'm looking at the plans and I see a slate of ideas for a wide variety of areas with no understanding of the impact those different solutions will make. They all sound like improvements so I guess I'd say yes to all of them but if you're asking me to rank, I need to know more about the impact.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

<p>NORTH KING COUNTY</p>	<p>Why you are fixated on LRT to West Seattle is beyond me. This is a really terrible idea and waste of money. Ridership will be poor - guaranteed. Seattle needs UW/Ballard and a Metro 8 subway much more. You need to totally revisit this project list. At grade through Interbay? Are you kidding me? Draw bridge over Salmon Bay? WTF? Why does Issaquah go to Bellevue and not through the Mercer Slough to Seattle? LRT to Everett via Paine field makes no sense whatsoever; ridership will be too low to justify the price tag.</p> <p>This project list sucks and I will be voting against ST3. It pains me to type that. If you guys had a clue and focused on ridership and meticulously planned and sited stations and lines, I would support you. But Spine Destiny is not rooted in any sane transportation planning.</p> <p>The timeline is too long. Seattle's need for LRT is desperate, so why deliver to TACOMA before Seattle?</p> <p>I'm really pissed off at ST for delivering such a crappy list of projects in ST3.</p> <p>Also, there is no way this is a scientific survey - who put this thing together? Take this statement from above, for example:</p> <p>"It's time for us to build light rail from Tacoma to Everett, and from the Eastside to dense neighborhoods like Ballard and West Seattle. We need to finish the whole system."</p> <p>WRONG WRONG WRONG. Stop conflating the value of all light rail projects simply because it is light rail. It is not time to build light rail from Tacoma to Everett! NO WHERE ELSE IN THE WORLD HAS LRT OVER SUCH HUGE DISTANCES FOR A REASON! Everett and Tacoma are much better served by BRT and Sounder.</p>
<p>NORTH KING COUNTY</p>	<p>Knowing where I live and commute and knowing most of the changes and additions will only have a minor impact if any on my commute, it is hard to justify so many tax increases for a project in 17 years will only bring light rail to North West Seattle. I like some of the other options but the busses I use now are very efficient and already have dedicated bus lanes. I would be much more for this plan knowing this would have a more direct impact on my commute. 17 years doesn't seem to be a time frame that will benefit me for the price I will be paying.</p>
<p>NORTH KING COUNTY</p>	<p>The obsession with completing the Spine with light rail is wasteful. It's time to move on from the spine plan and focus on two tiers of transit in the region. Commuter rail, eventually using electric multiple units on the spine from Olympia to Marysville (and one day further), with incremental addition of track improvements and dedicated passenger tracks over time. And the metro tier with grade separated light rail (or light metro) within the rapidly intensifying King County area, particularly West Seattle to Ballard, Ballard to UW, and Bellevue to Redmond. We must change course.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	The timelines need to be shortened a lot by doing construction on all expansions simultaneously instead of consecutively. Also going deeper into west Seattle to burian and connecting at the yuk will station
NORTH KING COUNTY	I'm a current university student who'd like to continue living in Seattle once I graduate. Without effective mass transit near affordable housing, it would be difficult to justify the cost of living near the city I grew up in when cities like Portland have better transit for those of us who simply cannot afford to use cars. Please consider not only expanding transit in dense areas but also affordable areas.
NORTH KING COUNTY	The 130th st. Station is very important!
NORTH KING COUNTY	Light rail and buses need to be less expensive if there are going to be more people using them AND you are going to tax citizens more. It's not fair to gouge our pockets and take away our buses. You also need to make it more known that busses and routes will be changing and HOW they will be changing. I know a lot of people were and still are very confused by the new light rail stations and where their buses have gone.
NORTH KING COUNTY	Take heed ST, you have missed the mark with project "equity" on ST3. I should be your low hanging fruit, easy yes vote citizen. I live in Seattle, use transit when I can, and have been a huge advocate of transit expansion. I even frequent transit blogs and ST's website in anticipation of updates on projects. It hadn't even crossed my mind to oppose ST3, until I saw the proposed draft plan and was dumbfounded. Don't misunderstand me, I wasn't naïve to think that the Seattle area would get everything we wanted. I get that this is a regional system and tax dollars need to be fairly split between subareas, but I would have never guessed that you would take the Seattle vote for granted this much. Not only did you give Seattle the bare minimum in projects, despite having stats that blow away the alternative projects, but you also prioritized their completion virtually last. I couldn't believe it! The UW-Ballard connection should be a no brainer, but I saw the writing on the wall for that project, so I'm not surprised it didn't make the cut, but how do you place the Ballard and West Seattle projects out 20 years? And at grade Ballard to DT with a draw bridge, really? I may sound like a bitter Ballard resident who didn't get their way, but until about 3 months ago I didn't even live in the Ballard area, and have no false notion that my current place of residence will be the same as 10 or 20 years from now, so it's really not the case. But I do expect I will be living in the City, and if you want the people of Seattle to support this project you can't give us the bare minimum of routes, marginally performing design options, and back of the line schedule dates. People need to have a system that can connect them between urban Seattle neighborhoods, and places of interest, not just out to the suburbs. What happened to smart growth in the City above easing the connectivity of suburban expansion? We may be the easiest vote, but we aren't an automatic vote. I never thought I'd be saying this, but at this price tag, unless some of these priorities are re-evaluated and revised I may find myself voting against ST3. Please don't take Seattle for granted.
NORTH KING COUNTY	a significant percentage of your community is color blind. Don't use color coded maps in a survey.
NORTH KING COUNTY	Priority should be given to the Graham MLK station, new devoplement at the intersection could be taxed to help pay for the station and move it to the front of the line.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	<p>As you can see by the number of times I clicked on "extremely urgent", I think all these plans need to be implemented. Our traffic here is horrible. I don't use transit as often as I used to because I mostly ride my bike now - to avoid crowded buses or crowded roads. I don't support the idea of expecting homeowners to shoulder a huge tax burden to pay for this. I would like to see a broadly diversified funding source for these transit plans, including property taxes and sales taxes, but not limited to these and a few other sources.</p> <p>Respectfully, [name]</p>
NORTH KING COUNTY	<p>This burden should not only fall on already over taxed homeowners. The entire region will benefit, everyone should pay.</p>
NORTH KING COUNTY	<p>I love the new First Hill Streetcar, but as a reliable transit option, I have to say that it's pretty much a failure thus far, the main reasons being that the streetcars have to share lanes with automobile traffic and transit signal priority (TSP) has evidently not been implemented. Further, if cars are to share the lane, they should not be allowed to make left turns at intersections along the route - I've frequently had the experience of waiting for 2-3 traffic light cycles while waiting for cars to turn left ahead of the streetcar. It's time for Seattle to get truly serious about transit and stop meekly kowtowing to automobile drivers - transit will only fulfill its function if its pathways are truly dedicated and signal priority is established.</p>
NORTH KING COUNTY	<p>Need more projects in Seattle. This plan is too suburb heavy and builds minimal expansion in Seattle. Need bell town, Fremont, cd, UW to Ballard, green lake, Wallingford, slu, Georgetown. Will it be another 25 years until we can even vote on these projects? Our region will be much larger, especially the city. Do we need to create a Seattle authority?</p>
NORTH KING COUNTY	<p>Too expensive for older homeowners who have to pay their full property taxes now.</p>
NORTH KING COUNTY	<p>I live in NW Seattle. We have lost almost all bus transportation options. Light rail isn't planned for our area. Why should I vote for this plan?? All I see is a big tax increase on my slightly-above-average cost home. I support the general idea of rapid transit improvements, but this is VERY painful.</p>
NORTH KING COUNTY	<p>The contention that "The ST3 draft plan would cost the average resident in Puget Sound approximately \$200 per year, or about \$17 per month." is patently false.</p> <p>The car tab increase alone will exceed that amount for a vehicle assessed at \$25k. As property taxes rise due to increased assessed value, revenues increase for this project. Who will cover the inevitable cost overruns? What costs are being covered by the Boeings and Amazons of the region? How many park and rides will be build to allow commuters to access this rail system? Why is "inflation" being figured into the costs of construction when seniors see no increase in SSA payments because there "is little or no inflation"?</p> <p>This survey is very misleading and significantly downplays the actual annual cost of this project to individual property owners and taxpayers. It certainly is not \$17.00/month.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	Great job of proposing the full buildout. I only regret that we didn't do this in 1995. I regret that the Ballard to U District line isn't included, but the short stub line with its own maintenance base wasn't viable. We should be connecting urban villages, as was proposed in the early 1990s.
NORTH KING COUNTY	I am unclear on why we need a second tunnel downtown and in the United District. For a lot of people it seems like a very expensive and time consuming project that has not been explained.
NORTH KING COUNTY	I wish the Sounder didn't just run at commuter times. I would like to be able to ride it up to Mukilteo to visit family on Whidbey on the weekends, for instance.
NORTH KING COUNTY	Any way you can speed up the completion date of light rail and/or BRT to West Seattle and/or Ballard? 17 years. Really?!?
NORTH KING COUNTY	I commute M-F on Link from Tukwila to Pioneer Square. Talk that you will soon CHARGE for half the parking spaces at Tukwila sticks it to those of us who don't want to have to pay for/can't afford whatever crazy price you're going to put on those slots. Not building parking at other stations is the same kind of punishment. I live two miles from Tukwila: I will NEVER walk it, and I will NEVER bike it, and I will NEVER car-pool. Don't punish me for that by taking away free parking. I get there at 6 a.m. for a decent spot; don't make me have to get there earlier. If you don't make riding transit easy (and that means PARKING) people won't do it. Same with busses. You need an express bus from Burien or SeaTac or Tukwila to Seattle. Not the routes that take AN HOUR or more. I will NEVER take the bus unless somebody pays attention to those of us in south King County, and gives me a reasonable ride to where I need to go. And, the 40-year timeline on completing the Link system is nuts. Make it a quarter of that.
NORTH KING COUNTY	It's too much money all at once. Seattle is increasingly unaffordable and we can't afford everything that would be "nice to have". We can do a lot lot lot more with buses. Sounder is a big waste of money... subsidies per rider are HUGE. Expand bus facilities, expand walking and BIKING a ton! With Seattle's own billion dollar transportation program we can't afford another \$27 billion. It's just too expensive.
NORTH KING COUNTY	Thank you for making light rail a reality in the Seattle Metro area! This is much needed and much preferred over the use of busses. I will use light rail and the streetcar system and stop using my car once this is up and running to make it easy to get from home to work and elsewhere. Very excited to help you make this a reality by paying more in taxes and giving my vote.
NORTH KING COUNTY	Need to see support for proposed extensions - should be prioritizing helping the most people the soonest - not just bus before train and rail
NORTH KING COUNTY	Ballard and West Seattle first!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	<p>The draft plan will not address transportation needs of Seattle on any meaningful time scale. 22 YEARS to Ballard?!</p> <p>Further it ignores many parts of the city that badly need grade separated transit. And Ballard line itself goes at-grade through Interbay+gets stuck when the bridge opens for boats.</p> <p>Park and rides in suburban area leads to more sprawl, defeating the environmental benefits. The draft ignores corridors like 99, that have potential to spur Transit Oriented Development. Like San Francisco's BART, the system will be stuck forever subsidizing low ridership suburban tails, and may be technologically obsolete by the time it opens.</p>
NORTH KING COUNTY	<p>The emphasis on improvements for auto users in the explanations of the plan leaves me cold. I'd like to hear more about improvements for transit users - especially more convenient non-auto access to busses and rail. (The situation at Sea-Tac airport saps my enthusiasm for ST development every time I use it. Why oh why is it so unwelcoming and inconvenient?!?)</p>
NORTH KING COUNTY	<p>The amount of time the plan to expand light rail is a huge concern. If you could focus on fewer lines and move up the time frame many people I've talked to would be more supportive. Currently I know many people who don't use light rail because there is no affordable parking near the station.</p>
NORTH KING COUNTY	<p>Priority should be given to West Seattle and Ballard with the great increase in high density building and lack of parking for cars and younger folks who want mass transit and older folks who will need to give up driving but need access to downtown.</p>
NORTH KING COUNTY	<p>The corporations that are benefiting from/causing the exponential growth in our city should be responsible for funding these transportation necessities.</p>
NORTH KING COUNTY	<p>Priorities should be changed so that densely populated Ballard with much multifamily and apartment housing will be served sooner than some other projects now put ahead in the queue.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	<p>Don't try to do this on the backs of property owners alone! Consider all potential funding sourc, including major local employers who would potentially benefit from improved transit. Some major employers already subsidize or provide Orca cards free of cost to employees. An income tax or capital gains taxes should be considered. Sales taxes are highly regressive, and disproportionately hurt the poor.</p> <p>Consider that many property owners are not rich people, and that education, mental health and other basic societal services are going after property tax dollars under the same time window as Sound Transit.</p> <p>Personally, I would love to use light rail for every trip into downtown Seattle. Unfortunately, I will be extremely old (or dead) by the time you serve my neighborhood (Magnolia/Ballard).</p> <p>Please understand that for disabled and/or elderly persons, it will still be necessary to use a vehicle to access a station. We are not always able to walk of bicycle to a station, as a younger person might. Therefore, please, please, please incorporate public parking within mixed use development associated with transit stations! This is a 'missing link' in your current plan.</p> <p>Thank you for listening. I will be following your progress. I wish you well (I am a retired licensed architect, with clients including large commercial developers and corporations--so I appreciate the difficulties--and the potential--of long range master plans).</p>
NORTH KING COUNTY	<p>Why did they waste money building the seattle streetcar? What a waste of time for a train that gets stuck in traffic.... Why not accelerate light rail efforts</p>
NORTH KING COUNTY	<p>Bus on shoulders is a stupid plan. Changing traffic lanes to bus only is a big fu to the public, and should be made illegal. See: how Aurora avenue was ruined.</p> <p>Ballard already got rapid ride, no more stuff for them til north Seattle gets some.</p> <p>The 522 is often SRO. And why no north circulator route that stays out of downtown?</p>
NORTH KING COUNTY	<p>The plan takes way, way too long before we would see help for Ballard. That is a reason I might vote this down. I do understand the reasons why you propose it happens this way, but I won't get anything out of it, despite paying higher real estate taxes.</p>
NORTH KING COUNTY	<p>Light rail to Ballard should be in less than 22 years. I think that might threaten the viability of ST3, especially considering that ST2 was a 15 year plan to get Light Rail to Lynnwood, Bellevue, and beyond SeaTac. I urge Sound Transit to reprioritize the projects in order that the Seattle Light Rail lines are both finished within 15 years.</p>
NORTH KING COUNTY	<p>I'm hugely in favor of bold taxes to build out a light rail system inside Seattle, and have it done MUCH sooner than the current plan has scheduled. I'm sorry to say that as much as I love Sound Transit, I will vote against Sound Transit 3 based on the current timetable for rail expansion within Seattle.</p>
NORTH KING COUNTY	<p>You need to focus on light rail or other non-bus options. Busses are not a solution. They sit in traffic with cars, clog the roads and are not enjoyable to use. Also NO MORE BIKE LANES! That is NOT the solution. We need more mass transit non-bus option!</p>
NORTH KING COUNTY	<p>Ballard in not just 15th ave. The project needs to extend farther west.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	Promotional material should highlight concrete commute speed improvements - for example things like "adding light rail between Ballard and downtown would allow commuters to reach downtown an average of 5 minutes faster than by car on weekday mornings" make it more obvious that the project improved people's lives. If it's still quicker to commute by car, people will still take cars.
NORTH KING COUNTY	Please make all Seattle segments grade separated. We don't want to repeat the mistake we made in Rainier Valley.
NORTH KING COUNTY	Everyone loves trains, including me. But they are extremely expensive, especially when over-designed and over-built like the new Husky stadium station. Some of the extensions would encourage and promote more suburban sprawl. Improvements to the existing Sounder program might be worthwhile, but the line to Everett is a big money-loser. Not much usage. BRT gets you way more "bang for the buck" any is more flexible.
NORTH KING COUNTY	Priority should be given to Ballard over Bellevue/Federal Way and West Seattle/Tacoma
NORTH KING COUNTY	The high taxation is making this only a city for the rich and the poor. Not much room for those in between. Higher taxes mean higher rents.
NORTH KING COUNTY	Stop lying about the average mvet and other taxes to market this outrageous package.
NORTH KING COUNTY	My family, friends, and I will be voting against this proposed plan in November. the Taxes are extremely regressive and will put too much strain on the lower classes and middle classes, and will lead to more homelessness in Seattle, gentrification, and put more stress on the people of Seattle. If you want to pass this plan, cut the construction time in half, reduce the property taxes and sales tax, and introduce a big business tax and income tax on the big corporations, big businesses, and millionaires in King County who ARE NOT PAYING THEIR FAIR SHARE OF TAXES. Otherwise, this plan will not pass. Anyway, isn't light rail technology already outdated? why aren't you considering a bullet train? I'm sure, in 30 years when this plan, hypothetically, will be finished, it will already be outdated and functionally obsolete. Please look into better technologies and seriously consider a different way to raise taxes that is not so regressive. If you don't revise this plan, IT WILL NOT PASS. please stop trying to destroy Seattle with these awful regressive taxes and wasteful plans.
NORTH KING COUNTY	Can we also have the light rail go later than ~12:30 at night? Something like 2am would be perfect, just for those nights when you're out late and don't want to get stranded in Capitol Hill with a dead phone or something. Otherwise, great plan! The new stations are amazing.
NORTH KING COUNTY	1) Light rail to Ballard that depends on a movable bridge is not going to be fast or reliable. 2) These transit suggestions are great... but the 20+ year timeline for a significant increase in taxes is ridiculous. We need improvements now, and this won't be enough if we continue to grow at this rate. 3) I always vote for transit because I think it's important and it's something that the Seattle area desperately needs. BUT this package is lacking in a lot of ways - so much so that I am considering voting against it. We need transit, but I don't think we need transit developed slowly for this insane cost.
NORTH KING COUNTY	The cost burden is excessive given the long time frame. The implementation via a sales tax is also regressive.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	<p>Thank you for providing a solution. You are the only group to move forward and show delivery. WA legislators unequivocally failed. Yes, your plan is going to take a l-o-o-o-ong time. And it will take even more time to have more regional connections as per your ST3 maps of 2014. Expensive? - sheesh, holy smoly, yikes, ouch! Working people can't afford this, but government has left no choice. Yes, I will pay in all ways many times over and may not use it at all as a 65 year old. But at least somebody (you, and the voters) are doing something to move this region forward. The only real benefit I have is the knowledge that future generations will use it and it may help me sell my property 30 years from now. This is our most desperate hour. Help us Obi-wan Sound Transit. You are our only hope.</p>
NORTH KING COUNTY	Great job ST3 team!
NORTH KING COUNTY	The biggest concern about these projects is the long time between approval and completion. If people don't have guideposts to watch for in the planning stages, they may think it is a hopeless case.
NORTH KING COUNTY	<p>I think the end result will be fantastic. Can't wait.</p>
NORTH KING COUNTY	The opening of light rail to UW stadium and Capitol Hill has reduced my commute by 15 minutes each way per day. Just think of what that extra time per commuter could mean across our whole region....time with your family, time at your place of work, time to do what you want to be doing.
NORTH KING COUNTY	<p>Large corporations should be helping to pay for the transit expansion both short-term and long-term. They are helping the economy grow and stimulating the population growth. They have a responsibility to help pay for the increased pressure on the infrastructure.</p> <p>I-5 light rail projects should be sped up.</p> <p>The 145th corridor is in desperate need of more frequent bus service and roadway improvement.</p> <p>Please seek ways to disperse the cost evenly. Tax payers in Seattle are being slammed with tax increases and soon a lot of us will not be able to afford the city. Again, corporations need to chip in, and we need to be more creative with the dollars.</p> <p>Lastly, light rail that shares the roadways and intersections is not optimal. Look at Chicago CTA, the train goes right down the middle of the hwy. This has a two-fold benefit. 1) Train stops can utilize overpasses and the graded surface to be developed more quickly. Bus lines already cross or can be re-routed to intercept these overpasses. 2) Every car has to watch a train speed by while they sit in traffic and this reinforces the benefit of public transit.</p>
NORTH KING COUNTY	How about taxing bike lanes or use as a way to support those features

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	<p>Projects to remove: any transit that includes Boeing/Paine Field unless Boeing comes up with 50% of the cost</p> <p>Projects to remove: Extending taxpayer paid light rail to JBLM; have the Federal government pay for the extension and station 100%</p> <p>Too long of a Timeline: it appears as if Sound Transit is doing this to keep people employed, not effectively implement the system. It takes too long over multiple generation to get these projects done, and their are faster ways to finance the projects. "VOTE NO" ON CURRENT ST3 DRAFT PLAN UNLESS A MORE AGGRESSIVE TIMELINE IS IMPLEMENTED. GET THE APPROPRIATE BONDS TO GET PROJECTS GOING QUICKLY. STOP WASTING MONEY ON BLOATED SALARIES.</p> <p>Projects to add: Must, Must, MUST HAVE BALLARD-UW SUBWAY. PERIOD. Far outweighs needs such as Issaquah to Totem lake light rail. Far outweighs.</p> <p>Project to add: 130th St. Station. Whoever the morons were that decided 145th was better are, well, morons. Now you have to go back and fix another mistake, that, well, people who aren't morons wouldn't have made in the first place.</p> <p>Project to add: tunnel under ship canal in Ballard. No more dumb draw-bridges for boats! Get over it and get in the 21st century! Spend the money and dig under the water like the UW station.</p> <p>Project to delete: ANYTHING DEFERRED FROM ST2. IF YOU CAN'T GET THE FINANCING RIGHT THE FIRST TIME, MOVE ON.</p> <p>Disclaimer: I live in NE Seattle, a 15 minute bus ride from the UW station, and a 15 min. bus ride from the future University District Station. Many Seattleites, I suspect, will "vote no for this package in present form" due to the timelines associated with getting light rail to additional neighborhoods, and, the missing Ballard-UW subway that gives crosstown capacity. Sorry.</p>
-------------------	--

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

<p>NORTH KING COUNTY</p>	<p>I am a huge fan of light rail as someone who lived in south Seattle for 4 years. It made getting to downtown so much easier and it's essential to offset traffic caused by growth in this region. It's frustrating to be stranded at the office for hours because a truck turned over on the viaduct or there's a Selena Gomez concert at Key Arena. In every city I've ever lived or visited that had a comprehensive subway system, getting from A to B is FAR less stressful than it is here.</p> <p>However, while I was single and trying to make it on my own in a one bedroom apartment in Seattle, just four years ago, even working full time, a \$17/month increase would have been very hard on me. There were weeks I couldn't afford enough food to eat and had to hope I'd get a dinner invitation from a friend. I'm not exaggerating. I am so happy about all the investment in our region that's happening because of the tech industry, but not everyone here has a tech job. Now that I'm a married homeowner, my savings have increased and a \$200/yr increase is something I'll easily and happily pay considering the great benefit this package will have for all of us in the region. However, I worry about those who are not as lucky as me.</p> <p>Finally, I think it's important to emphasize that reliable, fast mass transit cuts down on drunk driving. It would be VERY helpful if light rail trains ran until at least 2:30 am to help offset drunk driving and other problems that can arise as a result of bars all closing at the same time in neighborhoods like Capitol Hill, Pioneer Square and the U-district.</p> <p>Thank you for the opportunity to comment!</p>
<p>NORTH KING COUNTY</p>	<p>we need light rail across 520 to Microsoft for everyone living on the west side! Large numbers of people commute that direction (witnessed by the back-up around 520 onramps on I-5) and that would make a significant difference to have light rail across 520. Light rail should be all the way around the lake and across both bridges and connect to large communities outside that area (e.g. Ballard, West Seattle).</p>
<p>NORTH KING COUNTY</p>	<p>Links to West Seattle and Ballard need to be earlier in the timeline.</p>
<p>NORTH KING COUNTY</p>	<p>The Ballard line needs to tunnel underneath Salmon Bay. A drawbridge would pose too many reliability issues and would impact overall ridership and public opinion. The line also needs to be open ended to allow for an extension across town to UW. The second transit tunnel needs to be prioritized in order to improve accessibility and reliability for all lines, which would benefit the greater region as a whole. I understand that there is a strong desire to mitigate expectations and to avoid over-promising, but now is the time to deliver what Puget Sound residents have been wanting for decades. Rail from Ballard to West Seattle has been shortlisted for over thirty years, don't make us wait twenty more. Listen to what the people want, because that is what will win their votes.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	I feel that we focus too much on bus transit. Yes it is easier and cheaper but as you said our roads are running out of room. My biggest hesitation with this plan is having to wait 17 years for light rail to West Seattle and Ballard - that is way too long. Also, why is the Sounder only offered during commuter hours? This should be offered at all times. I also don't have good options for transit to get to work as I don't live or work downtown. I live in West Seattle and work in Renton. It is impossible for me to take transit to work unless I want to take multiple transfers and spend up to 2 hours on the bus each way. It amazes me that Seattle is thought of as such an environmentally friendly city but has such horrible transit.
NORTH KING COUNTY	(1) \$16b is a good ST3 plan; \$50b is too hard to swallow. I'll pay \$200-\$400 more a year to live here for the next 20 years, at which point I'll retire and move somewhere else, just in time for the first major projects to be delivered. (2) This is a scattered investment approach and is WAY too focused on the suburbs where P&R is the only access mode; a P&R lot will fill up one train, leaving a bunch of trains empty and serving nothing but full parking lots and no destinations... to which I'll add (3) Seattle needs to learn how to develop urban nodes, and Seattle needs to learn how to build an actual city with density that supports transit. The goal shouldn't be to build as much rail as possible across a broad, low-density suburban region; the goal should be to build enough urban density to support a dense network of transit services, and (4) there is no indication in the ST3 plan that the various bus operators will do anything to provide integrated services... we need trains running every 3 minutes served by frequent buses at outlying stations with good transfer facilities, not low frequency rail serving downtown coupled with low frequency buses serving downtown, all designed to choke the 5 downtown streets that can actually accommodate transit. NO BUS ON SHOULDER - put barrier separated HOT lanes with more inline freeway stations and increase HOV minimums and HOT fees based on actual conditions to maintain a 50mph minimum operating speed for transit - Washington's HOV/HOT operating policy is the most idiotic thing I've ever seen.
NORTH KING COUNTY	Should include Ballard to U-District!
NORTH KING COUNTY	Please consider that property values near any transit investments will increase such that low- and moderate-income households are unlikely to afford the luxury of living in close proximity to transit stations. All proposed investments in high-capacity transit MUST include accommodations to expand the 'transit shed' by providing convenient and frequent connecting feeder service to stations. And, investing in subsidized affordable housing near stations should be prioritized above other uses like parking.
NORTH KING COUNTY	Seattle to the east side especially Redmond needs to be done sooner. We need add a train to 520 urgently!!! That this was not done as part of the new bridge is absurd!
NORTH KING COUNTY	I would like to express my strong support for the Graham Street light rail station, which is long overdue. I'd also like to speak on behalf of my neighbors, many of whom are unable to access surveys like this because of language and other barriers. This station is critical to this area and would provide a much needed link to other parts of the city and region in a safer and more reliable way for a greater number of residents. Thank you.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	The draft plan notes when the rail is at grade, elevated, or tunnel, but it is not clear if all of the proposals are out of the regular traffic flow. I think this is incredibly important and should be featured more clearly as a part of the plan.
NORTH KING COUNTY	More transit!
NORTH KING COUNTY	<p>This plan is a mishmash of politically selected projects that make no sense from a strategic transportation perspective. The amount proposed is preposterous, and the amount stated as the cost per household conflicts with reported data. I support light rail, but the key is to build it where it will make a difference and to provide a network in the urbanized area. Portland and Vancouver did that at a tiny fraction of our cost. Instead we have 30-40 mile suburban freeway-oriented intercity connectors, with long station spacing, no urban network, stations at freeway interchanges where no pedestrian would ever go, all for \$50B before debt service is factored in.</p> <p>The two Seattle tunnels are designed to ensure they are regional (not city) responsibilities, but both will have dramatically unbalanced flows resulting in extremely inefficient use of capacity. You're asking me ideological questions about rail vs. highway, but transit won't help if it's built in the wrong places, uses all our resources and fails to move the needle beyond 5-6% of regional trips. This is a love fest with mega-project developers and real estate interests that will gentrify the places it touches without making a real difference getting around.</p> <p>You have managed to leave out almost everything I think is needed - Kirkland to Issaquah, Cross-town on 45th in Seattle; while including some truly terrible ideas like moving the Renton Transit Center out of the downtown. You are proposing BRT on I-405 without investing in the infrastructure to make it work. You can't sell a package around "rail is good", you need to design a system that delivers real value to real transit customers, and those people have no advocate within Sound Transit.</p>
NORTH KING COUNTY	ST3 Plan should be withdrawn from consideration until at least 2024, when existing Sound Move and ST2 will be more complete and attraction of riders will be visible. 50 miles of light rail may prove to be sufficient given changing conditions on the roads, and that much is fully funded and authorized.
NORTH KING COUNTY	MORE LIGHT RAIL!!!! LIGHT RAIL VIA 520 FLOATING BRIDGE!!!!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	<p>I'd like to preface this by saying I ride the light rail train everyday to work.</p> <p>But the time lines for this are way too long. You can't simultaneously use the argument that mass transit is urgently needed due to congestion, or greenhouse gases or whatever else while extending the construction of high ridership lines, such as Ballard, out to over twenty years. ST2 I could stomach with its 12 to 14 year horizon, but this is ridiculous.</p> <p>And with the twenty plus years for Ballard, the draft plan include a horrendous drawbridge crossing. Meanwhile Issaquah and Everett get low ridership rail lines. I worry that in trying to make every voter happy, you're going to make a very big and very mediocre system and build it very slowly.</p>
NORTH KING COUNTY	<p>Why so LONG to implement!? We need a tighter construction timeline and simultaneous projects to get this all online quicker. 25 years is crazy. West / East traffic through the Seattle neighborhoods is in crisis. It takes me longer to get from ballard to u-district then it takes to get from ballard to shoreline! Ballard to u-dub line a must and should be part of this proposal.</p>
NORTH KING COUNTY	<p>Ballard needs to be fully grade seperated! And that line and west Seattle need to be the priority over extending the spine. Just look at the ridership the first weeks of U link!! Seattle cannot wait 22 plus years for these lines. It needs to be in 10.</p>
NORTH KING COUNTY	<p>I will not support this. It should be funded by the riders who use it, through fares. Do not add it to the already too expensive property tax. It is not my problem to fund a cheap system for a highly paid .com technology worker to get to work.</p>
NORTH KING COUNTY	<p>Thank you, thank you, thank you!</p>
NORTH KING COUNTY	<p>If you got all the money you wanted, how fast could you build light rail?</p>
NORTH KING COUNTY	<p>I'm a bit worried about the cost. \$200 per year in property tax increases alone is roughly a 4% increase for our household. Add that to cost of living and it adds up. I think this is the single reason some folks might oppose this. Other than this single reservation, I agree that we need to keep investing in public transit.</p>
NORTH KING COUNTY	<p>There NEEDS to be parking at light rail stations, especially if you want to reduce the number of cars on the road. It makes more sense to have commuters drive to a nearby station complete their trip via public transit than to that expect them to rely on public transportation for 100% of their commute. I've heard more than one colleague say they've given up on public transit and would rather just drive into Downtown Seattle than to deal with the no parking available situation at their nearby transit center, especially considering the drizzle often experienced living in the Northwest.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	<p>West Seattle, Ballard, and Bellevue need service faster than planned. West Seattle is already a nightmare.</p> <p>Sales taxes are regressive. I'd like to see income above certain amounts being taxed to build these projects. Poor people can't afford this as described.</p>
NORTH KING COUNTY	<p>I think it is a racial and economic justice issue to make people in South Seattle and South King County wait so long for mass transit improvements. These communities should go to the front of the line, given that they are on the receiving end of Seattle's housing affordability, gentrification and displacement crisis.</p>
NORTH KING COUNTY	<p>Why should Seattle residents support extending light rail in Lynwood, Bothel, Bellevue, etc. when the residents of these suburban cities already voted down metro bus improvements. This has forced Seattle to seek and obtain higher taxes to restore transit service within the city of Seattle. The regional transportation plan for light rail, highways, and rapid bus service should be funded by one plan so that suburban residents don't have the option to pick and choose where to fund parts of a regional transportation plan.</p>
NORTH KING COUNTY	<p>Need to speedup the timeline. My only objection to the plan is that it doesn't expand the system quickly enough.</p>
NORTH KING COUNTY	<p>Ballard to downtown Seattle light rail must be grade separated</p>
NORTH KING COUNTY	<p>One of the questions was "It's time for us to build light rail from Tacoma to Everett, and from the Eastside to dense neighborhoods like Ballard and West Seattle. We need to finish the whole system." I'd like to be clear that I strongly disagree with the Tacoma to Everett section of that statement and strongly agree with the connecting dense neighborhoods section. Our primary metropolitan city, Seattle, is watching its designated dense neighborhoods get over-developed and we need connection there WAY MORE than we need to worry about connecting the people who chose to live in the suburbs. Also, I'd like to mention that the timeline for those projects needs to be "fast-tracked". We need light rail in Ballard and West Seattle before the current apartment buildings are done being constructed. Tacoma and Everett can wait... people who live there and commute to Seattle chose that lifestyle/property price and can live with their decision by sitting in traffic until we get around to building their rail later. Finally: Bus Rapid Transit is an oxymoron. Please stop. It creates massive safety problems with merging in and out of bus lanes for cars and bikes. Seriously. Stop it with the bus lanes. We will gladly pay for grade-separated transit: a REAL mass transit system.</p>

NORTH KING COUNTY	<p>I chose Other because I couldn't select all 4 other options together. You timeline for completion is ice-age slow. This timeline will realistically not help anyone staring at moving outside Seattle, nearing retirement. You keep saying we need to invest in the future, but our taxes we pay out do nothing to help us today. You need to figure out how to shave 5 years off the timeline to West Seattle, design and construct the WSTT so that Ballard can come online at the same time as West Seattle. West Seattle residents are upset that the line will end at the Junction (you surprised me by saying you would tunnel there) and what of the residents of the southern part of West Seattle, White Center, Burien or north of Ballard proper? You are asking some residents to 'find Pluto with their naked eyes' with this timeline. It's horrendous! They will theoretically be paying taxes for you until they die and not have any direct benefit to show for it. You also have folks that are upset that Ballard is five years after West Seattle. I can see why they're upset. I still cannot fathom why you don't include employers by enacting an employee head tax. You proposed a decent ST3 plan, but it doesn't go near far enough. I am a fervent supporter of mass transit but this plan as it stands right now is a big fat NO vote for me, regardless of the fact that West Seattle is getting a stunted rail line, and unless you make some major adjustments to this draft proposal it will remain a NO. You have the power to change this. Listen closely to the people who will be voting on this. We can't afford to wait for the timelines you have proposed and you cannot afford to fail us. Seattle won't just blindly vote yes for something less than adequate by today's population numbers and this proposal has definitely given folks many reasons to vote no. Timeline being your biggest issue along with inadequate service to West Seattle and Ballard. Sorry, it sucks! I'm no numbers guy, but the folks at Seattle Subway seem to be. They proposed 30 years of taxes and they feel you can come up with much more than what you have proposed: Burien, Renton, Ballard to UW, a 'Metro 8' line, Lake City Way, Bothell/Woodinville. I'm inclined to agree. I can keep going on but know this, you're staring failure in the face if you cannot guarantee a speedier delivery of what our tax dollars are allowing you to do. I just hope I'm around to see and take a light rail trip to and from West Seattle to work, to Ballard, to UW sporting events, the airport. It's in your hands.</p>
-------------------	--

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

<p>NORTH KING COUNTY</p>	<p>I am in favor of mass transit, I ride it every day and would love to see it become better. I've traveled to other cities/countries and have experienced how great it can be.</p> <p>I will NOT support any measure that puts rail in the streets to be subjected to the traffic. That defeats the purpose. Look at the SLU Trolley. During peak hours I can in all honesty walk to Westlake faster from the Fred Hutch stop. I've seen 3 trolleys stacked up waiting along Fairview Ave. It gives the rail service a bad name and discourages people from using it. It is not an effective way to move people through the city.</p> <p>If you want a way to improve the reliability of the Rapid Line C, here's a tip that anyone who's ever driven around Seattle should know, don't have it cross Mercer twice! Extending the line is great and all, but that has to be most idiotic move of the last reorganization (and that's saying a lot given what a cluster the West side of Lake Union/Queen Anne is now). Why would you route a Rapid line through a known choke point? Until you prove that you can make rational, common sense decisions with our money, it will be difficult to vote in favor of any measure put forward.</p> <p>There is no reason for it to take 22 years to build a light rail to Ballard. That's inexcusable and too long term to garner much support.</p>
<p>NORTH KING COUNTY</p>	<p>Complete faster</p>
<p>NORTH KING COUNTY</p>	<p>As sad as it makes me that the portions of this system that would benefit me personally will not be completed in my working life, we need to get on with it! We should have done this 30 years ago.</p>
<p>NORTH KING COUNTY</p>	<p>The map is a gross simplification of the route. Where is it underground, where at grade level, where elevated? Are there any level crossings? How is the Link integrated with Metro bus service into neighborhoods? Are fares consolidated so that one can transfer without paying extra when moving from Link to Metro buses and vice versa? Where do commuters pay their fare? As best I can tell, Metro integration is largely nonexistent in this plan, which is astonishingly stupid if I am correct.</p> <p>You've said that light rail will bring wonders to the city and those of us who live here, but there is too little detail here to substantiate your claims. I hope you're right. But I need to see far more detail.</p>
<p>NORTH KING COUNTY</p>	<p>Support micro housing developments along transit corridors for this reason and their tenants lack of vehicle ownership. These are the Seattlelittes that make our city's wheels turn</p>
<p>NORTH KING COUNTY</p>	<p>The sooner the better.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	Overall, transportation in Seattle is simply abhorrent. It is in a state of emergency. I don't use public transit because it is slow and unreliable. Buses to/from Ballard have consistently left me late at night in the rain. I want to ditch my car so bad. But, until transit is reliable and quick, I am a part of the problem. Seattle is growing into a world class city and must prioritize the immediate completion of this entire plan - nearly no matter the cost, lest our city suffer choking on its own inability to support its citizens.
NORTH KING COUNTY	Don't let the light rail be hindered by other forms of transportation. the current light rail gets stuck in the Beacon hill area due to cars and pedestrians and such. If we are putting in a trail system it should be able to run at a fairly fast speed between stations without worry that a car will end up on the tracks or a person will walk in front of the light rail.
NORTH KING COUNTY	There are thousands of people commuting by ferry every day and there is no convenient way to connect with the rail stations. Shuttles should be incorporated to transport people from the ferries to the closest rail station or even to the closest buses that does not entail them having to walk straight uphill or walk for .5 miles
NORTH KING COUNTY	No more regressive taxes! Funding should come from raising the Estate taxes paid by the wealthiest 1% of Puget Sound residents and higher taxes on corporate income.
NORTH KING COUNTY	\$50B and no money for road improvements - all mass transit related, does not make sense. Your own statistics suggest population will increase by 1 million people in the next 25 years. To make ZERO investment in this plan to increase road capacity and spend the money entirely on busses and trains, doesn't make sense. We are blessed with a robust economy in this region, people who do well financially own and drive cars, often more than one, it is likely that there will be 1-3 million more vehicles regularly traveling our roads in the next 25 years - in my estimation ST3 is a gross misuse of our tax dollars, the plan seems to pretend we can get all of these new cars off the road by building more trains, and providing more busses, alone - we need more road capacity and \$50b buys a lot of road. It feels like the plan is to punish us into submission by not upgrading roads, or adding traffic capacity, while simultaneously allowing new construction with little to no parking. it's time we fact the facts that a significant portion of our population will always drive, and act accordingly.
NORTH KING COUNTY	Anything that can be done to expedite light rail to West Seattle would be good... Those poor people.
NORTH KING COUNTY	waiting years and years to get any help in west seattle makes this hard for me to vote for. the city taking away car lanes for bike has added more gridlock to the area. Give us some roads back and this can help too. not everyone is able to ride transit or bikes
NORTH KING COUNTY	The plan as it stands is for a suburban commuting solution. Not a good plan. This doesnt remove the need of a car for most of these stops. It just creates less of a need for cars during commuting hours. This plan is located on freeways, built around parking garages and park and rides. These need to be placed in dense areas like capitol hill, south lake union, ballard, etc. Take the 8 bus, turn it into a subway and Ill support this. Otherwise Im voting no. The plan needs to be for people to use it for things other than commuting.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	With all the current constitution Ballard light rail needs to moved up. We can continue with the rate of people and wait 20 years
NORTH KING COUNTY	I agree with developing ST to the areas listed. But PLEASE don't forget about other existing areas. While Aurora-Licton Residential Urban Village has Rapid Ride E line, we have poor east-west commuting. I have to walk 10 blocks to pick up an E-W bus - yes, I can travel south on the E line and transfer at 85th, but when one is carry groceries/parcels, it is challenging at best. So I use my car. The entire system needs to be looked at: sidewalks, which we do not have a contiguous connection so that I can walk down to Greenwood or 85th. If you want the support of the public, the existing infra-structure needs attention. Ignore it, your proposed measures won't pass. Listen and respond to the citizenry. Having a "conversation" means just that - give and take - not just the bureaucrats telling us what we are going to do.
NORTH KING COUNTY	Light rail from Ballard to Seattle above grade and make a route from Ballard/greenlake to uw
NORTH KING COUNTY	Projects should be reprioritized and sped up by spending more money.
NORTH KING COUNTY	Downtown Seattle to Ballard must be grade-separated rail. West Seattle, Ballard, Ballard to UW, Northgate lines should be highest priority for light rail. High density, walk-able neighborhoods like Capitol Hill will have more people willing to make the switch to using light rail and will be using it all hours of the day, not just during the morning and evening commutes.
NORTH KING COUNTY	Keep going! super positive about your approach and progress. congratulations on Cap Hill Link station.
NORTH KING COUNTY	This proposed plan includes Billions of tax payer dollars spent and it appears doing things like adding light rail to communities like Redmond for example only reduce peak travel time by 5-10 minutes (not much value add relative to \$\$ spent) but will INCREASE travel time during off peak hours.  WHY WOULD WE CONSIDER INVESTING BILLIONS IN TAXPAYER MONEY TO MAINTAIN OR INCREASE TRAVEL TIMES??????? This is ridiculous!!
NORTH KING COUNTY	There need to be express routes added like European cites. That would be my number one priority. Sidings and switches need to be added to the core network. Examples would be occasional Downtown to Airport with no stops and visa versa. It should not take 40 minutes to get from downtown to the airport. Make the system faster to get to and from the airport and ridership will skyrocket. You can still drive to the airport from downtown in less time at all times except rush hour morning and evening.
NORTH KING COUNTY	Ballard is one of the most dense areas in the region, and yet you are making us wait last for ST3. We were promised a line to Downtown and told we should not support the Ballard/West Seattle Monorail which would have been built by now. This is all politics not what neighborhood needs ST3. 130 NE is not dense-Ballard is dense! This is unacceptable.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	I would like to see more emphasis on mass transit tying in with multi-modal transit (walking, cycling, carpool, local buses, etc.) This would give us a "whole" solution that would address a much larger portion of the population and show a complete plan to tackle congestion, traffic, and improving conditions in the region.
NORTH KING COUNTY	Not <i>*only*</i> should we have been able to build light rail between ballard and the UW in 25 years, but 25 years? WTH? I would gladly double and possible triple my payments to get this in 15 years. Certainly triple my payments to get it in 10 years.  I know you guys have put a lot of time into this, but if you want to ask questions trying to figure out how to focus your campaign, maybe do more research about decreasing the timeline at the cost of getting more money. I bet people would be happy to make that tradeoff.
NORTH KING COUNTY	You have not approached this plan from a best practices in transit planning perspective. The corridors you have chosen are not the ones with the highest ridership that will allow exponential access to transit via a connected transit network in areas with density to support it. You have completely disregarded Ballard to UW. I will be dead by the time this would ever be built as a subway, and already route 44 is crush loaded. With this corridor there would be multiple points where bus transit could intersect with the line, multiplying manyfold the riders that could use it. The same principle is why a 130th station should have been included all along. And Ballard to downtown Seattle is at grade in perpetuity, and Belltown is excluded. It's not worth the billions to build what you think looks good on a map but will be of very little benefit. Also, you make an assumption in this survey that BRT costs much less than rail. This is not necessarily true; in our region where ROW is very constrained, to build separated BRT that doesn't get stuck in traffic costs about the same as rail. Please change to using correct transit planning principles, since you are a transit agency. Many of the questions couldn't be answered in the way I wanted them to because you didn't ask the questions correctly, so I had to say "Don't know" which is frustrating too. Thank you.
NORTH KING COUNTY	taking away existing traffic lanes for cars and replacing them with transit does not solve our curret traffic issue
NORTH KING COUNTY	The motor vehicle excise tax is likely to be one of the main points of contention for this proposal. People who drive vehicles instead of taking public transit for their daily commute aren't necessarily doing it because they don't have great public transit options; they may just want their own private transportation. A motor vehicle excise tax is easy to see as a punishment for people who don't want a lifestyle that revolves around communal transit. A higher sales and use tax would be better, and if possible a property tax for the neighborhoods receiving improved service would be better - you could argue that these improvements increase the livability and therefore value of residences in the area.
NORTH KING COUNTY	I would gladly pay more per year for these light rail projects to finish earlier.
NORTH KING COUNTY	N/A
NORTH KING COUNTY	I will not vote for the plan unless some other way is found to pay for the project other than putting the cost on the backs of home owners. I will actively campaign against forcing home owners to foot the bill again

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	<p>RE: questions 12 and 13 above. I am a strong advocate of public transportation and use Link Light Rail daily to commute back-and-forth to work. I find the cost reasonable and it's extremely easy to use. However, I am deeply concerned about a 25 year timeline. That does not speak to a sense of urgency. Secondly, we need to stop being asked to fund projects of public benefit via property taxes. I am reaching the saturation point. And I think it's disingenuous of Sound Transit (and you're not alone in doing this) when you say "it will only raise your property tax about \$200." That's \$200 on top of recent parks levy, on top of the universal pre-K program, on top of... You can't keep asking people to do this. As I said, as reliant as I am on Sound Transit I can't keep heaping this tax burden on myself. You need to find another revenue source.</p>
NORTH KING COUNTY	<p>We are way behind on our transit build-out. The problems of parking, livability, affordable housing, and homelessness can all be alleviated - somewhat - by a fast, efficient, comprehensive mass-transit plan.</p> <p>Also, when I ran the Mercer Island Half Marathon it was painful how limited and disconnected the transit map is -- ST offered a 'free ride' to the race -- but you can't get to Mercer Island from Ballard and Metro wouldn't honor your 'free ride with the race bib' offer so we ended up driving. Shame.</p>
NORTH KING COUNTY	<p>Racial equity for SE Seattle is important.</p>
NORTH KING COUNTY	<p>Ballard is exploding and with it, transit is already limited and very crowded. Please help!</p>
NORTH KING COUNTY	<p>I will vote NO if the words "at grade" are included for any of the light rail proposals.</p> <p>I will vote NO if the word "enforcement" is NOT included in any of the BRT proposals.</p> <p>I will vote NO if ST continues to spend money on the expansion of comuter rail - the current cost of over \$10.00 per ride???????</p> <p>I will vote NO if there is NO commitment to correct admitted mistakes on existing BRT routes.</p> <p>I will vote NO unless there is some rational explanation of why ST continues to use 19th century technology on the light rail projects - See SKY-TRAIN in Vancouver, BC which has been using automated systems since 1986!</p>
NORTH KING COUNTY	<p>Light rail makes perfect sense in the dense parts of Seattle and the Eastside, but it's an expensive boondoggle in the the more sprawling areas of the region. Completing the spine seems to be the Prime Directive for Sound Transit this round, but achieving that goal would be a huge waste of money given how few people would use it. More regional bus service would be a much more cost effective solution for the sprawling suburbs. If there is to be a third Sound Transit package of improvements, light rail should be limited to King County only (and maybe Tacoma proper).</p>
NORTH KING COUNTY	<p>There must be a way to get the Downtown to Ballard line completed before 2038. 22 more years of growth in the area will only further entrench auto dependency in the area.</p> <p>Ballard to UW line should be constructed instead of just studied. Ballard is a significant destination with a population that is continuing to grow at a rapid pace. The east-west corridor between these destinations is extremely difficult to navigate in a timely manner.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	The execution plan seems a little bit backwards. With proposed development to increase urban density why is the focus on everything BUT the urban density? That is the last phase of this proposal. This is also the group of people most likely to consistently utilize public transportation - including taking their children to/from daycare on public transportation. Outlying areas seems to have more instances of commuters driving because of family obligations not serviced by public transportation.
NORTH KING COUNTY	With recent changes to existing bus services that DECREASE existing service, improving rapid transit to many neighborhoods is much more urgent.
NORTH KING COUNTY	Seattle disproportionally pays for transit, but is the lowest priority based on completion dates in the ST3 draft plan. For that reason I oppose the plan.
NORTH KING COUNTY	Sound Transit needs to read this: <a href="https://www.theurbanist.org/2016/01/11/ballard-spur-and-metro-8-subway-serve-seattle-better-than-interbay-light-rail/">https://www.theurbanist.org/2016/01/11/ballard-spur-and-metro-8-subway-serve-seattle-better-than-interbay-light-rail/</a>  This article expresses my shared feelings about ST3 and the incredible missed opportunity being put forward. There is still time to get this right, so please incorporate the Metro 8 Subway line and UW to Ballard. It would connect more people for less money. As ST3 stands, I cannot support it.
NORTH KING COUNTY	Keeping fighting for it. We support you.
NORTH KING COUNTY	Why do we need a new tunnel in downtown Seattle? Why can't the Ballard/West Seattle light rail use the same tunnel we have now on 3rd? Too crowded? Get the busses back up onto the street and make the 3rd ave tunnel exclusively Light Rail. This would save a ton of money and disruption of business.
NORTH KING COUNTY	This should be funded by a state income tax so that the rich pay a larger proportional amount than the poor. Even though I am a strong supporter of light rail I will not vote for it if it keeps increasing my property taxes which are already way to high.  People should have the ability to transfer from the bus to light rail by transfers for those who pay cash. This would make the light rail more accessible for the poor.
NORTH KING COUNTY	I support the sales and motor vehicle taxes to make this project happen but the raise in property taxes is too high.
NORTH KING COUNTY	takes way too long - I'd support if it were complete in 5 years
NORTH KING COUNTY	Transit has to be faster and more reliable than driving, or middle class people won't use it. To support this, trains/buses need to run every 6 minutes or less, we need housing and building density to get the population to have enough demand to use frequent service, and trains/buses must be separated from traffic so they are not affected by traffic. Get rid of the roads that currently cross the light rail tracks. Strictly control the number of stops and transfers. Stops and transfers increase total travel time.
NORTH KING COUNTY	Companies developing the SLU area should be involved in creating public infrastructure to cope with the increased usage of Mercer St. Offering services limited to employees of thees companies should incur a tax.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	I see this package as disproportionately benefitting the people who are going to vote against it out in the suburbs and not doing enough in the Seattle core where people will be more likely to vote in favor of it. I also find the idea of the "average homeowner" intellectually dishonest without disclosure of what the "average numbers" are that you are assuming. Again, those of us in Seattle are paying for our access to a dense, walkable and transit friendly life with higher real estate costs per square foot than our suburban brethren and we pay again (and again and again) with our property taxes for these systems that grant us relatively small benefits. Let's put the resources where there is the strongest community support (both in dollars and votes). Let's not continue to support and mitigate the sprawling, horrible developments east of Seattle that are slowly (but surely) eating away at the last bits of rural land and lifestyle within King County.
NORTH KING COUNTY	I don't think the time it will take to build this proposed light rail system is acceptable. We need this level of transportation sooner than 25+ years from now. God knows there are going to be delays, and at 24 years I don't want to have to wait until retirement to enjoy being able to get places easily.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

<p>NORTH KING COUNTY</p>	<p>While I realize that this question is specifically about the draft plan, there appears to be no other place in this survey to explain why I do not currently support the draft plan or any other expansion of Sound Transit:</p> <p>I do not support any further expansion of Sound Transit, due to the data handling policies of the Orca Card system.</p> <p>Specifically, I believe that the long-term retention of Personally Identifying Information (PII) - including region-wide travel patterns - is completely unacceptable, especially considering sections 12, 13, and 14 of the Privacy Policy state that this information may be shared among several regional agencies, that the retention period for this data is "for as long as they believe it useful", and further state that this data is a matter of Washington State Public Record.</p> <p>While I understand that minimal protections exist against the release of PII, and some options still exist for anonymous travel (e.g., drive a car, or pay cash for buses), I am unable to support Sound Transit until a more acceptable privacy policy is adopted. Honestly, I don't believe this type of indefinitely-retained, large-scale, personalized tracking of individual travel patterns <i>*should*</i> be legal, at least for a public agency whose data is beholden to public records laws. Legal or not, it's certainly not a good idea, and could present a significant danger to some at-risk individuals if that data were to ever be made public via hacking, social engineering, or any other means.</p> <p>I'd like to see Sound Transit adopt a policy more in line with the privacy protections of the Oyster card in London, which discards data about individual trips after 8 weeks. [<a href="https://tfl.gov.uk/corporate/privacy-and-cookies/oyster-card#on-this-page-2">https://tfl.gov.uk/corporate/privacy-and-cookies/oyster-card#on-this-page-2</a>] Aggregate, anonymous data is retained for longer time periods, and seems to fulfill all the needs they have for "monitoring the functionality and performance of the system".</p> <p>I have taken public transportation in the Seattle/Tacoma/Everett region for my entire life, starting while I was still in grade school. I have used various iterations of bus passes over the past 30+ years, and have enjoyed the convenience they offer. When the Orca card was introduced, and the Puget Pass retired, I purchased roughly \$800 worth of bus tickets and used them until they were gone. Now, I use cash only. Public transportation in this region has never been <i>*less*</i> convenient for me than it is today, as a result.</p>
<p>NORTH KING COUNTY</p>	<p>We are 50 years behind in rail commuting. We need more rail YESTERDAY. This will drive our regional economy, save people time, reduce our dependence on our roadway, cleaner environment and it's simply the right thing to do. It should have been done in the 70's! For such a high tech,, modern city, we are so behind on issues of infrastructure etc.. more rail now!!</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	<p>Where was this plan 25 years ago? Shameful. Not your fault I suppose. Puget Sound has hung its hat on a mediocre bus-as-transit solution for years and to me buses aren't "mass transit" and never will be. Buses are inner city street solutions.</p> <p>I would like to see Ballard connected north to 145th.</p> <p>I would like to see a spur up Lake City Way.</p> <p>I would like to see a plan that gives preference to people that have chosen to live in densely populated areas. Too much focus on Lynnwood and Woodinville, not enough focus on making Seattle and Bellevue move efficiently within themselves. This plan further rewards the suburban model which f**ked us in the first place. A Ballard to University connection is more important to me and could serve my current situation better than this "Everett to Tacoma" vision. Yet, the Ballard-UW line is only budgeted for a study. Weak.</p> <p>My current live/work situation is not compatible with this plan but it does not keep me from understanding its importance. I try to bike most days, it's faster than a bus.</p>
NORTH KING COUNTY	<p>Transit oriented development around stations needs to be a priority. I lived in The Bay Area, where the Daly City BART is surrounded by a small city of parking garages. Even if you manage to find a spot, it takes 15 minutes to walk to your car. It just stifles the business district, which could have been much more robust. The new Capitol Hill station is so exciting, because there are already places to go within walking distance of the station. I am on Beacon Hill, and it is just now starting to have some destinations that make riding the train attractive.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	<p>I have multiple comments that fit into all of the categories:</p> <ul style="list-style-type: none"> <li>* The Graham Street station was included in the original Sound Transit proposal. It is an infill station that, presumably, has already been partially or wholly designed. There is no earthly reason that completion should be pushed out another 20 years, especially considering the positive impact such a station could have on economic mobility for communities of color in the area</li> <li>* 28 years for a Ballard-Downtown line is unacceptable, as is one that is at-grade for half the route. We needed this line five years ago. This type of half-hearted proposal isn't just bad policy, it's bad politics when it comes to locking down votes in Seattle.</li> <li>* Spending almost a billion dollars on parking on the front end of the package takes away funding from far more worthy projects later on. I would urge you to reduce and more appropriately phase this amount.</li> <li>* Even as the last project in the package, there is no reason to send light rail out to Issaquah. There are so many other crucial routes like Ballard-UW or Bellevue-Kirkland - where those funds could be better spent.</li> <li>* It honestly doesn't matter terribly to me, but pushing Lynnwood-Everett out to 2041 seems very risky when it is the only project that Snohomish County voters have to look forward to.</li> </ul>
NORTH KING COUNTY	The timeline for Ballard-Downtown, as the best project from a cost per rider basis, should be accelerated!
NORTH KING COUNTY	I HATE the way bicycles have made our sidewalks hazardous to pedestrians. I will NEVER vote for bicycle rights/access/anything, and am very sorry I supported this effort under the guise of 'green' (progressive), when it has actually served to give license to ridiculously dangerous sidewalks on our downtown streets. This is one of the reasons I drive as close as I can get to work and stay away from metro buses because they require some walking!!!!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	<p>Overall the timeline is unacceptable. Light rail to West Seattle and Ballard needs to happen much faster. Infil stations are inexpensive and should happen as soon as possible as well.</p> <p>Full funding for 130th street infill station should be. Included. Ways of having this station open concurrently with Lynnwood Link should be investigated.</p> <p>Ballard LRT should be fully grade separated.</p> <p>Lynnwood to Everett LRT should use SR99 or I5 rather than serving Paine Field. The deviation is far too expensive for the projected cost.</p> <p>Bellevue to Issaquah LRT is of limited benefit for the cost. If it cannot serve South Bellevue P&amp;R it should be deleted in favor of BRT to Bellevue and Mercer Island.</p> <p>LRT between Kent/Des Moines road and Tacoma Dome should use SR99 rather than I-5</p> <p>Sounder commuter rail to DuPont is a waste of money. BRT/Express Buses can serve the same travel needs at less cost.</p> <p>HCT to Orting will never be cost effective. The money should be used on further advancing planning and engineering for Ballard/UW LRT.</p> <p>The overall project list should be prioritized based on cost effectiveness. Sub-area loans should be used to build the most cost effective projects faster.</p> <p>A deal like LA cut with the Federal Government for loans should be investigated to allow rapid construction of ST3.</p>
NORTH KING COUNTY	<p>You should add a Sounder or Light Rail Station from Enumclaw to Issaquah/Bellevue or to the Auburn Station. This is an area that could house thousands of people if there was an easier way to commute to work / larger cities.</p>
NORTH KING COUNTY	<p>although i am unable to use mass transit because of my job (i'm in outside sales and am required to drive my car around) i am in complete support of any mass transit because it's something this region has needed for well over a decade. i would use it all the time on the weekends and weeknights when going to events or just wanted to go downtown or somewhere i might avoid due to traffic issues. it really is a win-win for all involved!!</p>
NORTH KING COUNTY	<p>Build it faster.</p>
NORTH KING COUNTY	<p>Thanks for your hard work! Go for it!</p>
NORTH KING COUNTY	<p>The order in which some of the light rail projects get done should be changed. Higher density areas such as Ballard and West Seattle should not be 22 years away. In general, I fully support additional light rail services.</p>
NORTH KING COUNTY	<p>A 25 year plan is just unrealistic. Sorry to say... given the past projects/plans, I have no faith that such a long plan would even come close to be completed on time or within budget. I would much prefer to see a series of smaller projects with well defined budgets. If you started to do those on time and within budget then I would start to have some faith and consider longer term projects.</p> <p>Thanks for listening.</p>
NORTH KING COUNTY	<p>Just do it!!</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	I am a hardcore supporter of transit. What really makes this plan iffy for me and may vote against it is the fact that it is more focused on outlying suburbs and the time for completion is outlandish. The cost is not a factor for me. I will support almost any tax for improved transit service. Transportation between Everett/Tacoma and Seattle should be focused on Sounder rail, not light rail. Making these light rail segments so long will kill the reliability and usefulness. We need light rail in the dense core of the city. Seeing that Seattle only gets Ballard to West Seattle by 2041 is absurd. We need to connect the dense parts of the city before gaining a few thousand riders from Tacoma, Federal Way, Everett, Issaquah, etc. The BRT along 405 should be rail instead considering how terrible 405 is. This should also be prioritized over serving far-flung, non-dense cities for commuting purposes only.
NORTH KING COUNTY	I thought we just approved additional funding/taxes do the graham light rail station. Feels like double dipping. Paying twice. Did we approve it or not?
NORTH KING COUNTY	When considering the study to link West Seattle light rail to Burien I think considering a Delridge path to better serve low income communities should be considered above routes that would serve higher income communities. Also, underground is preferred to above ground in that case. It is not equitable if high income communities get their rapid transit underground and low income communities have to deal with complications of having the transit above ground.
NORTH KING COUNTY	Eliminate the additional property tax from the project funding-- enough already with taxing homeowners. Propose BUSINESS TAXES on large corporate entities (ie: the employers like Amazon, Microsoft, Boeing, Nordstrom, etc. who stand to benefit most from reducing travel-times to work) and DEVELOPER TAXES because it's the new, massive apartment/condo dwellings that increased transit service will most likely serve.
NORTH KING COUNTY	I only ride a bike. The less traffic the better.
NORTH KING COUNTY	Ballard has got to be one of the fastest-growing neighborhoods with the least accessible routes, and I can't believe it makes sense to do that last, especially when the route is one of the shortest into downtown!! Ssme for west Seattle!! That's crazy.
NORTH KING COUNTY	Train service from yuk will station to skyway to downtown Renton to maple valley. Encourage more growth along coal creek and sunset between Renton highlands and issaquah
NORTH KING COUNTY	It's about time. This should have been done 30 years ago!
NORTH KING COUNTY	Although this is just the ST portion of the vision for 2040, it is important to make sure that the general public know that getting people from the various Light Rail and Train stations will fall to the regional transit service in that county, and Metro Transit/King County is definitely planning for 2040 now, in conjunction with everything that our friends at Sound Transit are/will be proposing. By working together, riders will see frequency of service improved and a shorter commute to their end destination.
NORTH KING COUNTY	Encourage all companies to allow as many employees as can to telecommute.
NORTH KING COUNTY	Ballard should be tackled much earlier than 22 years from now.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	This is such an important plan for us to move forward with and an example of a good way to spend tax dollars. We need to fix the quality of our lives and take it seriously. The light rail is a magnificent work of engineering art and we need these stations on the east side fast. The highways are a mess and HOV lanes are not helping anyone get anywhere faster we really need public transportation to have right of way on the freeways.
NORTH KING COUNTY	<p>We desperately need Ballard to UW light rail- even more than Ballard to downtown. Minor improvements to rapid ride could make Ballard to downtown pretty good - but there simply aren't enough lanes to make east-west travel tolerable.</p> <p>A train tunnel from Ballard to the UW would be the fastest route at any time of any day, and at rush hour, not even a comparison. This is what we want from transit - to go faster and more reliably than in our cars - why aren't we building the route where we could most easily beat car travel times?</p> <p>Additionally, Wallingford and Fremont are dense, walkable, destination neighborhoods that desperately need improved transit.</p> <p>We need to build Ballard to UW, or at the very minimum, build the Ballard station to accommodate a future east-west connection.</p>
NORTH KING COUNTY	<ol style="list-style-type: none"><li>1. More taxes on car use to represent the true costs to the Seattle community ASAP and give the reasons why it is being done.</li><li>2. Change traffic patterns to enhance the speed of buses versus speed of cars.</li><li>3. Survey could be improved - use - 3 to 4 times per week.</li></ol> <p>Thanks!</p>

NORTH KING COUNTY	<p>I am not a believer in light rail. It is slow to build, expensive to build, and offers no flexibility in the face of changing communities.</p> <p>I am a major believer in self-driving cars. Henry Ford once said if you asked people what they wanted they'd ask for a faster horse. I believe that light rail is a faster horse. It's the past. Seattle should be looking to the future.</p> <p>I am desperate to see a full study on what Seattle could look like with self-driving cars. What would Seattle look like with \$50,000,000,000 invested in infrastructure for self-driving cars? I don't know. You don't know. Nobody knows! I can not in good conscience vote in support of ST3 when I do not believe that alternatives have been fairly discussed. I'd like to see Google put together a vision for Seattle's future. What do they think our city could look like? If they put together a vision and side-by-side ST3 looked better then I would vote for and support ST3 without hesitation. But not until other options are explored. Because they've not yet been explored.</p> <p>My belief is that if all cars were autonomous tomorrow, if we could flip a switch, then our existing infrastructure would double if not triple current traffic flow. No more accidents on rainy days. No more rubbernecking. No more slowdown on I-5 north past the 520 on-ramp because of a hill. A hill! Traffic slows down every day because of a HILL. It's insane. The list goes on and on.</p>
-------------------	---

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	<p>I'm not sure the plan prioritizes the Lynnwood to Everett link enough, but that's okay, I still support it. It's good to see something happening on this front.</p> <p>I think the best model is to focus on moving people into and out of downtown Seattle (and maybe Redmond also). If you complete the link from Everett to Seattle and then to Tacoma, and build ample parking at all the stations, the model can work as it does in DC: Drive to the station, light rail from the station to downtown, walk the last bit.</p> <p>Extending that: if your average daily trip is a few miles (to the station), electric cars become more practical. Bikes are more practical.</p> <p>For north Seattle, I think that, rather than squabbling over which neighborhoods to connect first, we concentrate on putting together the backbone of the system on the I5 corridor. Looking at a map of the Puget Sound region, (and neglecting the East side) rail is a great fit. Most people live within a few miles of the I5 corridor. Neighborhoods like Ballard could easily be connected to the backbone via buses.</p> <p>As far as the East side: the east side is plagued by NIMBY, which is a big part of why none of the roads there quite work... No one wants traffic running by their house. Everything we do on the east side will be a struggle where everyone's a squeaky wheel. While I think it's pragmatic to connect Redmond quickly, (lots of people commuting to Redmond) I think that the only reason Issaquah is being included in the plan is those squeaky wheel types, who are going to make it a living hell to actually build the thing. See comments about neighborhood-centric approach above. (Frankly, I think the East side sort of deserves the traffic mess they've cultivated.)</p> <p>I also suspect that you'll get higher ridership building in places where the average person doesn't drive a BMW. --Just a thought.</p> <p>As far as buses: I don't know all that much about the bus system here. When I've used it, I've found it extremely cumbersome and slow, largely due to traffic. I know there have been improvements, especially along 99, but I haven't heard of anything radical enough to make me consider riding the bus. I suspect that buses should prioritize low income areas and important connections. If you set your buses up so that every bus connects to light rail somewhere near the midpoint of the route, you can get a lot more use</p>
NORTH KING COUNTY	<p>I would like to see more emphasis on urban core transit improvements. Getting to-and-from work while living in Seattle is relatively easy via transit. Living without a car in Seattle is not easy except in a few select areas; doing errands and getting from any arbitrary point A and B is time consuming and the transit coverage is uneven. When I lived without a car for a few years in Seattle, I estimate that I was adding 3-5 hours worth of transit time weekly that I now save via car ownership. This is supposed to be a city. The investment in any given regional area should be somewhat proportional to the population density of that area.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	I think Seattle as the biggest and densest residence/employment center needs more light rail/subway connections. Extending the link far away is fine, but one should also connect the densest areas closer before 2040. Maybe that does not have to be Sound Transit task though.
NORTH KING COUNTY	We should be considering a future where self driving cars are the norm when planning 10-20 years out. The time it takes to get to downtown from the airport is too long because of the number of stations between those locations and the slow speed of the train itself. The rail should be considered for longer range travel with fewer stops, not stopping in each neighborhood. Let buses, ride share, and other emerging technologies handle the short distance work.
NORTH KING COUNTY	Please serve the city of Seattle first. It is densely populated and we need better services within the city limits.
NORTH KING COUNTY	Everything I have read about a west Seattle rail line is that west Seattle will not now or in the future support the ridership numbers that rail requires. Meanwhile corridors like Ballard to UW and Lake City Way are not even part of ST3. The proposed expansion within Seattle in ST3 SMELLS. It smells bad, and seems to be based on political expediency instead of current and projected growth patterns. You need to share the data upon which you have based your assumptions.
NORTH KING COUNTY	Can we complete it in half the time for 100 billion?
NORTH KING COUNTY	Why are you planning ST3 without acknowledging the impact that autonomous vehicles will have on EVERYTHING. If you are dismissive of this fact then you are misinformed. Any kind of train or transit that is on a fixed path will be obsolete before ST3 is completed in 25 years.
NORTH KING COUNTY	New York City opened their subway system in 1904. It has been over a hundred years since they did it and we are just now proposing this? We need to catch up with the rest of the country!
NORTH KING COUNTY	Just wish it was here already / could be done faster! :(
NORTH KING COUNTY	Why does it have to be one huge plan? I think it would make much more sense if it was split up and the communities that benefitted directly from the improvements helped pay for them with local levies.
NORTH KING COUNTY	I am 68 and retired. I live near the light rail station on Capitol Hill and am delighted that it is finished. I did not complete most of this survey as the timeline is likely beyond the time period that I will be using transit but I am very willing to pay my share. I do think that there needs to be an emphasis on bus transportation beyond the light rail stations. I do not support having parking lots. A bus or shuttle between the VA hospital in Beacon Hill and the Beacon Hill station would be a big help for our family.
NORTH KING COUNTY	The timeline is weak. Please speed it up. I would gladly pay double in taxes to get it done in half the time. Also, a rail line along Lake City Way would be great.
NORTH KING COUNTY	Start the Ballard to downtown line sooner!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	As a small business owner the issues of traffic are of primary concern to my employees. We're looking to expand and upgrade into new office space, and commute distance is what everyone seems to care about the most. Just getting from one side of the city to another is an issue for my employees. We're having trouble staying within the area because of this issue. It's costly, troublesome, and we can do better.
NORTH KING COUNTY	Speed this up!!
NORTH KING COUNTY	<p>The average person has to have an incentive to use transit, even if no one else does. Which means that busses that sit in the same traffic the person would drive in are of basically no use (only if the person can stop owning a car does that help) So the only transit that really matters for reducing traffic is transit that has it's own right-of-way. So "shoulder/designated lanes" work, as does light rail.</p> <p>Because of those reasons, I really only support the rail (and busses on shoulders) projects.</p> <p>Pointing out how we don't have enough roads just makes me pissed off at the fact that we can't build any damn roads. It doesn't make me support transit, it makes me support building more roads. So raising those points would seem to be a persuasive mis-step.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

<p>NORTH KING COUNTY</p>	<p>First, many of these questions are really two questions put together that have different answers, making them useless. For example, there are questions on supporting buses vs. light rail, but there's no way for me to specify that I strongly support Light Rail over buses in the city, but prefer commuter rail and buses regionally. I must either answer that I don't like Light Rail (even though I do), or answer that I support it for the whole region (which I don't).</p> <p>Likewise, a question like "The ST3 draft plan would cost the average resident in Puget Sound approximately \$200 per year, or about \$17 per month. How supportive of this plan are you?" gives some confounding information about taxes, but then only asks about the draft plan independent of taxes. I strongly oppose the ST3 draft plan, but I'm fine with the taxes, in fact, I would support a good plan with significantly higher taxes. This information isn't captured in the survey, however.</p> <p>I will not be supporting ST3. It wastes tons of money building relatively-slow light rail lines so long they will be impossible to operate efficiently or reliably instead of focusing on expanding Sounder or other commuter rail service for longer runs, while at the same time building hardly anything in the core where it would be useful.</p> <p>What a wasted opportunity. I only hope that when this measure fails, which it clearly will, Sound Transit doesn't learn the wrong lesson. The problem with this measure isn't that it's too big, it's that it's using its large size to build the wrong thing in almost every case. The right package is: Light rail from Ballard to UW, and also from Ballard to Downtown via Fremont and Queen Anne hill (NOT interbay). Longer running Sounder/Commuter Rail service between Tacoma/Lakewood, Seattle and Everett even if it means building more tracks. Light rail from Seattle through Bellevue to *downtown* Kirkland (NOT Totem Lake). Express buses from elsewhere on the eastside to feed into the Light Rail line. The draft plan is almost completely the opposite of what should be done. How did this happen?</p>
<p>NORTH KING COUNTY</p>	<p>Parking - Lots are not safe - Theft is high and transient harassment prevents me from any desire to use your services. I would rather see \$\$ spent on Law enforcement and the the judicial (criminal) Courts.</p>
<p>NORTH KING COUNTY</p>	<p>sure wish there could be more, we need it yesterday.</p>
<p>NORTH KING COUNTY</p>	<p>My husband and I are retired seniors. We are planning on using the free ORCA card tomorrow to see if we can get from Lake City to UW Light Rail to downtown to SeaTac AND back. It will be interesting to see our times. If it works out we will probably get ourselves an ORCA card and use public transit. It should be only a couple of block walk between home and bus and vice versa. Keeping our fingers crossed.</p>
<p>NORTH KING COUNTY</p>	<p>Focus on light rail think about where the density will be add cross town or circular light rail network</p>
<p>NORTH KING COUNTY</p>	<p>If you notice on holidays there is less traffic. Why not stagger Federal and State worker hours to get them off the road during prime time. Hey that would even mean we wouldn't have to take time off work if those offices had earlier and later hours where the public could take care of business! what a concept!</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	build grade separated light rail everywhere!
NORTH KING COUNTY	Build this instead (for Seattle): <a href="http://seattletransitblog.com/2015/11/30/an-alternative-for-st3-with-something-for-everyone/">http://seattletransitblog.com/2015/11/30/an-alternative-for-st3-with-something-for-everyone/</a>
NORTH KING COUNTY	<p>Ballard to UW should be included. The whole "complete the spine" is worthless.</p> <p>As currently constructed, I will not vote for ST3. I have voted for every other transit measure in the last 20 years, but the bloated, suburb-heavy ST3 will not see my vote in November.</p> <p>As a Seattle resident, I support rejecting this measure and Seattle breaking away from Sound Transit. We can't wait 22 years for light rail to the neighborhoods with the most density in the state. Link to Paine Field? Give me a break.</p>
NORTH KING COUNTY	Need to move faster. If that means requiring more money, we need to increase the tax burden on our most wealthy residents. I'd be strongly supportive of the plan if its finalization was not a quarter century away.
NORTH KING COUNTY	Ballard-Fremont-Wallingford-UW line needs to make this list. There is no good east-west route across town by car or transit.
NORTH KING COUNTY	<p>The Ballard and West Seattle lines need to go much further into those regions, at least to 85th and White Center.</p> <p>Freeway alignments do not encourage TOD and should be avoided.</p> <p>Graham street station should have been built in 2009.</p>
NORTH KING COUNTY	Get it done I'll be glad to pay
NORTH KING COUNTY	I strongly support the affordable housing inclusion
NORTH KING COUNTY	MLK represents a choke point in the Light Rail system. Whenever a car vs. train incident occurs on the tracks between Mt. Baker and Rainier Beach, the whole system is affected. There are roughly fifteen places where streets cross the tracks at grade along MLK. The system may well be expanded to the furthest end of the region and be crippled by an accident that could have been prevented with a more aggressive approach toward safety. This system has the potential to be great but it can't be kept vulnerable to accidents on tracks at grade. These incidents occur frequently.
NORTH KING COUNTY	<p>Delivery is way too slow. Service absolutely needs to include capacity for express trains. Trains should not be run along freeways for 3 reasons. 1. Often this is not the most dense part of a city. The train should stop in dense, walkable areas, and areas near freeways are inherently not walkable. 2. Trains should encourage density directly next to the stop, not an expense of freeway. People don't typically want to live next to a freeway (which is noisy and dirty), so density near freeway stations will be a challenge. 3. Trains should provide a transit alternative. An alignment that exactly mirrors an existing transit option is not much of an alternative.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	Rant alert: I'm an American, and close to 60 now, but having spent much of my 20s and 30s living and working and riding transpo in Berlin (both sides, but mostly in Westberlin), Hamburg, and even in the very provincial Göttingen, we need to pull up our huggies and be an all grown up, big kid region now. This means spending on non SOV oriented transpo. Prefer trains, but if the busses just had their own infrastructure, that would go a long way as well. Oh, and even as 20 year long + Ballardite (still have cheapish rent, but it may be Tukwila here I come), the south end of KC is majorly underserved as soon as you move away from the light rail. Transpo from Renton is pitiful. Safe bike and ped routes to transpo hubs, such as they are, lame. Try riding the 101 for a few days. OK. Rant over, all clear.
NORTH KING COUNTY	Only the first map referred to actually showed up on my screen.
NORTH KING COUNTY	I love the plan of expanding light rail and understand that it will only be a true success with a comprehensive, efficient system. This is essential to our region. My family and I have been, and will be riders for sure! While busses are necessary, I see adding more of them as somewhat of a band-aid to the problem. Moving forward, there CANNOT be any future budget and timeline resets, only to market an under-budget & ahead-of-schedule delivery! This erodes faith that Sound Transit is acting in our best interests with this community's enormous investment. Please do us right!
NORTH KING COUNTY	Not fast enough.  Trains are too slow.  Building the rail is too slow. Get it done.
NORTH KING COUNTY	There needs to be parking too!!!! There is not enough parking, go to SF and you have big parking lots at every station
NORTH KING COUNTY	It is ridiculous that it would take so long to complete this plan. This should be done by no later than 2021. To take until 2033 is absurd
NORTH KING COUNTY	25 years is way to long. You need to find a way to make this all happen sooner.
NORTH KING COUNTY	It needs to happen faster.
NORTH KING COUNTY	The faster the better! I love being able to take public transit everywhere. I own a car, but hate dealing with Seattle traffic. I wouldn't be able to enjoy the quality of life that I have without good public transit.
NORTH KING COUNTY	ST needs to be building transit to serve already densely populated areas and building TOD to encourage density near transit. Freeway medians should NEVER be used for rail transit as they are not walkable and offer few opportunities for TOD. If you build even one more space of parking at any station you must begin CHARGING for that parking.
NORTH KING COUNTY	I am in favor of density. Is adding more transit farther and farther from city centers going to encourage sprawl?
NORTH KING COUNTY	I'd like to speed up the process. We need light rail all over Seattle NOW.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	I support a light stop on Ne 130th in Seattle- it seems odd that federal funding funding would not accommodate flexibility in a transit plan.
NORTH KING COUNTY	Buses utilizing the shoulder is a good idea that seems cost effective.
NORTH KING COUNTY	<p>Whenever I see these plans, I wonder - what takes so long to build them? I'm not being hostile, I'm genuinely curious! I know we must do things differently than other countries (like Asian cities that built their metro rapid transit and bullet train systems quickly)...I just wish they'd come online way sooner. We live in NE Seattle and until the Roosevelt &amp; Northgate stations open in a couple years, the light rail is still not a convenient option for us. Maybe y'all could make that information known so we can understand/be more patient? Or can we help speed up the process somehow?</p> <p>On the issue of parking at stations~ On the one hand, it uses up a bunch of urban space; on the other hand, it does get people on transit for at least part of their commute. The current Northgate P&amp;R is already always full, and others I've seen are typically full as well. Why aren't P&amp;Rs multi-storey garages (with security officers)? Another thought: when considering parking issues at stations, topography needs to be considered - when we use the Northgate station, we will almost always need to P&amp;R because to get there, we'll have to climb one of the steepest hills in Seattle (not feasible with, say, kids or luggage).</p> <p>Very eager to have us (someday) have a well-developed, world-class rapid transit system! Yay!</p>
NORTH KING COUNTY	<p>I want to vote yes for ST3 in November but the emphasis of building to suburban communities before helping relieve the congestion in population dense zones of Seattle has me thinking otherwise.</p> <p>The atrocious commute times from West Seattle to Downtown during high traffic hours via Rapid Ride is just one example of the need to focus on connecting the Seattle neighborhoods to downtown before a small town like Issaquah is even considered a need for light rail.</p> <p>By changing the time tables of the project completion dates to have Ballard and West Seattle done in 8 - 12 years from now would be what gets my yes vote.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	I'd like to share a strange story about one of my coworkers. I live and work in Seattle and have another co-worker who does so as well. I bus to work every day using an Orca card (love it by the way! All forms of public transportation are great!). My co-worker lives in Capitol Hill and for the longest time walked the 1 - 2 miles to work everyday in Pioneer Square. The day you opened Capitol Hill light rail station was the first day he actually started using public transportation. I found it to be the oddest thing, since there was plenty of bus infrastructure for him to use before the light rail, but he chose not to use it. He hasn't explained to me why he's done this (as I think it seems quite dumb/weird/silly) but I can only hypothesize that there's a big aversion to the bus system (by not just my coworker) as I think for the uninitiated it's perceived as complicated and confusing. But because the light rail - one line, a few stops, a few places to get on is easy and clear for people (despite the fact that buses are very easy to understand once you use a trip planner or google maps). The reason I'm sharing this is that I think the light rail is a great addition to the area, as more people understand and desire to use it. But if you are betting on buses getting used as well, a marketing strategy for those new to the city should be considered (he is also new to the city, from a rural town where he didn't have to use buses) who need encouragement to start using things other than the light rail - especially for things like the shoulder buses. Just wanted to share that strange anecdote, hope it helps!
NORTH KING COUNTY	"The best way to add more capacity to our transportation system is with transit, like light rail and commuter rail, that never gets stuck in traffic" - for the Light Rail, that comment is not true. Just yesterday (3/30/16), there was an auto accident down in Rainier Valley that occurred on the rail tracks. Our Light Rail had to go back to the Tukwila station because it could not get past the accident. Therefore, all of us on the Light Rail were late to work. Either build the tracks up high over the traffic (like most of the track is already laid) or tunnel it. I know the issue is cost, but if you're gonna make the statement of: "...never gets stuck in traffic....", that's not true.
NORTH KING COUNTY	I'm not answering these questions; this is political research and should not be part of public survey on Sound Transit's website.
NORTH KING COUNTY	I strongly support ST3 in principle, and am happy to be taxed for it. But, unless the timeline for light-rail expansion from Ballard and West Seattle to Downtown Seattle is significantly accelerated, I will aggressively campaign against the passage of ST3. We can't wait ~20 years for light-rail connections between Seattle's least well-served neighborhoods.
NORTH KING COUNTY	<ul style="list-style-type: none"> <li>- Everett via Paine Field is silly, use SR99</li> <li>- Not convinced that a movable bridge for Ballard light rail is cost-effective option</li> <li>- Expedite West Seattle rail if possible</li> <li>- South Sounder improvements to facilities and dramatic expansion of operating schedule are really good projects that can be done quickly</li> </ul>
NORTH KING COUNTY	The cost of the plans are very high. I understand that these exciting new projects cost money, but maybe the costs can be metered out some or shared by the local cities who could benefit from the expansion.
NORTH KING COUNTY	Light rail has been a failure. BRT makes much more sense.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	Ballard has grown so fast, it should get light rail in the first rounds. Ballard and Interbay has supported the homeless camps, why not light rail.
NORTH KING COUNTY	Sound Transit really need to broadcast the cost, the first thing I heard was that it would cost \$400 per person per year and that it would take 25 years. I don't watch TV but I was flipping through and a council person said I'll be dead by then which is ignorant. Advertise that the benefit start much sooner, the cost is less and distributed not only hitting homeowners, and that the consequences will cost a lot more. For example the lost time in traffic and other expenses will cost everyone x\$ per year if we don't do this and what is the equivalent number of highway lanes does this equate to. some people believe we should build our way out with more roads. How much would extra lanes cost, including acquiring the property and maintenance.
NORTH KING COUNTY	Stop wasting funds for bike lanes - unless bikes are licensed - they should share the cost if they want to share the road.
NORTH KING COUNTY	Just [explicit] build it ALL!!!!!!
NORTH KING COUNTY	Need a stop between 145th and Lynnwood I don't believe people are going to give up their cars entirely in this city. They move to Seattle for work... But they also move to Seattle for the outdoor activities such as skiing and hiking. They need cars to get to those activities. If it is too hard to get to a transit station or there is no guaranteed parking there.... They will still drive their cars. Parking is key!  I am not sure where the \$200 per family comes from. Last I saw it was based on an average home value of \$400,000. There are very few homes in Seattle selling for \$400,000. I am tired of getting taxed every time I turn around. I am now paying more than \$500.00 in taxes than a couple of years ago.... No more taxes!
NORTH KING COUNTY	Ballard and West Seattle need to be sooner. Do not add to the regressive sales tax.
NORTH KING COUNTY	Rather than increasing assessed value residential property tax to fund ST3, more of the burden should be placed on motor vehicle owners and operators as that more directly relates to the issues of traffic and congestion.
NORTH KING COUNTY	I just want to express how happy I am that our public transportation infrastructure is improving. I am a bike commuter, and over the last few years, the increase in cranky car drivers has lead to many unsafe conditions. I am very fortunate that I haven't been hit, but I have a close call about 3 times a month.
NORTH KING COUNTY	I just wish we didn't have to wait 22 years.
NORTH KING COUNTY	Parking at stations is HUGE in this first stage of the system. If I can't park at the station, or if there isn't a quick and easy bus run there I won't use it. Right now it would take me two busses and 30 minutes to get to the nearest station, or a 7 minute drive.
NORTH KING COUNTY	I would like to see more emphasis on the light rail expansion first. We need to see what can be done to make these projects move along faster to get the most help to the transit problems we have now.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	Having a fast public transit system is essential for quality of life. As someone who won't be able to afford to live in the city much longer, I am looking to the suburbs for my future home but hating the idea of commuting in to work. A streamlined system would take this concern away and allow me to still be a part of the city I love without the headache of traffic and expensive parking. It would give me more flexibility in the times I commute and places I can go for shopping and recreation without a car. Sadly, 25 years for full implementation won't solve this problem for me but it will give future professionals more choice.
NORTH KING COUNTY	Two pieces of feedback from one who sits in SR99 traffic every day because there is no efficient way to get from West Seattle to Fremont: 1) add more options to West Seattle low income (south Delridge, Highland Park, White Center) areas, and 2) re-think the financing that places the burden on low and middle income tax payers. Go after the employers like Amazon who are bringing all the new people to the area but don't pay their fair share of infrastructure costs! If you did those things, I could get on board.
NORTH KING COUNTY	West Seattle NOW!
NORTH KING COUNTY	Ballard to Downtown needs to be grade separated, or else the train will just get stuck in traffic along with everyone else.
NORTH KING COUNTY	The light rail isn't fast. It is still significantly faster to drive from downtown Seattle to the airport or even UW to the airport. Existing Metro bus routes are much more efficient and I would prefer that system be expanded. Additionally, while I think the outer areas (especially north Seattle) need more transit options, leaving Seattle Center out for 20 years, a major source of tourist traffic, and SLU, a major source of commuter traffic, I don't think you're really considering many commuters pain points.
NORTH KING COUNTY	Build it now! We're way too late with all this!
NORTH KING COUNTY	I'm concerned about where the funding is coming from for these projects. I believe an income tax would be the most progressive and fairest way to fund these projects.
NORTH KING COUNTY	Most of the plans only help those living outside the city/county limits. I live in the city and pay the high property taxes to have a reduced commute. Because of all the rapid rides those living out of town now have a faster commute then I do living in Magnolia (only 10 min from downtown). I want more done for those of us living in the city.
NORTH KING COUNTY	Will the proposed taxes go away once the projects are completed? Is the proposed time frame of 8-25 years to complete the plans mentioned above a conservative estimate meaning that the time to complete could be less?

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	I just want to be able to get to south lake union and fremont from capitol hill. I walk miles every day because everything currently goes through downtown for a transfer. Why do I have to go downtown to get anywhere except UW :( Also more stations. The cap hill station is great, but honestly the time it takes to get there from other parts of capitol hill make it not worth using, especially since it just goes downtown - which ALL the busses already do anyway. The bus is still the best option for me, and now the bus routes got reduced because I don't live near the station. It sucks. It's so hard to get from one place to another in this city, which is silly because everything isn't actually /that far/. It's nice that we're looking at how to get people in and out of the city quickly, but we need to work on getting from one part of the city to another too.
NORTH KING COUNTY	Addition stops ST Express routes should. be eliminated from the plan.
NORTH KING COUNTY	Faster more aggressive timeline is needed.
NORTH KING COUNTY	The way to get this done isn't by adding taxes, it's by better managing where the tax money already goes. Don't spend 1.4 million to save a failing bike program, paint rainbow sidewalks (I do support the gay community, but that's a bogus use of money) and paying for all of Washington's homeless. Use the tax dollars smarter.
NORTH KING COUNTY	Move the Seattle projects forward. New transit to Ballard and west Seattle will be instantly full. New transit in the suburbs will languish for years. Wait for the suburbs to density then deliver light rail.
NORTH KING COUNTY	Timeliness too long
NORTH KING COUNTY	New parking lots should be paid for in part by charging users for parking, just as riders pay to ride transit. This is just common sense. It also addresses the problem of asking people who don't own cars to subsidize parking. Furthermore sound transit should prioritize projects that will perform best in the short term and work to complete those first. Seattle has urgent transit needs. A Ballard to u district tunnel would fall in this category and serve downtown commuter needs as well. We need a fiscal analysis of the projects to show that sound transit is making the most effective use of limited taxpayer \$\$.
NORTH KING COUNTY	Hugely important to link UW to Ballard via an East/West line!!!!
NORTH KING COUNTY	The plans are great, the timelines are ridiculous. We need this to move much more quickly or the city will collapse under the weight of all the people moving here.
NORTH KING COUNTY	Interesting set of projects. Light rail time line should be significantly accelerated; busses are hampered by traffic in ways that LR is not. Also, nothing from UW to Ballard? Seems like a flaw.
NORTH KING COUNTY	22 years is a long time to wait to connect Ballard to downtown Seattle.
NORTH KING COUNTY	60 hours isn't a week and a half. It's two and a half days.
NORTH KING COUNTY	I don't understand what use a Ballard to West Seattle light rail is. This doesn't improve the major choke points of our region and helps only wealthy neighborhoods of Seattle. Seattle has already gotten a disproportionate share of Sound Transit funding. That makes sense to connect other areas to and through Seattle, but the new line doesn't help anybody but Seattle and is incredibly expensive

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	Ballard to downtown should be grade separated; otherwise, it's not a commitment by the city to anything besides taking too long to slightly speed things up. Ballard to UW connection is also vital, as no matter how many north-south corridors we build, we're still logjammed by east-west travel.
NORTH KING COUNTY	We need to incentivize businesses to allow more work-from-home and alternative schedules (e.g. 4 / 10hr instead of 5 / 8). This should be fully supported and implemented by local law-makers even though it may (if the incentives are as makes sense) reduce local gov't revenue.
NORTH KING COUNTY	Can't read the options in a mobile phone, Need meant more East-west options. Our system is all north south.
NORTH KING COUNTY	The number one priority for ST3 is to structure the proposal to win voter approval in November 2016. You've wisely given voters in Everett, Issaquah, Federal Way, Tacoma and DuPont reasons to vote YES. Seattle voters may express some concerns about ST3, but there's never enough money to please everyone. I'm a Seattle voter myself. Based on past votes, you can assume you will receive a resounding YES vote from Seattle voters regardless of the details of the ST3 package. If you do make any final modifications to the proposed ST3 plan, please consider how you will attract YES votes from voters in Kirkland, Woodinville, Kent and Auburn. While ST3 throws a few bones to these communities, they may feel left out and decide to vote against ST3. Whatever you can include in ST3 to attract these voters will be beneficial for everyone when we are celebrating our victory in November. Perhaps you can accelerate bus programs for these communities so they see almost immediate improvements? Perhaps you can add parking at transit centers in these communities?
NORTH KING COUNTY	I would like bus service to run earlier in the morning. The buses in our area 98155 do not run early enough to get to the airport for early flights, e.g. 8:00 a.m.
NORTH KING COUNTY	Please focus attention in North non Seattle cities of Lake Forest Park and Shoreline.
NORTH KING COUNTY	Thank you for soliciting the feedback of the community as this proposal moves forward.
NORTH KING COUNTY	I don't understand how increasing bus service can help our transit problem. Are you planning on adding extra lanes to roads just for bus service? otherwise, buses will continue to get stuck in traffic with everyone else. HOV lanes are too congested to make the dream of 'rapid bus transit' a reality. A focus on light rail is our best bet - get people out of cars and off the roads, able to commute efficiently and comfortably.
NORTH KING COUNTY	Parking, additional train cars (both light and heavy rail), additional runs for south sound heavy rail, and corridors for buses only (shoulder or full roads) should be prioritized first to maximize existing service. Get real, quit pushing cars out into the neighborhoods adjacent to stations and transit stations. TOD development is gentrifying the poor further away from jobs. Stop it.
NORTH KING COUNTY	Please focus on getting g the core city service right first. Ballard is choking under the burden of all of the new condos and apartments. I love the idea of an urban village but this neighborhood cannot support the influx of traffic our new neighbors bring.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	eliminate surface light rail and replace it with an elevated MONOrail that runs around the lake north to south STOP wasting time and money on light rail it causes more traffic jams than it solves do away with bike lanes unless they license and tax/tab bikes for those over 10
NORTH KING COUNTY	I am generally in favor of public transit but found the ST3 proposal frustrating. there is a suggested update via the Seattle times op Ed column (I think it's the S. Times?) that if modified to fit, would make me more likely to vote in favor of ST3. At the moment, I'm inclined to vote no.
NORTH KING COUNTY	ST3 does not adequately address the issues raised in #15. Extending light rail beyond Lynwood to the north or Angle Lake (maybe Federla Wya transit center) to the south does nothing to alleviate traffic. Meanwhile, it would be much less expensive and quicker to connect Ballard via the UW station, not another downtown tunnel. Additionally, the cost of light rail to W. Seattle makes BRT a much more viable option. Finally, if you really want to get people out of their cars, then you must build a line through the heart of Seattle - i.e. through the Central District along 23rd that ultimately connects to the Central Link line.
NORTH KING COUNTY	This is not one of your best surveys. I stopped filling it out fairly early. I would assume that anyone filling out this survey will agree that mass transit is important. That is, by definition, your audience. Also, you ask whether things are important, but not in relation to anything else. It's hard for me to imagine that answers to these questions would be helpful to anyone. You're a great organization and my perception is that you listen to the populations you're serving. This survey is not representative of that.
NORTH KING COUNTY	<p>Sound Transit should prioritize light rail stations and lines where it is needed and will have the highest ridership: within Seattle city limits. Worldwide, people are ditching the suburbs for dense, walkable cities. This is evident in the high demand for housing in Seattle. This plan bewilderingly skips many densely populated residential neighborhoods and business districts such as Belltown, First Hill, Georgetown, Fremont, Queen Anne, and the Central District. Further, it is disconcerting that the in demand Ballard and West Seattle lines are slated to open after Federal Way and Redmond, which will surely have lower ridership. Although I am a strong supporter of mass transit and would rather use it than own a car (unlike many suburbanites), I am tempted to vote against this plan as it stands now.</p> <p>Thank you for your consideration.</p>
NORTH KING COUNTY	We're already taxed into oblivion, especially for senior citizens and those of us on fixed incomes. I know I can't afford to live in Seattle anymore. Why not tax the developers, the corporations and all of their employees that are developing in, moving into, and working in Downtown Seattle. Somebody is getting off free and those of us who have lived here for years are footing the bill. \$200 per year may not seem a lot to kids pulling down large salaries at Amazon, for instance, but increased taxes are killing seniors and forcing them to move.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	More and more frequent small buses will allow more flexibility, ability to get around traffic issues and allow folks to more easily deal with not driving and go with mass transit options. Just retired and my husband and I cut back to one car and are trying to use Metro and Lyft.. Would love more smaller buses, light rail will require at least one transfer to get most places.
NORTH KING COUNTY	Graham Street station should have been built in the first wave of Light Rail construction. It wasn't. It needs to be a priority now for the development of the long under-served Rainier Valley.
NORTH KING COUNTY	Graham street station should be the first priority it was in the original plan.
NORTH KING COUNTY	There are too many people trying to get into downtown and not enough public transit options.
NORTH KING COUNTY	Put light rail where density, transit use and willingness to contribute to transit are greatest. Transit is a benefit that should accrue first to areas of density and it should be used to combat sprawl not accommodate sprawl.
NORTH KING COUNTY	Building out the core infrastructure of the light rail system, BRT system, and sounder system should be the top priority. Expanding the existing system into the suburbs should be completed later. Maximizing ridership via construction and improvements in the densest area of the region needs to be the focus, not building out a system for suburban weekday commuters.
NORTH KING COUNTY	Ballard needs transit now!
NORTH KING COUNTY	Faster is my top concern. Many (most?) people,won't support paying for a plan that takes 25 years in my opinion.
NORTH KING COUNTY	This was difficult because we should have had light rail a long time ago--I have been an advocate since 1979, HONEST! The cost is drastically more now than it would have cost then. I remember people saying we need more people. To me, this is dumb. Build BEFORE they come; be ready for them. Issue bonds. Do whatever can be done to get the light rail asap.
NORTH KING COUNTY	You're time frame is to slow, thinking 25 years out is to long. If traffic is as bad as you say it's become in 5 years? What will become of our economy in 15 years. I've lived here my entire life & my quality of life is very much diminished.
NORTH KING COUNTY	There are several reasons that I would not vote for this plan. Ballard and W. Seattle in 17-20+ years is absurd! These areas need to be served much sooner as well as light rail to the Eastside (Bellevue and Redmond) I also oppose the \$200 year tax increase, but not because it is an increase in taxes. I will GLADLY pass the increase to have a light rail system for the Seattle Metro area where transportation is greatly needed NOW... but it needs to be put in place in the greater Seattle Metro area first, not last. And lastly, the last section of comments (15) are all agreeable, just not enough to sway me to vote for ST3.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	<p>I am a huge proponent of public transit, but the current draft of ST3 is awful. It disregards several important facts: (1) growth in the Puget Sound region is concentrated in Seattle, not the suburbs, (2) light rail is ill suited to long distance trips such as Everett to Seattle, which could be better served by heavy rail, (3) there are no decent options for traveling east-west within Seattle.</p> <p>Ballard-Downtown needs service ASAP and must be 100% grade separated. SLU needs service ASAP as one of the fastest growing job centers in the country. Ballard-UW and "Metro 8" should also be added as high priority projects. The central district is one of the most diverse neighborhoods in the region, and ST should avoid the errors of other cities in under serving minority communities.</p>
NORTH KING COUNTY	<p>Ballard to downtown should be a priority and should be fully grade separated. This line will likely serve more riders than all other lines and should be completed first. Please make this line fully grade separated.</p>
NORTH KING COUNTY	<p>Look for ways to deliver new light rail faster!</p>
NORTH KING COUNTY	<p>Build light rail faster and ensure it has dedicated and fast service that is not delayed by surface grade issues like cars and pedestrians.</p>
NORTH KING COUNTY	<p>I need to understand the total amount of taxes I will pay for transit - not just ST3. It seems you are not forthcoming about the total amount of taxes for transit. At a minimum, ST should make clear the total amount of taxes it will collect.</p>
NORTH KING COUNTY	<p>stop placing the majority of cost on the backs of the property owner. Make it completely USER funded, ie tolls, business supported.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

<p>NORTH KING COUNTY</p>	<p>I have been a supporter and activist for rapid transit in this reason for over 30 years now, and I can honestly say, as a Seattle resident and property owner, that this is the worst possible plan any agency tasked with getting the largest number of people on to transit can possibly have come up with. It's as if you sat there and said "What's the worst things we can do for the most money in the longest possible time? Let's do that!"</p> <p>Your treatment of by far the largest city with the most transit users is frankly disgusting--a political line to West Seattle, which is not densely populated and has no linear route that serves all potential communities; giving the finger to the denser, more diverse and economically striated Lake City by not only BUILDING the 130th St station--which directly serves it--but turning the 522 on 145th instead of 125th; and ignoring the fact that a Ballard-UW line would serve more people, make for better transfers from all points north to all over the city, and would cost substantially less than Ballard-UW. Of course, based on past station placement (Northgate, Tukwila, Mt Baker, no First Hill or 520 station), any new work will be nearly inaccessible to buses and seamless transfers.</p> <p>This is a non-starter, and for as long as I have supported public transit in this town, it pains me to say that not only will I oppose this plan if it is what goes to voters, I will mobilize to get out the NO vote. We don't need a hundred miles of trains out to the far ends of the metro area just to say we have them, we need trains concentrated in areas that are high density and have high transit need. Build more in Seattle and to Bellevue. Build OUT from Tacoma and Everett, not TO them. Don't build sprawl-inducing lines that will do exactly what the freeways of 50 years ago did. Don't try to combine urban rail transit with commuter lines. Service-wise, don't be BART; be DC's Metrorail. Otherwise, let's blow this whole thing up and find a better way to fund, design and build a real urban transit system.</p>
<p>NORTH KING COUNTY</p>	<p>Decisive and swift work on this is greatly needed. We need to make it a high priority and keep it a high priority for future generations to come.</p>
<p>NORTH KING COUNTY</p>	<p>The Graham St stop was originally included in light rail and then scrapped. That means we have waited 20 years for service to our neighborhood. Now the proposal is to wait 20 more years! This stop would benefit thousands more will minimal cost and limited disruption. Bring back Graham St now!!</p>
<p>NORTH KING COUNTY</p>	<p>The Graham St Station needs to be prioritized. 20 years from now is FAR too long. The neighborhood it will serve is growing more dense by the day.</p>
<p>NORTH KING COUNTY</p>	<p>I'm just not convinced that we have the density and overall population size to really support all this light and heavy rail. Also, need better coordination between Metro and ST. Metro and ST should have worked together to get the Univ DISTRICT station opened at same time as the UW and Cap Hill stations, which would have allowed a much better integrated and useful system.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	Unless you educate the public and promote state, county and city income taxes I do not support Sound Transit expansion on the backs of home owners and everyone through regressive taxes. We need to make this system more fair and equitable so that those with high incomes pay their fair share. Thank you.
NORTH KING COUNTY	I'd like to offer some clarification on my answers to 13-15: while I will happily support a plan to expand light rail throughout Puget Sound in the ballot, I'm very concerned by the regressive methods by which Sound Transit will collect revenue to pay for these improvements and expansions. Increases to sales tax disproportionately affect low-income residents, and with increasing housing costs pushing low-income residents outside of Seattle proper, more and more such residents are forced to rely on driving to and from work, such that the motor vehicle excise tax may also more strongly affect our poorer residents. By all means, tax property owners to pay for these improvements, but I strongly urge Sound Transit to consider less regressive means of funding these projects, so that all of our residents, including businesses that would benefit from greater transportation opportunities for their workers and commercial developers that will benefit by more people moving to neighborhoods and towns with improved transportation infrastructure.
NORTH KING COUNTY	Light rail everywhere, as quickly as possible. Underground, tubes, above ground, raised above the ground. Let the United Kingdom and Europe show us the way. Their cities are much more livable. We must follow the British/European methods of civic engineering.
NORTH KING COUNTY	Getting people from Capitol Hill, Ballard, Shoreline, and other neighborhoods in the surrounding Downtown area need the most support as that's where the majority of people are. Building bike greenways and trails is also a huge benefit. I just started biking and use both transit & trail. Happy to see some improvements coming.
NORTH KING COUNTY	Funding should be based on GAS taxes rather than land use or vehicle excise taxes. Let's align incentives to have motorists drive less and use mass transit more. Only gas taxes raise the cost of each trip, internalizing the costs drivers impose on others through traffic and environmental degradation. Tax gas, not land!
NORTH KING COUNTY	I'm really disappointed in the results of the March 26 reshuffle. Previous to that, my commute was approximately 20 minutes (5 minutes walking, 15 minutes riding). Now, as of March 26, my commute is an hour. It can be only 30 or so minutes according to Trip Planner -- if I walk a mile and a half as well as ride the bus -- for only 9 minutes. Please consider bringing back the #16 route.
NORTH KING COUNTY	Pass it in, if not sent to the correct agency. Bus changes beginning Saturday, 3/25/16 was poorly handled. Why? Updates on routes were not on the rack nor sufficient quantities, when done, available on the rack (Westlake, on buses). Worst was/is the maps at the bus stops were not changed out, showing deleted buses and routes. Noted yesterday in route from North Seattle, bus stops are NOT showing bus numbers stopping at those stops NOR the lighted reader boards. IF YOU WERE ON FOOT AND ATTEMPTING TO USE MASS TRANSIT TO GET TO AN APPOINTMENT, JOB, OR MEET UP, YOU WOULD BE PRETTY DISAPPOINTED IN THE COMPETENCY AND EXPECTATIONS OF LINK AND BUS SERVICE. CHECK ONLINE? DOES EVERYONE CARRY A SMARTPHONE? SOME EMPLOYEES NEED TO BE FIRED.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	build rail in seattle first, then complete spine and improvements outside the city
NORTH KING COUNTY	<p>Your survey failed to provide costs for this plan. You failed to provide construction costs and operating costs. You also failed provide sources of money for construction and operations. Taxing overtaxed property owners is not an answer. As the political elites love to state, "User Fees." Let the users of these services pay for the construction and operating costs.</p> <p>Secondly, you failed to provide detail on how you calculated the \$200 per year cost. In my 40+ years of life in the private sector, I have NEVER seen a capital intensive governmental project completed on-time/on-budget. Therefore, your \$200 per year is simply a pipe dream.</p> <p>Next survey: perhaps you'll provide some true financial facts!</p>
NORTH KING COUNTY	ignoring cars is not the answer
NORTH KING COUNTY	Costs too much to homeowners
NORTH KING COUNTY	I'm fully supportive of developing all types of transit, particularly rail service. Please be mindful of an area's historic and natural resources when developing transit. All three add to the livability of a neighborhood. And, thank you!
NORTH KING COUNTY	Please keep all light rail grade separated- speed and reliability. Going through Rainier Valley showcases the problems with shared corridors.
NORTH KING COUNTY	You should reroute the Sound Transit 512 Lynnwood/ Everett bus so it goes to the Husky Stadium light rail station instead of going to all the way to downtown Seattle. That way your busses won't be stuck in the gridlock that is I-5 at certain times of the day. It would also increase light rail ridership and cut fuel costs associated with the busses being stuck in traffic.
NORTH KING COUNTY	<p>well!!!! to stat with,, I am a disabled vet. I use crutches to get around. before your light rail b.s. started,,, I could get on a bus, pay \$1.00, get a transfer and get to the airport,, CLOSE to the terminal!!! now, it is a different story!!!! I get a bus for \$1.00, go down town. walk,, crawl climb to the tunnel, then the bus transfer mean jack sh++!!! and I have to pay \$3.00 more!!!now I am close (?) to the airport!!! I am about 1/2 mile thru windy, dirty parking garage to get to the terminal!!! all this while trying to control my baggage!!! sound like fun??</p> <p>so,, just tell me 1 thing about your transportation package that is a benefit to me or speeds up my trip!!! I ca give you more tips that are not quit ad hard,, but none are fun!! so, I have got an old diesel pick up truck!!! it blows black smoke!!! pollutes and all the nasty stuff you are trying to get rid of!!!,, but I get where I want to go!!!</p> <p>so guess how much support you are going to get from me for your stupid (my opinion) transportation package</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

<p>NORTH KING COUNTY</p>	<p>This plan claims to look at the future but looks exclusively to the past. Its very difficult to see the future when your gaze is so fixed on the past.</p> <p>All the questions of this survey are likely to become irrelevant with disruptive innovative technology. Artificial Intelligence and its outcome, Robotics, are rapidly approaching and likely to become influential at the completion time (Let alone its use time) of the projects of this plan yet I see NO evaluation of AI/Robotics and its impact on transportation. I've been searching my governmental agencies for any evaluation of AI/Robotics and I've found none because all my inquiries have been ignored.</p> <p>All the questions assume the continuation of privately owned family sized manually driven automobiles. When you examine robotic driving efforts they see car size matching to the trip (single person sized car for a single person trip) smaller size car with crash reduction/prevention, radically reduced car fleet and parking with continuous recirculating cars that are called to use for the trip, continuous train-like use with inter-car and car-cloud communication and management that prevents traffic slowing from congestion, and removes the necessity of transfers and complete stops along the trip to let passengers on/off where the robotic cars may pull in/out of the train-line for different directions of travel and passenger on/off.</p> <p>From this survey I get the overpowering impression that the plan depends on all these technological advances to be irrelevant. I assume its Sound Transit's plan that will be irrelevant, and its just the politics and money driving the obsolete technology over the cliff.</p> <p>I bought a \$600 typewriter in 1982 which became obsolete garbage in 5 years. The proper lesson is to reverse your fixation from the past and check the developing technologies to see if they might have an impact on your plans.</p> <p>Until such an evaluation this plan and agency so completely fixed on the past is best viewed as a threat to our future. Remember the huge project in the 19th century to build a system of canals? The train blew away that huge investment in just a few years.</p>
<p>NORTH KING COUNTY</p>	<p>I strongly strongly support mass transit and have been very impressed with the progress on the new light rail thus far. Keep up the good work guys, and please keep the ball rolling!</p> <p>I live in Renton and work in Mountlake Terrace- I dream of a day that I won't spend 1.5-3 hours in traffic every day!</p>
<p>NORTH KING COUNTY</p>	<p>Start close to the city and work outwards, Ballard especially is growing as a low car community. Help them.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	<p>1) Build out faster! It sucks voting for a plan that won't serve me for 20 years, especially when the need is already there. For a greater cost, can't the network be built out faster in parallel, and if not, what transportation options can be added faster (such as street cars or monorail?)</p> <p>2) Run the rail faster! The current light rail is slow, and takes 40 minutes to get from downtown to the airport, because of frequent stops downtown and a slow maximum speed. Even in heavy traffic a taxi is faster for me than rail. BART in SF seems to run their trains a lot faster.</p> <p>3) I think more people will be convinced to build out public transit because it will get more cars off the road which will improve THEIR COMMUTE, not stop global warming (which it will also do).</p> <p>4) Can we make the downtown area more walkable? As someone who lives downtown, I would love to see more projects like the Bell St. Park, or Bellevue's Pedestrian Corridor. Having SAFE walkable areas separated from the noise and pollution is really nice, and a covered park for walking in the winter would be even better!</p>
NORTH KING COUNTY	Retired, fixed income, taxed out!
NORTH KING COUNTY	One of the main reasons I never use public transit any more is the safety factor. I used to ride the Rainier 7 bus downtown regularly, but wouldn't dare do so now. As for the light rail system, you make it sound like there will be a safe, easily accessible stop in every neighborhood, which is clearly not the case. From where I live, I would have to take two buses just to get to the light rail station, not an experience I would describe as "fast, reliable and stress-free". And since I wouldn't use the system, I resent having to pay for it. I am not simply being negative -- I have used public transport in London, Munich and San Diego, all of which seem better planned.
NORTH KING COUNTY	Light rail must also run after midnight. Link from SeaTac to University of Washington stops running early on Sunday night but many University of Washington area people need a return to the area on a Sunday evening from SeaTac. I had a problem with this when returning from O'Hare Airport to SeaTac the first Sunday night the new station was open. Why do we have a "Cinderella" system that does not function late at night?
NORTH KING COUNTY	This needs to happen sooner - particularly for Ballard and west Seattle!!
NORTH KING COUNTY	We need more road improvements. All of these new apartment/condo developments should be required to have parking. Seattle government's hatred for cars is crazy. Many people like myself have jobs that require them to travel around the city seeing customers. Taking the bus or light rail to client meetings does not work.
NORTH KING COUNTY	development planning should include positive and negative feedback for large businesses deciding to drop in the middle of the existing mess of a traffic transit system and causing obvious increase in problems for everyone. don't need more big businesses plopping in the downtown area, should be in the open outskirts.
NORTH KING COUNTY	The whole proposed \$50 billion design should be speeded up to something less than 25 years.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	Adding more public transit to our region is essential. HOWEVER, I do not believe that our elected officials and those charged with creating/implementing our transit plans have the expertise to oversee such a project. The expansion of light rail to the U District and changes to city streets, especially Broadway, are disastrous. Why is there NO parking at transit stations? The only way I could support ANY additional plan is if we import experts from cities that have successful transit and put them in charge here.
NORTH KING COUNTY	please consider moving ballard closer up in the timeline. 22 years is a long time to wait for a bus.
NORTH KING COUNTY	I live in the Broadview neighborhood of northwest Seattle. There seem to be NO proposals that directly benefit northwest Seattle. I would have to either DRIVE to Northgate or DRIVE to Ballard or DRIVE to Edmonds to be served by any of the proposed projects or improvements of existing services. So.....none of the proposals would help me directly to get to work or get around the area. Also, express bus service to our neighborhood had been cut back to only certain hours, so I still have to DRIVE to a bus stop about 2 miles away from my home to take the bus during certain hours. No help whatsoever.
NORTH KING COUNTY	I think that sound transit needs to consider more street cars that would connect the neighborhoods i.e. Fremont to Ballard, Ballard through interbay to downtown, Wedgwood to U Village to UW station and up to Capitol Hill.....as examples.
NORTH KING COUNTY	Shoulder buses mean there is no where for break-downs/crashes to go. More traffic means more break-downs/crashes. The whole thing is a day late and a dollar short. How can it possibly take 8 years to put in rapid ride buses. That makes no sense. Stop paying for everything by raising property taxes. It really hurts those on a fixed income who own a house the most. Pay for this the way it should be - income tax!!! Build the link system faster. Get going in more areas at once. Get money from developers and companies to pay for moving the people they hire to move around!
NORTH KING COUNTY	The light rail system doesn't support the region efficiently. I would be using the light rail more if it served to the resident needs. I only use it whenever it need to travel to Seatac. There would be a station at all the major malls. I would love to be able to ride the rail from downtown to Southcenter, Northgate mall, or to Bellevue square. I study Washington DC system, they go where the residents need to go.
NORTH KING COUNTY	Making the eastlake buses connect to Capitol Hill or Ballard would be great! There's no easy way to get between those neighborhoods now because of the lake and freeway.
NORTH KING COUNTY	I don't see this as a coordinated effort with other transit systems, i.e. how does this fit into Metro plans or lack of plans as the case may be? Right now I clearly see tax payer money being wasted on competing systems or modes of transportation, Seattle Street Car which is some cases has been a complete waste of money given it's limited reach. Additionally, I am unwilling to fund any additional reach / plan when the City of Seattle spends \$1.4M on a failing bike share program, \$35K per month on homeless RV parks, etc. Additionally, the timelines are so long that by the time ST implements any of these they will be outdated. Thank you.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	To reduce traffic using light rail you need a way to get people to the stations. A network of feeder mass transit is needed that offers frequent and convenient transportation from anyplace to the nearest rail station.
NORTH KING COUNTY	<p>I am not happy with a lot of the decisions made with regard to transportation. The expense is astronomical and your numbers are not reliable. I can take a bus from my neighborhood downtown but you cut the service! You built light rail to Capitol Hill at a huge expense and the station is too far away for me to use it. The streetcar in south Lake Union is not used. Waste of money. The one on Capitol Hill is a total waste of money.</p> <p>I use the light rail to go to the airport. Why is it only a \$1? Lost revenue. \$2 would still be a bargain.</p> <p>You want cars off the road yet you skip a station at the Boeing plant where lots of people work. Makes no sense.</p> <p>Seems you are funding these expensive projects but have a crisis with funding the bus system. Make riding the bus a cool thing to do.</p>
NORTH KING COUNTY	You cannot, CANNOT, leave the Ballard line to wait for 22 years. You will kill the City.
NORTH KING COUNTY	Sick to death of you raising our taxes and spending it foolishly. LIBERATE!!!!!!!!!!!!
NORTH KING COUNTY	I find it interesting that Metro has recently cancelled bus routes that served several inner city neighborhoods. More of us are now driving and those who do not drive must now either walk or bike quite a distance to catch a bus, and then take a tour of our city before reaching our destination or rely on transferring to get to our destination. The cuts have only added to not only the traffic problem but also rider frustration. If the future draft plan is based on similar decision-making criteria I seriously doubt it will serve the public without creating additional problems.
NORTH KING COUNTY	Your plan makes no mention of how to reduce costs to riders. In fact, funding all these projects seems to only financially burden citizens more. These expansion project budgets are well beyond sound financial planning.
NORTH KING COUNTY	Your financial figures seem inaccurate. First, you say that it will only cost the average resident \$200 per year. If 3 million residents are included, that would raise 600 million dollars per year. However, my understanding is that you need to raise over 1 billion per year from taxes alone. The news report I heard on KOMO radio said that the project included \$50 billion more in spending over 25 years for new light rail, with new taxes covering a little over half of the amount (\$27 billion), and "costing the average homeowner \$400 per year". So it would cost \$360 per resident with 3 million people taxed, or \$270 per person if 4 million people were taxed, if \$1.08 billion needed to be raised per year (27 billion divided by 25 years). Second, I computed that the tax on my home would be \$150 per year (valued at \$600,000). Then the tax on my three cars (valued at only \$17,000 for all) would be \$136. (A more-typical household with \$50,000 in vehicles would pay \$480 in tax just on their vehicles.) Then I would pay an additional .5% sales tax on all purchases on top of that. So my cost would be well over \$300. PLEASE RE-CHECK YOUR MATH.
NORTH KING COUNTY	<p>focus on convenient commute times in neighborhoods around employment centers.. Don't waste resources dragging people across the region.</p> <p>Bring back the 43 bus. Travel times are worse in 98112 with light rail.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	No more sales or property taxes. Income tax, gasoline, and car registration taxes instead.
NORTH KING COUNTY	A link light rail station near Shoreline would help me.
NORTH KING COUNTY	A large percentage of middle class or retired property owners in Seattle cannot afford this proposal. We already have the huge local transportation tax and we are expecting housing and education taxes. The budget is not in any way being balanced through tradeoffs, but rather being taken out on property owners. This is NOT the way to fund transportation as it is regressive and discriminatory.
NORTH KING COUNTY	Taxes are already outlandishly high, and the thought of having to pay even more is extremely disconcerting.
NORTH KING COUNTY	People who use mass transit the most seem to be the people most struggling with finances. I think you should consider taxing people in upper income brackets to help pay for mass transit. I'm sure a lot of low-income families might struggle with an additional \$17 a month to help pay for transit options that they can't use until at minimum 8 years from now.
NORTH KING COUNTY	I am opposed any new taxes to pay for those projects until current City of Seattle levies are in effect.
NORTH KING COUNTY	the timeline is completely unacceptable. It took less than 10 years for the US to decide to go to the moon, develop the technology, and do it. How can it take more than 10 years to extend the Link? is this an april fools day joke?
NORTH KING COUNTY	I am opposed to this plan because now that the two newest light-rail stations have been opened, my former bus routes that I took to work have either been eliminated or changed to the point of no longer being worth the extra time it would take to use public transit. So, I'm angry that I'm back in my car. No thanks to any more mass transit.
NORTH KING COUNTY	The opening of the UW station has been wonderful, and there is good bus service to get from my neighborhood to the station...thank you!
NORTH KING COUNTY	More rapid timelines should be considered. It is not clear why some projects will take 25 years!
NORTH KING COUNTY	Should be faster timeline
NORTH KING COUNTY	Whether or not you admit it, transit centers bring homeless people into communities where they weren't before (see Northgate before and after the transit center went in). If I wanted to live in an area like that, I would have stayed in the Northgate area. I don't want mass transit stations invading the nice, quite residential area in which I now live and bringing with them all the druggies, prostitutes, and vandals. Been there, done that, done with that.
NORTH KING COUNTY	Please... STOP adding bike lanes and removing lanes of automobile traffic. Bikes should not be a priority and no additional tax dollars should be spent on bikes / bike programs. I'm in favor of my taxes supporting MASS transit (buses / rail). Bikes are not mass transit and only increase congestion and subsequently, pollution.
NORTH KING COUNTY	I would love to be able to walk/ride public transit (EXCEPT FOR BUSES WHICH ARE THE WORST) for most of my commuting/errand/socializing activities if it were faster than driving MOST of the time, frequent, safe and reliable. And affordable (less than the cost of owning/insuring/fueling a car per year, e.g.). I don't understand why everything takes so long.
NORTH KING COUNTY	Light rail connecting downtown Seattle and Lower Queen Anne to Ballard cannot come fast enough.
NORTH KING COUNTY	Too much in taxes. Should be user fees paid for by those who use the resources.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	This survey and information is very well put together. I am excited for the expansion of the light rail from DT to Ballard. Get that thing started!
NORTH KING COUNTY	Traffic in Seattle is terrible. Parking downtown is a disaster. Easy mobility is key for a healthy economy. Everyone should be able to affordably get where they need to go. Public transit is good for the environment. Please build the infrastructure we desperately need!
NORTH KING COUNTY	Seattle needs light rail that links all the neighborhoods to the down town core and east sides as soon as possible. Prioritize projects that accomplish this. Make satatlite park and rides all along the parameter of the city so that people can funnel into the city from light rail park and rides.
NORTH KING COUNTY	I feel that tax on property value is unfair. Values have skyrocketed while our income has decreased. Also I feel the timeline is too slow.
NORTH KING COUNTY	It would be great if there is a light rail from Shoreline through Bothell and Woodinville. Or basically, a light rail from city to city just like international subways. This would eliminate a lot of traffic at all times, pollution, car accidents, which all help to make commuting from place to place much faster and efficient. In the future, the population is going to rise at a high rate, so that is another reason why we need light rails everywhere to accommodate a more crowded life.
NORTH KING COUNTY	The pacing of this project is far too slow, embarassingly so given the needs and relative wealth of the community - it seems that most of these projects could be constructed simultaneously, if only the funding could be prioritized. A long-term vision for Seattle would need to include the capping of I-5 where it gashes the city, creating transportational concerns where they need not exist if that polluted cacophony of a freeway canyon wasn't such an obscene obstacle. As well, the vision of uniting Everett to Tacoma and the Eastside to the Westside will, I suspect, evolve new and exciting regional synergy.
NORTH KING COUNTY	Put rt 10 back it was, and return rt 39 from downtown to the VAMC. remove rt 50, i'm not going to Suc do field area for the rt 50, R u going to put bus back the VAMC. that will b nice.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	<p>I oppose asking the average Seattle resident to pay for this with more sales tax, especially since it's expensive to ride transit. Tax the 1% and corporations who are bringing the new residents to Seattle. Our transit system was already sub-par and now buses are increasingly late and crowded. I challenge those who are making transit decisions to rely on transit for at least a month to see what's it's really like to use the region's transportation and get to all the places one needs to without a car. I say this as a Capitol Hill resident who frequently travels between Downtown, Capitol Hill and the U District, all neighborhoods that are in theory well served. It is incredibly difficult at times with late and crowded buses. And now routes to the U District have been cut with the new station opening up. Husky Stadium is far from most of campus and the Ave. Taking the light rail is not the best route. I have co-workers and friends who commute from northern neighborhoods and are regularly passed by as the buses are already full, but some of those buses have been cut because of the new station. It is hard not to feel frustrated at Sound Transit and Metro when it appears as if they are juggling poor service in an attempt to make it look like progress.</p> <p>Why is it going to take 25 years to get to Ballard?</p>
NORTH KING COUNTY	Find a more progressive tax than sales tax. Id gladly pay more knowing that those with less paid less
NORTH KING COUNTY	Since many of the light rail stations are underground, with platforms that can feel isolated, especially at night, it will be extremely important to have sufficient security features so that people, especially women, will feel safe riding on the trains, especially at night.
NORTH KING COUNTY	I think the improvements need to be paid for through motor vehicle excise taxes and gasoline taxes. Vehicles need to be discouraged so that more citizens are incentivized to use public transportation which will increase the sustainability of revenue for the public transit network and discourage the use of personally owned vehicles.
NORTH KING COUNTY	Need to add Graham St. station as an early deliverable system access project to help low income minority community access light rail.
NORTH KING COUNTY	The way you handled the current changes is abysmal. You changed 42 bus lines with almost no notice--the notices that were around were extremely vague. You've made very bus I ride more inconvenient. Right now I'm pretty mad at Metro although I tend to be hugely supportive of rapid transit. I do not know why you instituted that expensive ridiculous trolley on Broadway. The claim that light rail saves people time going downtown is RIDICULOUS. It takes about 12 -15 minutes to go downtown, so why do we have to spend billions of dollars to shave a few minutes off that.
NORTH KING COUNTY	\$200 in cost per resident per year is too low; I would not mind that number to be two or three times as much if it meant the project would be completed in a shorter period of time

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	I would like to see the planned completion of the Ballard and West Seattle light rail lines moved much earlier in the timeline. These areas will continue to be disadvantaged compared to the rest of Seattle, and contribute disproportionately to congestion, until they have light rail.
NORTH KING COUNTY	Is there any money in the plan to improve the mudslide problem on the north sounder route?
NORTH KING COUNTY	Your survey is designed to get the answers you want not real answers. It's a waste of time. A transit plan that doesn't get rail to Ballard for 22 years, but asks me to pay ~\$800 a year in tax increases is an insult.
NORTH KING COUNTY	Until you guys figure out that even the upper middle class can no longer afford more property tax and sales tax and start going after rich people and rich corporations, I can't support any project anywhere for anything. Insted of continually nickle and diming people that live paycheck to paycheck show some balls and go where the money is. I used to vote yes for everything in the 80's before the Regan tax cuts for the rich have taken full effect. Now I vote for nothing because I can't keep pulling money out of my house to live.
NORTH KING COUNTY	I think the West Seattle and Ballard projects should be prioritized due to the growing population living in and around downtown Seattle.
NORTH KING COUNTY	As a retired senior, on a fixed income, I am among many who have had enough of all tax increases combined. Seniors need to be granted reductions or elimination of taxes for these projects. Enough already. We have spent our life times paying and should be excused from further "civic duty". We are being driven from our homes, by excessive property taxes!
NORTH KING COUNTY	Do everything faster!
NORTH KING COUNTY	I suspect it will be difficult to get good data from this survey. Perhaps the questions should be based on zip code. Most of us are only aware of the transit needs that pertain to our traveled route and are going to give this route top priority. The main reason I will oppose this plan is I will be near retirement by the time Ballard gets light rail. ST should consider alternatives to trains for the shorter collector routes. A gondola or aerial tram may be a better option to implement quickly and cost effectively. The shorter routes can sacrifice some speed. ST should think outside the box and come up with some creative solutions rather than digging tunnels and spending billions over the next 30 years. Self driving cars may beat rail to solving our traffic problems.
NORTH KING COUNTY	After riding subway and train systems in cities around the world, the implementation of rail in Puget Sound is disappointing. Riding the train to Seatac takes more than double the time that the bus used to take: that is a huge failure. Trains should be the fastest way to get around. Please study Paris and Berlin, for instance, and learn from them. Our geography is quite different than either, but surely those systems have things to teach.
NORTH KING COUNTY	I used to be a daily transit rider, but the long commute time makes transit unworkable for me. As all parts of seattle become more interconnected with transit I believe our quality of life will improve in the seattle area.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	One of the points of rapid transit is to preserve resources and prevent waste. With this in mind, why did the invitation to participate in this survey arrive on HUGE PAPER POSTCARDS (a waste of resources, pollution resulted from their production) by snail mail (however cheap, bulk comes with a cost)? Please be part of the solution by not contributing to the detritus in my mail box. Contact me by email, or if you must use paper mail, make it a tiny postcard printed in soy ink on paper made from close to 100% consumer recycled products.
NORTH KING COUNTY	No more taxes! If we didn't waste so much money on things like Bertha maybe I could support this. But this, on top on Ed Murray's socialist plans, is too much. I'll be voting no.
NORTH KING COUNTY	I didn't see anything for improving Federal Way to Seattle. With all those Weyerhaeuser people working in Seattle, they will need better transportation. We really need to discourage people from moving here We should be encouraging business to move to other states and eastern Washington in order to preserve the quality of life in Seattle., We need the high speed train to eastern Washington and the freeway along the foothills of the cascades as well as a light rail system under puget sound to Bremerton.
NORTH KING COUNTY	the oversight for any kind of transit plans in this city are absurd. i will support none of them until the leaders get a handle on the fiscal responsibility that needs to come first. this is nothing more than a blank check like the one just voted on 11/16. i'm sick and tired of way money is recklessly thrown away while i have to follow a budget and give up and sacrifice for what other's have voted in. this is utter BS!
NORTH KING COUNTY	Speed the timetable up! Getting rail service from ballard to downtown is needed now! 22 years from now is an utter joke. We will all be in gridlock by then.
NORTH KING COUNTY	As a survey writer, I feel this survey was poorly written. You didn't give us any basis to judge the projects except should it go to vote. Why shouldn't they all go to vote? It seems like it would have been better to ask either what would impact your life? Or let us know what the traffic stats are so we could make an informed decision about where the needs are. If we are being asked about personal preferences, it should also be phrased as would you pay to ride daily, not just do you support it.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	<p>It's obvious to anyone that the most cost effective way to improve the movement of mass numbers of people is two-fold:</p> <ol style="list-style-type: none"> <li>1. Increase the number of buses in the ST fleet</li> <li>2. Add lanes to all major highways, including I-5 and I-405 and major state highways like 520 and 522.</li> </ol> <p>We (voting public) understand this solution isn't "sexy", which is what ST wants...sexy light rail, sexy trains, anything that's sexy. Buses are "old-school", in the eyes of the Sound Transit board and managers. So trains and light rail are pushed on us. We get it. It's coming and there's little we can do to stop it. But if the ST board had to conform to fiduciary rules, they'd be pushing the expansion of traffic lanes for buses (and autos). That's the most bang for our bucks! But ST isn't a fiduciary body. It's a political body and can spend taxpayer dollars with impunity. It's sad, really.</p>
NORTH KING COUNTY	<p>Prefer progressive forms of taxation (e.g. property tax) over regressive forms (e.g. sales tax). Please consider shifting that balance so the burden of paying for this plan doesnt hit lower-income individuals as harshly.</p>
NORTH KING COUNTY	<p>Tax corporations rather than citizens!</p>
NORTH KING COUNTY	<p>Need to add general purpose highway lanes. 52,000 new residents are not moving here without cars.</p>
NORTH KING COUNTY	<p>Light rail is a monumental waste of scarce transportation resources. Way too little capacity for way too much money taking way too long to build. Exxon's wet dream of misguided effort. With tens of billions of un-budgeted seismic and structural work badly needed and algorithm-based transit solutions being developed, continued investment in this obsolete boondoggle reeks of mendacity. Shame on you.</p>
NORTH KING COUNTY	<p>Without easy access to stations for everyone, including those with disabilities that make bus use difficult to impossible, the lights rail is of little to no use to many plus so much dependence on buses increases traffic and dangerous driving and biking conditions.</p>
NORTH KING COUNTY	<p>Hurry up. Seattle has neglected transit for far too long...Get with the times.</p>
NORTH KING COUNTY	<p>Since the Capitol Hill and U District light rail just opened, I don't yet know how that will affect me and other fairly-central Seattleites. Also I understand that my priorities (Ballard, West Seattle) are somewhat different than what's prioritized time-wise in ST3, but any rapid transit is the right step.</p>
NORTH KING COUNTY	<p>Please build as much off of the road transit as possible - subways, trains, monorails, hover cars, submarines, etc. I'm happy for the increase in property taxes because I've noticed a direct effect of the increase in property values in areas well served by public transit.</p>
NORTH KING COUNTY	<p>More bus service connecting to light rail stations</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	Light rail should be the absolute priority in terms of funding and focus. Bus investment is cheaper and faster, but it is a band-aid that detracts energy, money and time from the real solution. Buses have frequent stops and will always have to share the same congested streets with cars. Having lived in cities like Boston where I did not even own a car, I am a huge proponent of mass transit and would choose it now for my daily commute (N Seattle to Beacon Hill), if taking the bus didn't TRIPLE my commute time. There are no great bus options (I've looked!) to get me to the new UW rail station from my home at 130th. Trip Planner won't even provide a light rail option for me ...? For these reasons, I continue to drive. Please focus bus investment on funneling people to major rail stations, and parking at major rail stations for us northside commuters. Make it easy for us to get to the rail, and WE WILL use it. Rail is the ONLY solution that will really have any effect long-term on Seattle's traffic, besides its many other unique benefits: connecting people, lessening environmental impact, and business growth at rail sites. Thank you for your time and considering my feedback.
NORTH KING COUNTY	Traffic is crazy in this city. For the size, we should have a better transportation system. I'm willing to pay for it with my tax dollars.
NORTH KING COUNTY	Keep expanding public transportation!
NORTH KING COUNTY	need service 24/7
NORTH KING COUNTY	These plans are fantastic! Seattle is a booming metropolis with a terrible transportation network. These changes should help alleviate future problems.
NORTH KING COUNTY	I have not seen that ST is getting a lot of use. Why build more? What we need dis more buses in areas that people actually take the miserable bus. If the plan is to get white folk a rapid transit method that does not involve riding with the riff-raff, well then continue on. I worked in the south lake union area for years and rode the bus every day. I never saw any of the men who worked in the area on the bus and very few women, mostly poor folk and students (more poor folk). We paid for a trolley for them and guess what, they somewhat used it. Yay! I am tired of getting on buses in Bellevue and seeing them empty or mostly empty. Why on earth build more transit for them and leave us in the city of standing room only buses? Not grateful people.
NORTH KING COUNTY	Go faster, better support for other neighborhoods such as Magnolia/Interbay which can take 4x on transit vs car. East/West travel in Seattle will get worse with Expedia and Google (and others) moving into the area.
NORTH KING COUNTY	Better transit within seattle is necessary. Busses are packed and often very delayed, making even fewer people want to take them. Better transit in slu world be great too.
NORTH KING COUNTY	Please provide light rail to Ballard the west side where residential growth is out pacing transportation services. That is what is really needed

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	When are you going to stop thing all thepeople have unlimmit amounts of money 200.00 here 200.00 there i am retired and am being taxed to death my ss checks do not cover all the increaes the gov seems to think they can just continue to add on. No one looks at the total amount people are paying.
NORTH KING COUNTY	I am retired and live on a fixed income. All I get from Seattle and the state of Washington is they want to tax me more. I won't live long enough to even put a foot on one of the trains why would I want to support it. If the taxing continues the way it is I will need to move form Seattle and possible the state just so my wife and I don't run out of our money before we pass on. Or we can stay here keep being taxed and become one of the homeless that I am paying for now. I have lived and worked in Washington for over 40 years and voted for and was willing to pay for mass transit and nothing was ever done. Now that I can't afford it you are stuffing it down my throats.
NORTH KING COUNTY	There needs to an emphasize on the city corridor. if you can't get anywhere in and around the city, it doesn't make sense to do all the work on the outside of it? People get stuck in traffic there!! There is NO east west transit plans??? And why oh why is there no service from Ballard to elsewhere unless you are in the commuting hours?? The 17 went away and nothing replaced it, so those west of 15th...have to hoof it to get anywhere. Think that who ever decided on all these plans live outside of the city. Too sad! And while I am at it. There needs to be a faster way to get home from the airport. Can't there be at least one train that doesn't stop at EVERY stop? On it's way to Seattle. I think it was faster to walk!
NORTH KING COUNTY	I would like to see some money added to add a few more buses on already existing routes in Seattle.
NORTH KING COUNTY	Cities are further impeding traffic by installing unused bike lanes, there by reducing lanes available for vehicles. YOUR TRAFFIC PLANS ARE DRIVING SENIOR CITIZENS OUT OF THEIR HOMES WITH INCREASED TAXES.
NORTH KING COUNTY	I would support the measure if the light rail to ballard came first. 22 years out is too long to wait.
NORTH KING COUNTY	This a politically motivated money grab. You politicians and Pollyana "transportation experts" have never yet delivered any of your previous projects on time or on budget. This one will be no exception, and you know it. Fixed track systems are confining and unchangeable. Investment in buses and bus routes is better, cheaper, and flexible, plus more people friendly and people-centric. Furthermore, you know darn well that today's \$50,000,000,000.00 will not be enough to complete projects 20+ years down the road. You will be back asking for more \$\$,\$\$\$,\$\$\$,\$\$\$.\$ç to finish the mess you started. And none of this includes maintenance. Buses. are less costly to purchase and maintain, unlike your little toy trains on tracks. The businesses that are bringing in all these new people should be shouldering the bulk of the costs, not the overbudened middle class property owners. Just \$200.00 more a year? You must think people are stupid. A married couple would be \$400.00; then add \$200.00 per child. Deceiving figures; but that is what you politicians are good at. It's the job you do best. Every money grab you make is the same: "It will just be \$XXX.\$ç more per year." State, regional, or local; it's a broken record. Scrap the rail, and get more buses. They will get people to the destinations they need to get to. Not everyone needs to go to downtown Seattle; it is not the center of the universe.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	<p>Sound Transit should commit to trying to find the funding to complete these projects sooner, especially the highest ridership projects. Suggestion: Give alternate completion dates that would be dependent on additional federal, state, or local funding.</p> <p>The 130th street light rail station should not be provisional.</p> <p>The light rail extensions both south and north of Seattle should be Hwy 99 alignments, not I-5 alignments. Along 99 they could have much better TOD opportunities, also better bike, ped, and local bus access, also more opportunities for future stations.</p>
NORTH KING COUNTY	Will there be help for low income or senior property owners?
NORTH KING COUNTY	Seattle and the entire area is in such sore need of even more public transit—everything done to-date has been fantastic and should only continue, accelerate, and expand. It's great for the environment, the economy, and our collective quality of life. Keep up the great work!
NORTH KING COUNTY	<p>Car parking is vital to the plan so people can get to the train.</p> <p>Bicycle traffic may be helpful but less important.</p>
NORTH KING COUNTY	I favor light rail because trains are inherently cooler than buses, but more importantly, once rail is laid it is less likely that service will be reduced from later budget cuts. In a perfect world where future funding were guaranteed and dedicated bus routes/shoulders would actually be built and maintained instead of using existing traffic impacted roads, I'd be totally on board for buses where the long term economics make sense.
NORTH KING COUNTY	<ul style="list-style-type: none"> <li>- Please put new rail stations (of all descriptions) right where people live and work -- do NOT make people drive their car to take the train or bus. I realize it's a massive pain in the ass during the construction phase and that businesses and residents will likely fight you, but it's 100 percent the correct decision longterm. I live in Arlington, Va. for a long time and they thankfully fought the good fight decades ago to ensure people could walk from their apartment to the subway and from the subway to their office without massive "park and ride" behemoths next to Interstates and major highways.</li> <li>- Please no more "street cars" unless they have their own lane (so they don't sit in traffic) and an actual destination (the South Lake Union Streetcar is a 1.5-mile travesty).</li> <li>- Please add more lanes just for buses. I used to ride the 40 in the evenings from Westlake to Ballard, but now I drive every day because some evenings I'd wait for 45 minutes for a bus to reach me (they'd become indefinitely ensnared in traffic downtown) and, when they did reach me, they'd have so many people that two or three might pass me because they couldn't take on any more passengers.</li> <li>- I love that the rail system expanded to Capitol Hill and the University of Washington. I support any additional expansions, particularly to Ballard and to West Seattle.</li> <li>- Keep up the good work!</li> </ul>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	More bus service is needed and/or parking. For example, The Husky Stadium light rail station which just opened requires a bus from where I live at 107th and Lakeside Avenue NE. To use the light rail station there would take me a huge amount of time since there is no direct bus nor parking at the stadium.
NORTH KING COUNTY	Property taxes should only be applied to zip codes directly benefiting from the projects within three years. No direct zip code benefit, no property tax!
NORTH KING COUNTY	I have concerns most about the property tax assessed especially for homeowners who have lived 25+ years in their home and have higher taxes most years.
NORTH KING COUNTY	Hurry up!
NORTH KING COUNTY	Most of the complaints I hear are that it needs to be bigger and be completed sooner. Before 2018, the legislature needs to replace local school levies with state funding. ST should join the lobbying effort to shift education costs to a more equitable funding source, such as reducing or ending tax expenditures, a capital gains tax, and/or an income tax. This could free up local property tax capacity that could be used, while leaving local property taxes lower, to make the ST3 bigger and finished sooner.
NORTH KING COUNTY	I think the areas closest to the city center should be connected first so Ballard and West Seattle
NORTH KING COUNTY	Projects in the core of Seattle should take priority over other regional projects. In addition the West Seattle line should extend to White Center and Burien before there is any need for extensions to Everett and Issaquah.
NORTH KING COUNTY	There is already way, way, way too much Government and too many bureaucracies. Taxes are way, way, way, way, way, way, way too high. I oppose all new taxes and am in favor of decreasing taxes whenever possible.
NORTH KING COUNTY	The time for rail is past Too expensive and not flexible Bus option only feasible way without over taxing community.
NORTH KING COUNTY	Great effort should be expended to encourage people to live closer to where they work to reduce, rather than increase the need for more transit service. Employers should come onboard to help with this effort. I'm an 82 year-old retired Civil/Structural Engineer who spent a dozen years ( 1960-1972 ) building bridges on I-5, 520, 405, Spokane St., and even a railroad bridge in Eastern Washington. Get people to live closer to work and we won't need all these extra taxes that I can't afford at my age.
NORTH KING COUNTY	Charge for parking in parking structures as both a revenue source and way to encourage use of alternative modes of transit
NORTH KING COUNTY	Improve current bus schedules and routes. Do NOT remove routes or decrease service to push people onto rail. Not everyone has the ability to get to rail stations.
NORTH KING COUNTY	I strongly support increasing public transit in the Puget Sound, especially light rail and sounder service in the region. But you should pay for it by taxing the rich, not the middle and working class. If it is the working and middle class that have to pay for it, then I am opposed to it.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	To deal with ever increasing traffic, efforts should be made to accelerate the dates for completion of the transit plan improvements. ALSO, bicycles are an important additional ingredient in the plan to reduce the number of automobiles commuting. It will be important to assure that the transit facilities and the trains and buses can accommodate bicycles.
NORTH KING COUNTY	City council should be replaced and no more corporate recruiting be done in the northwest. Tax and license every bicycle just like cars so if there is any further expansion in this minority population which inherently discriminates against the elderly, handicap, obese, families with children etc..they can pay for it. Sound transit should be a self sufficient non subsidized bureaucracy. Any trains or buses or bike share programs need to be self sufficient and non subsidized. Like Uber and Taxi services and limo's and charter buses and Greyhound and on and on. Sound Transit is a tax dollar wasting blob of incompetents, spending tax dollars on back door studies, that needs to be dissolved. How many time do voters have to say go to hell!
NORTH KING COUNTY	Light rail needs to be a priority! PERIOD. No new bus lanes....no train improvements right now. We need light rail all over the region so you can go anywhere you want to go in this area by light rail. You need to scrap this plan and start over and focus and getting light rail built. NOW!! We have needed it for years. Buses are awful, noisy, big...should not be the foundation of service from the east side. Just like Portland and Bay Area, lets upgrade to Light Rail everywhere! PLEASE.
NORTH KING COUNTY	This type of transit is a complete loser, 90 percent one way 10 percent backhaul. I can't find any system in the U.S. that can pay its own way. Just another cash grab from the taxpayer. And always over budget. Another Bertha in the making.
NORTH KING COUNTY	Hurry up just get workers from china
NORTH KING COUNTY	Security plans. What kind of security will we have on the buses, trams and trains as well as the transit centers?
NORTH KING COUNTY	NO MORE TAXES!!!
NORTH KING COUNTY	Parking at the rail stations is vital. I'd love to use the university station but where am I to park????
NORTH KING COUNTY	I live in east Ballard & have taken the #28 for years, both the Local & the Express. You have recently cut out the Local 28 entirely thereby disenfranchising the elderly and disabled! If one is healthy enough to walk or has a car, great, BUT if NOT, you've succeeded in making it impossible for many people to take the bus to go anywhere the 28 Local used to go. If your intention was to get people to NOT drive & to take the bus, YOU'VE FAILED!!! I've been a supporter of public transportation for years & have always voted for it, but rest assured, I will NOT vote for it again unless you pay attention to those who really need it & for me that means EAST BALLARD!!!
NORTH KING COUNTY	1. Please define "average resident". 2. How would the cost listed in number 14 be collected? Your plan suggest the voters agree to a plan without defining how it would be funded. Much like signing a contract to buy a new car without knowing the price of the new car.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	<p>A project to speed up the light rail. It's great, but since it runs about the same speed as a car, there isn't that big of a benefit to taking the rail.</p> <p>If that's not possible, then a more aggressive project delivery timeline is suggested.</p>
NORTH KING COUNTY	<p>Fully support the expansion of multiple transit systems to alleviate traffic congestion in the city. If we don't start now, it will only get harder and more expensive. Full steam ahead, especially if ST can maintain the ahead of schedule/under budget morale that it accomplished with Capitol Hill/UW - bravo!</p>
NORTH KING COUNTY	<p>Any rail is way too capital intensive and very expensive. And, riders aren't picking up enough of the costs and those costs are trying to be dumped on home-owners or car owners. Develop transit-only lanes on arterials. Much cheaper and gets the job done. While I LOVE to ride public transit while traveling (London, Chicago, New York, Berlin, Wash DC, Tokyo, etc., I don't want to have to pay for it with my taxes; it's too damn expensive a way to move people.</p>
NORTH KING COUNTY	<p>Recent changes to bus services haven't taken into account the impacts on people who lost their bus service. Also, transit needs to be at least as efficient as driving in order to get people to use it. I currently cannot use transit nor will I be able to under this plan.</p>
NORTH KING COUNTY	<p>This is such an important development to ease the increased populations in Seattle and beyond! Don't give people the \$ amount they will have to pay; it can only discourage progress on moving the projects forward. The area desperately needs these transit systems all over to improve commutes and reduce traffic.</p>
NORTH KING COUNTY	<p>This entire plan assumes we are all millionaires! Yes, the traffic is bad but such a massive undertaking is ridiculous. Heck, our legislators can't even pass a reasonable budget and every time you turn around we are being asked to raise taxes for this, for that and who knows what else. The people of Seattle have become pawns in this game and unfortunately bend over every time they are sold a bill of goods. Enough is enough! Time to react like most citizens are in this year's presidential election...throw out all the mums that can't get anything done and bring in people who work for us all and not the special interests. Lets get back to the basics like fixing all the pot holes on our streets that have been ignored, street paving, stop funding ridiculous changes to bike paths, etc. at the cost of other more important projects, and the list goes on and on. Seattle is already one of the most expensive cities to live it...and this plan is going to help that? More homeless people for sure, more need for handouts to survive. Get real. I find it unbelievable when you state that the average homeowner will see the bill for all this to be about \$200 a year. What a farce! My license tab fees went up \$75 this year alone and property taxes over \$200. Too much is not known, accuracy of proposals is highly questionable, costs are even more questionable and the extent of your proposals are wishful thinking at best with little if any regard for how the cost of all this is going to affect the people who live here.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	We LOVE the light rail. We want it to come up to Northgate as soon as possible! We do NOT like the "quick short payne light rail" plan to Everett just because they are whinning that they want it faster. We would like you to continue with the original plan for light rail coming in from University.
NORTH KING COUNTY	Although it may be difficult and lengthy, I suggest that more public meetings with community feedback be exercised. Get the word out on all social media sites and collect feedback . thank you
NORTH KING COUNTY	Should support where population has exploded not where the wealthy live
NORTH KING COUNTY	The Ballard route would be fed by changing bus routes to feed the station at Dravis requiring a transfer when I now go downtown in 25 minutes. The route would make 15 even more congested. Save money and drop the Ballard route. Your charge is to build a regional system. I will vote no if I will pay big bucks for worse service. Magnolia voted 18% for monarail to Ballard. If this route is to gain city support, don't be suprised if it loses it in the impacted neighborhood.
NORTH KING COUNTY	Way to expensive
NORTH KING COUNTY	increasing property taxes incessantly adds to the housing costs of living in Seattle. look into new funding sources.
NORTH KING COUNTY	Hello. There needs to be more effective coordination between the various players that provide transportation to our area. Metro has reduced the service on Route 43 from U-District to Capitol Hill & downtown. The new Sound Transit light rail station that just opened near Husky Stadium is cited as the reason. Apparently Metro assumes University students & staff will be willing to walk to Montlake to catch the light rail, then walk from whatever light rail station is closest to where they need to get. Sounds theoretically logical, with fewer buses resulting in less greenhouse-gas emissions. In reality, this change misses the likelihood that folks will now weigh whether it's actually cheaper/more convenient to drive their individual vehicles, parking at the U's large lot which may be as close or closer than the light rail station south of the stadium. Eliminating Route 43 trips between 3:47 & 6:11 puts many campus commuters in this dilemma. If the objective is to reduce # of buses, why not spread this reduction more evenly so that some of the 5+ buses that go every half hour or less between 6 - 7p.m. are dropped & buses are added back to the earlier 3:30 - 6 p.m. timeframe? I know you are not Metro but you are their partner in all this & that is my point: improve your coordination. Thanks for taking a look at this.
NORTH KING COUNTY	You guys are wasting tax dollars
NORTH KING COUNTY	Require parking minimum parking spaces to be build with each apartment.
NORTH KING COUNTY	Timelines are really slow.  Ballard/West Seattle would be nicer to have sooner.  Easy access to Georgetown is completely missing.
NORTH KING COUNTY	I strongly oppose increases to the sales tax in general and would favor finding less regressive means of funding ST3.
NORTH KING COUNTY	Ballard should come in 10 years earlier than 2038

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	I would like to see less stations and much faster transit times on the link light rail and on the express buses and any other services that are covering long distances to serve the downtown and surrounding core in Seattle.
NORTH KING COUNTY	We voters in the Puget Sound Area made a huge mistake in the early 70's when we defeated our first opportunity to begin building mass transit in our area. I was one of those voters who voted against the (Forward Thrust?) proposal, which would have been 75% paid by the federal government -- and which would have been finished at least 30 years ago. We can't support enhanced public transit enough now, as the environmental imperatives are "in our face". So yes to ALL -- light rail, the longer we wait to start and more it costs and the less likely we are to see it operational. Yes to faster buses, more exclusive bus lanes on our freeways, more transit centers with more parking, more/easier access to bicyclists and pedestrians. Yes, yes, and yes again!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

<p>NORTH KING COUNTY</p>	<p>I was always incredibly supportive of light rail as well as taxes to support the expansion of this and other modes of public transportation. Living and renting in Seattle for 16 years I have voted yes for every single public transportation proposal. However I had no idea that with the expansion of light rail, bus rapid transit, etc. that local King County Metro bus service would be so drastically cut and modified in order to plan or pay for these other forms of public transportation. Many, many people in Seattle completely rely on the flexibility and reach of local Metro bus service in order to get to work, home, doctor's appointments, and more.</p> <p>I don't own a car nor do most people I know where I live in the U-District and work in Lake City. Metro bus service has been pretty much my only transportation option for at least a decade. Metro bus service has always been an *excellent* source of transportation in Seattle until the recent expansion of light rail to Capitol Hill and the U-District in North Seattle in late March of this year. Now almost every Metro bus route that I utilized daily in order to make my life workable has either been eliminated or dramatically cut / altered. (This includes routes on major city thoroughfares such as the 72, 71, 73, 66, 67, 48, 43, 30, and more.)</p> <p>This has been a disaster for me and for many, many other bus riders who live in Seattle and depend on Metro buses for transportation. Trips that used to require one bus now require two or three or a couple of buses plus light rail, and there is much more walking required. This has been a nightmare for many people I have spoken with especially for the elderly and those with mobility issues such as the disabled and those dealing with chronic illness. These changes also have a disproportionate negative impact on the poor in our city.</p> <p>As I mentioned I have always been a huge supporter of public transportation in our area including elements of this proposal. I am horrified however that this plan and further expansion of light rail may continue to have a devastating effect on local Metro bus routes that are essential in order for residents to get around our city. I and others I know are extremely reluctant to ever again support or vote for a similar plan because of this unintended consequence (unless there is some kind of assurance that Metro bus routes throughout the city will be preserved / restored in addition to the expansion of light rail.) Please stop the destruction of local Metro bus routes which provide vital access for residents in parts of the city that light rail never can.</p>
<p>NORTH KING COUNTY</p>	<p>The only way to keep this area liveable will be to build more transit.</p>
<p>NORTH KING COUNTY</p>	<p>In general, Seattle is DECADES behind every other (civilized) major city in the world, when it comes to mass transit. This is all WAY, WAY too late, but better late than never. And the more the better. To hell with cars, auto pollution and traffic jams.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	<p>I am unable to determine how funds will be raised for this project. I am 69 and my mother is 93. I had to move in with her several years ago to help support her. She receives about \$1600 monthly in SS and already pays \$6K in property taxes!! My retirement income helps pay her expenses and provide a decent environment for her to live. However, it prevents her from getting any Senior discounts on taxes, etc. We never ride bikes, use transit. I drive 3K or less a year and only to buy groceries and make other minimal excursions. I believe that the users of services should pay for them. Property owners already pay too much for public services that they never use. Bike riders, train and bus riders, apartment dwellers need to pay proportionately for what they use. Property owners and car owners pay too much for what others use. The only transit improvement I would like to see is the reinstatement of free transit within downtown Seattle and the elimination of bicycles in the same area..</p>
NORTH KING COUNTY	<p>I'd like to see a bicycle commuter oriented station at 130th on the Lynnwood Link Extension that specifically serves the Lake City, Pinehurst, Bitter Lake communities. Ideally this would include a dedicated bike lane along 130th connecting to the Interurban Trail. Both 145th and the Northgate area are difficult to access for bike commuters, and this station would contribute to the overall quality of the proposed transit package.</p>
NORTH KING COUNTY	<p>It would be nice if there was greater transparency into how/why this project was proposed as well as more details on how the project will be funded. As an individual, I'm only aware of the traffic conditions in one small subset of the region, but you guys manage transit for the entire area. I know that I-405 and I-5 are a mess at times, but I have no idea what traffic is like specifically down in Tacoma, nor do I know anything about the transit options there. Seeing more data would help people understand why you guys make the decisions you do, and it would enable people who have expertise in the field to identify areas for improvement. Similarly, it would be nice to know more details on how the additional tax revenue you receive will be used to fund the project. Obviously projects like this require money, but it's easier to support a cause when I know where my money is going rather than dumping my money into a giant mystery money pool.</p> <p>Regarding buses in shoulders, that just seems like a bad idea to me. Where is a driver supposed to pull over if their car breaks down? Shoulders aren't built to be replacements for lanes. They're supposed to be an area where a car can pull over without hindering traffic. Driving in the shoulder just seems dangerous.</p>
NORTH KING COUNTY	<p>Seattle already has a strong record of supporting mass traffic while the suburbs less so, the buses in Seattle are all already over crowded. The Ballard line will help with that. There is already heavy gridlock in Seattle and more housing being built in Seattle than anywhere else and projects to move Seattle traffic should be the highest priority. For example I live 5 miles from where I work and it takes between 45 min to an hour and a half to get there via transit because it is so slow.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	Every resident in the state of Washington should have to pay their fair share of this project and stop taking the king county and close home owners to the slaughter house. Enough is enough. There is no control over your spending, you are driving the middle class out of their already paid homes by over taxing those properties, don't leave it up to the upper crust elite to decide, they are laughing all the way to the bank, including some of those corrupted officials who are washing their hands in the profits. Your Berta Tunnel has become a world white joke and now you want to build another tunnel, are you out of your mind!!!! This city is spending the taxpayers money like the drunken sailors. You want a tax revolution in this state, you are working at it.....
NORTH KING COUNTY	Please take all measures to speed up development and construction of new service, including corporate sponsorship, federal lobbying, expedient environmental reviews, etc.
NORTH KING COUNTY	Too expensive!!!
NORTH KING COUNTY	Businesses that are bringing additional residents in droves should be paying for more of their share in the costs for transportation. The burden should not all fall on the taxpayer.
NORTH KING COUNTY	Any projects that Sound Transit wants to embark on need to be completed within the existing budget and Sound Transit needs to become more efficient. It should competitively contract out services just as Snohomish County does and as other cities like San Diego and London have successfully done.
NORTH KING COUNTY	I think the amount of money they are planning on spending on this transit system is obscene! It will only carry about 4% of the population and will never pay for itself. I personally, will never use it...so...why should I pay for it? You should be concentrating on maintaining and repairing roads and building new ones. That's what my tax money should be for.
NORTH KING COUNTY	Less dependence on long range light rail. You should focus on dense population areas. You are considering how automated cars and employment will change over 25 year horizon. Focus on bus and lower capital costs items.
NORTH KING COUNTY	If the Seattle area wants to remain a liveable and affordable place, upgrading our transit system is a must. I think most residents agree on this though there is a lot of "not in my backyard" [explicit].
NORTH KING COUNTY	Thanks for asking!
NORTH KING COUNTY	The project for west Seattle is all good, but there remains an issue for those of us who live in the Admiral district. The buses are over full and don't always show up. I'm not walking all of the way to the Alaska junction to catch light rail or the C line. What can happen for the Admiral district? The service from downtown Seattle to Admiral is spotty at best. I spent over an hour waiting for a 56 to show up downtown to go home after work and it never arrived. I finally had to take a 55 which was the long way home.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	<p>1. Please prioritize light rail/rail to the North, South, East of Seattle (and West Seattle).</p> <p>2. We need buses but we just sit in traffic on them in traffic and rapid rides still do not appear to be a good solution with the exception of connection us to rail/light rail. Please do prioritize more buses in/out of the city. I do not want to pay for "rapid bus service" this feels very inefficient. However, I am willing to open my wallet for rail/light rail even for areas I do not live in.</p> <p>3. I have a home and I would pay more property tax for rail/light rail ( but this probable translates into rent increases as well ). Sales tax and motor vehicle tax seems light it would be burdensome for the poor.</p>
NORTH KING COUNTY	<p>transit is most important factor affecting quality of life here. we need trains now! I prefer NYC to Seattle because I can get anywhere without a car.</p>
NORTH KING COUNTY	<p>ST service is not accessible. I will not vote for ST3 unless ST provides TONS of parking at rail stations--and I don't like your new parking policies. I mean FREE parking and plenty of it. Otherwise, I will never be able to access any of your service--and I won't take a bus and then transfer. It takes too long and it's costly. I also think your price tag is too big. Seattle is already unaffordable--and part of that is due to increased taxes, esp. property tax. You are asking for me to support ST3 when I won't have access to it (without parking) and it will make my own home's taxes unaffordable. No, I'm NOT excited about ST3. AND, I am completely opposed to TOD and more stupid bike and ped projects. If you include that in your plan, I definitely won't vote for it. I've had enough of that kind of useless waste. I want my transit money to go to TRANSIT--not to bikes and sidewalks.</p>
NORTH KING COUNTY	<p>Too little too late. I would like to see independent studies of the likely positive and negative impact of all these projects. On the whole I'm skeptical than any of these programs will have a significant impact on the traffic situation in the region. At most I'd hope we could maintain status-quo with these programs.</p> <p>I'm also concerned that the plan is not trying to project future innovations in transportation and likely changes in living and working patterns.</p> <p>Plans that are more than 10-15 years out will almost certainly be sub-optimal by the time they come online due to inevitable changes in the underlying conditions.</p>
NORTH KING COUNTY	<p>I am a lifelong citizen of Seattle. Grew up in Magnolia and have lived in many areas of city including Madison Park and Green Lake. I currently live in West Seattle and without a doubt, we desperately need light rail. We have thousands of new apartments/condos being built in the area (and more coming) and traffic off West Seattle is terrible as it is. We need light rail asap to help current and future residents. West Seattle is a key neighborhood community for Seattle and light rail is needed and will pay-off in long run.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	I'm sure you'll get your share of comments about timeframes. I'll simply add that I wish you could proceed with a less regressive funding framework.
NORTH KING COUNTY	Light rail works best when it is supported by a city/region's efforts to support density and urban centers. This program should be conditional on affected cities, regions, and neighborhoods submitting plans that support these travel hubs. This includes additional buses, bike lanes, and zoning laws.
NORTH KING COUNTY	I have major concerns about the timeline of the light rail projects. I realize that it does take time for projects to get completed. However, I do believe that this can be completed a little sooner than 2041, especially in places like Ballard that need better public transportation options and not just more buses. Also, there is no included light rail service between Ballard and University Village or Ballard to Bothell/Woodinville. Kirkland, Renton? Nothing, which is unacceptable. You also need to cover more of West Seattle. The idea is to get this going as quickly as possible so people can get to places quicker and not be stuck in traffic and for those that live outside of Seattle to have great access to light rail and be able to afford to live in the Puget Sound region.
NORTH KING COUNTY	The cost of this project cannot be the sole burden of Seattle residents but should heavily be put on the businesses who benefit from it and residents in suburban and non-Seattle cities. The businesses should not be benefiting from more tax breaks but should instead be paying their fair share of taxes to pay for good transit that attracts their their employees.
NORTH KING COUNTY	Ballard to downtown has become a nightmare - even on the buses its slow. The city allowed building to increase density in Ballard and in turn the increased number of residents are choking the streets in and out of the neighborhood - improved transit would be popular and highly utilized because most people here try to walk everywhere and leave cars at home - but we can't get out of Ballard effectively so the routes to downtown are plugged with cars. Many people here are using alternatives to owning cars - but they still have to drive these cars on the same routes so it's not really a solution.
NORTH KING COUNTY	The transit plan should not be funded by homeowners. I'm tired of having to pay for the infrastructure of this city just because I own a home. The people who use the transit (which includes me but doesn't penalize me), the companies that people are moving around to en mass should pay (Microsoft, Google, Amazon, Boeing, etc.). Find a way to fund this very necessary transit plan another way than homeowners paying. Get an income tax for this state, and let the state assess transportation taxes on everyone based on income level. That would be fair.
NORTH KING COUNTY	Sound Transit has made public transit in Seattle worse. The Metro 174 and 194, and ST 560 buses were more reliable and provided a faster and safer trip to and from the airport. Since those routes have ended, I now drive to and from the airport instead of taking public transit. East Link and the route to UW are just replicating trips that are already served by buses. The people who run Sound Transit are more concerned with creating careers for themselves and less concerned with improving transit in the Puget Sound region.
NORTH KING COUNTY	Fix the traffic....please.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	I strongly feel that the West Seattle and Ballard Light Rail projects should be completed sooner than what is proposed in ST3.
NORTH KING COUNTY	For funding the projects, please ensure consideration of financial impact to low-income residents.
NORTH KING COUNTY	Any completed line must be self-supporting within 3 years. I do not support tax-payers subsidizing riders or PS operations.
NORTH KING COUNTY	Please ring fence any tax increases so that residents KNOW the funds will be going towards these projects and not diverted. I'm genuinely happy to pay more for transit but want to know that these increases truly are going towards transit.
NORTH KING COUNTY	It would be unbelievably short-sighted to waste the limited pot of ST3 dollars available on parking. Doing so would essentially be paying taxpayer money to undo the positive effects of expanding transit in the region.
NORTH KING COUNTY	<p>Within this survey I tried my best to answer well but often I wasn't really sure what to answer. For example on this (final) page the questions asking if I would support a tax of \$17/mo - it is hard for me to really tell you what I think without knowing what the alternative is, etc. Lastly, though a map was provided, it was hard to reference the individual lines and stations for the questions on the previous page. In the future, I think a great way to be able to take this survey could be in interactive video form. That way - for each question the video could show VISUALLY what the question is about, and there may be more options for hearing about the alternatives and reasons why things are being proposed the way they are.</p> <p>Either way - I am really hoping that Seattle can be an example for our country in terms of public transit. Already the capitol hill and u-district link light rail stations have improved my experience of living here enormously.</p>
NORTH KING COUNTY	As property values rise rapidly, homeowners are being taxed out of the area! We approved almost a billion dollars for transportation last year. Why isn't that enough?!
NORTH KING COUNTY	<p>The transit/light rail only provides minimal service to places only about 1% of the population goes. All this planning for more transit transportation is a waste of money which money would be better spent by improving the roadways for the population to travel on. 405 needs to be opened to 4 all purpose lanes as was advertised when 1st proposed for the population to raise money for.</p> <p>The riders will never pay full load for use of the mass transit system. It will have to be massively subsidized forever. This is not economically sustainable.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	<p>Thank you for the new UW Link station. I work on Cap Hill and usually take the bus downtown and then walk up the Hill as the buses are slow.</p> <p>When I take the Metro 372 bus, from the Lake City area, to the UW Link, it actually increases my commute time by about 10 minutes, though it is generally a more pleasant commute. On sunny days, the view of Mt. Rainier as I walk to the Link makes it all worthwhile.</p> <p>Please continue to build these projects - for all of us stuck in long commutes for relatively short distances. It takes me about 1 hour to go the 10 mile distance from work to home.</p>
NORTH KING COUNTY	<p><b>NO NEW TAXES ON WORKING PEOPLE.</b> Working people always flip the bill for projects like this, while our local multinational corporations reap the benefits with little investment. We need to pay for this with high corporate income and capital gains taxes. If Jeff Bezos can afford to launch rockets into space and land them back to earth in another venture to make more billions he should be able to afford to invest in his states infrastructure. If Boeing is going to get massive tax breaks and have record setting profits while proposing to lay off Washington employees then they can afford to invest in the states infrastructure. If this project is to be paid for by the people then the construction of these projects should be completed by the state, employing Washingtonians with good high paying jobs and benefits, not allowing a bidding process with the undercutting private sector which will open the door to litigation when these projects inevitably going over budget and schedule. If the public sector (the people) are going to be paying for this then they should be the ones getting paid and paid well. The project should be ran at cost not with not with a profit motive and our public officials should be the only parties to blame, we don't need another Seattle Tunnel Partners fiasco.</p>
NORTH KING COUNTY	<p>We need more light rail service to accommodate the recent influx of people into Seattle. I think plans should be focused on expanding the current lightrail system to connect all of Seattle so people can leave their cars at home when coming in and out of the city. I think the focus should be more on lightrail than bus and sounder expansion.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	I realize the major costs in this plan. However, the homeowners should not be the ones solely supporting these project. I work from home and my husband works 8 blocks from work. We are very limited users of public transportation. With the influx of new apartment complexes in West Seattle, Ballard, etc, I feel that those residents should shoulder a lot of the burden too. These companies are moving downtown and giving public transportation passes to these new employees. And, there are not enough parking to cover the thousands of new rental units being added in this city, so they assume these people will all take public transportation to work. Are they going to be paying on average \$200/year like you are proposing for home owners? What is their assessed value for living in a \$2000/month apartment? What about bikers? We are making all of these new roads/lanes for them and they don't pay any extra. You're punishing long time home owners and those who work close to home, and we aren't the target market for these new additions. It's the thousands and thousands of young millennials that companies like Amazon, Expedia, etc are bringing into the city and causing the overcrowding. The City of Seattle, as a supposed technology hub, should have made these provisions years ago. Not as a reactionary measure.
NORTH KING COUNTY	I am a proponent for the light rail and train systems. It has been proven in other cities that the investment in rail is consistent and the most economical long term for operations. This will remove more traffic off the streets. Busses are still on the streets and do break down. Rail is a better long term solution and should be considered more than the temporary solution of busses.
NORTH KING COUNTY	A combination of two comment types. I understand the need for proper planning and traffic mitigation during construction, but I would support anything that can be done to speed up the delivery timeline. That would include paying somewhat more for quicker delivery. I would also like authorities to consider light rail for the Lake City to Kenmore/Bothell corridor.
NORTH KING COUNTY	more transit only lanes
NORTH KING COUNTY	I'd prefer if the tax system was tiered based on income, rather than property value. I am capable of and willing to pay an additional tax to improve mass transit options, but \$17/month is a lot to ask of a low-income household (single or family) who are struggling to keep up with the spiking property values/costs.
NORTH KING COUNTY	A) Within Seattle, especially on the north end, the major "choke points" for traffic are East-West. While Ballard to downtown would be great, Ballard to UW would be just as useful. What about Northgate to Crown Hill/Greenwood? B) Also, I am skeptical of BRT. I have not seen much advantage to current efforts to make bus lines faster. The Metro D Line, for example, is often slower than alternate routes. BRT will only be useful if it can GET OUT OF TRAFFIC.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	<p>After seeing the shortsightedness of the location of the UW transit station, I have no confidence in the transit leader's common sense or ability. That station is completely inaccessible to nearby neighborhoods to the north and east. It was chosen for its view location, not on practicality of location. It should have been located in the north parking lot, with drive thru drop off for northeast neighborhoods. under the new plan, here is what I have to do to if I want to use light rail to go the 6 miles to my office downtown. Walk to a bus stop. get on a bus, ride it to the uw campus. get off on campus. walk to the station. get on a train, ride the train to downtown, get off the train and walk to work. Easily an hour commute to go 6 miles! really? It this kind of lack of common sense that tells me I can't support paying more taxes for such short sighted thinking.</p>
NORTH KING COUNTY	<p>More bus routes along Delridge, perhaps a rapid ride, would be helpful. Ideally, I would like to see more bus service to connect High Point and Delridge areas to the West Seattle Junctions and downtown Seattle. Currently, supermarkets, shops, restaurants, etc. are only reliably accessible by car and buses are limited, particularly along Morgan, Sylvan Way, Orchard, Dumar, etc. Thank you for considering feedback.</p>
NORTH KING COUNTY	<p>Taxpayers are currently paying for ST2. When ST2 is completed the taxes currently being paid should then be voted on to pay for ST3. It looks like the taxes for ST3 will be added into what we are already paying for ST2. I want light rail but the numerous transportation/transit state and local agencies do not appear well coordinated in their use of tax payer money to improve transportation/transit in the region as a whole. Better coordination and prioritization with state and regional agencies would build my confidence in increasing taxes to pay for the system. The middle-class and low income people in Seattle are struggling to make ends meet here and \$200 additional a year will be hardship for many people. I want my taxes spen wisely.</p>
NORTH KING COUNTY	<p>In general, I am supportive of expanding public transit, but this package is far too expensive and does not deal with equity of benefits vs. costs to the region served. Worse, the timelines are so far out that the things that would be most useful to Seattle residents won't occur in time to deal with the projected growth you note. Thus Seattle voters pay for suburban improvements for 20+ years while most useful in-city transit gets minor or no changes. And (at least in the West Seattle proposal) the routing doesn't even get to where most Seattle residents and visitors want to go! (like the central W Seattle business district on California and/or Alki Beach.)</p> <p>But fundamentally the whole premise is wrong, not surprising given Sound Transit is a capital building focused agency. As was recently proved on Westlake, closing existing lanes to regular traffic to make exclusive, fast corridors for buses/railcars/etc. (with coordinated lighting signals) is far less costly, far more immediate, and far more flexible than fixed systems. It could be done in a year or two. That is what ST3 should mainly be focused on.</p>
NORTH KING COUNTY	<p>All stations need safe drop-off area. All stations need bike racks.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	I am a liberal and a VERY strong proponent of expanding light rail service in King County. However, I can no longer support funding that comes from making our tax system--already the MOST regressive in the country--even MORE regressive by increasing sales and motor vehicle taxes. We need to stop funding capital improvements on the backs of our poorest residents. I strongly suggest you propose some alternative funding methods. I support the residential property tax component. I would also support a nominal income tax to help fund, even though I know it won't be politically expedient at this time. I worry that despite my support for light rail in general that if this is funded disproportionately via the poor then I must vote against ST3.
NORTH KING COUNTY	Light rail over I-90 that can connect to route going to Microsoft, overlake, redmond area.
NORTH KING COUNTY	need more shuttle or feeder buses to the link stations - now my bus to/from the Montlake station comes every HALF hour. no way disabled could easily catch a bus need bathrooms need parking and drop off areas no service for me to stations on sundays and holidays when I work or for families going downtown
NORTH KING COUNTY	I would love to see light rail go to Auburn and maybe even many of the community colleges in the area...
NORTH KING COUNTY	build it quicker!
NORTH KING COUNTY	New link light rail to UW is awesome!
NORTH KING COUNTY	We had monorail transit to West Seattle, the largest community in the city, but Mayor Nickels and his real estate development supporters didn't like it, so he had referendums three times until it was defeated. We had purchased the land, etc. then we had to sell at a loss. Now we're going through this again.  No one has explained why we have numerous transit systems in the Tacoma/Seattle/Everett area. It seems like a bureaucratic waste and top heavy. Why don't we combine them and eliminate a bunch of management overhead.  We don't mind paying taxes as long as there is efficiency and very little waste. As an outsider who moved here a number of years ago from the mid atlantic, it's that the transit systems in our MSA pretty poor.
NORTH KING COUNTY	Ballard and West Seattle stations should be 1st priority (urban centers are growing the fastest in our region). Ballard - UW light rail should be added. Metro Route 8 transit tunnel should be strongly considered.
NORTH KING COUNTY	Transit oriented development partnerships should become a significant source of funds for the projects so that the already burdened homeowner doesn't have to keep paying for business tax breaks.
NORTH KING COUNTY	I would like to see investigation put into the east/west line between ballard and UW
NORTH KING COUNTY	Busses are not the future. Transit off the streets is.
NORTH KING COUNTY	Too slow to deliver, too expensive and doesnt deal with reality that vast majority still need to use POV for portion of commute trips,

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	You cannot expect to charge \$50B through every available taxing source to the populace of our 3 counties. Try living within your current budget which is already a serious tax obligation to all of us.
NORTH KING COUNTY	light rail and improvements to transportation are essential for this area. Commuter congestion is impossible and needs to be addressed.
NORTH KING COUNTY	I would only hope that the light rail additions could be completed quicker.
NORTH KING COUNTY	This is a tremendous waste of money. While I agree that transportation is important in this region, building a fixed rail system is not the answer. By the time these projects are completed a rail system will be obsolete. Sound Transit has proved that it cannot stay on budget nor can it get a project done on time. Until such time that you people come up with a viable plan I strongly oppose any further expansion of the light rail system. Express buses are fine because routes can be adjusted and I have to believe that would be much less expensive than what is proposed now.
NORTH KING COUNTY	Would love to see ways to encourage existing car commuters to more strongly consider public transit.
NORTH KING COUNTY	Local corporations need to be footing part of the bill. I see no mention of this. Small businesses should be exempt and should receive benefits for providing transportation options for employees. For example, if a small business subsidizes some portion of employee transportation cost, they're able to write off the expense.
NORTH KING COUNTY	West Seattle needs to be a much higher priority. Rapid population growth and crippling traffic on the bridge. It CANNOT wait 17 years for light rail!!!!!! It needs it now!
NORTH KING COUNTY	Rail is extremely cost-inefficient and inflexible. Let's not waste any more money on it. Expand bus service instead.
NORTH KING COUNTY	What about improvements to the existing system? For example, the 372 bus to the UW station is stuck in the same traffic that snarls the road from Capitol Hill/Montlake Bridge to U Village. The 71 avoids that traffic, if you transfer to it, but it only runs twice an hour and never on Sundays. Where is the drop-off and pick-up areas for taxis and cars at the UW station? I want a system that allows for a car-less system for the whole Sounder Transit area, but inner Seattle has the worst problems and I don't see that it's been improved in my area (Ravenna-Bryant-View Ridge). Also, I don't agree with funding based on residential housing assessments. The absurd rise in housing prices is making taxes too high for some residents to keep their houses, forces landlords to increase rents which are already close to unaffordable, etc. Taxes on gasoline, car registrations and car insurance should be the primary funders of public transit.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	Projects should focus mainly on central locations with bus transit expanding to and from those train locations. There is also a surge in rider safety concerns that have not been mentioned in these projects. How are these train and buses going to "policed" for crime or other rider issues? I commute by bus Monday through Friday between the hours of 6 AM and 6 PM. I have witnessed two men close to fist fighting each other over "space" on an over crowded bus. The driver was unaware because there was so many people obstructing the view of the driver. No one said anything or did anything about it, no camera on the bus either. I have been groped by a stranger on the bus as well, this time no crowded bus, driver did nothing about it, I was sitting close to the driver enough that myself, the driver and the man that grabbed me was out of view of the camera that was on the bus. If we, as taxpayers, are footing the bill for these projects we should also feel safe to use these services. I am all for expanding but rider safety is something that has been a big issue for a long time and it is getting worse along some of the express lines serving the downtown areas.
NORTH KING COUNTY	There has to be a way to make improvements faster.
NORTH KING COUNTY	I am strongly supportive of sound transit light rail service from Ballard (and beyond) to Downtown Seattle and from Downtown Seattle to West Seattle (and Beyond, i.e., White Center and Burien). I believe that these, as well as initiating service across Lake Washington, are vital to decreasing commute times and congestion, as well as decreasing the amount of residents who feel like they NEED to own a personal vehicle in order to live in King County. This is important to many of us, and I am tired of feeling like I NEED to own a car. As a resident of Capitol Hill, I am grateful for the new Capitol Hill link station.
NORTH KING COUNTY	When I have ridden the light rail, I notice that it is very ROUGH and very NOISY. I Prefer the bus. I ALSO DON'T APPRECIATE the never ending tax increases you have planned. You plan to tax us on yearly LICENSE PLATES, you plan to tax us with EVERY PURCHASE, you plan to tax us AT THE PUMP, on, and on and on and on , , , , , NOTICE: Democrats LOVE to spend other people's money without a clear plan i mind. This is just another one of them.
NORTH KING COUNTY	Please reconsider the original proposal for subways in Seattle. Also, please consider giving metro city buses their own lane AND removing stops that are within 3 blocks of another stop for more reliable service.
NORTH KING COUNTY	East to West links to the transit stations, as well and dedicated infrastructure (separate from automobiles) are extremely important in future planning.Thank you for your work and community involvement.
NORTH KING COUNTY	I strongly support mass transit build out but I don't support using property taxes for funding. Housing is already too expensive for most working people who would benefit from expanded transit, and we don't fund highways with property taxes.
NORTH KING COUNTY	There should be two different plans: one that can be implemented within a short timeframe and one that looks at longer term projects. Asking for input on every project is too complicated.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	<p>*I wish you could overlay Metro bus lines onto this map to allow us to see where buses already exist - and see where integration of transit should be. Or at least two separate maps side-by-side. It drives me nuts that we are asked to look at funding and developing two separate systems.</p> <p>*Sound Transit and King County Metro should always honor payment from one system to another. For example, human services tickets used on Metro should be allowed on Sound Transit. Cash payment transfers should be allowed on Sound Transit. Again, it drives me nuts that we have 2 separate transit service providers - and that they don't mesh with each other! Illogical.</p> <p>*Funding for transit needs to also be the responsibility of businesses/corporations who benefit from reliable transportation that gets their workers to their jobs. Less reliance on property owners and sales tax - more effort at implementing an employer head tax. It's only fair.</p> <p>*This timeline is tough to make decisions about. In even just 7 years things could look totally different as far as where more transit is really needed. How flexible is Sound Transit? Is it feasible to check in every couple years to make sure project priorities are still reasonable?</p>
NORTH KING COUNTY	<p>I'd rather see a robust transportation core within Seattle grow outwards rather than what seems to be stretching the meager transportation core as far as we can north and sound before returning to the core of Seattle (Ballard and West Seattle) to make that system robust. Residents of major metropolitan areas such as seattle shouldn't have to consider driving to get around!</p>
NORTH KING COUNTY	<p>Faster</p>
NORTH KING COUNTY	<p>Thank you for all the hard work that went into this plan. I am a big fan of public transit and greatly appreciate that I am able to get around without a car.</p>
NORTH KING COUNTY	<p>I strongly support expansion of transit, train and bus transportation in the King County area; however, I will not vote for an additional property tax to fund that expansion. The last year of property tax levies have resulted in a \$2,000 plus increase in our yearly tax; and we are retired and on a fixed income. I expect this type of funding proposal will drive us out of our home.</p>
NORTH KING COUNTY	<p>I would want to understand the use of the existing funding before approving additional funding. I am not convinced the existing funding is being used in the most efficient and public beneficial manner. I am also concerned with putting buses on the shoulder of freeways, this does not seem to be a safe or efficient way to go. I would rather see the funding used to expand freeway capacity (i.e. more lanes, more efficient exits and on ramps. I do not think reducing auto capacity on major arterials is acceptable, Transit should be additive to capacity, not diminutive, transit (buses or light rail or trains) need their own separate rights-of-way and should not be displacing or disrupting car/truck rights-of-way, this does not add the capacity we need to handle increasing populations.</p>
NORTH KING COUNTY	<p>Speed up the time schedule!!!</p>
NORTH KING COUNTY	<p>Need bike path across 520 bridge</p>
NORTH KING COUNTY	<p>Stop putting the cost on sales and property taxes, even if it means starting an earnings tax.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

<p>NORTH KING COUNTY</p>	<p>My comments are about this survey. The projects themselves are quite clear via the map provided on the website.</p> <p>Rating a project based on urgency <i>*by itself*</i> has little meaning. What is not described is the impact of rating projects having an urgency of 1 against an urgency of 7. I assumed that the urgency is based on comparing the options provided and that rating them high means that they greatly effect me. Without giving a strict definition of what "urgency" means may skew your results because the people you are surveying may have a different interpretation of your words.</p> <p>A lot of the questions do not describe clearly what the impact of the project will be. Some of the projects are quite clear e.g. building a bus corridor between Lynnwood and Bellevue will enable those commuters to reach their destination faster. But some of the questions are extremely vague. For example, I don't remember which project it was, but one of the sub-points was: "Supporting transit-oriented development associated with transit stations". THIS COULD MEAN ANYTHING.</p> <p>On the discussion of cost of these projects, the survey elected to describe percentages using words and in a manner that is difficult to read e.g. "eight-tenths of one percent". Just write the damn number. 0.8% is <i>*SO*</i> much easier to read. Also, five-tenths is just one-half. The survey may have wrote it this way to keep consistency with "eight-tenths", but it's much easier to read one-half and then "eight-tenths". I would advocate writing the number and not worrying about this.</p> <p>On a positive note, I did like the structure of the survey in which the programs in the sub-projects were first discussed before pitching the sub-projects against each other because the participant then has deep context on what the details of the sub-projects are.</p>
<p>NORTH KING COUNTY</p>	<p>I'm retired and drive where I need to go. There is nothing in the plan to do something about the horrible condition of the roads, and will no doubt try to squeeze cars out of the picture. I will never vote for a plan like this, because if city and county governments had restricted growth to what the given land area could handle, there wouldn't even be a need for a plan like this. I will certainly be urging people I know to vote against this.</p>
<p>NORTH KING COUNTY</p>	<p>Anything that decreases travel time. And light rail is amazing.</p>
<p>NORTH KING COUNTY</p>	<p>While I think the projects need to be done, I have lost faith in the government's ability to execute. Bertha? Are you kidding? And the Lake Union Trolley - what a waste of money. And everything happens so slowly. I am reluctant to volunteer any tax money until I see better performance. Stop all the boondoggle conferences, for starters.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	25 years is far too long to be effective, this problem must be solved with the utmost expedience to be effective. We need critical infrastructure to accommodate growth and congestion in the present day, not two decades away.  Please consider 4-6 years as the optimal timeline for fixing this serious issue.
NORTH KING COUNTY	City, County & State tax increases are pricing lower income families out of urban environments.
NORTH KING COUNTY	The huge tax increases will not justify these wasteful government schemes.
NORTH KING COUNTY	This all needs to happen way faster. Light rail to Ballard taking 17 years is ridiculous. Do it all, and do it way faster.
NORTH KING COUNTY	Bike access, especially on light rail, is extremely important. The current setup only accommodates 2 bikes per car; not realistic if you expect bike commuters to access light rail regularly.
NORTH KING COUNTY	Seattle needs more east-west transit... Light rail from Ballard to UW, Fremont to UW/Capitol Hill, Northgate to Ballard/Crown Hill.
NORTH KING COUNTY	More busses need to be added on the weekends for students traveling from UW past lake city toward Bothell
NORTH KING COUNTY	I support paying through taxes whatever is necessary to make transit throughout the region cheap, user-friendly, efficient, timely, and comprehensive in geographic reach.
NORTH KING COUNTY	All these projects are aimed solely for commuters living in certain narrow corridors going to work at certain select industrial/ major business hubs. No flexibility is possible. These projects are at the expense of flexible neighborhood based transit. This plan puts me in mind of unchangeable ant trails. You want the ants (us) to conform to your pattern rather than conform your pattern to our needs. Over priced for too small a benefit. As a non-driver who relies on mass transit for much of my travels, I have come to have no faith in the reasoning of our transit planners. Oh, and a new tunnel project? Really? After the continuing Big Bertha boondoggle I just have to laugh.
NORTH KING COUNTY	Bellevue would be huge.
NORTH KING COUNTY	Something has to be done about the traffic situation as it will only get progressively worse year after year. Thank you for hearing us out but Government needs to make some tough choices and look to benefit EVERYONE and cost effective.
NORTH KING COUNTY	Bus rapid transit solutions tend to have a higher cost-benefit ratio and would allow more projects to be completed as compared to fixed rail investments.
NORTH KING COUNTY	Quite wasting OUR money!
NORTH KING COUNTY	What the [explicit] is "other transit development around transit stations"? And having to choose "Future planning and research" as one of the options for what I want most is a complete dummy option: you should do that anyway, and the problem with Seattle transit is never studies and research it's ACTUALLY GETTING [explicit] DONE. I don't want this to be another monorail vote and I'm sure it's not another downtown tunnel disaster, so just do it!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	Question 14 is misleading. If this is a property tax we know that most of Seattle, Bellevue, Mercer Island and Kirkland would pay much more than the 200 per year. Sound Transit should be more up front with voters. I strongly oppose a property tax to fund ST3. If a property tax is imposed, the boundaries should include ALL properties that will benefit. The boundaries for ST3 are old and need to be revised to reflect the population today. In reality, all of King, Pierce and Snohomish will benefit if we can provide ways to reduce travel times.
NORTH KING COUNTY	I think transportation at the core of the city should be prioritized first and then the projects should radiate outwards. I oppose paying taxes for 17 years before my neighborhood is connected to the city with light rail. West Seattle and Ballard are choking in cars and traffic now. The city core will ntb virtually car free if we are going to keep Seattle livable, dense and meet climate goals. Overall I think the project time line is 10 years to long. Completing all segments within 15 years would be a better timeline. In 25 years this plan will be hopelessly out of date due to the changes in population, climate and co2 restrictions that will need to be in place due to global warming.
NORTH KING COUNTY	I'm probably preaching to the choir here, but I'm definitely in favor of improvements and expansions that functionally remove cars from the roads and streets during high-commute times. Riding the bus around town, and varying times of day, it seems like the biggest obstacle to expedient travel isn't high passenger volume or frequency of stops, but delays related to traffic congestion and/or car wrecks.
NORTH KING COUNTY	If the cost for the average resident per month could be reduced to \$10, more residents would support the plan.
NORTH KING COUNTY	Traffic congestion seems like it is reaching a critical level. I only see I-5 on my commute so, to me that is where it seems worst, but maybe I-4505 is worse. At any rate given the congestion we already have it seems like the timelines are too long for these projects.
NORTH KING COUNTY	Fix the existing roads. 25 years is waaaay too long. I'm 45 now and will be 70 before this is done and will have paid over \$25k on it. Hell no.
NORTH KING COUNTY	The continued increase to property taxes is making Seattle un-affordable. The cost of the tax increases is driving middle class home owners out of the area and landlords to pass on the expense to their tenants. STOP. All of the transportation initiatives (city, county and state) are too expensive and not coordinated. Bicycles are too highly prioritized for a minority group.
NORTH KING COUNTY	Too expensive. Strongly oppose open ended taxes. Projects should be more definitive and closed ended.
NORTH KING COUNTY	Graham St. Station would be the fastest to complete and benefit a lot of commuters.
NORTH KING COUNTY	Lumbering road crushing buses and trains are anachronisms. Sound transit is like a rotary party line phone.
NORTH KING COUNTY	Tax funding plans should be progressive to ensure low-income residents aren't overburdened by new taxes. RE: This survey, "male" "female" and "other" are not inclusive options for gender; use a fill-in field instead.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	<p>Prove community-contributing use in the dispossession of Sound Transit property in South Seattle.</p> <p>Improve access to light rail by supporting city projects to improve the access and parking condition of the RPZs in South Seattle – there are too many incomplete streets lacking curbs and sidewalks.</p> <p>Accelerate Graham Street Station. With Move Seattle support it can be pursued now. Why the delay?</p> <p>Accelerate West Seattle to Downtown and Downtown to Ballard. Include South Lake Union and Upper, Lower Queen Anne, and Fremont.</p> <p>BRT Bellevue to Issaquah not light rail. Convincing public of demand for light rail to Issaquah is going to require more evidence. I can't support ST3 on this alone.</p>
NORTH KING COUNTY	The timeline is too long. We need light rail to West Seattle yesterday.
NORTH KING COUNTY	Since the UW light rail station has opened is has already transformed our commute choices and opened whole new areas to visit with convenience. Yeah I wish it happened sooner - but still it's so great. It reminds me of the Bangkok Transit System which now transports hundreds of thousands a day above the gridlock. Anyway - strike while the iron is hot. I am in the mood for paying for light rail when I can see such tangible benefits.
NORTH KING COUNTY	The time line for adding new stops to the existing is a bit long. Theses stops should be on the top of the list graham st. And Boeing access.
NORTH KING COUNTY	<p>I fully support expanding our mass transport capabilities. I believe we as citizens and tax payers should contribute to the future infrastructure of our transportation system. However, I also believe there are better transportation options, which are worth exploring. Seattle is a progressive city with little room for expansion in the rail. Buses traverse the same busy roads as other passenger vehicles. We should be looking for alternative transport methods which allow use of existing pathways. One idea I've heard and researched are gondola type vehicles and also a technology called SkyTran. Both should be explored in my opinion.</p> <p>[name and contact info]</p>
NORTH KING COUNTY	These plans sound good but the city also needs to force new apartment and condo units to have one to two parking spots per unit, they can rent out any that arent' used by tenants. It is important to deal with traffic but parking is also important.
NORTH KING COUNTY	The timeline is far too long. We need resources to act more quickly. I'd support a cost increase if it meant this would be done sooner.
NORTH KING COUNTY	Do what's best to combat global warming.
NORTH KING COUNTY	I just don't trust your figures. You people do not know how to do anything on time or with in a reasonable budget.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	The timeline is too long. Would like to see light rail from Renton to Issaquah.
NORTH KING COUNTY	Need a graham Street station ASAP. all of these plans are slated to take way too long , we need to expedite this whole process. Traffic is a mess now I can't imagine what is going to be like in 17 years.
NORTH KING COUNTY	Please don't raise taxes by 17 or more per month. We already pay too much. Find this thru other means. Please tax folks who can afford it. Maybe the large businesses that will benefit.
NORTH KING COUNTY	Where's the mention of new roads - for the new buses to run on? What are the boundaries of a Puget Sounf resident for taxation?? We need new roads alongside all this public transport - how do you think COMMERCE moves? Its moves on air filled tires.The Light Rail now goes way too slow...speed it up and fix the wheels that make noise or buy fdifferent trains. Ugh.
NORTH KING COUNTY	I fully support projects that work to turn the light rail into a comprehensive regional transit system. The bus service in Seattle has been fantastic, but rail is substantially faster and removes traffic from the already crowded streets. Light rail expansion should definitely be a priority!
NORTH KING COUNTY	In general, well planned and well done, but the timelines, order needs work. You have to infill seattle proper FIRST (Ballard to WS - it's the missing link to developing the core system. I would rarely if ever ride either line but imho this is the key to base-lining the system. I get why you've made this suburban focused (votes) and the timeline (again votes), but I'd rather you swing and miss than wait 25 years. I'm happy paying even more taxes for this. But build the system from core out.
NORTH KING COUNTY	Link Light Rail has one Major Flaw. It can NOT be versatile when any number of events occur. Mechanical break downs, Pedestrian accidences, Vehicle accidents, Earthquake/Natural disaster, Terrorism attacks, and any other number of events. Buses can be re-routed easily, and are Much less expensive. Please use our resources to achieve mobility for our region. Link Light Rail will NOT do this.
NORTH KING COUNTY	Could it all be done FASTER? That would be my wish!
NORTH KING COUNTY	Fixed line light rail may be outdated as smart, driverless and non-polluting cars come online in the next decades. They also cannot be altered as population shifts. This overly ambitious and expensive fixed-line approach is incorrect. Herding citizens into rail mass transit when exciting car options are on the horizon is purely ideological. Property taxes are killing middle- and lower-middle income workers and retirees in Seattle. We cannot afford more. I and most of my friends have started to vote no on most property tax levies. Sorry, but that is the reality. A significant discussion has started in this town as to why our leaders do not care about the experience of actual people - only ideology.
NORTH KING COUNTY	I fully support Light rail but when it comes to paying for it, I believe that it should be equitable (ie state income tax!) so that the hardship does not fall on many families disproportionately.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	<p>funding should include fees paid by developers though new building fees and requirements to improve transit facilities near development in project cost (new traffic signals, park and rides, pedestrian overpasses, transit stops, additional transit capacity...)</p> <p>Funding sources should also include income taxation. All funding sources should have a sunset clause which requires voter review for renewal.</p>
NORTH KING COUNTY	<p>There needs to be more transit directly between neighborhoods in Seattle. It should not take 60min and a transfer to get just a few miles from Capitol Hill to Ballard.</p>
NORTH KING COUNTY	<p>Not adding Light Rail across the new 520 bridge was a horrible decision. It completely isolates commuters who live in North Seattle who commute to the Eastside for work. I'm sure after a "study period" (will cost tax payers) ST and WSDOT will end up designing modifications to the bridge (will cost tax payers) and then we'll (tax payers) end up paying millions to update the bridge which I'm sure will once again be obsolete by the time it opens 50 years from now.</p>
NORTH KING COUNTY	<p>Residents of King County are being taxed to death. As a senior on a fixed income, we can not continue to reside in our family home with this continuing increases in taxes! Let those who use the facilities pay for them.</p>
NORTH KING COUNTY	<p>West Seattle is one of the worst traffic nightmares. The core population has increased dramatically with the new condos and apartments. Rapid Ride is a joke because it only has a short bus lane and sits in traffic.</p>
NORTH KING COUNTY	<p>Make the rail travel faster if possible, some people I've spoken to claim google maps told them it'd be faster to catch 3 busses than to take the train</p>
NORTH KING COUNTY	<p>West Seattle light rail and ballard are a must!!</p>
NORTH KING COUNTY	<p>I support Seattle Subway's suggestions to ST3</p>
NORTH KING COUNTY	<p>The time line seems really slow to complete these projects. It seems like these projects could be completed in half the time. I see China doing huge projects to move people in just a few years. I realize China is a dictatorship but with our wealth it just seems Americans could do projects like this more quickly.</p>
NORTH KING COUNTY	<p>This has no thing to do with you plan. You are extremely deceptive on describing the costs. What are they based on? My current real estate taxes have gone through the roof with a 33% increase to be paid in 2016. Makes me furious.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	<p>The plan is so slow as to make it insulting as a middle-age property holder to have to pay for something (expensively) I'll likely never benefit from. Washington State Legislature needs to fund more of this from new tax sources - otherwise it's just plain stupid to fund primarily from property taxes...especially since my home is nowhere near any of these rail lines.</p> <p>There needs to be light rail on Aurora - build it on the surface, reduce car lanes. Do it soon.</p> <p>All of these transit improvements would need to be sped up 2x for me to support this plan. I'm okay if you need the State to allow you to borrow more funds for this.</p>
NORTH KING COUNTY	Using taxpayer money to help you sell the transit plan to the public in the November election illegal.
NORTH KING COUNTY	I personally believe that these projects should not negatively impact the most vulnerable and economically disadvantage folks in our community. I think that the corporations (Amazon, Microsoft, Boeing, etc) that are benefiting from the influx in people moving to the city for employment should bare a bigger financial responsibility in bettering the area's transportation system.
NORTH KING COUNTY	Wallingford should not be viewed/dismissed as merely as a thoroughfare to Ballard/uw.
NORTH KING COUNTY	Please add whatever you can to improve air quality using vegetation that reduces pollution. I know that transit itself will help to the extent that it reduces the use of vehicles that pollute, but added environmental protection is crucial to our communities. Also, please use sustainable storm water practices such as pervious pavement whenever/wherever possible.
NORTH KING COUNTY	Supporting affordable housing (low-income rental units and permanently affordable for-sale housing) and other equitable development measures near transportation nodes should be top priorities.
NORTH KING COUNTY	I believe the timeline for the Graham Station should be moved up. The mayor has included \$10 million in his transportation levy for planning, permitting, and property acquisition. If the Graham St station is not going to be built for 20 years, much of this money will go to waste, given that planning will have to be redone by the time the station is to be built. The Graham St. station was in the original plan for Link light rail, and residents in the area need access to a station between Othello and Columbia City sooner rather than later, especially given the changes in bus service that Southeast Seattle is experiencing--these changes assume access to light rail. Many people do not feel safe walking over a mile to a distant station after dark. Please consider using some of the money saved on the Capitol Hill/Husky Stadium extension to build the Graham St. station as soon as possible.
NORTH KING COUNTY	<p>The drivers in our area do not choose to use rapid transit. Their needs require the flexibility of the automobile. What we need is politically incorrect and detested by the planners. We need more lanes for autos. The \$Billions you are spending could be more effectively used for enhancing our roadways to decrease the costs of commuting, reduce the frustration of the commute and to decrease idling-caused pollution.</p> <p style="text-align: center;">tb</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	when writing the initiative, please include an annual income level threshold where you become affected by this. i fear many people who probably won't be paying this tax (i will be) will vote against it, thinking the little they earn will be cut into more. if i only made \$30k/year and lived in seattle, \$17 would scare the crap out of me. at \$50k/year, it's not such a big deal anymore and i probably would. \$80k it's a no-brainer.
NORTH KING COUNTY	I strongly oppose this due to cuts in bus schedules and increases in fares. I have 10% confidence that planning 22 years out will still be applicable in 22 years and come in on/under budget. The 10% is only because the new extension actually did, but 2+ decade planning is just... wow. And then dumping in money to other places that aren't the already underserved population centers is idiotic.
NORTH KING COUNTY	I am strongly opposed to putting in more light rail and bike lanes. VERY few people use the bike lanes and the taking away road space to support a special interest has had a severe negative impact on the ability to get around Seattle. Light rail in the middle of the road is a terrible idea. We need to go back to the monorail - off the grid, no digging and predictable time to get to your destination. It is not a surprise that the line from Capitol Hill to the U is crowded - it's truly off the grid. The high cost of this proposal coupled with the inevitable mismanagement is a terrible idea. I realize some of it would be in tunnels but there will be more road space taken away to put a train in the middle of everything.
NORTH KING COUNTY	I'm a little concerned about the amount of revenue for this project being generated mostly by raising sales tax and property taxes. With marijuana sales encroaching a high-million dollar mark, could it be possible for some of the taxes generated by marijuana sales to be utilized for ST3 expansion?
NORTH KING COUNTY	I estimate the tax burden I would shoulder as a result of your proposed plan is 3-4 times the average, yet I do not find any element of your plan that benefits me directly. For me, it would be a sizable "charitable donation".
NORTH KING COUNTY	Please focus on making existing services as efficient as possible before expanding the scope of the plans. Once the current services are proven beneficial from a ridership and trip time perspective, then consider expanding services.
NORTH KING COUNTY	Reduce the time line!
NORTH KING COUNTY	Affordable housing is an essential component of an effective regional transportation system.
NORTH KING COUNTY	This is a ridiculous tax and spend program. If you want to improve transportation, widen the roads and put more buses to work.
NORTH KING COUNTY	I strongly believe that employers (such as Amazon, Google, and Tableau) whose workers put a large strain on public transit and affordable housing in the city should be contributing funding to public transit development and studies.
NORTH KING COUNTY	keep up the great work I just feel like this wont happen in my lifetime

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	This is insane.. I am going to retire in a few years and I will not be able to stay in the area because it is too expensive...Way to many taxes, housing is too high..costly transit projects...this city and area is not for people on a fixed small incomes, poor and elderly..YOU will be asking me to pay for something, I will not use...Way too expensive and then of course there will those cost over runs...You people just want to be unleashed and not have any accountability.. just like everything else in the area...
NORTH KING COUNTY	Light rail and trains are more favorable because they don't get stuck in traffic like buses.
NORTH KING COUNTY	It would make more sense for ridership efficiency for Ballard light rail to go downtown via University or Husky Stadium stations.
NORTH KING COUNTY	I think we need more transit station links with the bus grid. It's either that of more parking. Also, the time line is just to long
NORTH KING COUNTY	keep those buses rolling please
NORTH KING COUNTY	find a way OTHER than taxing home owners to complete these projects... make the taxes be more directly tied to the vehicles USING The roads or the commuters themselves... as a homeowner i am sick of having to foot the bill for every iniative the state takes... and especially when its something i dont directly benefit from! this is another example and allthough i GREATLY Support mass transit systems i do NOT support being taxes on property to pay for them. find ANOTHER way or you wont have my support AT ALL!
NORTH KING COUNTY	The metro Seattle plan is a makeshift uncoordinated network. A new more holistic, all encompassing approach is required. Starting with a clean sheet of paper. The only absolute necessity is the Seattle to Bellevue journey. The rest of the system needs a complete re-think.
NORTH KING COUNTY	Please consider using a progressive property taxes for this, and other proposals. Flat taxes are short sighted in their capacity to generate revenue and assume property values will continue to grow. A progressive property tax would, like federal taxes, limit the financial burden of the most vulnerable citizens, while allocating the larger revenue share from those who can afford these increased costs, modest though they are. Thank you.
NORTH KING COUNTY	I do not own a car. I rely on Metro transit for commuting along with lots of bicycling and walking. I rent a car occasionally. The expansion of the light rail system may allow me to live someplace more affordable outside of downtown that still has a convenient, quick, and reliable commute.
NORTH KING COUNTY	1. There is so much bureaucracy and waste in government as it stands. What/how do you propose to contribute to these projects? How will you cut spending and waste, rather than just asking denizens for more money? 2. You don't say as part of this survey, but what does the next 25/50/75/100 years look like for commuters based on current projections? Do these projects take that growth into account? 3. Trains. Trains. Trains. Focus on trains.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	I was under the impression that the link light rail was going to 185th in Shoreline by 2023, and then to Alderwood (Lynnwood) area right after that. But the proposal above puts this now at 2036. I would think that if we were committed to getting mass transit throughout the Puget Sound area, we would look at getting Link all the way around Lake Washington, including the 405 corridor instead of relying on buses.
NORTH KING COUNTY	Shoreline, WA
NORTH KING COUNTY	Property taxes are too high inside Seattle as a very small extreme electorate, lead by extreme local leadership, continue to offer and pass too many levies. Keep property taxes under control so that the middle class can afford to stay in the region. Find another taxing source. KEEP PROPERTY TAXATION LOW SO THAT THE STAGNANT WAGED MIDDLE CLASS RESIDENTS CAN AFFORD TO STAY IN OUR APARTMENTS AND OUR HOMES. WE LIKE ECONOMICALLY DIVERSE NEIGHBORHOODS, IF YOU ALL INCREASE TAXES TOO MUCH, ONLY THE VERY RICHEST AMONGST US AND THE SUBSIDIZED POOR WILL BE ABLE TO STAY. KEEP PROPERTY TAXES LOW FOR THE LOWER AND MIDDLE CLASS. LIFE IS DIFFICULT ENOUGH OTHERWISE.
NORTH KING COUNTY	I am extremely upset over the cancellation of Metro bus route 66. This route served 5th Ave NE for more than 90 years. The elimination of route 66 has imposed a great hardship on me.
NORTH KING COUNTY	PLEASE IMPROVE THE TIMELINE. it is extremely disheartening that a comprehensive off grade neighborhood to neighborhood transit option won't exist until 2038. It needs to be done yesterday. I am an ardent supporter of transit and I balk at that timeline, so I can only imagine the hesitations felt by people who support transit marginally or not at all. This needs to be done ASAP.
NORTH KING COUNTY	1) The light rail system serves SeaTac International Airplane but the trains have no provisions for carrying luggage. This makes traveling to/from the airport uncomfortable for everyone, especially during commuting hours. 2) On-time and uninterrupted light-rail train service is relied upon by busy commuters. My experience on many occasions is that minor issues ( for example, an inebriated pedestrian walks into the side of a moving train passing through the station and falls on the platform and the train system shuts down for an hour, obliterating peoples' schedules all down the line. Robotic and completely unhelpful recorded messages 'explain' the reason for the delay while passengers' children are stuck in day-care centers, waiting relatives continue to wait, dinners aren't prepared, passengers feel increasingly helpless, frustrated and stressed at the end of sometimes long, difficult days. KEEP THE TRAINS MOVING ! ADD MORE CARS TO ACOMMODATE DEMAND FOR THEM !
NORTH KING COUNTY	I am only opposed to raising sales and use taxes for the funding. This puts undue burden on those with more limited income.
NORTH KING COUNTY	I think it is important to have overlapping transit options so that when one system breaks down, there is another system that can move people, at least for short distances. When the light rail broke down last week (just opened) a colleague of mine had to take an uber because his old bus route was either removed or changed (UW to capitol hill). I think redundancy in the system would be a good idea.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	Instead of spending gobs of money to create light rail that is neither affordable nor fast, I think we should invest in more and better bus service.
NORTH KING COUNTY	Extend Seattle Light Rail in all directions as soon as possible!
NORTH KING COUNTY	Thank you for asking for community feedback! Increased mass transit is a requirement for our region and should be put into place as soon as possible. Keep up the good work!
NORTH KING COUNTY	Two comments: 1. The tracks along Puget Sound from Seattle to Everett are constantly washing out with mudslides. Given climate change models of rising sea levels and increased heavy rains in this area, are there plans a) to abandon this route eventually, b) to stabilize it massively, or c) ???? 2. Mass transit tends to do north-south well in this region, but east-west is lacking in places, making riders travel way south (for example) to get a connection and then backtrack north in a V-shaped travel route. 145th St (Seattle/Shoreline/Lake Forest Park) is an example. There is no east-west route that runs the entire length of this major street. With the proposed improvements to the 145th St corridor and a light rail station at 145th and I-5, are there plans to run regular bus service all day east-west on this street from 3rd NW or Greenwood to Lake City Way/522? This is a missing link!
NORTH KING COUNTY	I want this tomorrow.
NORTH KING COUNTY	Most of this was promised to us the FIRST time we voted on Sound Transit. It's funny how time and financial deadlines keep getting moved to support the flawed premise that you're ever on-time or under budget.
NORTH KING COUNTY	- Light rail to Ballard should be prioritized to the extent that it is possible. - Grade separation of rail is a requirement. There should be no train/car or train/boat interactions that could delay or disrupt service. - More ST3 funding should be put toward studying routes not currently included in the draft plan, including a Ballard-to-UW line and the so-called "Metro Route 8" line that would connect the Central District, Capitol Hill, and SLU. Sufficient funding should be provided such that these lines would be as close to "shovel-ready" as possible, pending additional funding (including a scenario where another transit authority could use the plans to build it itself). - I support a "big" plan for ST3 (including 25 years worth of funding), but plans should be better prioritized and all optimizations should be made to improve time-to-delivery of lines proposed.
NORTH KING COUNTY	Need to work faster on connecting Ballard and connecting all the way upto Lynwood
NORTH KING COUNTY	Please add in the Ballard to U District cross-Seattle connector. We do N-S well in Seattle, but E-W connections are crucial. Also, please do whatever you can to speed up the timelines for new stations and lines. I strongly support ST3, but I fear that some people won't vote for it because of the timelines. 25 years to Everett and Issaquah is far too long. You guys need to win this vote this year. Do whatever you can to speed up these timelines to get people to vote yes.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	What an awful survey. I support te plan. St needs the politicians to choose. This survey clearly devised by self serving bureaucrats. Stop it please. Keep working and coordinating. Tell the people the truth and get to work.
NORTH KING COUNTY	Ballard & West-Seattle Lines should be higher priorities and occur as soon as possible. Having to wait 20+ years for some of the most important parts of the plan (serving large rapidly developing close-in areas) is unacceptable and prompts me to disapprove of the plan altogether. Grade separated (elevated/underground rail) options should be used instead of surface level light rail/trolley/bus lines that conflict with motor vehicle, bicycle, and pedestrian traffic.
NORTH KING COUNTY	Prioritize rail and bus service, with ample parking in and near stations. Put NO funds into further bicycle-related projects.
NORTH KING COUNTY	What is needed in the area under discussion is improved access and capacity for automobiles. No mass transit "solution" can significantly impact the transportation needs of people in this area. Gridlock pollutes excessively. The key to easing gridlock is additional capacity for automobiles, not added transit.
NORTH KING COUNTY	Sound Transit cannot be trusted to responsibly and reliably manage any project of this scale, and has a VERY CLEAR RECORD of lying to the public. You routinely report project costs and schedules and scopes to be "under" and "within" which is a LIE. TRUE accountability and integrity are something I require of any public agency, and unfortunately, ST is yet another government agency that does not at all tell the truth and skews data and misinformation to the public in order to further its own agenda. I notice that nowhere in the introductory pages of this survey do you mention the FIFTY BILLION DOLLAR pricetag (like you'd be anywhere near that anyway, I know). Beyond this, light rail does not fit into most people's lives and this project would benefit a very few and cost virtually everyone, and provide VERY LITTLE RELIEF to our traffic congestion around here. Far MORE could be done with smarter bus routes and some expansion of commuter rail lines on existing tracks, for FAR less money. It's quite obvious that Sound Transit is all about grabbing more money and more power and more self-preservation. You should be ashamed of your never-ending deceptive misinformation practices. I WILL NEVER EVER SUPPORT A PROJECT PROPOSED BY SUCH A DECEPTIVE, UNTRUSTWORTHY AND UNRELIABLE AGENCY.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

<p>NORTH KING COUNTY</p>	<p>I like the plan for the future but what I do not like is how the bus schedules in the U-District have been changed. Since the new light rail opened my commute now takes 30 to 40 minutes longer. Because:</p> <p>A.) There are fewer Metro buses that service my neighborhood now. Just the 74 gets me to the International District where I work. But it only comes about every 30 minutes until 9:30 a.m. I used to have a but every 5 to 10 minutes at my stop until 11 a.m. And the 74 has been late nearly every day; it was 35 minutes late last Wednesday.</p> <p>B.) It takes about 25 minutes to get from my house to the Husky Stadium station and then another 15 to ride the light rail to work in the International District. I used to be able to leave my house, catch a bus (71, 72, 73, 74) and be at work in 20 minutes.</p> <p>When the U district station (on Broadway) opens my problems will be solved, but that's still 5 years out. I'm not liking my options until then. So great ideas for the future, I just don't like the options now.</p>
<p>NORTH KING COUNTY</p>	<p>I was excited, but then realized that I will probably be dead by the time the light rail would reach West Seattle. Guess I need to move out of Seattle to get better transportation to Seattle proper. ;p</p>
<p>NORTH KING COUNTY</p>	<p>Hello, I am a 30 year rider of Madison11 to work. I strongly believe financing of the plan should require higher rider fees. I have traveled in Europe where equipment and service are first rate, and rider fees are much higher. Your financing method guarantees second rate equipment and service. George Textor 206-324-9548</p>
<p>NORTH KING COUNTY</p>	<p>Cities north of Lake Washington, e.g. Bothell, Kenmore, Lake Forest Park, Shoreline, and Woodinville, have seen a major increases in traffic through these communities due to commuters trying to avoid the bridge and highway tolls! Please give priority to mitigating this situation ASAP. SR 522/NE 145th Street is a major east-west transit corridor that is key in connecting riders to the light rail spine and making the overall transit system work—building a complete network that ensures transit system success.</p>
<p>NORTH KING COUNTY</p>	<p>Would it not be cheaper to subsidize Uber or another like service instead of another multi billion dollar transit plan? SDOT taxes are already enough let alone piling this on. What was the cost to paint pretty red "bus only" on the West Seattle Bridge lane that already had signage? Good use of my tax money? Hell no! Millions spent on I 405, with my gas tax, then charge me to drive in the lane. Hell no! A tunnel nowhere near complete. If it ever does get finished how much will it be over budget, and to make it worse, lets put fewer lanes in the tunnel than what are present now. Explain how that improves traffic? I know, lets just raise taxes to an unbelievable amount and then maybe people will not move here, in fact maybe they will move away because it will be to expensive for average wage earners to live here.</p>
<p>NORTH KING COUNTY</p>	<p>Do it faster. Ballard in 25 years is absurd. Do it faster.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	I do not support any proposals which place a regressive tax on those who can least afford it - ie. renters, seniors, working families. get the money from the federal government (too bad you passed up these generous funds some years ago, due to the usual short-sightedness in Seattle, as well as the unwillingness to make decisions about infrastructure without the constant input of voters) - or start making companies like, Boeing, Microsoft, Verizon, etc. pay their fare share of taxes for the privilege of using infrastructure in Seattle and doing business here!!!
NORTH KING COUNTY	Start charging for all day parking to help with the cost of garages. Build an underground tunnel from Ballard to UW for light rail. Build more south for the ending point in West Seattle to Burien for light rail. Build light rail all the way to the Tacoma Mall. Focus more on light rail then BRT. Reduce the amount of time for planning, environmental studies, 25 years from now I'll be in my 50's, I would like the timeline reduced by at least 10 years from the farthest projects out.
NORTH KING COUNTY	Ballard and West Seattle should be in Phase 1, to offset the removal of the Seattle viaduct
NORTH KING COUNTY	Fund, build and complete city of Seattle projects first, completing within ten years. Screw the east side.
NORTH KING COUNTY	Cost is too high for home owners, every year more taxes are required. trains to ballard and fremont are needed. Most of this concerns the east side which i rarely need to go to.
NORTH KING COUNTY	Bring online times down as much as possible. Don't underpromise by as much as you are. We need realistic estimates of the absolute fastest online times possible for Seattle to support this. Ballard must be the highest priority followed by West Seattle. Please also study "Metro 8" line to relieve East-West city (Denny) traffic nightmare.
NORTH KING COUNTY	The time frame to construct light rail should be accelerated. 12 years to 22 years as described above is not acceptable considering the rapid population growth in this region.
NORTH KING COUNTY	None of these projects show any kind of statements about how they're going to ease congestion. Are the buses going to use different exits? Are more roads going to be made bus only? This is a survey that says nothing about how it will help, just that it will look more messed up than the London Underground, will take a long time to build, and will rely on the taxes of people who are less likely to use it. Meanwhile, it is a gamble if I can find parking near my residence because people who take the bus already drive to the stop near me, park there, and bus in to avoid paying parking fees downtown.
NORTH KING COUNTY	Thank you for planning this! Sound Transit has improved my quality of life in West Seattle. We are down to one car and only commute in it three times per week. The rest of the time we use Rapid Ride and Link to get to work. Yay transit!
NORTH KING COUNTY	Is there a gas tax increase intended for financing ST3 project ?

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	I live in NE Seattle. All the bus routes to downtown have been eliminated. The funneling of buses to the UW station is extremely inconvenient, the trip takes much longer, and there is no place at the station to drop off potential riders ( I can't take a bus to the rail station carrying suitcases, walk the two blocks from the bus stop to the station, then transfer to the train to go to the airport. Forget it!). Routing suggestions from Metro have suggested that if I want a bus to downtown, I need to walk one mile, much of it down a steep hill, to catch a bus -- I used to walk two blocks on a flat street to a bus stop that took me downtown. The elimination of bus routes has been far too early in the process. I simply cannot support poor planning and disregard for a large section of the city.
NORTH KING COUNTY	My only complaint is that we needed this system built 5 years ago. Time is the issue. We are building a good system but it needs to happen faster. Rainier valley was built to meet the needs of the future residents and in order to keep attracting people to the south end where we can still build affordable housing we also need to build in easy access to stations. There are only a few ways in and out of the valley. Busses are slower and less predictable and are subject to traffic and weather. Build the little projects faster like graham street station first. They are no brained that can connect people to more resources like schools and an Asian market temple. If overall ride time is a concern and a reason for delaying the Graham street station then schedule trains to only stop at every other station. When one train is at Othello Station the one in front of it is at Graham Street Station. Each train runs the length of the line in almost half the time. If a traveler wants to go to the station in between they can just hop off and wait for the following train. They might add a few minutes to their ride but everyone else gets downtown or to the UW in less time.
NORTH KING COUNTY	Get/keep transit out of traffic. Trains are great, busses in dedicated lanes are ok. If it's not faster than driving, I won't use it.  Funding for this should not be regressive (not sales tax).
NORTH KING COUNTY	Use a gas tax. Tax all parking lots in the region per parking space, including shopping centers.
NORTH KING COUNTY	Bicycles should not be prioritized in any plans because in this geographical area with its hills and weather the users are a tiny fraction of all commuters. Prioritizing bicycles by City of Seattle, reducing lanes available for motor vehicular traffic by creating unused bicycle only lanes is a dismal failure that has exacerbated the congestion in the city. Bicycles are not ever likely to be a significant part of the solution for most commuters.
NORTH KING COUNTY	I do not support the inclusion of additional sales tax as part of this plan. The total average cost per person is fine.
NORTH KING COUNTY	Sound Transit should take over Metro Transit before extending service. Rail direct nonstop from downtownSeattle to SeaTac airport. If we pay 17.00 dollars a month we should ride FREE.
NORTH KING COUNTY	The Ballard extension of the light rail is the most important as this area expands.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	Given the \$50 billion price tag, there is no way that the average resident would only be paying \$200 per year. I am greatly concerned that this region is becoming more and more unaffordable for those of us not making 6 figures and/or are on a fixed income. These transit options leave out families in particular. The cost of owning a car is, by design, becoming less feasible, and families who have to have two working parents in order to afford this area are getting squeezed to oblivion. Do you want families here or not?!? This proposal is beyond frustrating. And your monocular survey only highlights your contempt for working families.
NORTH KING COUNTY	We've lived in our house for 28 years and are retired on a fixed income. While we support light rail as something we have needed for many years, the additional cost of this proposal makes it more difficult to remain in our home. We hope there are tax-mitigating measures for low-income families.
NORTH KING COUNTY	BTW, if all our cars start driving themselves this whole thing might all be for not
NORTH KING COUNTY	Currently 42.7% of my property tax is levees. I will soon be on a fixed income where I will not be able to afford living in this region if it continues these type of increases. Between what is being asked for here and the levees that always pass in Seattle the middle income is being forced to move. Cost of living here is out of control here.
NORTH KING COUNTY	we should do it faster
NORTH KING COUNTY	Timeline for all projects should be shortened, especially those in the region's urban core. Priority should be placed on non-motorized access as opposed to building parking garages.
NORTH KING COUNTY	The time lines for Ballard and West Seattle light rail are so far in the future I likely won't live long enough to use them---too bad
NORTH KING COUNTY	I'm excited about the building of the Shoreline light rail stations, as a Richmond Beach resident!
NORTH KING COUNTY	My concerns are that light rail above ground competes with vehicular traffic and causes other problems. Now that we're in a panic and actually getting mass transit projects underway in earnest, it seems to not address crucial factors. And no, the timeline is not acceptable, but then we've lacked the will to do this sooner. There are many concerns. This is too late and too slow. What about business? Can incentives be developed there to facilitate faster completion times?
NORTH KING COUNTY	The opening of light rail to Husky stadium has resulted in the CUTTING of 5 bus lines that once served my neighborhood (Eastlake). I will vote "no," and urge my neighbors to do do, on all new transit until I see guarantees that fancy new projects will not result in cutting areas which they do not serve.
NORTH KING COUNTY	Until local government can demonstrate common sense and responsibility, I will not support further tax increases.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

<p>NORTH KING COUNTY</p>	<p>Priority should be given to densely populated places, which will significantly increase ridership at the earliest possible time (Ballard and West Seattle). Sound Transit should consider both ridership estimates based on density of people near proposed stations as well as the likelihood that riders who are already close to existing stations will choose to use the train to go to new stations (i.e. nobody is going to the suburbs unless they live in the suburbs, people will gladly take the link from the Space Needle to Ballard even if they don't live in either neighborhood because both places are attractive destinations and centers for housing, entertainment and employment).</p> <p>Taxes for the proposed Link should be focused on businesses instead of housing. Sound Transit should consider a graduated commercial real estate tax, which forces large corporations with significant office space to pay a higher percentage of the tax. Sound transit has failed to prioritize the most exciting destinations for voters (Seattle Center, Ballard, West Seattle). Instead, for political reasons, it has connected far off areas that will serve a lower number of people at a significantly higher cost. Moreover, the taxes are too high and aimed at renters and homeowners who are already struggling to afford living expenses instead of the large corporations like Amazon who benefit most from the system and have the most money to contribute. Therefore, at this point, strong transit advocates like me will vote against this system unless you change (1) the areas you prioritize for the earliest possible connections (Ballard and West Seattle should have priority over Mountlake Terrace because riders, like me, are more likely to actually want/need to go to Ballard or West Seattle for work or other reasons even if they do not live there); (2) the timetable and price you negotiate with potential bidders (is this really the absolute cheapest bidder you could find in the United States and the earliest possible time line? If so, show your work. How many companies competed for this project? How tightly area you managing waste? What penalties will they have to pay if they finish these lines even later than they currently claim they will finish them?) and/or (3) the focus of your funding strategy (i.e. Amazon, Microsoft, and large corporations with heavy operations near the LINK stations in downtown Seattle should contribute more to this project than middle class renters and homeowners who are struggling to make ends meet in an increasingly expensive city. The best way to balance the playing field would be to significantly increase tax funding for commercial real estate).</p>
<p>NORTH KING COUNTY</p>	<p>Why aren't there light rail lines extending through the south end of west Seattle? Service on delridge to white center needs to grow beyond just he 120 bus...</p>
<p>NORTH KING COUNTY</p>	<p>Review and expand current bus lines for connection to the light rail, et. Al.          Consider extending the Ballard #40 bus to Golden Gardens ... almost no cost effect but great advantage to citizens.          Consider a local bus along N. Lake Union by Gas Works Park and the many businesses - this would be minimal cost and great advantage to citizens working in that area and tourists going to Gas Works Park INSTEAD of using a car.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	<p>I would be right glad to pay my share of taxes for these projects. Mass transit desperately needs more support and traction in this region. I would recommend, if it is possible, that payment of these projects should be born mostly from luxury car owners and wealthy people. The taxes going toward these projects ought to be commensurate with socio-economic status and income. In short, rich people should foot most of the bill, not the poor. Thanks.</p>
NORTH KING COUNTY	<p>This is a timeline question. When is the link light rail coming to North 145th street? I really need an estimate of this. I have been told it will come to Northgate in 5 years (on KUOW news), but there is no mention of when it will get to 145th.</p> <p>The word "timeline" is highlighted in blue on the web page describing ST3. When I click on it, I get a blank document. I.e., it opens a page for viewing a .pdf file, but there is no document. Would you please be kind enough to send me the Timeline document to JuliaRobinson14004@Comcast.net.</p> <p>The provisional station at North 130th street in Seattle is a really good idea because it is easier to reach on foot. I live on the West side of I-5, and the hill coming up 145th street is horrific, especially with telephone poles on the sidewalks, etc. 130th and I-5 is a much easier walk, even though it ads about 0.4 miles distance.</p>
NORTH KING COUNTY	<p>Special interests have eviscerated the efficacy of the plan. There is obscene pandering to regional (esp. affluent) riders who want to drive to transit stations and park for free. ST is not in the business of deal making with the suburban minority. If public transit options are limited in suburban neighborhoods, this should remain the case with an understanding that regional transitability and livability critically depends on efficient, compact, and dense transit connections. The long term success of our region is relying on ST to recognize that our current and projected growth is sustainable only through taking advantage of economies of scale: projects must be prioritized according to ridership volume projections. This means Ballrd and West Seattle connections must be 1 and 2. At least Ballard. Building free parking along transit lines out in suburban or semi rural zones is disgraceful. Overall the project tries to look comprehensive and extensive by valuing quantity of projects rather than quality. This is a disastrous way to plan for this absolutely critical and absurdly overdue public transit expansion. The leg. can be persuaded to expand bonding authority, and city councils are likely to bite at the offer to partner with ST to speed up projects favoring those munis. E.g., Seattle would very probably agree to approve a tax to help fund Seattle-focused projects, 10% funding, say, in exchange for beginning those projects immediately or In the next couple of years. This is achievable. ST needs to be bold and innovative. And in this region, such ambitions are actually possible.</p>
NORTH KING COUNTY	<p>Graham station please, it was on the map when I bought my home. Then it mysteriously faded away. This makes me a skeptic of any st3 plan.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	I strongly support expansion of public transportation, however, I do not support its funding via property tax increases. The State of Washington must enact a state income tax (at least on high incomes). Property taxes are a regressive means of funding. Increasing property taxes only worsens the affordable housing crisis. It affects both renters and homeowners. As a progressive, I cannot continue to support funding for projects via property tax increases.
NORTH KING COUNTY	1. Projects should prioritize relieving congestion in Seattle first -- including Ballard and West Seattle -- which are the only rapidly growing areas that lack sufficient transit. Both areas need light rails immediately. As currently described in the plan, these are scheduled to come online last. They should be first. 2. Increasing taxes for transit riders and on autos make sense. Increasing taxes on homes does not. Is there a way to increase taxes on commercial real estate without requiring home owners -- in one of the nation's most rapidly increasing home prices -- to also pay more? 3. The rapid bus service throughout the greater Puget Sound region -- including use of shoulders -- is a great idea.
NORTH KING COUNTY	While it is outside of Sound Transit's control, I believe that the proposed funding creates an additional unfair burden on poor and working peoples. Those with the means should be bearing the greatest burden on taxes for mass transit.
NORTH KING COUNTY	I am strongly in favor of plans that help make it safer and easier for cyclists to commute.
NORTH KING COUNTY	Don't raise property taxes!! Old people can't stay in their homes. Mine went up \$2000 last year!
NORTH KING COUNTY	use an income tax rather than continually raising property taxes!!!
NORTH KING COUNTY	some consideration needs to be included for low income and senior home owners and renters. You say "only" \$17.00 per month. If the city/county/state keeps adding "only's. " we will no longer able to pay rent/ taxes/grocery/health care/ etc expenses. Has this been considered or does your authority think we are a blight on the area society?
NORTH KING COUNTY	The existing projects (Sound Transit 1 and 2) have been plagued by massive waste, lack of transparency, and violations of the public trust. In 2010, ST asked for its second expansion package & estimated that the 100+ miles of rail would carry 310,000 passenger trips per day. In 2012, ST estimated it would be HALF that amount - i.e. 164,000 trips per day. No one has been held accountable for misleading the public. (This is also called "lying"). ST is a huge tax drain that could fund other more worth initiatives. Why don't you FIRST finish your existing projects before starting on new ones. That would be prudent.
NORTH KING COUNTY	I do not the proposed funding sources. I believe fair box recovery needs to be set at a minimum of 1/3 of operating cost. Avoid property and vehicle taxes. Consumption taxes are ok, in particular add a tax on Junk Food (sugar tax).
NORTH KING COUNTY	I would like to see transparency and accountability on budgets and spending. Supporting mass transit in general is a yes, the waste of public funds is a big worry for me
NORTH KING COUNTY	We need more east-west options for public transit.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	Transportation projects should be built ONLY with transportation taxes. No sales tax or property tax should be included in the funding. Raise the gas tax enough to fund transit and at the same time discourage driving gasoline cars. And make sure light rail goes to Burien Transit Center!
NORTH KING COUNTY	I believe that this st3 plan and all future projects should emphasize BUS RAPID TRANSIT instead of light rail, due to the gigantic expense of light rail compared to express buses. This S53 draft plan in its entirety would be the most expensive transit (taxpayer financed) program in the U.S. history, more expensive than the entire interstate freeway system, or San Francisco BART, and Boston's "big dig." Sound Transit's staff & board repeatedly say that this S53 draft plan WOULD NOT reduce traffic congestion, but state only that it "adjusts to traffic & population growth."
NORTH KING COUNTY	Other ways than those proposed to fund these projects need to be found instead of breaking the backs of the property owners in Seattle.
NORTH KING COUNTY	I worry a little bit about some of the problems the BART system in the bay area is facing (e.g. having a population that's too big to be accommodated by the BART). I wonder if there's ways in which we can safe guard around this, and perhaps the rapid rides are the answer?
NORTH KING COUNTY	We need then faster. Can the Rapid line buses not occure sooner then 8 years from now?
NORTH KING COUNTY	Seattle desperately needs something to help with traffic and improve our infrastructure because it is lacking.
NORTH KING COUNTY	I am very excited about the expansion of public transit options. I will be looking into buying a house in the next few years and this has major implications for where I choose to buy; it is now less crucial that I live so close to work in Seattle and am optimistic that I can find more affordable housing further north and commute without it taking a huge chunk of time and happiness.
NORTH KING COUNTY	I am strongly supportive of the scale and vision of the plan. I would strongly urge you to reconsider the tax structure. Sales tax is THE most regressive tax in our arsenal - and a half penny hike hits poor people, and even middle income folks, hard. Some of these people can't even afford to ride Sound Transit as it stands now. Moreover, sales tax revenue has been declining in our state over the last few decades - and that decline is expected to continue. Loading up on the sales tax is a recipe for a funding shortfall as ST3 moves forward. The worst thing would be to have to come back to voters asking for more taxes down the road. Please consider lowering the sales tax portion of the request to .02 or less.
NORTH KING COUNTY	I commend your foresight in in not providing any local input meetings in the north end. Evidently people who live north of the city do not rate having local meetings. It would also be an addition to show routes and highways such as I 5, 99, 520 to give a better idea as to the locations of the path of the various stations.
NORTH KING COUNTY	Thanks to weirdly revised and deleted bus lines (the 72, to be precise), it's actually more difficult to get to the UW light rail station from NORTH SEATTLE than it was before. I hope this model of "build great light rail stations, but no way to get there by bus without first walking a mile to that bus, and then often not on sidewalks" is not going to be the standard.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	Accelerate planning, engineering and construction of light rail elements. Integrate TOD with station build-outs. Charge for parking to manage demand (use 95% occupancy target). Reject pressure for "fill-in" stations like 130th NE.
NORTH KING COUNTY	It seems freakish that we have multiple transit agencies in this region; surely, efficiencies could be realized by merging King County Metro Transit and Sound Transit. Metro already provides much of the staffing and management for ST. Why not make it official, entirely joining both and eliminating duplicative functions, services and staff?  Further, a sales tax is the most regressive of taxes, placing a disproportionate burden on those with the least ability to pay. Consider funding through other, more stable sources, such as an income tax and/or taxes on corporations that will benefit from improved regional mass transit infrastructure.
NORTH KING COUNTY	Quit splitting bus routes (increasing travel times), removing routes (increasing commute times) , and forcing people to ride Lt Rail. I like choices and when it increases the time it takes to get to work is NOT making me support more projects.
NORTH KING COUNTY	The only reason I don't strongly support these plans is that they need to happen on a MUCH FASTER TIMELINE!! This stuff needs to be done within the next 10-15 years with the way that the city is growing. GET IT DONE FASTER PLEASE. I'd be way willing to throw more of my tax dollars at it to get it done faster.
NORTH KING COUNTY	West Seattle needs to be a higher priority since we are locked over here by a bridge. I don't want to wait 17 years for Light Rail
NORTH KING COUNTY	light rail is not useful without parking at the stations. please find a way other than property taxes. we are getting taxed out of seattle.
NORTH KING COUNTY	This is not relevant to your question, but we need a state income tax to help fund these projects!
NORTH KING COUNTY	I work for a nonprofit being displaced by sound transit construction in Bellevue. While I strongly support the expansion of mass transit in our community I have been outraged by the way small nonprofit orgs and other businesses have been treated during this forced displacement relocation. The treatment of organizations such as the Pacific Northwest Ballet School and Eastside Heritage Center is completely unacceptable. Organizations like these provide a great value to King County. The financial compensation and "help" offered by sound transit to these orgs is laughable and would be unacceptable if these were for profit companies.
NORTH KING COUNTY	needs more breakdowns and costs of the tax gouging per project and a least some attempt at explaining of how anyone can claim choo choo train tracks can cost billions
NORTH KING COUNTY	Unless the funding comes from a more balanced way,...user fees.... I am totally opposed. No more taxes from residential property owners and car drivers. The retired are done with your ways.....raise fares, license bikes, raise sales taxes and impose head tax on companies....

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	This is nothing but a hodgepodge of bandaied transportation systems that will solve little. We need a comprehensive metro subway system like other cities, eg. London, Tokyo. Our transportation and road systems are a disgrace and this does nothing to solve that.
NORTH KING COUNTY	<p>You need to make it easier to get around within Seattle as well as help people in the outlying areas get into Seattle. It doesn't help people to take public transportation into the city if they can't get anywhere efficiently without a car once they're here. A light rail to Ballard should not take 22 years to build. Giving the Ballard residence reliable public transportation to get downtown to their jobs will help lighten traffic and make it easier for those who are still driving in from outlying areas to get from point a to b. The order of the projects should be put in reverse order. You have to start in the center and work your way out, not the other way around.</p> <p>I also don't see a lot in the plan that will help people trying to go east/west within the city. Currently Mercer, Denny and many of the east/west main arteries of the city are complete gridlock during rush hour. Going north/south, tends to be easier, but still very congested.</p>
NORTH KING COUNTY	Long [explicit] overdue.
NORTH KING COUNTY	Funding for these projects have been provided by taxes for decades now. It is absolutely unacceptable that we are only now, two decades and change after I first voted for light rail, beginning to see real progress on this matter. Where have the decades worth of taxes already paid for this gone? I understand, certainly, that some level of pre-planning and such is required, but the lack of progress for the amount already spent creates a significant concern that ST is capable of responsibly spending the public's money.
NORTH KING COUNTY	Obviously the South East part of the county has been greatly ignored.
NORTH KING COUNTY	Must have a sunset clause in any tax proposal that's put on ballot.
NORTH KING COUNTY	Consideration should be given to the speed with which projects can be implemented - perhaps by exploring delivering certain projects by way of a P3 project or other form of alternative procurement
NORTH KING COUNTY	it shouldn't be solely the property owners that need to pay for the improvements. It should be a tax on those who currently are use or plan on using the said systems. Or a percentage based fee on the miles car owners drive.
NORTH KING COUNTY	Yay for more public transport! \$200 more per year cost but huge time, gas and stress savings.
NORTH KING COUNTY	Timelines for these transit improvements are way too long. Why is this?
NORTH KING COUNTY	I'm very concerned about increasing sales tax another .5%. This is a regressive approach that unfairly affects the poorest members of our community.
NORTH KING COUNTY	The second tunnel through downtown is costly both in terms of money and time. The use of the convention place station to build light rail north needs consideration. This is a large space currently owned by transit partners that could be used to launch TBM machines north to Seattle center and Ballard, while having an existing connection with the current light rail line.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	Project like this just need to happen. Be committed to; and completed. It's a good start. Go for it and implement. It will never be a good time but it will always become an even worse time down the line.
NORTH KING COUNTY	Whatever projects happen, I think the most important thing is accessibility for the riders, which means if they need to take a bus in order to get to a light rail, one form of payment (orca card OR cash) should be in place, so bus transfers should be able to be used for the light rail, or paying for the light rail should be able to transfer to buses. It doesn't make sense to me that you may have to pay twice, especially since add I the light rail has decreased some bus lines' availability. For example, with the addition of the U-link, the 73 no longer runs to downtown Seattle.
NORTH KING COUNTY	When asking about the cost per resident per year can you add in the duration. 8 years? 25 years?
NORTH KING COUNTY	The cost to residents should be a percentage. There are a lot of people in Seattle/Nw living in poverty who rely on public transportation as well as wealthy individuals. A person who makes 24K a year will be more impacted by the cost then someone who makes 100K.
NORTH KING COUNTY	West Seattle desperately needs more access to/from the area. It is a safety issue having only the two bridges to/from West Seattle from the north end.
NORTH KING COUNTY	Light rail train in desperately needed to/from West Seattle! I am hesitant to take a job at the UW, for the sole reason of the horrendous traffic from West Seattle. Seattle's horrible traffic hurts our economy. Please speed up the 17 year plan for West Seattle!
NORTH KING COUNTY	In the time frame of the plans, the population of people over 65 who want to get around will skyrocket. Therefore, along with safe bike and pedestrian access to the new transit stations, there will be a need for frequent, reliable buses running short routes getting people to the transit station.  By the way, I have been a frequent bus commuter most of my life, until bus routes changed in my area. They have changed back to being good, due to the changes made for the UW light rail station (Metro 373) and I like riding again.
NORTH KING COUNTY	WE NEED MORE LIGHT RAIL!!!!
NORTH KING COUNTY	Anything to increase ease of transit from West Seattle to DT would be great. Right now the Rapid C line is useful for a handful of citizens. Other routes are strictly during commute hours. Even then, it is impossible to take a route without a transfer to Belltown.
NORTH KING COUNTY	The BRT system doesn't do enough to eliminate the insane crowding on the busses. The BRT routes are often delayed and for those of us at the end of the line (who lost routes because of these "faster" routes it actually takes longer because of the long and winding routes the busses take.
NORTH KING COUNTY	Not necessarily feedback, but I'm really excited to see this all in its completion! The new Link station at the UW has honestly changed my life!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	The Puget Sound area's population is increasing and we have limited space for roads because we are surrounded by beautiful bodies of water and mountains. We need to build upwards. Adding bus lanes, routes and new plans is adding to the terrible traffic. Invest in the light rail. Why add more buses to the traffic mess? I personally would rather sit in my own car on I-5 for an hour than on a cramped bus. My choice for dealing with rush hour would be If the light rail flew over the traffic.
NORTH KING COUNTY	I think it's hard for residents to comment on transportation projects that don't affect them. For example, I live and work in Seattle, and I hear about through my work as an urban planner how badly Pierce County needs more public transportation. But I don't know what is important to Pierce County, or to the region. I don't want to be selfish and pick only Seattle projects, so I think your answers will be very skewed.
NORTH KING COUNTY	Riders should bear the full expense of construction and operation of all transit systems.
NORTH KING COUNTY	I like the light rail links out to the suburbs. It's badly needed. Please, no more above ground street cars in Seattle without dedicated lanes.
NORTH KING COUNTY	Seattle residents already approve the Billion dollar transit plan. The other cities that get light rail and will use it need to pay for it.
NORTH KING COUNTY	The more mass transit options, the easier they are to use, the better they connect to each other, and the cheaper the fares are....the better!!
NORTH KING COUNTY	I would like to see first hill street car extended upto 23rd and Jackson. Also need all city roads paved before any other project
NORTH KING COUNTY	What about drop off spaces for travelers to board the light rail at stations to get to the airport.
NORTH KING COUNTY	Can you get Seattle to limit housing density increases and allow park and rides at city light rail stations (possibly as part of high rise urban villages around stations)? I live in West Seattle and commute to Microsoft in Redmond. Can you make the Rapid Ride C the only bus that leaves West Seattle, move it off the Viaduct (WA-99) and have it take the reserved busway through SODO to downtown? Can you add a RapidRide bus stop under the West Seattle Bridge beside the park and ride? Can you make circulator buses in West Seattle? We used to have a 51 bus to get to and from the Junction, which is otherwise a 20-minute walk with some killer hills.
NORTH KING COUNTY	An income tax should support public transportation and this should all happen much much faster, prioritizing with a train transit/commuter rail system like one that exists in Switzerland or Japan.
NORTH KING COUNTY	This plan is wildly unambitious. The timelines are ludicrously overblown and conservative. 22 years? You're putting a high ridership line from Ballard to Downtown after a low ridership line and not grade separated? The Ballard line would carry the entire population of Bellevue daily. This line needs a dedicated tunnel and an expedited build. The Downtown tunnel is unnecessary and a waste.  Please include EIS for Ballard to UW/Ballard to Lake City, The Metro 8 line and W Seattle to Burien.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	The Seattle DOT seems to want to play a zero-sum game. Take away resources (money, lanes, etc.) from existing congested roads and dedicate bus only lanes or worse put bikes on the road when there is no safe way for traffic to move at existing speeds. This is not acceptable in any other country, except where the use justifies it, and here it does not. Places that are closed to vehicles have sufficient foot and peddle usage to justify it. Example 1: there are wide access bike paths on Duwamish head, and yet bikes are also placed on a road where no cars can get by (divided highways that are one lane, have both bike marks on the road and a ample bike / pedestrian path along side the road.
NORTH KING COUNTY	Already there is nowhere to park at the UW light rail station, which has been a huge inconvenience and reason for me to not take it regularly.
NORTH KING COUNTY	I would like to see these projects funded through a gas tax, motor vehicle tax, or another form of transportation-related tax. I especially am against using the sales tax and somewhat against using the property tax. I would also be open/supportive of an income tax for this. But in the end, people who use their cars should be paying for this transit so that the roads can be open / usable to non-commuters. Commuters should be using public transit and I hope the committee is strongly using research on commuter routes to prioritize here.
NORTH KING COUNTY	How about a new plan that considers what the people actually want instead of what you think they want. How about taxing the businesses that are bringing the record population growth. How about stop monopolizing public transit. How about clearly communicating your expectations for riders and making it easy to use transit instead of acting pretentious about it.
NORTH KING COUNTY	I am all for increased public transportation services, but I don't believe removing lanes of traffic and committing them to be Bus Lanes is an appropriate strategy. That only makes things MUCH worse in the several years leading up to the end goal of a better public transportation program. Please consider this factor in your urban planning.
NORTH KING COUNTY	We need the 185th Street light rail station in Shoreline. That station is needed to serve residents in central and north Shoreline, Edmonds, and Lake Forest Park. Building it would reduce traffic to the (already heavily congested) 145th Street Light Rail station. Currently the bus situation along north 15th is confusing and ridiculous.
NORTH KING COUNTY	Please deal with the homeless issue in the Seattle area before ST3.
NORTH KING COUNTY	Some projects need to be added and some projects need to be removed.
NORTH KING COUNTY	22 years to Ballard! that is ridiculous. get going already!!!
NORTH KING COUNTY	Prioritize the projects to bring it in at lower cost. Have more flexibility to adapt projects based on what actually happens with people movement over the next 25 years!
NORTH KING COUNTY	If this passes I will be taxed out of my home of 20 years. People should pay for their own ride, as I shall pay for my own one way ticket out of here.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	Our buslines are becoming too focused on meeting the needs of business people. We are shutting down lines from 9 a.m. to 3 p.m., removing affordable transit to our elderly, shift workers, ailing, and poor. Neighborhoods become black holes with no public transit available during weekends and evenings after 6 p.m. Something as simple as going to a movie, grocery shopping, even getting to events in other neighborhoods or downtown become too expensive (taxi, Ubers) or too problematical. Stop cherry picking your riders and meet the citizen's needs.
NORTH KING COUNTY	If there is any way to make the cost of the ST3 plan less regressive, to reduce the greater impact on lower incomes, that would be ideal.
NORTH KING COUNTY	<p>You should make this entire package smaller and complete a few of the smaller shorter projects within shorter timelines so that taxpayers can see the result in their lifetime and so that there is accountability for the use of our tax dollars within the current Sound Transit Administration. I don't feel right about paying taxes to Sound Transit for the next 20 years when the Sound Transit Administration might go through 3 rounds of personnel changes during that time.</p> <p>Corporations should contribute money for these transportation projects. Corporations benefit directly from any transportation infrastructure that they can sell to prospective employees by showing them how little time they will spend in their commutes. All other cities in Washington charge fees which can be used on projects like this - lets use that money and tell voters how much Corporations will contribute and how much homeowner taxes will be reduced by using the fees and Corporate taxes to pay for transportation capital projects.</p>
NORTH KING COUNTY	Can you make it happen faster?
NORTH KING COUNTY	Support for this measure will be diminished by its heavy reliance on property taxes. We can't afford more and more big property tax increases. Use ST3 as impetus for widespread tax reform to stop regressive taxes and increase equity.
NORTH KING COUNTY	Most of my driving takes place within the Seattle city limits and I am increasingly frustrated by the amount of traffic on the roadways. So, while I don't have specific comments about each proposal, I feel it is absolutely essential that we develop solid mass transit plans NOW. Waiting will only increase these ongoing traffic snarls. I come from Boston where I ALWAYS road the T (subway). Since coming to Seattle 10 years ago I can almost count on 2 hands how many times i've taken the bus. That's just sad. Make it happen, people! :-)
NORTH KING COUNTY	We need to do this NOW!
NORTH KING COUNTY	Thank you!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

<p>NORTH KING COUNTY</p>	<p>Where does one even begin on the total mess that is ST3? First, the timelines are COMPLETELY unacceptable. The region needed the proposed transit 10 years ago, not 25 years from now. I'm just a renter that doesn't plan on staying in Ballard but I can tell you that Ballard absolutely cannot wait for light rail. The D line is a complete joke with way too many stops (it should NOT be routed through Queen Anne and needs dedicated lanes) that makes it take way too long to get downtown. I will part from most Seattle voters and say that I fully support parking at stations throughout the region. Ideally people would support higher density areas around the stations, but people living in the suburbs aren't going to move to townhouses and apartments. It would be better to have free/low cost parking that people will use for transit rather than drive. Commuter trains need to run a lot more often. Anyone who has been to Asia or Europe knows that our transit system is a complete and total joke. The cost is staggering (who's pockets are getting lined with all of this tax payer money?) and the timelines are so long that the system will be outdated before it is even completed. Oh, and a daily capacity of only 500,000 people? How much is the region expected to grow over the next 25 years? This is not enough, not by a long shot. If you want transit supported, you need to make a system that people will use before they're dead, and won't take away all of the taxing authority for the region. Shoot higher for the system, get it done sooner, and be more efficient with your costs. Learn a lesson from the rest of the world and stop wasting our time and money.</p>
<p>NORTH KING COUNTY</p>	<p>Ballard-UW line is very important, Ballard/West Seattle lines should be completed first and foremost because they have the highest ridership opportunity, and any at-grade options should be eliminated completely. At grade is never worth the cost savings. In addition, the rest of Sodo, the industrial district, Georgetown/Boeing field, Southpark and Tukwila should be considered as another line addition, with a possible future extension to Southcenter and beyond.</p>
<p>NORTH KING COUNTY</p>	<p>The light rail stations near to the Downtown Seattle core should not have parking lots; areas that are further away and less supported by transit need them.</p>
<p>NORTH KING COUNTY</p>	<p>Decisions and policies should prioritize developing in a way that is equitable for communities. Transit-oriented development and investment is critical and far behind the growth curve. But we have to invest in a way that allows current residents to benefit. Preventing displacement and supporting communities of color should be explicitly addressed and included in community engagement processes. The fact that the issue of equity is absent from your survey is a problem. Transportation planning is about moving people, not machines.</p>
<p>NORTH KING COUNTY</p>	<p>Increased coverage and affordability of public transit would greatly improve the quality of life and resident retention of Seattle. My carpool of 3 would be more open to using transit to commute from West Seattle to Bellevue if it were more cost effective.</p> <p>TOD is the most important part of ST3, as it paves a path for many of the other projects mentioned and for future projects.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	No Access to West Seattle that makes surface streets into west seattle bridge off ramps through residential neighborhoods 24hrs a day at high rates of speed as is in work for Fairview neighborhood now. This is a residential neighborhood not a transit center. No more public tax money for mass transit that doesn't go anywhere you need to be or east-west in western Washington. Stop wasting money with endless reviews, studies and votes that never achieve anything.
NORTH KING COUNTY	Current and future projects: Transfers from busses should apply to use onto a light rail line.
NORTH KING COUNTY	It is frustrating to pay for a system which will not be helpful to my personal transport needs. Past performance of transit in area is not encouraging (slow, unreliable, not arriving/departing at major employers at business start/stop times). I lived in Boston for years without a car and public transit was wonderful. I don't see that happening here, no matter how much money we spend.
NORTH KING COUNTY	For funding these very expensive, lengthy projects consider partnering with big businesses in the area, especially because these link stations will service several Boeing locations, Microsoft campus in Redmond and offices in Bellevue, and Amazon in South Lake Union.
NORTH KING COUNTY	Seattle / King county has almost NEVER met both budget or time requirements on their transit projects . Their idea is to get the people to vote for a project within a time frame and within a budget, BUT they are almost never met either. Both Seattle & King County idea of meeting both goals is to just revise the costs and completion date and after that was done brag how both goals were met, NEVER explaining how they meet these goals was by revising both cost and completion dates. Also these projected projects have an open ended date for completion and cost. Who in their right mind would vote for any proposed project with no guaranteed completion date or guaranteed cost when we see how poorly their performance has been on current voter approved transit and road projects. Example Seattle tunnel project BIG over budget screw up's !
NORTH KING COUNTY	I would strongly support as long as a closer look is done at the timeline. Transit to the Everett area needs to happen much faster than the next 40 years!
NORTH KING COUNTY	I am from Boston where the electric train system has a 100 years on us. The tunnels, tracks, and "bones" of those stations are still used today. This is the most important investment in this region even if tens of billions of dollars are needed. I am a political conservative moderate and I fully support this spending so long as no income tax is implemented. My commute from North Creek Park Bothell to Downtown Seattle on a Thursday evening can take as long as 100 min. This is only 23 miles tops- this is crazy for a metro area of only 3.7 million. Boston is 4.6 million and it is much easier to get around both by car or rail. Also, giant parking garages are a must at outer suburban stations to encourage use of trains. Parking should be cheap too.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	Better bus service has been promised for decades, but has never been realized. Enormous spending on rail uses an unacceptable degree of the available public capital for minimal traffic movement. The use of localized shuttle buses to connect to express buses would get world class transit to so many more neighborhoods that are now under served, would not destroy more middle class homes for rail lines, would handle many more riders everyday, and thus would allow more people to leave the car behind more often. This could happen rapidly. Families need cars to get to schools, sports, appointments,etc.
NORTH KING COUNTY	The whole program is not responsive to our needs now and in the future. It is based an outdated "Vision 2040" which does not currently include any allowances for new technology that will Improved roadway safety by 80% starting now, and up to 35% by 2035. Driverless cars do to need park and rides! (2022) Current PR capacity could be increased today by contracting with Uber and others. Follow the lead of USDOT for timelines (Driverless vehicles common in 2025 in urban areas) Also: does not directly address congestion, climate change goals. Most importantly address these items at public meeting with real answers! Suggest you delay the ST3 until at least 2020. I will give you and your staff time to catchup with the industry and the public. Bring WSDOT along with you.
NORTH KING COUNTY	I hope that if the project/s go through that there is help for low income residents to be able to use the system.
NORTH KING COUNTY	Put stops in in busy areas. The U of W stop could have been on 15th and Pacific or 45th where there are sidewalks and buses to move people in all directions. The stop was placed near the stadiums for events and the hospital. To catch a bus northbound you have to walk to the middle of campus or to U Village. The Roosevelt stop was well thought out. I love forward to it. I am also happy to see things moving ahead of schedule. WELL DONE! Light rail like Portland running east-west in Seattle would be great.
NORTH KING COUNTY	I will always be in favor of developing more rail transit.
NORTH KING COUNTY	West Seattle light rail and enhanced bus service should be a priority. Segregated bike and pedestrian lanes to encourage more use free of fear of traffic.
NORTH KING COUNTY	Why are we funding this at the expense of the people who need to use it to survive only? Why has a Head Tax on Businesses and/or increasing the commercial parking tax been excluded? What is being done to help 40k, or less, a year earners with 20k, or more, Student Loan debt afford these tax increases? What about 20k or less earners? What about earners with 100k or more Student Loan debt? What is being done to prevent out-of-control rent from being increased by Landlords to pay for the property tax increase? What are you doing to make sure \$17 per a person per a month doesn't turn into a 48% bus pass price hike by employers and a 500% rent increase by Landlords?

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	As someone who likes and uses light rail as I age (now 64) I see it will become more and more challenging to get to the station because of the approximate 1/2 mile distance with hills to a station for me. I am also about 1/4 mile from any bus line. I would be great if there were some way to have better access for neighbors not so close to light rail.
NORTH KING COUNTY	Minimal service provided to and from W. Seattle, and only to downtown. No projects bypass downtown to other locations. Downtown is too dangerous to be stuck waiting there.
NORTH KING COUNTY	It's very important to me that ST3 enable more people to live independently of car ownership. This requires not only good pedestrian and bike access to stations, but strong connecting bus service in nearby communities, including good off-peak and weekend service.
NORTH KING COUNTY	If you take the money, deliver what you say you will.
NORTH KING COUNTY	Rush underground link to Ballard. Least connected part of city currently.
NORTH KING COUNTY	Light rail station locations need to be much more comprehensively coordinated with car parking at stations, much better integration of Metro bus lines serving stations (more frequent service), and accommodation for transit-oriented development with much higher densities than currently allowed under Seattle zoning designations.
NORTH KING COUNTY	I think the timeframe and cost of the proposal should be less, to see if Sound Transit can actually do all that they are proposing. ST still hasn't completed all the projects we are paying for in ST2. A 10 year proposal that isn't double the current cost, that maybe doesn't give every jurisdiction what they want, but moves toward the long range plan would be better.
NORTH KING COUNTY	Anything to make it happen faster. The region messed up a long time ago in not pushing for mass transit and now we are dealing with the consequences today. I just spent 1 hour to go 8 miles via buses.
NORTH KING COUNTY	I'd pay more to see this happen faster, and I congratulate you on the depth of thought and long-term vision evident in the plan.
NORTH KING COUNTY	Please do not tax property owners. As it is close to 50% of taxes are voter approved. And it is unfair that most of these voters are not property owners.  There should be a fair system of taxation.
NORTH KING COUNTY	The city council is overwhelming the levy's put on our property tax causing financial stress especially to young and elder families. Find a different way to get the money - Municipal bond sales. Most of these projects are promoted by ignorant people who just guess how much it will cost and provide for tax payers. They keep saying the average price house in Seattle and now those houses have tripled in value because of our tech boom so these projected costs for families would more likely be tripled or more. Shame on most of you - I'm planning on voting against my councilman Johnson who supported this without first checking with his voters and citizens in his district - again shame, shame!
NORTH KING COUNTY	PLEASE do not ad a station at 130th - either MOVE the 145th station OR do NOT build the 130th station.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	<p>I am a strong believer in less is more and think the focus on shunting people to and from work on fixed transit is short sighted, expensive and doomed to failure (remember the trolley tracks that were pulled up which we are now laying down again?). Mass transit doesn't mean massive. Smaller buses, jitney services, on and off ability, more frequent service with smaller capacity is better than articulated buses that run so infrequently. Want me to take transit to work, fine, but figure out how I can jump on the bus/train/tram and 1. pick up the dry cleaning 2. stop at the market 3. grab the kid from the sitter 4. make it home when I leave work. If you focus on the point A to point Z you are never going to get the majority of us to hop on because we can't make transit work for us. With our geography, running everything in and out of downtown is nuts. I can walk to work- 3miles, faster than I can take a bus (it requires 2 buses and if I hit it right- it takes 22 minutes, wrong and it takes 45) .Why not have a morning and evening university-madrona-leschi-mt baker run? Why not have shorter routes and more frequent buses. I know it costs more because you have to have drivers. Great- helps unemployment at the same time. So I am not at all in love with these massive &gt;decade long projects. PS_ I ride my bike to work from Madrona to Capital Hill, sometimes putting it on the bus, to the University, and to the Montlake station every friday where I put my bike on a bus and commute to the eastside and back for work. My partner drives to the University because of the poor bus connections as noted. Were we still a household with young children, my remarks would still stand. If you can't get working mothers/fathers through their errands, you won't get them out of their cars.</p>
NORTH KING COUNTY	<p>The funding for this project is totally unacceptable. No sales or property tax increase. Fund the expansion 100% by taxing Boeing, Microsoft, Starbucks, Amazon, Adobe, Google and other large corporations. I will never vote for a play that makes working people pay. Never!</p>
NORTH KING COUNTY	<p>Consider bringing back some of the bus routes that were cancelled due to the light-rail line expansion in the meantime. I work at a hospital on Cap Hill and as there are an older populous of folks living on the former 10 routes that frequent our facility we've seen an increase on them having to taxi in which is more expensive than an ORCA pass because these patients are unable to walk over due to health concerns. Cutting off certain routes has cut off access of care and mobility to folks who need it and you should strongly consider re-opening these routes or you may find votes for future projects not as forthcoming from these members of the community. Thank you for your time.</p>
NORTH KING COUNTY	<p>We in the PNW are already behind the "eight ball". It's time to catch up with expanding cities everywhere and build a world class public transit service.</p>
NORTH KING COUNTY	<p>Please make sure that Ballard-Downtown is grade-separated at all points!</p>
NORTH KING COUNTY	<p>light rail is the place the tri-county should focus on.  bus lines are fine the way they are at present.  remember you turned down the federal money years back and it went to ATLANTA. SHOULD have taken it then. Would not be in this mess now &amp; way ahead of the curve!!</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	<p>25 years are you kidding. Raise the taxes now and get this show on the road - or make Jeff Bezos pay for some of this since it is his company that brought so many people here which made the traffic ridiculous. Otherwise every one else will leave this city and it will be like the factory towns of China - one city filled with Amazon employees only. I also have very mixed feelings about supporting all this light rail planning since I have tried to use the light rail and it is seriously flawed. I would never recommend it to a tourist - it is far too confusing. While on the rail from Seatac the signage was awful and the security cop guy was very rude when we asked questions. The signage on the rail was even worse - there was one scroll sign that said the stops as we got to them and for some totally bizarre reason there was one that said the final destination but without any indication that it was the final and not the one we were at. At one point that sign said "University of Washington Station" and the other two said "University Station" how incredibly confusing even for someone who lives here. Another thing I can't understand is why in the world you don't have a sustainable way to take tickets. The way it is set up now is just asking for people to take advantage and not pay. We kind of need people to actually pay for this stuff don't you think!? Why in the world didn't you just do what NYC does? Or Atlanta. I am all for paying my share of taxes to help this transportation nightmare we have going in this city but it is hard to get behind things that are so flawed. It is also hard to approve when we are talking about more than two decades before things will actually get better. I am not kidding when I say people are going to leave. The ones that are leaving are the ones with some shred of character and it is depressing to think of what this city will be like by the time this plan completes.</p>
NORTH KING COUNTY	<p>wish that transit to and from west Seattle would become a higher priority, especially with the possible annexation of white center.</p>

NORTH KING COUNTY	<p>Very disappointed to see that the most dense areas with the highest potential ridership numbers are not going to receive anything from ST3 for 17 and 22 years. As indicated by the recent Seattle Times editorial most suburbanites are predisposed to be skeptical of expensive mass transit systems like the one to Everett, so they shouldn't be counted upon to approve this measure in November. Residents of urban Seattle, on the other hand, have been asking for these extensions for a LONG time. Making them wait another 17 years to get these lines risks losing Seattle votes which ST3 will be heavily dependent upon to pass.</p> <p>I would like to see ST3 prioritize the Ballard and West Seattle lines with the highest potential ridership first, and then focus on building the central spine to Everett and Tacoma.</p> <p>In addition, I'm generally skeptical of the very long light rail lines like the eventual ones from Tacoma to Seattle and Everett to Seattle. Most suburb to suburb commuters will be likely to drive since their destinations will likely not be within walking distance of a station, and suburb to downtown commuters will be impatient with slow moving lines making many stops along the way. It seems these commuters would be better served by expanded commuter rail or express buses. If we are committed to building long light rail lines like this we should consider building 3 track lines with the capability to run express trains.</p>
-------------------	--

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

<p>NORTH KING COUNTY</p>	<p><b>BUS CONNECTIONS:</b> My major concern with the new transit plan in Seattle is getting to the light rail stations from outlying areas within the city.</p> <p>For example, I live in northeast Seattle (98115) and my friend lives in northwest Seattle (98177). These areas are underserved by Metro. Neither of us has access to a bus that would take us directly to the stations. Instead, we have to transfer buses which adds a considerable amount of time to the commute and we find this very discouraging. In the time it takes to get there by bus from our neighborhoods, we can be downtown by car in half the time.</p> <p>So if you want to encourage more people to use the trains, you'll have to make it easier for people who live in outlying areas to get there. This would mean adding more direct bus routes from these areas to the stations (in particular the UW station). Otherwise, Seattle Metro should reinstate bus service from underserved neighborhoods to downtown Seattle (many bus routes were eliminated due to Prop 1).</p> <p><b>PARKING AT STATIONS:</b> I don't think having parking lots at stations is the answer to getting more people to ride Light Rail. However, you could have a pick up and drop off area at the stations (like at the airport) so people can get lifts to the station from areas that are underserved by the buses.</p> <p><b>PAYING FOR THE COST:</b> Can't we get more creative about funding these projects instead of continually raising sales and property taxes? What about the tax revenue from marijuana sales, or adding taxes at the gas pump since we're trying to discourage people from driving???</p> <p>I'm all for better transportation but there has to be a better way to pay for it.</p>
<p>NORTH KING COUNTY</p>	<p>Focus on Seattle light rail IN the city. Reliable commuter buses already exist and the majority of people outside Seattle have cars. I used to drive and take a commuter bus from Lynnwood, but in the city I am desperate for reliable public transportation. The buses here aren't practical or reliable. Getting from my home to Ballard is an ordeal and it's hardly more than a few miles. Seattle NEEDS public transportation urgently and it needs to be affordable and accommodating to people with low incomes and bikes.</p>
<p>NORTH KING COUNTY</p>	<p>Would be willing to pay 2 to 6x what is being asked if it would SIGNIFICANTLY accelerate the program.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	In general, I would be happy to pay taxes for this above and beyond what has been described above, especially if that means it could happen faster than the glacial timelines currently outlined. These are necessary collective infrastructural investments that, given the unique demographic and topographical attributes of the metro area as now emerging, will be vital to the continued vitality and sustainability of the region. I would love to see the conversation shift to include much more than how much this is going to cost taxpayers, but actually also (and more importantly!) how much different degrees of infrastructural investment are likely to save/benefit the average Puget resident in terms of reclaimed time, regained productivity, quality of life and increased sociability (not being in a car but being in a space where one can read/relax/interact with other humans), and shifting of the burden of risks (whether in the form of private liabilities, increasing commute times, all manner of environmental impacts and disruptions, and other social costs) from individuals to broader collectives. These are the things that it seems will be needed to prepare for and thrive in the near future, and the sooner agencies like yourself start to SHAPE that discourse rather than presuming to be merely polling and reacting to the clearly insufficient discourses that currently do exist around these things in this region, the better.
NORTH KING COUNTY	The link train do not always run on time and 107 and 106 do not sync with the train. A pedestrian overpass needs to be put in at Rainier Beach Station.
NORTH KING COUNTY	Accessible and extensive public transportation is key to a successful city structure. Please make it so!
NORTH KING COUNTY	Need quicker ways to get from NE Seattle to UW Station. Routing through campus takes too long.
NORTH KING COUNTY	I think 22-25 years is too long to wait given how bad traffic is currently and the number of new residents to Seattle
NORTH KING COUNTY	Thank you for supporting mass transit options for everyone! I do not own a car and am excited at the possibility to continue living in Seattle without one for the rest of my time in this beautiful city!
NORTH KING COUNTY	need more everything. common!!!!!!!!!!!!
NORTH KING COUNTY	Make it easier for people to pay for riding light rail and make it harder for them to avoid paying. I highly support light rail and its expansion, but it won't be a sustainable transit option if Sound Transit doesn't collect the fees it is due.
NORTH KING COUNTY	I think it is important that light rail move faster, perhaps at the expense of bus improvements. Also, developing transit options to Bellevue should take a back seat to projects related to Seattle's urban core, and linking Seattle to West Coast cities via a faster train than Amtrak (Vancouver, Bellingham, Olympia, Portland, beyond?) Bellevue is a place with a car culture, and doesn't have the sort of dense urban population that will take full advantage of public transportation (whereas Seattle has enthusiastic urbanists). Maybe Bellevue transportation expansion could come at the end of the timeline. Also, room for bicycles on transit -- including cargo cycles for families -- is important.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	<p>It isn't clear how this will be funded. I see the projected amount, but is this more property taxes, sales tax, gas tax? If it is property tax, then I would mark strongly oppose.</p> <p>I am still puzzled as to why a line down the middle of I-5 is never considered. It is a proven route, has park and ride lots nearby, and no property needs to be condemned. I am confident the engineering can be done. After that, THEN look at spurs going out to different areas. Thanks.</p>
NORTH KING COUNTY	<p>West Seattle to Downtown: A LANE dedicated to Transit, from West Seattle all the way across The Bridge and to the Downtown Core. AND/OR Timed and Metro-responsive LIGHTS to allow buses the right-of-way in situations of merging/crossing traffic. There is currently no incentive not to drive. Waiting 17 years for the only plan that may benefit West Seattle certainly doesn't help...</p>
NORTH KING COUNTY	<p>The plan should be more geared towards people who will actually ride public transportation. The target places are not the type of people who will adopt ridership though they are the people congesting the ride for everyone else.</p>
NORTH KING COUNTY	<p>How about a regional tax on cars Or fuel</p>
NORTH KING COUNTY	<p>We retirees in King County who have been in our homes 30-40 years are being priced out of our homes by transit-funding, sky-rocketing property taxes. We do not mind funding schools and emergency services, but we're not the only ones who use the transit systems and we should not be the only ones funding it. Find another revenue source, PLEASE!!!</p>
NORTH KING COUNTY	<p>These changes should be made in addition to current transit (i.e. bus) options, not instead of.</p>
NORTH KING COUNTY	<p>Can it be accomplished sooner than 25 years? It seems that Seattle is running behind in transit oriented development.</p>
NORTH KING COUNTY	<p>Don't delay. We need these now.</p>
NORTH KING COUNTY	<p>Currently, I have to take four Metro King County buses to get SAFELY from where I live to my doctors at PacMed at 1101 Madison: Bus 345 from Four Freedoms House to the Northgate Transit Center; Bus 41 from there to the International District station; Bus 36 from there to South Weller Street and 12 Ave South; and Bus 60 from there to 1101 Madison Street. This takes up a huge amount of time, and I have to leave as much as 3 hours early to get there on time. Bus 12 used to go from a stop on Pine Street in front of the escalators down to the Metro tunnel all the way to Boren and Madison -- 1101 Madison, requiring that I only needed to take Bus 345 to Northgate, Bus 41 to the Westlake Center, and Bus 12 from there to my doctors. Why can't you restored that service? It was safe, convenient, and didn't take too much time? I am handicapped and must use a walker, so I can't catch Bus 12 at Marion and 3rd Avenue, which requires a walk down a steep hill with no handrails or anything else to hold onto to keep from falling -- a VERY dangerous matter. And even then, I'd have to take Bus 36 from 3rd and Pine down to Marion, requiring 4 buses to get there. PLEASE fix this!</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

<p>NORTH KING COUNTY</p>	<p>Figure out other ways to fund all this. Make corporations pay their share. Destroy their ability to put offices in other countries that tax them at lower rates.</p> <p>Share the burden. But keep highways in good repair for people who use them. Promote electric cars.</p>
<p>NORTH KING COUNTY</p>	<p>I think it's preposterous that you want to collect such a broad swath of taxes from us for EIGHT YEARS before delivering any meaningful results. We've already voted for two (much smaller) tax levies to fund mass transit and the delivery against that has been tepid at best. Most improvements to date have felt more like a shuffling of deck chairs, not adding meaningful capacity or convenient, reliable service to additional neighborhoods beyond the Central/UW light rail. I fully support a better regional transit network, but your track record with what you've been collecting has been wholly disappointing, and the last two levies I've voted for aren't delivering on what was promised. If those were your audition for more funds, I perish the thought of how you'll piddle away a nest egg 50x that size without delivering real results. I'm sick of being late to work because chronically overcrowded C Lines blow past my stop in West Seattle when you won't add capacity to keep up with exploding population growth in major urban villages. We need help yesterday, not in eight years. "Buy into our vision when we haven't delivered on the last two paychecks" is a tough sell for me, no matter how much I agree with what the end result should look like. You. Need. To. Do. More. Now.</p> <p>And while I'm at it, you really should look at funding more of this through taxing corporations and developers who create the density problems that have led to our current problems. Reaching into Joe Taxpayer's pocket doesn't have to always be the solution to every problem, yet here we are for the third time in three years. Tax permits to turn a SFH on a half acre lot into 6 row houses or a 60 unit apodment building. Tax permits to build another Amazon, Microsoft, or Kemper Freeman skyscraper where there was once single story retail. Corporations and billionaire investors from China can afford this a hell of a lot better than I can, and you better believe it's their property values and bank accounts that will keep growing while my rent checks keep increasing.</p>
<p>NORTH KING COUNTY</p>	<p>I take the 120, 125, 55 &amp; C line buses and get on at the last stops in West Seattle. About once a week a bus drives by because it is too full. Usually I end up standing and some days I even have to push my way onto the bus. Is there any way that the Vashon Express or 21 Express can stop at the last West Seattle stop for the C line if there are people waiting and those buses are not full themselves (which they never are)? I understand they are express lines, but it is frustrating to see a bus go by a stop with many people waiting when there are empty seats available. I should mention I usually get on the buses between 7:15am &amp; 8:00am.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	<p>This state is restricting its growth by failure to adopt an income tax. The current system is regressive and places too much burden on people that can least afford it. If we are not willing to pay for transit services in a planned and predictable manner we shouldn't waste our time an money on studies.</p> <p>I will have passed away by the time people see any improvement in transit in my area.</p>
NORTH KING COUNTY	<p>METRO 8 LIGHT RAIL LINE          BALLARD TO UW LIGHT RAIL LINE          LESS PROJECTS IN AREAS THAT DON'T NEED LIGHT RAIL AS FAST (ISSAQUAH/EVERETT). FOCUS MORE ON THE CENTRAL AREAS LIKE SEATTLE AND BELLEVUE.          ADDITIONALLY, BALLARD AND WEST SEATTLE ARE THE MOST IMPORTANT BECAUSE THEY ARE THE MOST DENSE. THEY SHOULD BE COMPLETED FIRST TO SERVE THE EVER-GROWING POPULATION OF SEATTLE.</p>
NORTH KING COUNTY	<p>Bus transportation and light rail should be increased around college campus's (such as SU, SPU, UW, Bellevue College) and near low income/reasonable housing. There is a housing crisis at more and more colleges such as SU, SPU, and UW. Therefore, students are being pushed off campus as colleges accept more and more students and have a limited amount of campus housing.</p> <p>I am Seattle University's Commuter Representative and I would love to collaborate with Sound Transit so that we can make public transit more student friendly. SU's Student Government and myself can also try to get more commuter students to contribute their feedback by taking this survey and attending meetings! Please feel free to reach out to me at <a href="mailto:sgsucommuterrep@seattleu.edu">sgsucommuterrep@seattleu.edu</a> or 425-444-8165. Thank you!</p>
NORTH KING COUNTY	<p>Connect Olympia!</p>
NORTH KING COUNTY	<p>Your last page on the survey is way too complicated to understand. The walls of text in questions 12 and 13 are extremely complicated and hard to read. These two questions are going to be skimmed by most people and answered based on incomplete understanding. I'm a UW graduate and had a hard time reading/understanding those two questions. Do better survey design please.</p>
NORTH KING COUNTY	<p>I do not feel that the sales tax should be adjusted, even to help pay for ST3 which I adore. Five-tenths of one percent is a teeny amount of money, however, the sales tax structure in WA already disproportionately affects people with lower incomes - the very people who cannot afford to live in the city, who could benefit greatly from Light Rail or other transit programs connecting them to city-located jobs and services.</p> <p>I wish I could have prioritized more than two options above, but please make priorities of the Ballard-downtown line, parking and development around stations, the 130th and Graham street stations, and other infrastructure designed to get people to light rail stations or transit hubs. It only works if people can use it easily. THANK YOU and GOOD LUCK!</p>
NORTH KING COUNTY	<p>Please make the Ballard line happen before I retire.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	I understand that this all costs money and I am willing to pay my fairshare of taxes. I object to the additional burden of real estate taxes. Every governmental agency seems to look for funding thru increased R. E. taxes. Homeowners are not the only people who use or benefit from enhanced transit systems. What better, more fair ways can you suggest for funding?
NORTH KING COUNTY	<p>This hodge-podge of Rail, light rail and bus shows Rube Goldberg planning is alive and well. Seattle/King/Snohomish and Pierce counties need to come up with a cohesive plan more similar to BART in the San Francisco Bay area. It could be High speed Light Rail or even a bus system similar to Curitiba in Brazil, where wait times are typically less than 5 minutes and as little as 90 seconds.</p> <p>Much less than a systematic planned system will most likely fail, and will be modified enormously such that the Sound Transit plan plan will likely never be completed anyway.</p> <p>A cohesive system appear to be will be expensive; but comparatively cheaper (inflation adjusted) than major cities building their integrated Transport Systems such as Boston, New York, London, Paris etc. In the long run, notwithstanding complaints about cost, it will pay for itself over a 25-50 year period of time. In the end, the Hodge-Pdge Puget Sound system will end up costing more in lack of functionality and frustration.</p>
NORTH KING COUNTY	While I think light rail is great, to me, Seattle needs to come up with ways to help those that live in Seattle get around, and not just those commuting from outside of Seattle into the city. Right now, I can't take public transit because there are no options to go from where I live to where I need to go.
NORTH KING COUNTY	My main concern is funding a "Transit System for the 21st Century" using a 19th century tax scheme. Basing car tab fees on per \$1,000 "value" is like a property tax. Can I deduct that from my taxes just like I can on a piece of real estate? The tax should instead be based on gross vehicle weight and miles driven, both of which are available from the Washington State DOL. I don't see any reason why municipalities can't coordinate with state agencies to accomplish this.
NORTH KING COUNTY	please just don't [explicit] this up for all of us.
NORTH KING COUNTY	It was very difficult choosing only two options for question 11. Had I been allowed to choose five or six options I feel that I could have provided a more meaningful response. Re: question 14, I am assuming that the average cost is \$200 per year per household, not per individual person. I indicated strong support based on that assumption.
NORTH KING COUNTY	<ol style="list-style-type: none"> <li>1. Total timeline should be cut in half</li> <li>2. Prioritize grade separated light rail over any bus solutions.</li> </ol>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	<p>I strongly support ST3 and I believe the metropolitan Seattle area needs massive investment in transit, infrastructure, and jobs.</p> <p>I do not support subsidizing the suburbs. Suburbs promote sprawl, destroy the environment, and encourage dependency on cars. We shouldn't build light rail on floating bridges. We should sink the floating bridges. Instead of enabling suburban sprawl, ST 3 should curtail it by restricting all mass transit improvements to Seattle only.</p>
NORTH KING COUNTY	<p>Project plans are too long. Getting buy-in for a project that is up to 25 years out will face opposition in itself. People cannot realize the benefits of a project that takes 25 years. People don't know where they will be in 25 years. Many of us will be retired in 25 years. I'll be 72 years old! I don't feel this plan will ever catch up with the growth of Seattle and King County.</p>
NORTH KING COUNTY	<p>Projects need more corporate funding.</p>
NORTH KING COUNTY	<p>I voted for the extension of light rail to Capitol Hill and the University. However, I had no idea that the Route 43 bus line would be removed in response. Unfortunately transit service for my area of Capitol Hill between 12th Ave E and 20th Ave E is now much worse than it was before. I used to be able to catch a Route 43 bus with frequent service at a stop close to my home, and exit the bus in the University District close to my final destination. Now I have to use either 2 buses, or 2 buses and a train, to make the same trip. Please restore Route 43 service. It is a vital component of transit for my neighborhood. I would not vote again for more light rail transit that comes at the expense of convenient bus service.</p>
NORTH KING COUNTY	<p>Just do it! Awesome, we need so much more transit here, and I'm happy to pay taxes for it to make it happen. Focus on getting it done on schedule and within budget.</p>
NORTH KING COUNTY	<p>you asked to choose just 2 of the many st3 projects, but this is too exclusionary of all of the projects and doesn't inform on the whole system</p> <p>also you need to find ways to speed up the overall delivery of the whole system</p> <p>examples would be early BRT and ST express routes and frequencies</p>
NORTH KING COUNTY	<p>Don't increase property taxes</p>
NORTH KING COUNTY	<p>My primary mode of transportation is bicycle. Please, whenever rail is put down, consider safety of cyclists in how and where it is laid.</p>
NORTH KING COUNTY	<p>Get people working on this asap! 22 years and I'll be retired! If there's appetite, get it done now!</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	<ol style="list-style-type: none"> <li>1. I would prioritize inter-city rail projects to help relieve congestion on arterial roads.</li> <li>2. Rail is superior as buses get stuck in traffic.</li> <li>3. Shorten the timeline (and costs) by looking at more surface or elevated routes through Downtown/out to Ballard and Northgate. It's not like Leary way or Sand Point way is pretty to look at now. I work near the Tukwila (unfortunately there aren't any stops within a couple of miles of there or I'd give up my car) line and it's actually cool to watch the trains go by and they aren't that loud.</li> <li>4. Find allies with people who want to change Washington's regressive tax structure. Homeowners are eventually going to get tired of seeing more increases in their property taxes.</li> <li>5. Go Light Rail! I love your new stations and can't wait for more!</li> </ol>
NORTH KING COUNTY	<p>My west Seattle neighborhood is completely ignored other than a "study". I cannot tell you how much I want to vote against paying an additional \$200 per year so I can maybe ride a study to work in 17 years. My love of transit and my hope that someday we could have transit reliable enough to use daily on 35th averse keeps me feeling like I will vote for it, but the reality is that I probably will vote against taxing myself for nothing but a study.</p> <p>When I go to Alaska junction I drive because there is no bus to take me there.</p> <p>Why would I use light rail in west Seattle when I have to drive to it? Makes no sense. Though I can see how it would be convenient for those who live within walking or short bus ride from the junction.</p> <p>I tried using the 21 for a year in 2014 and would've lost my job had I continued to any more. I had to go back to driving so I could be a more reliable employee. I realize that's KC metro, but it's all the same system, and it stinks in West Seattle.</p> <p>Show more of a commitment than a spur and a study and a greater sense of urgency that 15 years and you'll easily get my vote, and more.</p>
NORTH KING COUNTY	<p>I am supportive of all increases in transit infrastructure and would pay more as a home owner. What about expediting these plans so it isn't 2040 before the project is done? In 10 years, we will likely need a new plan.</p>
NORTH KING COUNTY	<p>Find a way to speed up the schedule. This is too long to wait.</p>
NORTH KING COUNTY	<p>Excited about this, but are you thinking big enough, and how do you expect car sharing and autonomous vehicles to impact needs? I may sound crazy, but this is a 25 year plan and I'd expect to see rapid adoption of ev and autonomous tech in that amount of time</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	My bus service in the North End has recently suffered massive cuts with four of my six routes being completely eliminated and another being drastically cut. I have always voted yes on ST before but I can no longer support a system whose expansion is making my commute so miserable. I am encouraging everyone to vote NO until my service is restored.
NORTH KING COUNTY	Didn't like use of "across Puget Sound" in this survey. I think you meant "across the Puget Sound region." Say that, otherwise it sounds like you're crossing the water.
NORTH KING COUNTY	Your plan is crap! Time line is too long. I will only vote if light rail in Seattle is prioritized and is done sooner. Why were elevated lines not considered? "Regionalism" is stupid. I don't care about the republicans and rednecks in the suburbs. They chose to live in complete gridlock. Let them suffer for it. Seattle first or I vote "no". If you spend one single dollar on parking I will vote "no". Park and rides only encourage sprawl and the destruction of farm land. Sprawl will keep happening but it should not be publicly subsidized. I REPEAT IF YOU HAVE ONE SINGLE DOLLAR ALLOCATED TO PARKING I WILL VOTE "NO". Let data on ridership be your guide for prioritization of lines, not politics. Your efforts to appease the suburban idiots will fail.
NORTH KING COUNTY	link from Seattle to Bellevue should be the number one focus
NORTH KING COUNTY	I think the schedule should be expediated. 8 -25 yrs,out is too long. Put more money in upfront to get it done. It only gets more expensive.
NORTH KING COUNTY	Make rich people pay for this.
NORTH KING COUNTY	Extend current light rail service hours to 3am to allow after hours bar patrons to take affordable public transit to go home, rather than using taxi or risk driving home.
NORTH KING COUNTY	seattle is getting too expensive for homeowners in the middle class. I'm already thinking of leaving seattle because I cannot afford a real state taxes. Therefore I strongly oppose this unless you can the pay for some other way.
NORTH KING COUNTY	Please highly consider the accessibility of our lower-income neighbors and students who need the ease of public transportation to surpass barriers.
NORTH KING COUNTY	FROM [name] IS NOT HIRE AS NO GOVERNOR TO SOUND TRANSIT 3 IN SEATTLE, KING COUNTY, DOWNTOWN, WASHINGTON STATE IN UNITED STATES OF AMERICA ON GLOBAL EARTH.NO GRANTS,NO MONEY,NO PAPERS CHECKS, END OF INVESTIGATION,CLOSE CASE. I'AM JUST CUSTOMER.
NORTH KING COUNTY	I live in Broadview. It's REALLY hard for me to support this plan without the 130th St station. Why should I spend so much money for people who live in other neighborhoods when it guarantees that I'll be dead and buried before my neighborhood gets anything?

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	More Express Buses to from Seattle to Everett and Everett to Seattle. Don't need to stop at Lynnwood or Ash Way.
NORTH KING COUNTY	West Seattle and Ballard should be given higher priority!
NORTH KING COUNTY	There should be bus routes from Delridge and Alaska junction that go directly to light rail stations until light rail is built in West Seattle
NORTH KING COUNTY	There should be an express bus or train all day to and from Edmonds
NORTH KING COUNTY	This project is a decade behind the growth of the entire metro area. You can't get it done fast enough.
NORTH KING COUNTY	I would like to know how much of the cost will be shared by the many wealthy, thriving corporations in the Puget Sound area. Are residents alone footing the bill for these transit improvements? How can I find out this information?
NORTH KING COUNTY	Build this system faster. Light rail to Ballard is needed now; not in 22 years. I'd be willing to pay a lot more to get light rail built much sooner.
NORTH KING COUNTY	There needs to be more - and more sooner - for Seattle before I will support this plan. I am 53 years old and live close to Ballard. Under the current plan, I'll be 75 before I can board light rail anywhere close to where I live. That's far too long to wait - FAR too long! Light rail to Ballard and West Seattle should be the top priority. 22 years from now, the line to Ballard should have been extended to Northgate (and potentially Lake City), and the line to West Seattle should have been extended to Burien (at a minimum). And we need a Ballard to UW line with at least a preliminary plan to extend that line across Lake Washington. This plan serves the suburbs at the expense of the city. I cannot support your plan as is.
NORTH KING COUNTY	If not already allowed or if even feasible, work with car share companies (Car2Go) and TNC companies like Uber and Lyft to create a parking or transportation options to and from major stops for the transportation network. There could be spaces or drop off locations suggested for Car2Gos to be parked near light rail stations or fares that TNCs offer for transportation to the closest park and ride or light rail stop.
NORTH KING COUNTY	The timeline outlined in question 12 is way too slow. We need a faster completion of all of these projects to meet Seattle's needs.
NORTH KING COUNTY	<ul style="list-style-type: none"> <li>- Please consider taxing drivers more than home owners to acquire funds</li> <li>- Please consider adding express times to lightrail schedule from downtown to airport</li> <li>- Please consider adding shuttles from lightrail stations to common neighborhood locations (e.g. University lightrail to Children's Hospital or Metropolitan Market parking lot, or Cap Hill station to 12th, 15th and 19th Ave neighborhood "hubs")</li> <li>- Please consider partnering with bike program to have bike-share stations at light rail station locations</li> </ul>
NORTH KING COUNTY	I am most concerned about all the new systems not operating together smoothly, as we see now with the buses and the rail stations. It should be easier to access and to bike between stations.
NORTH KING COUNTY	Timeline matters. Speed it up if possible.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	Find a funding source that is not incredibly regressive please. This state already has the most regressive tax structure in the nation and your proposal makes it worse. This work has to get done; Seattle is decades behind where it should be in transit infrastructure. Making it more expensive for low-income people to live in the region is not the right way to fund it.
NORTH KING COUNTY	I am very concerned about the cost of the program and the fact that it again is using sales tax as a funding mechanism, which is a very regressive tax. I'd raise the motor vehicle excise tax and cut the sales tax. Also, as a Seattle resident, I'm getting tapped out on property tax increases. I'm also concerned the the projects will take so long to construct. I think the need is great, but this proposal doesn't prioritize the projects very well. I would cut back on the scope and focus on lower cost projects and ones that have a shorter time horizon.
NORTH KING COUNTY	I don't support a transit system that requires hiring drivers.  I don't support fixed rail transit.
NORTH KING COUNTY	Expedite all plans ! 25 years is far too slow ! Fully invest your efforts to reward the masses that are needing this
NORTH KING COUNTY	Prioritize west seattle and Ballard. Ensure west Seattle light rail reaches Fauntleroy ferry terminal.
NORTH KING COUNTY	you are lying that this will cost \$200 per resident per year. 2.8 million residents X \$200 = \$560 million per year. That's not \$50 billion over 25 years.
NORTH KING COUNTY	Our tax structure is regressive and funding ought to be coming from a state income tax rather than sales tax and property tax.
NORTH KING COUNTY	tarjeta
NORTH KING COUNTY	I will not vote for any plan while there are two different bus systems that don't work together, and while it costs so much to use your services.
NORTH KING COUNTY	just get on with it - this is embarrassing
NORTH KING COUNTY	You have not shown any interest in improving access to light rail for those folks living near Sand Point Way in the Northeast part of Seattle. I am personally more interested in improving MASS transit...NOT bike traffic- within Seattle. I realize you have plans for Ballard, West Seattle and Graham Ave. But it seems you have totally forgotten my part of the city and I'm interested in that.
NORTH KING COUNTY	Parking and drop off are an essential part that appear to have been neglected.
NORTH KING COUNTY	Tax adjustments should be made available for those who fall under a certain income bracket.
NORTH KING COUNTY	With rapidly increasing density in Seattle neighborhoods it is imperative to provide transit in the city or traffic will reach critical mass.
NORTH KING COUNTY	I own rental properties plus my own home. My rents are low and already property taxes consume 1/4 of the rent. I would like to see the plan cut back somewhat so the tax burden is not so high. In addition I own three vehicles, two of which I rarely drive. Obviously the cost to me will be far greater than \$200. I would strongly support a somewhat less onerous plan.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	There needs to be lots of parking in order for people to use the transit without lots of parking available there is a problem in the surrounding neighborhoods as homeowner want to be able to get in and out of their driveways or a least park in front of their homes and also with garbage pickup it becomes an issue for that to be picked up as people come into those areas to park and then walk to the transit area
NORTH KING COUNTY	Scrap this whole [explicit] of nonsense.
NORTH KING COUNTY	We need park and ride parking and improved/increased bus routes on 522 to UW Seattle NOW, not decades from now.
NORTH KING COUNTY	Park and Ride on SR 522 must be added before anything else.
NORTH KING COUNTY	Build as much link support as you can
NORTH KING COUNTY	It would be nice if NE Seattle got some attention out of this plan.  Sales taxes are regressive, but I know it's hard to find other funding models in this state.  I don't like funding things with car tab fees--I own several vehicles even though I don't drive very much (I'm an auto enthusiast, but mostly commute via bike or bus), so I end up paying a lot more than a typical person in my situation would. At least the MVET fees are more progressive than the awful TBD fee that Seattle implemented.  Do not put any more light rail on surface streets--bury it or elevate it, but we're going to regret that decision in South Seattle for years to come.  In general ST seems to be doing a good job with transportation projects--keep it up!
NORTH KING COUNTY	Ballard to downtown should come first
NORTH KING COUNTY	It's time to push for income taxes in this state. I would strongly support this plan, but ST3 calls for a sales and property taxes boost. These fees are already forcing median income people out of Western Washington. These are the same people you'd be building transit for. <b>INCOME TAX NOW!</b>
NORTH KING COUNTY	After being the only major city in the country without light rail/mass transit, we have finally started to begin to catch up. We have a long ways to go, but it is finally happening. Thank you!
NORTH KING COUNTY	I strongly support these plans but am disappointed to hear how long it will take to complete the West Seattle and Everett projects.
NORTH KING COUNTY	Homeowners in Seattle are being priced out of their homes they own due to the cost of increased real estate taxes for EVERYTHING. Find other mechanisms to fund that more fairly spreads the tax burden to all citizens.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	I used to live in Denver, CO for 10 years and I think they also have a good transit system which Seattle should check out for comparative study.
NORTH KING COUNTY	Please do not run the light rail at-grade through downtown. It will be constantly late.  Please also add more subway coverage within the city.
NORTH KING COUNTY	Sooner the better
NORTH KING COUNTY	The Vashon ferry traffic and the sluggishness over the west seattle bridge plus the unreliability of buses that connect to the C rapid line in west seattle makes it the most under-served neighborhood in the city. We need to focus on easy transport between neighborhoods w/in the city and not easier ways to get people in the suburbs in and out.
NORTH KING COUNTY	Faster timeline for Seattle light rail
NORTH KING COUNTY	The fast growing north Seattle communities are underserved with public transportation. A station at 130th street in 2023 is critical to the future growth of Broadview, Bitter Lake, Haller Lake, Pinehurst, and Lake City.
NORTH KING COUNTY	Please keep light rail focused on Seattle, Bellevue, and Tacoma. Provide the suburbs with rapid ride/express busses with exclusive right of way when needed and where possible.  Long trips take far too long, mostly because of too many stops. Both on rail and on express and rapid ride routes. Keep rail stops spread out and treat rail stations as transit hubs.
NORTH KING COUNTY	You should have thought about transit in the 50's or 60. Now it is just a mess. The Seattle Department of transportations motto ought to be ..... "if it is working well, let us know. We can completely [explicit] it up." Take the intersection at 24th and Market. What idiot, who has never driven or lived in Ballard, dreamed up that one? You have managed to back up traffic for miles, in all directions, with that brilliant redo. What a bunch of idiots. Our mayor belongs right there with them. Let him ride on the organ donor bike paths.
NORTH KING COUNTY	<ul style="list-style-type: none"> <li>• Thank you, Sound Transit, for listening and including the SR 522/523 corridor in the final plan;</li> <li>• BRT opens up the promise of light rail access to the north Lake Washington communities;</li> <li>• The parking garages are extremely important elements of access by our community to this transit corridor;</li> <li>• The sidewalks will, for the first time, open up safe access to this transit corridor for our citizens;</li> <li>• The early construction schedule is a win/win for the communities and Sound Transit, as it coincides with the opening of the North LINK light rail stations</li> </ul>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	Continuing to rely on regressive sales tax levies to support any state funded items is not a good long term plan. It hurts the people whom many of the services in the plan are designed to support. The state must come up with a better, more reliable way of paying for projects. While I support the continued expansion of trains and light rail, additional buses are tough to swallow. The roads that many of the buses use all the time are not built for them, they are being destroyed. Additionally, on certain roads, you might as well be riding the bus if you get caught behind one. No where to pass or get around them. This leads to dangerous situations where Seattle drivers come up with many creative ways to get around them. My point is that you can't just put more buses on the roads, planning and adjustments to said roads must be part of the planning.
NORTH KING COUNTY	Your egos are costing us valuable family time and our children s future. Your system is only used for commute and homeless entertainment. Traffic only moves as fast as the bus as you have eliminated bus exits to pick up one or two riders. The system is not safe for persons to use open drug dealing and predatory persons trying to lure kids using the system to go to school off the bus. The drivers don't want to have conflict and fear for their lives. Persons looking for an opportunity are free to make it unsafe for the old and weak. Your system makes traffic flow worse and it is a dream that the sheepeople will all use if peacefully and orderly. You have robbed existing lines of traffic to cheaply support your dream. You have forced a few on the system and given away free ridership to bump up your user numbers. The system is costing valuable work time and taxes (sales/other consumption) as the public waits behind the nearly empty transportation device.
NORTH KING COUNTY	I don't have sufficient knowledge to comment on many of the specifics, but safe, reliable access to transit in the corridor from Woodinville to Seattle through Kenmore, Lake Forest Park and Shoreline is critical. This includes rapid bus transit, and also secure safe park/ride lots and pedestrian access to bus stops.
NORTH KING COUNTY	Please do all you can to remedy congestion in Highway 52022nd. It is a nightmare!
NORTH KING COUNTY	After poor judgement with Seattle's big dig, the poor results with the states money grab and increased congestion by trying to monetize (supplement tax revenue), and the clear disinterest by citizens for using light rail (with little exception), the motives for these projects are questionable and the financial forecasting seems suspect.
NORTH KING COUNTY	Why does it have to take so long? I'd happily pay \$100+/month if it was all done in 10 years!
NORTH KING COUNTY	We need the 130th Street station!
NORTH KING COUNTY	We can't wait 20 years to fix our transportation mess. The solutions have to be implemented faster.
NORTH KING COUNTY	Why are we not charging all the developers and corporations for theses expansions. They are the ones bringing people and reaping the rewards.
NORTH KING COUNTY	Light rail to major industrial areas such as Paine field need to be a priority over Ballard areas which serve a limited population. And don't forget Mountlake Terrace.
NORTH KING COUNTY	For the most part, the plan won't reach me or help me get around. Hopefully it will be of use to others in its surrounding area.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	The 130th station seems superfluous with the N-gate and 145th stations there as well. Prioritizing an East side train seems logical, as well as a Ballard spur, but I also think people in Ballard and West Seattle chose to live in places that are not easily accessed and am not sure how much of a priority it is to those communities. I would like to see the Light Rail out of traffic down South (MLK) for easier, faster, more reliable service to Seatac. This seems like a major destination for ALL of Seattle and rather than spend money on additional stations, etc., we should make sure our existing service is top notch.
NORTH KING COUNTY	There must be some way for people to park cars in order to utilize the rapid transit systems. You are putting the carts in front of the horses when those of us in the suburbs have no way to get to the rapid transit w/o taking our car there first.
NORTH KING COUNTY	You've forgotten South Park.
NORTH KING COUNTY	Build a rial system on I-405 from Lynnwood to Renton to connect with airport system
NORTH KING COUNTY	<p>ST3 planned cost ("approximately \$200/yr or \$17/mo") is very misleading and greatly underestimates the actual cost because of current and anticipated property assessments, vehicle assessed values and inevitable ST3 cost overruns spanning the life of the project. Other counties should be sharing in the cost since residents in those counties (especially commuters to/ from the Island counties will share in the benefits of this program). While more transit is needed, the cost of ST3 when added to King County property tax assessments and current and projected levies is overwhelming. Seattle residents, having just approved a 9 year, \$930 million Move Seattle levy (with no visible improvement in our rotten and crumbling streets), will soon be asked to approve a \$290 million levy for HALA and now ST3 is asking for \$50 Billion. As a result, King County taxpayers are being swamped with levies which currently comprise 42.70% of our property tax bill.</p> <p>ST3 will only exacerbate this dramatic increase in property taxes. And it will go on for 25 years. The project is too costly and will take much too long to complete (why can the Chinese and Japanese build comparable systems much faster and much cheaper??). Additional counties should be included in funding this project as should major businesses like Boeing, Amazon, Microsoft etc since their businesses and employees will be huge benefactors of the project. This website provides little information about the cost of the project (no cost breakdowns are included such as administrative costs, profit margins for contractors, right of way purchase amounts, cost overrun estimates, etc.) and a viable reason why it will take so long to build.</p>
NORTH KING COUNTY	We need a graduated income tax to support this. Then I would be strongly supportive. Also we need to do more sooner and the best way to accomplish this would be through income tax. Most unfortunately the people of our state don't currently understand this.
NORTH KING COUNTY	<p>I would be much more supportive if the north end, (Shoreline) was given more attention. I commute to SODO for work and would be so happy to take time efficient transit. I would also be thrilled to take light rail downtown.</p> <p>I know all of this takes time, but the timelines are too long.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	I live in Seattle and only travel within Seattle because I cannot afford a car and the options for traveling outside of Seattle via transit are horrible. It is possible that adding light rail to all these places outside Seattle in for example Burien would cause me to know or care about Burien, but at present I have no opinion. I hope there are people who can intelligently prioritize these projects for greatest commuter impact, because I am not that person. I would be willing to support these projects that affect me in no way if someone laid out a compelling argument that people would use them and it would have a positive affect on the system as a whole. But given my current position, the idea of waiting 22 years to sort out a proper transit plan in Seattle itself while sending rail to suburbs where people have to have cars and seem unlikely to stop contributing to the SOV problem seems backwards.
NORTH KING COUNTY	Don't tax homeowners and car owners both as it is a double hit for many. Rail is preferable to bus increases. Perhaps BRT can be short term while rail projects are completed. Why such long wait? Build simultaneously out of question?
NORTH KING COUNTY	People use light-rails. Building the infrastructure for light rails will create lasting use of a system that expedites transportation across Seattle. BRT is more cost effective and will take fewer changes to the current infrastructure, but it won't fundamentally change the way people see transportation in seattle. People will still continue to drive because there is a stigma that goes along with a bus of any kind. Additionally, I am strongly for the construction of light rails across Seattle, however, we need to find a way to reduce the time to value people will see or it will be difficult to get a population to vote for it. Altruists will vote for the plan because it will be good for the community and will not effect them much financially. However, a larger percent of the population would vote for a more costly but faster construction of the infrastructure because they believe they would actually get to use it. It is hard for people to see 25 years into the future.
NORTH KING COUNTY	I would love to see a commitment to creating affordable housing in any transit-oriented development plan.
NORTH KING COUNTY	As a 65 yr old retiree with no children, I do not want to be taxed for services that will I will never use. Whenever a new project for anything - education, homeless, tunnels etc, is considered, it is the homeowner who bears the cost. Not fair.
NORTH KING COUNTY	Cut all funding! Cars Rule!
NORTH KING COUNTY	Please do not build more parking lots. Let's envision enough transit so that we are able to ditch the cars all together!
NORTH KING COUNTY	Make high traffic routes that already have mass transit toll ways!
NORTH KING COUNTY	Do it faster, even if it costs more! This will not keep up with population concerns. Why does the plan take so long?
NORTH KING COUNTY	Way, way too slow. Seattle is miles behind major cities. Add a damned income tax and get this done before everyone taking the survey is retired. Also, light rail between East and West sides is critical -- why was 520 rebuilt without this capacity?
NORTH KING COUNTY	Make it possible for 24 hour public transportation access to Seatac Airport.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	In order to make our transit system more efficient, bus drivers need to encourage people to exit through the rear of the bus. This is the norm in every other city with public transit, and really facilitates the flow of traffic. My commute time would be 20% shorter if this practices was encouraged and enforced.
NORTH KING COUNTY	Expedia moving to the Amgen building puts strong pressure on the Ballard to downtown corridor.
NORTH KING COUNTY	This project shouldn't be funded with sales tax.
NORTH KING COUNTY	Get rid of all buses and bicycles and our traffic would move faster. They are a waste of our m9ney.
NORTH KING COUNTY	BEFORE WE MAKE ANY NEW PLANS, FINISH THE ALASKAN WAY VIADUCT PROJECT!!!!
NORTH KING COUNTY	The Survey seems to not ask the question that should are on the table like if Elliott Ave to Ballard will be blow grade or not. This appears to be narrowly drafted to give Sound Transit a narrow range of result.s
NORTH KING COUNTY	Why so long to Ballard!!!! How can we support densification without transit??? Please Ballard sooner, or we will collapse under the weight of our condos!!!
NORTH KING COUNTY	Please do everything in your power to keep the cost for senior citizens as low as possible. I know we all have to shoulder some of this cost, but seniors really need to not bear too much of this cost. Thank you.
NORTH KING COUNTY	West Seattle and Ballard light rail should be prioritized.
NORTH KING COUNTY	Project does nothing to improve transit in the downtown corridor. People will still need their car once they get off the train, precluding them from getting on the train in the first place. One corridor through one part of the city is not sufficient to be the trunk of a system that needs to convince commuters that they will not need a car once they are downtown. Sounder rail improvements and city loops connected to the sounder terminals would save money and vastly improve accessibility once commuters arrive downtown.
NORTH KING COUNTY	A few things. I agree that the traffic sucks in Puget Sound area, but cost of living is SOOOOOOOOO high, that you have LOCAL people who are becoming homeless, yet this proposal to add more taxes, raise the prices of basic necessities to build a system that might NEVER stop needing MORE money is the solution to the problem? How about IN ADDITION to asking for this proposal and more money, is to building temporary work housing areas for the homeless people who want to be employed.... then employ them to build these proposed commuter changes (like FDR did with the great depression...), and fix the infrastructure, homelessness, and lack of housing/parking/affordable housing issues. THEN ask me if I want to pay more money for you to make traffic worse with more construction. All of these issues aren't separate, they can be linked by using the workforce without jobs or homes to build the services and infrastructure issues that are in need of updating. There's a homeless problem (give them housing if they agree to work), there's infrastructure issues like traffic and updating the roads/rails that are in place already, to include the water ways, sewers, and gas lines(use those homeless people who want a job and place to live), and then use the money you're asking for to pay the homeless/fix the infrastructure/improve this awesome city from an expensive and falling apart Gotham. The issues aren't separate, they can be linked, but it will require someone to get off their ass from asking for money and create these programs, and also keep from incarcerating the down-trodden.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	I don't support your terrible tax increase with no accountability, which falls in line with everything "sound transit" has ever done.  Build some damn roads and get back to me.
NORTH KING COUNTY	Why is everything taking forever to build and tons of money. To Everett in 20 years is such a joke. It shouldn't tak that long.
NORTH KING COUNTY	The timeline is too long. Focus on the key projects, particularly light rail to Ballard and West Seattle, and get them built in 10 years or less.
NORTH KING COUNTY	Love the light rail. Keep up the great work
NORTH KING COUNTY	Hurry Up!!!! We are in a traffic crisis we do not have 22 years to wait!
NORTH KING COUNTY	I need more information.
NORTH KING COUNTY	This area is way overdue for more mass transit!
NORTH KING COUNTY	Need much more bus or rail service on SR 522 corridor It is very congested
NORTH KING COUNTY	Provision of parking at transit access stations is crucial. The commute becomes too long if patrons need to rely on public transit to arrive at mass transit stations.
NORTH KING COUNTY	Need more help for people of limited mobility
NORTH KING COUNTY	Build incentives to businesses to use public transportation. Carpooling doesn't work much in that regard.
NORTH KING COUNTY	Ballard line should a a number one priority due to rapid population growth. Also, why is the E-Line left out of improvements. It is terribly underserved and is over capacity at all time where the D-Line really is. This decision smells a bit of race and classism. The E-Line serves mostly low income passengers, so, it shouldn't be surprising that line gets nothing in this plan.
NORTH KING COUNTY	will Bus rapid transit on SR 522/523 connecting to Light Rail improve travel time from locations along 522 corridor to downtown compared to current bus line 522? Why not just convert line 522 to bus rapid transit to downtown with dedicated transit lanes?
NORTH KING COUNTY	Your survey is extremely poorly designed!!! Q12 is a perfect example --you have no idea whatsoever why I oppose it, what about it I oppose... go back to the drawing board and figure out how to do a survey BECAUSE THEY'RE IMPORTANT!
NORTH KING COUNTY	great job so far. very impressed. thank you
NORTH KING COUNTY	I would strongly support state income tax on individuals making more than \$250000 per year. I feel there are individuals in our area that may not be able to pay the additional \$17 per month for these projects. I realize that overhauling the state income tax is a thorny proposition but we have to do away with the severely regressive tax structure in our state.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

<p>NORTH KING COUNTY</p>	<p>This plan is outdated. It only looks at work commuters needs. The region needs underground rail service to most anywhere one wants to go. Manhattan, Paris, these cities get people out of their cars. You can go underground and even if it is raining, windy and cold you have a great system to get you out of your car, out of the weather and to where you need to be. There needs to be east and west running systems and even systems to replace the ferries (undersea). I strongly opposed because this is taking foolishly to long. All this should have been done in 1980. And needs to be done right away. The costs of freeways are more expensive than the cost of future rail systems. The cost of medical from pollution would probably save the region the cost of the build outs. And the savings in time of a reliable transit system that is on time would increase the standard of living in the region. By the proposed end date there will probably be an alternate form of transportation making this whole project obsolete before it is finished. And it will not be finished in time for me to enjoy it. I am moving from Seattle just because of how stupid Seattle is on transportation. As I age I want to be able to go out at night, feel safe, and not have to drive, yet get to where ever I want reliably and quickly. With the current Metro system I would not even consider using it. Too sluggish, gets stuck in game traffic due to some idiot who thought clogging sodo with stadiums was a good idea, and just plain unpleasant. It takes too long to get anywhere by bus. PERIOD. The model given needs way more east to west/west to east routes and smaller routes within neighborhoods as well. Look at D.C. commuter lines mixed with in city ease of movement.</p>
<p>NORTH KING COUNTY</p>	<p>Seattle is the most densely populated part of the state. For Ballard to wait 22 years for light rail service is absurd and with population growth, will defy the laws of physics (in terms of when physics kills economics).</p> <p>I also hear people from the east Side complaining that rail isn't proposed over 520.</p> <p>I'm stoked to see light rail coming to fruition in Seattle! I know sound transit has to weigh the pros and cons of various ideas, but I think you could go bigger. There are enough of us in gen X and y to out vote the chicken littles who are going to bitch no matter what.</p>
<p>NORTH KING COUNTY</p>	<p>The time line should be sped up! The more light rail we have available, the more people will use it! I live in Ballard and would love to commute by light rail but to bus to the UW light rail would take longer than. Just busing downtown. Connect Ballard to Capitol Hill via light rail. Two up and coming neighborhoods with lots of people moving in who live computer lifestyles and don't have cars.</p>
<p>NORTH KING COUNTY</p>	<p>We have to speed up the project time horizon. And completion of the originally contemplated spine from Tacoma to Everett HAS to be priority #1. We have to find a way for these projects NOT to take up to 25 yrs</p>
<p>NORTH KING COUNTY</p>	<p>We need it this yesterday not tomorrow</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	Extending the light rail needs to happen sooner. Rapid transit is great, but the buses get stuck in the same traffic everyone else is in on the roads. Buses that take the freeway are continuously late, often by 45 minutes or more during workday commutes. We needed a light rail/subway system in place before we allowed for so much growth in our city. Now, we are frantically playing catch up. Light rail needs to happen now.
NORTH KING COUNTY	More light rail, faster please!!
NORTH KING COUNTY	The timeline is a total joke. Make it go faster.
NORTH KING COUNTY	Are ferry connections also a consideration? Additional foot ferries to connect and expand the west Puget Sound to DT Tacoma, DT Seattle, utilizing DT Bremerton in addition to commuter options at smaller ports like Port Orchard and northern options. This would be a rather easy addition and economically feasible option.
NORTH KING COUNTY	I totally support improved transit, but your plan made in private is not logical. - 22 years to Ballard is ridiculous! We need it MUCH sooner! - Putting light rail in with traffic and on a bridge (that must open for boats) over Salmon Bay, as opposed to a tunnel under Salmon Bay - adding 5 minutes to the average trip to Ballard - is a pretty frustrating idea. Really guys?!?!? - The way you do the vast majority of your Bus Rapid Transit is pointless. If the BRT does not have its own, continuous, complete right of way, it is just another bus stuck in traffic. Trying to do it cheaply makes no one happy. -Ultimately ST is taking a huge risk, putting out this extremely unsatisfying plan, hoping the presidential election brings out enough liberal voters to get it passed. It might. Or Ballard/West Seattle may revolt and say, "we want service now, not in two decades," and vote "No." - I am a strong supporter of mass transit and I have always voted for ST and other projects, but this plan makes me frustrated and angry. Please fix this plan so I can vote for it and ask others to do the same. Thanks!
NORTH KING COUNTY	I am deeply disappointed in the proposed West Seattle addition. Like the vast majority of your proposals, expansion has been designed to impact wealthy, white neighborhoods. West Seattle's expansion should include the southern portions of the neighborhood, where those with less means can be positively impacted by a regional system. your plan is to 'improve' busing. Of course, busing takes longer to get from point A to point B and Sound Transit believes poor/minorities can afford to waste their time on slow systems. Stop discriminating and give ALL of West Seattle a proper light rail system, not just the wealthy northern neighborhoods.
NORTH KING COUNTY	Start times for the link should be a minimum of 30-45 min earlier than they are now Bankers often start at 6AM because they work with east coast. Construction workers start between 4-6 AM. These two groups are not able to use the link because they are not able to arrive at work on time. For link to work the trains need to run 24/7 even if it is only every 30-45 min from midnight to 5AM. There are several businesses that run night and early morning shifts such as bakeries, coffee shops etc. I just worked a construction job in seattle on corner of senaca and 3rd. Over half of the 50 people on the job still had to drive in because the job started at 4AM because of lack of bus and link services.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	Stop debating this so much as projects are usual done here before it's too late to do anything. Stop trying to be so "PC" about this subject and get the job done already. We need a Bloomberg-type leader to crack the whip and get people to follow orders. The public forum here in the northwest is antiquated and time consuming. Why is it always such an issue to get anything done in this town?
NORTH KING COUNTY	Keep up good work
NORTH KING COUNTY	Timeline is a concern. Needs to be done in half the time
NORTH KING COUNTY	I don't understand why every single thing in Seattle costs extra money to the tax payers. Where is all the tax money going to? Why are we building useless sports arenas to benefit only the rich developers and fundamental transportation projects will take decades and cost so much to tax payers? When are the manager and directors of over budget projects (Bertha anyone) going to be held accountable for gross negligence, if not criminal? When are giant corporations and all the developers going to be taxed to cover for all the benefit they rip? Why are all the average citizens paying for all the growth while having to endure ever worsening traffic and housing conditions?
NORTH KING COUNTY	We need direct public transit between Seattle and Olympia  Night time security on current Link service needs major improvements
NORTH KING COUNTY	No light rail to ballard.
NORTH KING COUNTY	I think existing express lanes on I-5 North and South between Seattle and Northgate should be converted to new light rail path. Where they end, utilize the carpool lanes for link light rail. This may expedite projected timeline for portions of ST3. Also, once built I think those sitting in gridlock traffic would be incentivized to ride light rail, when they see a train screaming by them. If the point of the express and carpool lanes are to move vast amounts of traffic, then it seems appropriate to dedicate that real estate to Link Light rail, which would better serve the community in this way.
NORTH KING COUNTY	You will need to find additional funding besides property taxes! We simply can not fund everything. And after the huge negative transit revisions of a month ago you will need to work very hard to convince Metro riders that this isn't taking \$ away from existing transit. We are all livid about the transit cuts and most people do not know the difference between Metro and Sound Transit.
NORTH KING COUNTY	Projects should be completed within 12 years (all of them). You should be focussing on density and not suburbs. Ballard is exploding, North Seattle is exploding, but you're screwing around with suburban lines that wont move many people or reduce traffic. I would vote no on the current project for these reasons.
NORTH KING COUNTY	ST3 seems to mirror what's wrong with BART without the benefit of its huge fast trains.
NORTH KING COUNTY	This plan is CRITICAL. The region can't delay any longer in building effective mass transit.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	The plan should include a flexible allowance for optimization projects, which are currently unknown, but very necessary to make transit work. The plan includes a couple of these, "capital improvements" for various bus and rail lines, and I approve, but ST should be doing a lot more of this. Incremental improvements can be completed on shorter time scales, and incorporate feedback from actual rider behavior. It seems unreasonable to expect that ST will perfectly predict 25 years into the future.
NORTH KING COUNTY	Embrace and listen to the thoughtful insights provided by employees of the Puget Sound Regional Council
NORTH KING COUNTY	I would advocate for a sliding scale of contributions to this plan based income. I would gladly pay more than 200 a year if it meant everyone could have better access public transportation. A good public transport system is what will make Seattle a truly great city.
NORTH KING COUNTY	The timelines are embarrassing, not nearly as aggressive as they need to be. Cut them in 1/2 to save face...
NORTH KING COUNTY	Key to any transportation plan is having transit be FASTER, and cheaper than alternatives - and to save money must piggyback on existing rights of way. Why should I take light rail to the airport when it takes me almost an hour from my Capital Hill apartment, including getting to the station, waiting for train, meandering through a circuitous route, and walking from station to terminal, when it takes 20-25 minutes with UBER or car? Dedicated express bus lanes or dedicated trains ABOVE existing freeways are what will make the most sense - and it should be POINT TO POINT (there is already park and ride infrastructure - build us FAST trains/buses to Tacoma, Lakewood, JBLM and Olympia that run ABOVE i-5 and/or same northwards to Lynwood and Everett and East to Bellevue, Microsoft and Redmond. It is INSANE that school buses and Microsoft buses are run separately from Metro - school kids should be riding Metro buses!
NORTH KING COUNTY	<ol style="list-style-type: none"> <li>1. A greater emphasis should be placed on EQUITABLE transit oriented development. How much of the land surrounding new light rail, BRT, and Sounder stations will be reserved for low-income housing? It is ESSENTIAL that these investments in transit do not undermine the ability of lower income folks to live in proximity to quality transit.</li> <li>2. Any BRT system needs to <i>*actually*</i> be a BRT system and not just a glorified express bus (which is what the C and D lines are in reality). If BRT is truly going to be an interim measure while light rail is being built, it needs to have all the trappings of a <i>*true*</i> BRT system: dedicated lanes the entire route (!), comfortable waiting platforms, etc.</li> <li>3. There should be a greater reliance on employer head taxes, luxury taxes, and less of a reliance on sales tax increases. ST3 should be funded in a more <i>*progressive*</i> rather than <i>*regressive*</i> manner.</li> <li>4. ST3 and its costs should be a launching off point for a greater statewide conversation about the need for an income tax to fund important projects like this one.</li> <li>5. Thank you for involving the public in these decisions; community engagement is crucial for good decision-making. Please be transparent about how this feedback will inform the final plan.</li> </ol>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	<p>population growth is thru the roof,, love mass transit but seattle is way behind in handling this,, by the time these transit projects are done I'll be too old to care!!</p> <p>Too many single drivers on the road,,,,, good luck with that</p>
NORTH KING COUNTY	<p>Expanding the focus of the projects should be on extending/expanding the light rail system.</p> <ol style="list-style-type: none"> <li>1. Seattle to Redmond</li> <li>2. Add parking areas to current light rail stations.</li> <li>3. Add security to parking areas and current stations.</li> </ol> <p>**add additional fare enforcement officers. Everyday I see people not paying their fares. give the fare enforcement officers the similar equipment as flight attendants to process payments.</p>
NORTH KING COUNTY	<p>I didn't hear anything about the number of people taking light rail in these areas, the number of people who would take it if it existed. I didn't feel your survey was explicit enough.</p> <p>And then when you allow me two selections for the most urgent, you combine specific routes with generalities such as parking at light rail stations; and those generalities should be separate.</p> <p>How many people can't or don't take public transportation because they have no place to park their auto? I know a specific place that has inadequate parking, and that is under I-5 by the Ravenna Avenue freeway exit.</p> <p>Sounds as though you are asking me to define something's urgency when you have all the figures and I do not.</p> <p>I also highly resent having to pay more fees for my vehicle tabs and insurance when I am not using public transportation at this time. And now I hear you indicating I have to pay \$200 per year for public transportation. I am of the lower socioeconomic group; and while I feel this will benefit me in the future when I can no longer drive; what it does to me at this time in my life is take my airfare away for the year which I use to visit my family. I feel as though I am punished for being low income in more ways than one.</p> <p>When I was working I paid for my transportation, the general public didn't pay 200.00 per month for my transportation.</p>
NORTH KING COUNTY	NO MORE BIKE LANES
NORTH KING COUNTY	The reliabilty of Sound Rail from Seattle north is totally dependant on the slide-prone area near Edmonds. Until this is addressed and the steep banks stabilized our greatest transit corridor is subject to contractors and the weather.
NORTH KING COUNTY	That's a pretty high tax on property value. I would be more supportive of the plan if West Seattle was supported in a better timeline, as it stands I would be opposed.
NORTH KING COUNTY	How much are developers of big condo/apartment complexes paying for this? Also big employers like Boeing & Microsoft & Amazon? I'm tired of all tax increases being put on residential property & sales taxes.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	In addition to providing new and improved transportation options, attention should be given to bottleneck relief in the current heavy traffic locations in the Puget Sound area. In particular, reduce gridlock in downtown Seattle by providing all-way pedestrian crossing times, thus allowing cars making right turns to flow more efficiently instead of one car at a time when the lights turn green. This alone could significantly improve downtown gridlock. Another gridlock is the traffic inflow onto Seneca from I-5 North - perhaps regulating traffic signals to allow more inflow from the freeway. Currently traffic backs up for miles as a result of this bottleneck.
NORTH KING COUNTY	Do not increase the regressive sales tax portion of the funding. Find ways to be more progressive in the tax plans.  As retired seniors, we FULLY support the increase of rapid transit. We would take it frequently if it were more available. We will really need a way for pedestrians and bikers to get to the Northgate Link Light Rail safely. Really disappointed we didn't get the federal funding for the bridge across I-5 to the new station.  We also need greater police presence in north Seattle so we can go to and from the Transit Center after dark without compromising our safety.
NORTH KING COUNTY	Add more Route 107 buses and more service to the South Seattle/Skwyay/West Hill area.
NORTH KING COUNTY	Light rail stop in Georgetown
NORTH KING COUNTY	My concern is making lower income people pay the \$200 per year. Another concern is that the transit improvements will worsen the affordability issues for those of us that don't make 6 figure incomes. Also it's depressing how long the transit improvements will take; a lot can happen in 20 years. When plans are laid out for this long of a timeline, it's important to be able to be flexible to adapt to unforeseen circumstances.
NORTH KING COUNTY	Wish there was a way to implement it faster
NORTH KING COUNTY	Can we do it any faster?
NORTH KING COUNTY	Let's fix traffic for people who live and work in their own cities, before we accommodate those that choose to live and work in different cities.
NORTH KING COUNTY	The density in the downtown surrounding areas requires development of mas transit faster than 17 years
NORTH KING COUNTY	Adding a sales and use tax increase is disproportionately burdensome on low-income people. I would rather see a 1.3% increase in vehicle excise tax, or a combination increase in vehicle and property taxes.
NORTH KING COUNTY	Ballard and West Seattle projects should be expedited.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	<p>Bus "Rapid" Transit has been a mis-nomer when I have taken the lines over in the Crown Hill and Ballard areas to downtown Seattle. Frequent maybe, but not rapid. As a resident of Lake Forest Park, it makes me extremely frustrated that BRT is the best we (and really Kenmore and Bothell, too) are being offered to connect with the light rail backbone. What I see in the plan is that the buses won't even have a dedicated lane from LFP to the 145th st. station and therefore will not be able to be rapid. This sucks mightily.</p> <p>Additionally, I am very frustrated with the current situation where the UW station opens but provides NO PARKING and NO BUS SERVICE coming from LFP. I guess there is the 372, but it does not go directly to the station - you have to lamely get off after traipsing half-way through UW campus and hoof it over to the station. Who came up with THAT plan? It seems like in the interim between when more of the light rail is available from other locations such as Northgate, you might try to come up with some special bus routes or parking at UW to patch over until we don't need that any more.</p>
NORTH KING COUNTY	<p>Projects should be funded by a higher percentage of property tax increase, not increased sales tax. Continuing to increase sales tax in Seattle disproportionately affects low incomes residents.</p>
NORTH KING COUNTY	<p>If the majority of the cost is placed on property tax assessments it would be a heavy burden for property owners, many of whom are on fixed income. I think a mileage driven assessment would be more fair. Those who drive the most pay the highest tax. I would also support businesses being assessed taxes based on their number of employees (hence road use).</p>
NORTH KING COUNTY	<p>24 hour airport service from Seattle is a must</p>
NORTH KING COUNTY	<p>You guys are too slow! please learn from other cities. I believe you waste time and money with your inefficient process in all stages (planning, design, construction). Please add a question on "how happy we are with Sound Transit's performance".</p>
NORTH KING COUNTY	<p>Takes too long. This is all needed yesterday</p>
NORTH KING COUNTY	<p>It is embarrassing how far behind Seattle is when it comes to public transportation. It's also obvious that many of the people who work for sound transit have never taken public transportation. Get it together guys!!</p>
NORTH KING COUNTY	<p>Personally I feel like light rail is the best solution rather than busses, but what do I know, I'm only a civil engineer studying transportation efficiency.</p>
NORTH KING COUNTY	<p>I would happily pay taxes to invest in ST3 over sports stadiums</p>
NORTH KING COUNTY	<p>I believe ALL projects should be supporting a 100 year plan of electric rail that has dedicated right-of-way + walking, biking and short drives. Do not skimp on this. The most important commodity we have is time and natural resources ... not money. I'm very afraid that if the approach taken in the Rainier Valley (with LLR sharing the street with cars, SLOW travel and constant accidents) it will be a huge blemish on LLR in the future. It needs to be FAST to travel ... not fast or cheap to build. Please invest the extra \$\$ and take the extra time to this is a system that we can look back on and be proud of.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	Light rail, light rail, light rail!!! The rest is just a band-aid.
NORTH KING COUNTY	Parking garages at every other light rail stations in the outer stations is crucial. Light rail from Kent to Renton to Bellevue to Bothell is vastly needed. ...I 405 is total gridlock 5 days a week.
NORTH KING COUNTY	I think they should tax people that live within a 3 mile radius of downtown more. The tax should depend on the distance to downtown, being less the further away a person lives.
NORTH KING COUNTY	From 2007 to 2014 I chose not to own a car and commuted from Mukilteo to Laurelhurst using Community Transit and Metro (2009-2011 my commute was from Bitter Lake to Laurelhurst). The time and hassle involved with unreliable schedules due to area traffic and large events finally took its toll, and I purchased a car in early 2014 and have been driving by myself even since. If we had a reliable mass-transit system unaffected by vehicle congestion, I would be using it today.
NORTH KING COUNTY	Can't afford more taxes
NORTH KING COUNTY	Can parking be increased at places that currently fill up early almost every day?
NORTH KING COUNTY	The timeline for these projects should be vastly accelerated ... We shouldn't accept to wait 8, 10 or 25 years ... We need these much sooner!
NORTH KING COUNTY	1) I feel that the proposed routes are good, however the timeline needs to be accelerated greatly. As an engineer (regardless of type), I understand that you can't just throw money at the problem and expect it to be completed faster, even if it money were unlimited. However, businesses are booming, rents are skyrocketing, and people are forced to live further away from Seattle proper.  2) East-West transit is a nightmare. While I am very excited about Seattle / Bellevue / Kirkland / Issaquah transit routes, I wonder if UW / Ballard needs to be highly prioritized also.
NORTH KING COUNTY	I'm still bitter about the successful efforts to kill the Monorail. It should have been built! Seattlites do not seem to embrace public transportation and there will need to be marketing efforts to get them out of their cars. Fortunately, I'll be retired in a few years and can leave the area.
NORTH KING COUNTY	I support the plan overall but not the current timeline. I would like to see the next 8 years focus on in city transit (Ballard and West Seattle to downtown) and move some of the long distance transit out to the next 25 years.
NORTH KING COUNTY	what about using existing facilities: the rail line along the coast - why not use that to reach Ballard instead of a very expensive new tunnel? Altho, I realize the monorail is low volume and private, but would it be cheaper to buy it, extend it and increase train/station length?
NORTH KING COUNTY	More bike infrastructure, quicker timeline. Not sure why it would take 8 years to enhance bus service.
NORTH KING COUNTY	Where will I get this two hundred dollars? I'm poor now!
NORTH KING COUNTY	Where s capitol hill stop on the map you show here?

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	Components of the plan which depend on fossil fuels should generally be lower priority than electric solutions, such as light rail. The environmental impact of switching drivers to light rail isn't mentioned in this plan that I could see, and it's an additional vital reason two switch, not just reducing commute times. I have recently switched my commute to light rail (UW to downtown) and I love it! LINK light rail is awesome!
NORTH KING COUNTY	7 years for the first results?! we have to do something soooooooooooner! x
NORTH KING COUNTY	I think a major concern is the timeline implementing the ST3 plan. It would be great to accomplish many of these goals faster.  A major oversight that I believe has been neglected in all past plans is the implementation of a better east-west connection between West Seattle and South Seattle and more specifically, better cohesion between transportation options along Beacon Hill and their connections to neighborhoods like Georgetown. Now that the light rail is established in South Seattle, better connections needs to be implemented.
NORTH KING COUNTY	Don't forget the local buses. Not everyone works/has business along the proposed corridors. And more taxes... no way.
NORTH KING COUNTY	The time frame is RIDICULOUSLY slow!! We needed all this stuff yesterday. In 25 years we should have a 100% fleshed out system, but you have the vision only of a truncated one in that time. And, this vision completely ignores density--you're ignoring where all the people live in Seattle to offer service to sumner and Issaquah? What is wrong with you?
NORTH KING COUNTY	I feel strongly that enough environmental thought must be paid to the developments in question in order to ensure that indeed sound transit will have a positive environmental impact - and also a culturally sensitive one. No green spaces or cultural centers should be destroyed for sound transit to move forward.
NORTH KING COUNTY	If there aren't enough stations in the city of Seattle, people will still have to drive into the city to get where they're going. There should be stations all over the city of Seattle so that once you enter the transit system, it can take you where you want to go. No one wants to go to Orting. Zillions of people want to move East/West in Seattle north of the cut. Have you tried to get from UW to Wallingford or Ballard in the afternoon? Or from Northgate to Ballard? Improve transit *within* Seattle. Then people from the whole region won't need to bring their cars into town. Most subway and transit systems in most cities in the world are shaped like spider webs (spokes leading to downtown and ring routes). Ours should look like that. Currently it kind of looks like an old woman's prolapsed uterus. Let's tighten things up!
NORTH KING COUNTY	I believe it to be just as important for Sound Transit to be in complete coordination with all other transit's and not eliminate or compete in any take-over's, to enable riders to have options between different transits.
NORTH KING COUNTY	22 years to Ballard?

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	Please prioritize off-grade link rail to Ballard. Add off-grade east-west Link rail from Ballard to U-district stopping at I-5 & 45th, Wallingford, North Fremont, and Phiney Ridge
NORTH KING COUNTY	Having some stops/service to Sodo from west Seattle would enable more riders. Centralizing all stops to the Alaska junction assumes everyone lives centrally. Not everyone lives on the junction and not everyone works directly downtown.
NORTH KING COUNTY	Too expensive for homeowners. Get funding from the Fed. and make the riders pay.
NORTH KING COUNTY	Please keep the light rail off of the streets. Either underground or on bridges. Think big picture for Seattle's expansion rather than what is easiest/cost effective. NO MORE TROLLEYS/STREET TRACKS
NORTH KING COUNTY	allowing people to efficiently get to work while living in dense city neighborhoods reduces our carbon footprint because people in dense city neighborhoods drive LESS on the weekends. We are obsessed in this region with getting people who live in the suburbs to work efficiently but we rarely think about the other two days a week. the cap hill and husky light rail stations show the importance of thinking like a seven-day city. It is most important to efficiently link neighborhoods that are close to the city core. it is outrageous that it takes longer to get from west seattle to downtown seattle than redmond to downtown seattle.
NORTH KING COUNTY	The fact that Seattle - a major city - is missing a rail network is appalling. The lack of decent public transport options here is awful, all there is to rely on is buses. Traffic is terrible because everyone is forced to drive to get anywhere. The I5 and other highways at peak hour and on weekends are a joke. Seattle needs to step up big time and provide a rail network.
NORTH KING COUNTY	Since this is a 25-year plan, I STRONGLY request that Sound Transit merge with Metro Transit, Pierce Transit, and Community Transit (and maybe others). I want a single taxing plan that assures an integrated regional transit system. The bureaucracy of having separate county-based transit systems overlapping with the regional Sound Transit system has out-lived its time. I would be a much stronger proponent for ST3 if this political/organizational goal became a key strategy for this project list.
NORTH KING COUNTY	While I am all for providing unobstructed zones for buses, using the shoulder of the road seems like a less than perfect solution. How about just designating existing lanes for transit - isn't that done already? I am so tired of seeing single occupancy vehicles during rush hour. Given the current and projected growth in the region, people need to be encouraged to share rides or use transit. It would be helpful if buses could move through areas (especially downtown Seattle) despite whatever congestion exists - priority needs to be given to transit to keep it moving. People might be more willing to use alternate methods of transportation if they see others moving while they are stuck in their cars.
NORTH KING COUNTY	git er done

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	I love transit and want us to invest in it—but I'm honestly concerned about the level of taxation. I'm worried that this will overburden the average taxpayer and crowd out funding for other important projects. Are we taking on too much in ST3? I want to support transit, but I also want to make sure people can afford to live here and that we can continue to fund other important things like education and parks.
NORTH KING COUNTY	It is taking too long to complete light rail to Everett and to Ballard I'm ok with the cost but it must be accelerated.
NORTH KING COUNTY	The timeline is sooooo long. Traffic is insane in this area. Isn't there a way to get more funding to build the system more quickly?
NORTH KING COUNTY	My biggest concern is with the proposed funding - what about bonds? What about INCOME taxes? Too much additional tax burden without regard for ability to pay.
NORTH KING COUNTY	There have been many large increase to my property taxes over the last few years and I feel like I am being priced out of the city. This is difficult for me as I live in Seattle but work in Mukilteo and there is no viable way to make transit work for my commute.
NORTH KING COUNTY	If the timeline for completion of each phase can be moved up, even if it means higher taxation, then it should be done.
NORTH KING COUNTY	Please request funding for only this project. I will vote no if the proposal contains any bike lane funding.
NORTH KING COUNTY	The rail from UW to Yesler is bad because it dumps people in the middle of a dangerous area. You have removed important buses (#25), saying we should go to Husky station.....far and in dark dangerous areas.
NORTH KING COUNTY	I wholeheartedly believe if you guys can continue to deliver on-time, within your budget, support for this project will just increase over time. Keep up the great work, guys, I personally can't wait for the Roosevelt link station to open, and I hope to see one day that Seattle and its surrounding metropolitan area have a great transit system, one to be looked at and admired
NORTH KING COUNTY	"Urgency" is an odd choice of theme for this survey, because the ST3 plan lacks urgency, creativity, and an understanding of the importance of bringing real mass transit to this region. But you will hear from many other people that ST3 proposes to move too slowly. I want you to know that elevated track in West Seattle on Alaska/Fauntleroy/California is a dumb idea. Elevated track built above the street will bifurcate and ruin the walkable community that already exists there. Elevated track will also prove so unpopular in West Seattle that it will foreclose the political possibility of extending this line south along California to White Center or Burien. Heading west from the vicinity of the proposed Avalon station, the light rail line should go into a tunnel and reach an underground station at Alaska Junction. Such a tunnel would also solve the problem of getting up the steep grade of this hill, while avoiding an absurdly tall elevated track at the bottom of the hill. I understand that deep-bore tunnels are expensive, but I don't understand why there are no proposals considering this tunnel or a cut-and-cover method. I also think it's deeply misguided for Sound Transit to make West Seattle wait so long for such an inferior elevated track.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	Hurry up already. We are way behind on this.
NORTH KING COUNTY	We should find a less regressive taxation structure to finance these projects.
NORTH KING COUNTY	In general the plan is going to take to long to provide relief to the region. ST needs to find creative ways to get things done quicker. In addition ST needs to add additional items not only for study but environmental review so that future projects are much further along when funding becomes available. In ST2 I heard that there was money for future planning and all that was produced for ST3 was some lines on a map and general cost numbers. ST should be ashamed of themselves for the lack of detailed preparation for ST3.
NORTH KING COUNTY	Concern as to how this plan would be implemented in concert with King County Metro -- the current Metro changes implemented after opening of the ST University Station are horribly premature, throwing mass transit users in NE Seattle into a vast dark hole of mismatched transfers and long, dark treks to/from the few bus lines left. What used to be convenient and reliable, albeit not-necessary-swift, is now a mess. It truly negatively affects my votes on ST3.
NORTH KING COUNTY	Why 25 yrs? We cannot afford for it to take that long. This is my only reservation about not supporting it more quickly.
NORTH KING COUNTY	Whatever happened to using some or all of the rail bed running through Bellevue, Redmond, Kirkland and on to Woodinville? Whatever takes place will be strongly met by opposition (witness the NIMBY along 112th Avenue in Bellevue), but this grade is already in place.
NORTH KING COUNTY	Sounder ridership could improve with additional counter commute options-I cannot ride the sounder from where I live in Seattle to where i work in Tacoma because the last train of the day leaves the Tacoma station right at 5pm. Many people work until 5:00, and could benefit from one last train to get the last of the typical 9-5ers
NORTH KING COUNTY	I don't support a system that requires having drivers and their pensions.
NORTH KING COUNTY	Please consider building link stations more along where people live north of downtown. The UW station is awfully far out of the way to now force commuters to take a bus for 10 minutes just to get to a train that takes us 6 minutes further. The time of commute has increased significantly because of this transfer.
NORTH KING COUNTY	Make sure we have parking at rail stations
NORTH KING COUNTY	I support Rapid Ride expansion, but should be a interim fix until light rail is added on the east side.
NORTH KING COUNTY	Fully support all the rail projects. I do not support anything with bus projects
NORTH KING COUNTY	U DISTRICT TO BALLARD LIGHT RAIL
NORTH KING COUNTY	The south neighborhoods of West Seattle feel largely ignored in favor of other Seattle neighborhoods and the true suburbs in the north and south. Please do not forget these neglected working class areas for rail development (Highland Park, etc.). Thanks!
NORTH KING COUNTY	I want to use light rail and buses more frequently but I live in Meadowbrook and although their are several commuter options I wish their was a park and ride I could go to with buses that went directly to the UW lightrail station. I would probably travel by lightrail all the time if it was easier to get there.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	25 Years is a long ask. Breaking it up into smaller bites to prove good stewardship for tax payer funds would likely go a long way to getting further improvements.
NORTH KING COUNTY	Keep up the good work!
NORTH KING COUNTY	This should have been done YEARS ago. Homeowners (especially those of us older and who drive, are stuck paying for everything. Put some of this on not homeowners, who ride bikes, walk or rent. Enough is enough.
NORTH KING COUNTY	If any part of the plan includes any new "street car" addition or improvement, the plan should die. I will certainly vote against it and campaign against any street car use. And any cost for NEW coverage should be carry the financial burden in that new area. The Seattle core area has been paying dearly for it's coverage, it's time that the outlying areas to be drawn in and Seattle core get relief from taxation.
NORTH KING COUNTY	West Seattle and Ballard seem like the most heavily populated areas in which most people commute- these areas should be first on the list to receive better transit. Also, please fix the roads and bike lanes. I live in Ballard- there are so many intersections without lights/crosswalks and sidewalks that randomly end. This is unsafe.
NORTH KING COUNTY	Why not more street grade light rail? It could be built faster and cheaper
NORTH KING COUNTY	<p>We rarely use transit because it doesn't get us anywhere we need to be in a timely fashion -- if you are actually trying to live a life, transit doesn't cut it. Try getting to a class at Madrona, a printer in Northgate and the grocery store in the neighborhood all in one day if you have to commute to do it. Or get your child to basketball practice in Montlake and then Irish dancing in Phinney with a stop at Northgate to see the Orthodontist. That would take several different buses and way too many hours plus walking because the bus doesn't go to all those places. You can't get to the dog park without a car because there isn't on on Capitol Hill and not every bus rider is happy to have wet, muddy dogs on the bus after a romp in the park. We now chose not to go many places because of the parking issues and the fact that getting to and from the transit is just too time consuming. So basically, the transit options are hellish, and the transit people aren't really addressing the problems -- we are building a family unfriendly city, a transportation unfriendly city, and a tax unfriendly city -- it won't be sustainable.</p> <p>I find it very odd that it would take eight years to build out the bus rapid transit -- you can leave people on the side of the road, you don't need fancy bus stops -- you just need to get the bus pulled over. There are plenty of freeway exits with an entrance straight ahead. Your real issue is that you can't leave people anywhere because there is no parking and no transit to connect to. Commuters have to get to the bus or the train. Until you address parking, you will never really accomplish anything. Thankfully, by the time all this is coming on line I will have moved out of the crazy here in Seattle.</p>
NORTH KING COUNTY	I strongly feel that people will switch to transit when it provides service better than that of what their cars allow. For this reason, I think raising the top speed of the light rail system from 55 MPH would make sense. Since the trains have their own protected tracks, there should be little safety concern for raising speed to something much higher. This is especially true in tunnels.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	Ballard to downtown is projected to have the largest ridership. We need some solutions is separate from auto traffic that does not take 22 years! It will be gridlock for everyone including the buses by then.
NORTH KING COUNTY	I rarely use mass transit, as I am within walking distance to 90% of my weekly activities (including my employment), having chosen 18 years ago to live in the neighborhood that I work. However, I strongly support all measures to improve mass transit in the Seattle metropolitan area. I appreciate having more than one option of going beyond my walking range, and use mass transit as I have the time (I most often use light rail to the airport).
NORTH KING COUNTY	I would appreciate if you could move the timeline faster. I also think it's important to improve bus service along 45th street. I am very supportive of growing the light rail everywhere!
NORTH KING COUNTY	Transit is important but there are other issues that are more important: affordable housing, harm reduction around the heroin epidemic, and services for people with mental illness. If it becomes all-we-can-pay-for-is-transit and the-only-way-to-do-it-is this-crazy-regressive-sales-tax....well, I'm out.
NORTH KING COUNTY	Is there a planned light rail station at 185th in shoreline? Is light rail going across 520 bridge or I-90 bridge or neither?
NORTH KING COUNTY	Defer 2nd downtown tunnel and use money to push the Ballard line. Through Interbay use west route suggested by community!!!
NORTH KING COUNTY	Stop screwing up traffic flows to enhance bicycle, bus, & light rail flows. If light rail will be buried or elevated I will support it, otherwise not. Additional bus service isn't the answer. We need more mass transit that doesn't compete at-grade with our existing transportation routes. The Sounder should be extended farther north & south with more stops, coordination with other mass transit, & parking along the way. Enough with the damm bus bulbs which back up traffic every time a bus stops. We also don't need bus stops on every block or every other block. Both block traffic (including bus traffic) & create, rather than ease congestion. I don't know how many times I've been blocked by 3 D line buses running back to back & each stopping & blocking traffic behind them. Plan more cost-effective solutions & stop throwing money around like there is no tomorrow. I am on a fixed income & my property taxes have already increased by 20% over last year.
NORTH KING COUNTY	JUST DO IT.
NORTH KING COUNTY	I have feedback onthe design of this survey. It's poor. POOR.
NORTH KING COUNTY	still uninterested in regularly using any rapid transit when stations are so far away and local (METRO) transit to reach them are inconsistent and inconvenient
NORTH KING COUNTY	As a wheelchair-bound transit user, the Seattle area transit system is very difficult to use and often leaves many areas unreachable or the transit times are too long. For many, like myself, this is our only lifeline as private transport is far too expensive for the necessary accommodations. With increases in population growth projected for the future, these transit projects are essential for keeping the Sound area livable and I fully support the investment.
NORTH KING COUNTY	Light rail expansion shouldn't take so long. Some projects should be removed

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	I would rather invest in light rail or even monorail than in buses. they are better for the environment and more efficient. It would be great to have an East to West connector within Seattle - a Ballard light rail to the Husky Stadium light rail, for example, and not just North - South. Every great, vibrant, walkable city has a great train system. Buses just aren't the same.
NORTH KING COUNTY	It was a big mistake to prohibit parking structures near the light rail in Rainier Valley. If you make it easier to get on the train it will reduce the close in traffic. Please allow parking near the stations.
NORTH KING COUNTY	The implementation should be faster. Specifically, West Seattle and Ballard light rail.
NORTH KING COUNTY	The expansion to west Seattle, Ballard and Isaquah should happen way sooner
NORTH KING COUNTY	The need is more urgent. I do not support a plan that takes 25 years to complete. As a 48 year old I need urgency and would gladly pay far more than what is being proposed to achieve this but it needs to occur far sooner. I do not support any expanded bus service. We need cars off the roads. We need high speed rail in far greater quantities among the I-5 corridor and easy to west along both 520 and I90.
NORTH KING COUNTY	1) Salles tax is regressive and inequitable. Aren't there other ways to raise money? (Why. Do. We. Not. Have. Income. Tax. In. WA? What's wrong with this State?)  2) We are about to get a reliablr System of public transportation and a network of lightrail trains. Great! King County is about to arrive in 1930, hooray! BUT if that's the case, why do we already feeling the transportation - casualties from extending lightrail: re-routing & short- cutting buses!? Instead of one bus ftom South Seattle to norh Seattle for work (the 48), I am now taking 3. That is not what I hope the lightrail Extension would bring to my life!  A comprehensive train network mußt not come at the expense of the existing network of busses. It cannot compensate for them, but should add to the infrastructure already in place. Otherwise it is useless.
NORTH KING COUNTY	I'm so excited for the station in my neighborhood (185th). Thanks for fighting for this!
NORTH KING COUNTY	Do more faster! We are not keeping up with growth because we started so late.
NORTH KING COUNTY	It is imperative that there be sufficient parking at these stations. I read that there will be 500 stalls at the station at 145th, but 5,000 riders are expected per day.  The neighborhood will not be able to absorb that many vehicles due to the station's location between a golf course and I-5. Increased bus service will not be sufficient to absorb that number of riders. Having too little parking will increase traffic in the the area, take up street parking on quiet single family streets, absorb parking from the local park, and cause mishaps such as car accidents.  The same problem occurs at 185th, where I-5 and the school district stadium prevent plentiful street parking.  Don't turn our neighborhoods into commuter parking.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	Bring down cost imposed on property owner and up costs on transit users. Tax the people who will use it more, and the People who may not, less.
NORTH KING COUNTY	When there was a stop planned for Greenwood Ave and 105th (or thereabouts) I was excited. Now it appears my neighborhood is completely ignored and I'm still going to be part of paying for a \$50 billion project that doesn't positively help my neighborhood. I'm really sad about that.
NORTH KING COUNTY	Do not build a 70 foot high bridge to Ballard. Tunnel under the ship canal!!!
NORTH KING COUNTY	Stop taxing the bejesus out of us for all this [explicit]! We can't afford it!
NORTH KING COUNTY	Focus where traffic is worst and ridership is highest.
NORTH KING COUNTY	<p>The whole idea for these ST3 Plans should be to lessen congestion, not create more congestion, as well as provide for more transit options. This must be a mandate and the plans presented should not exclude or restrict other current forms of transportation, especially vehicular transportation.</p> <p>I very strongly disagree with the alignment of the light rail running at grade along 15th Ave for the Ballard to Downtown Seattle Light Rail proposal. It should be elevated or run below grade along 15th Avenue so as to not disrupt this extremely important existing vehicle corridor. The proposed system would only aggravate congestion and the light rail should not be considered as form of replacement to current vehicular traffic, but as an aid or as an alternate to vehicular traffic.</p>
NORTH KING COUNTY	<p>The whole idea for these ST3 Plans should be to lessen congestion, not create more congestion, as well as provide for more transit options. This must be a mandate and the plans presented should not exclude or restrict other current forms of transportation, especially vehicular transportation.</p> <p>I very strongly disagree with the alignment of the light rail running at grade along 15th Ave for the Ballard to Downtown Seattle Light Rail proposal. It should be elevated or run below grade along 15th Avenue so as to not disrupt this extremely important existing vehicle corridor. The proposed system would only aggravate congestion and the light rail should not be considered as form of replacement to current vehicular traffic, but as an aid or as an alternate to vehicular traffic.</p>
NORTH KING COUNTY	VERY expensive and slow to deliver. ST needs to meet it's originally projected ridership and cost estimates on current lines first, and then prove there is a business model for this mode of transportation before asking for this type of money.
NORTH KING COUNTY	The light rail and busses we have should be maximized so that people don't have to wait for 3 busses because the one that stops is completely full Same goes for Light rail. Put more in circulation on busy nights (ie games, concerts etc). So many people want to use the system but it is not run properly. Why can't you look at what we ALREADY have and maximize its potential? Get smart about parking at rail stations, not everyone can ride a bike. There are families and mothers with children people who go to work with large bags etc.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	Seattle is one of the few metro areas that is not served by an extensive light rail system. I was in Houston 5 years ago - at that time they had one light rail route. I returned last week and they have expanded to three additional routes in five years. And they are still building
NORTH KING COUNTY	Please continue to communicate updates as well as posting drawings of the plans throughout the city. Seattle will be in a perpetual state of under construction which will be wearing, the more the people feel involved the better they can defend inconveniences as well as political backlashes from those that oppose any improvements. Keep up the good work!
NORTH KING COUNTY	You are asking our family of five, to spend \$400 to \$1000 more a year as an "investment" for a service we might be able to use in 25 years. Government talks about helping the middle class, paying at least \$10,000 over the next 25 years doesn't help us today. Also, you are asking us to invest in an entity that is difficult to trust. The replacement of the viaduct has not given me a lot of faith in the ability of government entities. Bus service is much less expensive and more immediate!
NORTH KING COUNTY	Public transportation is extremely important and urgent in the success of Seattle in its exploding growth, which will continue well into the next 25 years.
NORTH KING COUNTY	For those of us over 70 with a fixed retirement income and living in an area where in order to take public transport, we need to walk almost a mile, up and down hills, we would like a 1st priority of providing commuter parking so that we can take a bus or light rail! There is little or none in the Lake City area.
NORTH KING COUNTY	autonomous vehicles need to be considered in what infrastructure we're building over that time horizon also, light rail between Seattle and the East side wasn't on the checklist for selecting the top two projects. that would make my top two.
NORTH KING COUNTY	And emphasis on general transit safety and a focus on general behavioral manners would be nice on the bus routes and light rail. Otherwise, keep up the good work.
NORTH KING COUNTY	I have read reports of much much higher property taxes than this shows, If the number is truly .25 cents per thousand of assed value, I think it is ok; however , If all of this is so great, what is wrong with the idea that those who use it should pay for it the same as vehicle owners pay gas taxes to pay for the roads used by their vehicles. I am old enough to remember articles and advertisements from Seattle Transit operating gas and electric street cars indicating they operated in the black. Why did we get away from that method of operating transit? I will add that we have a company that employs 500 in the area and provide passes for all who will use them so we already subsidize the system and do not mind doing that to help Employees and reduce the cost of bigger parking facilities.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	<p>As much as we need this transit improvement, homeowners are continuing to bear an excessive amount of the cost of this. One of the main reasons we need this transit is because our population has exploded, in part due to plans set in place by our current community leaders. If we are going to continue luring businesses and new residents here, the cost of expanding transit also needs to fall to new construction. Impact fees need to be implemented as a funding source and we need to purchase land for transit stations, and then sell that land to be developed above the station as it seems to have happened on Capitol Hill. Otherwise there is no land left to put the stations on.</p> <p>We should not use the transit as an excuse to overdevelop our neighborhoods, otherwise people won't want transit in their neighborhood. Transit will be seen as bringing an excessive number of residents into a neighborhood and the resulting mess and noise from the transit will not be an asset to the community.</p>
NORTH KING COUNTY	<p>The time table needs to be greatly sped up. There should be a larger investment from the government with most projects completed within 10 years.</p>
NORTH KING COUNTY	<p>You haven't changed this survey in spite of requests for more comment space, and in spite of the fact the the questions o how you would vote were ruled illegal. Seems to be sound Transit has already decided what they want and to heck with what the citizens want.</p>
NORTH KING COUNTY	<p>The heaviest congested areas should get the most help. I don't live near JBLM but it always has horrid traffic when coming north on I-5.</p> <p>The loop from Kenmore -Bellvue-Kirkland -520 -Lake city seems like it would be a great northern loop to connect. Same with a Southern loop for Renton-Bellvue-Mercer Island-S Seattle/Georgetown-Downtoxn Seattle... Then a good line to connect those loops..or just a big loop around Lake WA and then a cross over to Bellvue/Seattle</p>
NORTH KING COUNTY	<p>Bus Route #66 being removed has made it extremely hard to get to work from Eastlake and Garfield to 9th and Stewert. 70 is never on time and I always have to stand due to bus being full.</p> <p>Thanks!</p>
NORTH KING COUNTY	<p>Ballard has taken on over 100% of the growth planned by being zoned an urban village. Multiple multi family projects included apodments have been allowed to replace single family homes with no parking required. In order for this to work we need to have light rail here now not in 22 years!</p>
NORTH KING COUNTY	<p>More of the project cost should be paid by high earning citizens. \$200 a year doesn't seem like much, but it's a lot if you're minimum wage.</p>
NORTH KING COUNTY	<p>Good job so far, keep it up!</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	<p>Seattle voters already voted a hell of a lot of sales tax to support transit and I am somewhere near a not one millionth of a cent more sales tax wall. I would like:</p> <p>--reward local jurisdictions that DO vote to tax themselves for projects that contribute to the ST#3 picture to exempt from additional sales tax.</p> <p>--Give voters choices about taxation mix for different transportation benefit districts.</p>
NORTH KING COUNTY	<p>I want to see simple solutions like dedicated bus lanes on the freeway. I would regularly use Metro if 1) dedicated lane on freeway 2) more frequent buses. Instead the bus is often stuck on the freeway or I take a standing only bus down Aurora which sucks.</p>
NORTH KING COUNTY	<p>Projects should prioritize ridership, not politics. Completing Ballard, the most dense and urban area in the draft plan, almost last in order to prioritize service in the suburbs isn't good transportation planning. I am generally very enthusiastic about transit and would canvass my neighborhood to build support for ST3. If a Ballard to UW line isn't considered and Ballard is built as a low priority item, I may sit out this round instead and lobby Seattle to build out light rail on its own.</p>
NORTH KING COUNTY	<p>There must be a priority placed on east/west bus service in Ballard and full time hours on 32nd NW. The east/west and west/east service will enable transit riders connect to the ST3 that will only go north:south.</p> <p>If there is no service connecting to ST3 people will drive their cars. Make the connections easy. Eliminate parking by offering street cars across 65th NW and 85th NW. I believe then there's more value fir use in this part of Ballard.</p>
NORTH KING COUNTY	<p>Why care about getting from Everett to Tacoma as slow as possible when a great is faster, already built,and more convenient? Why not go east-west,which is really [explicit] up now? Just to hard for you? Waiting for sdot to [explicit] that up too?</p>
NORTH KING COUNTY	<p>The current residents of Seattle and King County have no choice but to shoulder the burden of a transportation project that should have begun more than 20 years ago. Although rising costs in Seattle have made my own financial position much less secure than when I moved here in the 90s, I will pay via taxes what is needed for the expedient expansion of our mass transit system. For a region that touts itself as green and forward thinking, we are woefully behind in the development of mass transit that truly serves the public good.</p>
NORTH KING COUNTY	<p>why so long? 25 years? how about 5 to 10.</p>
NORTH KING COUNTY	<p>Tax based on income, the upper class businesses and wealthy folks should pay more for the project. Anyone under a certain income bracket should be exempt.</p>
NORTH KING COUNTY	<p>Inefficient and wasteful use of tax dollars on projects is a problem. No accountability.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	Regionally there should be quite a boost in tax dollars received from all the construction. Are some of these funds being used for this plan? The burden of growth should not be placed on all the residents while all the contractors and local governments are pocketing benefits of all this growth.
NORTH KING COUNTY	For some of the "improvements" you will make people sacrifice home, business, way of life, preferred commuting style, etc. ST2 has created too many heartaches already. It's time to stop any further damage.
NORTH KING COUNTY	Include large scale secure bike parking for those living outside of a 10-20 minute walk of a transit station. 5 bike lockers won't be enough.
NORTH KING COUNTY	1. Downtown Seattle is built on fill. Obviously there are problems with the Seawall and the SR 99 tunnel. The transit tunnel under 3rd Avenue has always leaked. Do we really want to put more tunnels under Seattle CBD? 2. Light rail to Issaquah? Why?
NORTH KING COUNTY	The current light rail takes 20 minutes longer then the old routet bvg95 and the stops are farther away. Can we make sure the routes are not intentionally longer then they need to be.
NORTH KING COUNTY	I cannot, for the life of me, understand why we aren't looking into higher speed option than light rail. Do we think that's going to come anywhere close to meeting the regional needs in 25 years? Can we have a plan for our grandchildren rather than our grandparents' generation?
NORTH KING COUNTY	Ballard and West Seattle should be top priorities. Try do get some quick wins by adding stations to existing lines. This is a long plan; people like to see progress.
NORTH KING COUNTY	Thanks to Sound Transit for listening and including the SR 522/523 corridor in the final plan; BRT opens up the promise of light rail access to the north Lake Washington communities; The parking garages are extremely important elements of access by our community to this transit corridor, especially to Lake Forest Park; The sidewalks will, for the first time, open up safe access to this transit corridor for our citizens, especially in Lake Forest Park; The early construction schedule is a win/win for the communities and Sound Transit, as it coincides with the opening of the North LINK light rail stations.
NORTH KING COUNTY	Having light rail up into the Everett/Boeing area should be done quicker as that area is responsible for most of the traffic in Snohomish County. Rapid bus lines going from Boeing to Snohomish/ Monroe would be good too.
NORTH KING COUNTY	I am a strong supporter of public transit. My biggest problem is getting to my specific destination after arriving via light rail. Otherwise the faster you can get the Seattle metro area linked by non-car movement the better!! I have no problem increasing my taxes to help this measure.
NORTH KING COUNTY	Looking at Ashway P&R and 164th and I-5; why no north bound HOV ramp in center lanes? The route buses have to take to cross over all lanes of traffic to exit and enter p&R makes me question the transit ability to make smart decisions. Why would I trust you with more money/projects when I see how that one was done. You can't hold the people hostage by creating traffic issues so you can fix them.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	bring back 43 bus from 15th ave to uw campus at all times of day
NORTH KING COUNTY	Very glad to see this level of interest and foresight in the region.
NORTH KING COUNTY	Please provide free station parking. This is a high need at all stations if you want users to access the rail. Not all live with in walking distance.
NORTH KING COUNTY	Rather than only raising taxes on motorists, property owners, and businesses, couldn't there be a slightly smaller tax along with higher fares for these services? Maybe even just charge more for fares and make all tickets good for 1 day. The value of the fare would go up along with the cost then.
NORTH KING COUNTY	I am STRONGLY opposed to the expansion of multiple high density units in residential areas
NORTH KING COUNTY	<p>In general, I greatly support the plan and what it is trying to accomplish. That said, given the timeline on this, I know a lot of people-- in particular those who don't work ordinary commuting hours or who might have some accessibility issues (for example, physical disabilities, whether in a wheelchair or just unable to walk long distances without a lot of pain) end up getting the short end of the stick.</p> <p>My concern would be that in focusing on the great numbers of commuters, a lot of the more vulnerable populations who really depend on public transit are getting thrown under the bus, so to speak. For these people, I'd like to see more transit that takes travelers from one in-city location to another (what metro buses in Seattle have been doing for years) in conjunction with the light rail. Instead of having one come every ten minutes for light rail, but only during certain hours, I'd really prefer extended hours. In particular, the light rail that goes to Capitol Hill really needs to be running till at least 2am, because of the bar scene there.</p> <p>I'd also like to see more support for people with physical impairments.</p>
NORTH KING COUNTY	Let's just do this. We should have done it back in 1968 (Forward Thrust). I was too young to vote then but will vote for it now.
NORTH KING COUNTY	Help fund the project with an income tax imposed on the wealthiest 5% of residents.
NORTH KING COUNTY	I'm originally from NY. This should've been done decades ago. We need a subway or rail system that is separate from the traffic. Just do it.
NORTH KING COUNTY	Reduced weekend bus service is counterproductive - makes it harder to get to light rail. Continue to support both bus and rail service and bring back our weekend 71/72!
NORTH KING COUNTY	This plan focuses on commuters. There is a serious need to provide neighborhood links so that we can actually access mass transit. Also, there is never enough parking planned, essential because we cannot get to mass transit without driving in most areas.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	I am generally not in favor of increasing the sales tax because it is already high and is a regressive tax. If projects could be completed more quickly, that would be better since the population in the area needed a transit system earlier. The Sounder train from Edmonds to Tacoma is good except that there are frequent mud slides on the tracks north of Shoreline so I wouldn't really count on the train as a commuter option.
NORTH KING COUNTY	I am a home owner in shoreline. I live a rocks throw from I-5. light rail will be running next door. my property values are going to be effected, without sound walls and safety measures implemented to mitigate any future issue's. I didn't buy this house to get caught up in all this, I just would like assurances that my little street will not become a causality of sound transit, therefor I don't support any tax increases.
NORTH KING COUNTY	It's unfortunate that this plan wasn't developed 15 years ago. Kinda late to the party.
NORTH KING COUNTY	Thank you for listening to the communities in along SR 522. Improving transit access will make our communities safer and more healthy. I would support this project being implemented in an even shorter time frame for a little more money.
NORTH KING COUNTY	too slow and too expensive to add transit. this should not take over 5 years to complete and by the time it's done it will be obsolete. I won't vote for any of this since they wasted the line by the airport anyway...goes by a big mall (NO STATION), goes by BOEING and the museum of flight (NO STOP)...heads to the WORST part of Seattle Rainier valley...why didn't they connect SCC and Georgetown to this and skip the ghetto side of the city??? I have a no confidence in this plan since I may be dead by the time they get any of it finished.
NORTH KING COUNTY	The circulatory system that is our transportation network runs on cars. I support mass transit, but cars are not evil. Park and rides that are secure and safe from burglary are necessary if we are going to keep the cars that people will own no matter what off the road at least some times. I like the idea of adding more lanes to existing highways. Double decker 405 and 5, that would be a game changer.
NORTH KING COUNTY	More light rail more places faster This area is too far behind to wait. Light rail should be everywhere and now
NORTH KING COUNTY	Go Sound Transit, go! :) Thanks for the work you do!
NORTH KING COUNTY	Project timeline is too slow. Complete projects as quickly as safely possible, with priority given to lines closer to downtown and urban villages, where transit ridership is highest.  Add light rail project from Ballard to UW, a very important transit corridor.
NORTH KING COUNTY	I think that these plans are grandiose and above your paygrade and abilities. Tax money is not infinite.
NORTH KING COUNTY	White Center light rail.
NORTH KING COUNTY	I wonder how much of our tax money was used on the 405 debacle and why we were paying for this (despite opposing it) and are now being punished for the decision so carelessly made by the WSDOT.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	Make survey shorter.
NORTH KING COUNTY	<p>I have four basic concerns:</p> <ol style="list-style-type: none"> <li>1. Cost - \$17 per month is way too expensive and will hit citizens hard. What will it cost to take light rail, etc. in the future? Will the use of these projects leave out populations who cannot afford the fares or the taxes?</li> <li>2. There are areas not served well, not connected. What happens to these neighborhoods over time?</li> <li>3. Effects of re-zoning to meet transportation infrastructure. Will this leave families out who can no longer afford the rising property taxes near transportation zones? Will neighborhoods erode away and become business districts?</li> <li>4. We need more information on the impact to the environment - pollution levels, vegetation, birds, etc. Should there be more exploration on solar powered items?</li> </ol> <p>Thank you very much for allowing this feedback forum, [name and email]</p>
NORTH KING COUNTY	I am extremely supportive of light rail and rapid transit. I have had it with the money being spent on biking improvements. Money NOW needs to be spent on large scale transit projects that will only get more costly and disruptive to build over time. In city projects will be most disruptive. Biking enhamenys can be added later.
NORTH KING COUNTY	I STRONGLY SUPPORT ANYTHING GOING TO EASTGATE
NORTH KING COUNTY	<p>A few thoughts:</p> <ul style="list-style-type: none"> <li>- It is shameful that the 520 bridge wasn't planned to have light rail across it. The NE Seattle - Kirkland / Redmond connection is a glaring miss.</li> <li>- Bike access, especially family bike access, should be added to light rails through a flex car that accommodates larger bikes.</li> <li>- Bike lockers at stations is absolutely necessary to support multimodal commuters.</li> </ul>
NORTH KING COUNTY	Accurate overall budgets and realistic implementation plans are critical. Frequent public updates and effective oversight activities are essential for any of these plans to have a chance or gain support.
NORTH KING COUNTY	Provide lots of parking at stations. Stations should not turn every neighborhood into what Ballard has become.
NORTH KING COUNTY	It is unfortunate that instead of high-speed monorail service, which could be already operational and for less cost than light rail, we are still going 'full steam ahead' with an extremely costly rail system that when completed will be just as slow as taking a bus, and twice as slow as driving a car. "ST" = Slow Train.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	<p>1. We in District 7 prefer the neighborhood proposed alignment West of 15th with a stop at Dravus and a tunnel between Dravus and Ballard</p> <p>2. We propose that a Ballard stop for Sounder be added so NW Seattle riders get something for their tax money sooner than 22 years.</p> <p>3. Please prioritize productivity (i.e. Number of projected riders to NW Seattle) and expedite Downtown to Ballard construction.</p>
NORTH KING COUNTY	Would like to see HER come online faster and would make connections for Ballard and West Seattle a priority.
NORTH KING COUNTY	There have got to be provisions for the poor and the elderly. They have to be included in the equation or it will be another project for the have's, leaving the have nots on the side of being left out..... as usual !!!
NORTH KING COUNTY	Less bike lanes please
NORTH KING COUNTY	I support the plans but not when they come at the cost of decreased access to bus access. The deleting of 71-74 bus routes to downtown and the new limited hours affect me greatly. The light rail also does NOTHING for me. It is a 30 minute walk to get to the station from where I live. If I took a bus down to the station it would be \$10 a day to get to work, which I can't afford. Taking 71-74 used to take me ~20 min to get to work now it takes me about an hour most mornings. The changes that are going on have negatively affected me.
NORTH KING COUNTY	The tax burden of this massive development project would be better funded by supplementing the current proposed funding strategy with other sources. I believe that a project of this size (and benefit to WA) should not solely be locally funded. In spite of the heavy political lifting involved, the state at large should be sharing the financial burden. Lacking a state income tax, the financial environment doesn't presently exist to support this kind of "dream big" project, in spite of its importance. Too many infrastructure projects are badly underfunded, or not presently funded at all. With sales tax, special fees and property taxes as the sole sources of revenue for infrastructure, WA does not have a robust and mature means to support projects like this, which are nonetheless critically important to our quality of life.
NORTH KING COUNTY	In your ideal world people get up walk to the bus stop wait for a bus to the light rail, wait for the train ride it as far as they can to wait for the bus, to get near their destination then walk to it. Here's a reality check, no one has that much time in the day, especially to do that both directions. Most people need to get their children to school, and at least once or twice a week have errands to run after work on the way home. If you had parking near the light rail stops I would fully support this project. You are never going to get people to completely get rid of their vehicles. Just having parking near a station people could get to the city and around without commuting in and causing congestion while still able to get home easily.
NORTH KING COUNTY	I am not in favor of regressive sales tax to fund sound transit.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	By the time you actually complete the proposed projects, the greater Seattle area will be totally immobilized by gridlock. You need to prioritize the light rail extensions to West Seattle and Ballard.
NORTH KING COUNTY	Connecting Universities to major cities
NORTH KING COUNTY	the joke is taxes to middle calss home owners and retirees. you have no middle class residents to pay for this- the homeless can not and the elderly will all be dead by 2022
NORTH KING COUNTY	I'm sure you hear this A LOT, but build the Ballard and West Seattle lines quicker.
NORTH KING COUNTY	The proposed funding continues ST 2 and adds ST 3 taxes that are very regressive (sales tax) and regressive (car tabs and property taxes). We have to find a better way to fund transit expansion in our region.
NORTH KING COUNTY	As a daily commuter to Seattle I'm concerned that our focus is on building mass transit as a solution and less of a focus towards commuters actually USING the services these plans would provide. For example, the last metric I heard about residents who lived in the Seattle area stated something in the ball park of up to 50% lived within 2-5 miles of their work place and they chose to drive their own car, not use the bus, walk, or cycle to work. When are we going to see initiatives/plans which focus on getting people opt-in to take the bus, cycle, or walk and using the current system in place today? I really have a hard time supporting these plans when the time, money, and effort is spent on building something new and not promoting the current use of what we have today. I've lived here 99.9% of my life and have yet to see a program which is effective in promoting the use of mass transit for the majority of commuters.
NORTH KING COUNTY	The overall expense is way too much.
NORTH KING COUNTY	Ballard to west Seattle via down town
NORTH KING COUNTY	It doesn't sound as though anyone but county taxpayers are being assessed for this mass transportation plan. What about assistance from the federal or state government? Washington State urban taxpayers cannot continue to foot the bill for the great engines of creativity, innovation, entertainment and growth in Washington by themselves. What about a state income tax that finally touches the 1% in our state? We need more financial solutions than those provided by this plan.  I think that it is more urgent to connect the Ballard and Crown Hill areas of Seattle with link rail before some 22 years.
NORTH KING COUNTY	You should ensure that Georgetown and Southpark are served well by the light rail. This part of town has both increasing residential density and ongoing daily commuters for work; the area is a go between for W. Seattle, Beacon Hill, Sodo and other areas. Light rail and better transit service and access will improve the development of this area. The transit maps should stop looking like routes to avoiding Georgetown and Southpark and start looking like they're serving those areas. Thanks!
NORTH KING COUNTY	It's all about that light rail baby! And make the monorail orca friendly!
NORTH KING COUNTY	I would strongly support expediting the plan. Cut the timeline in half.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	Expansion of rapid transit to Renton is critical and it falls among the lowest priorities. So it should be focused on sooner in your list of priorities.
NORTH KING COUNTY	It is imperative that transit be convenient and faster than the alternatives. Ballard and west Seattle are heavily populated with people who would like to use transit but are heavily under serviced.
NORTH KING COUNTY	Need to do Ballard and outskirts of Seattle sooner. I can't use service today.
NORTH KING COUNTY	Drop "Light Rail" from the name and just call it "THE LINK" or " SEATTLE SUBWAY LINK", because technically it IS a Subway if the rail goes below ground, which it does !  Also more visible signage where the Seattle Subway Link stations are (and in future) because the "T" sign is way too small. Maybe lite up with a eye new catching design !?!?!
NORTH KING COUNTY	Ballard service must start sooner. Don't add stops to existing line, it's too slow. Prioritize faster service, less fancy stations. Current service to airport is slower that metro 194 route, door to door.
NORTH KING COUNTY	This is a terrible survey. It is way too complicated and your results are going to be very skewed to people who are already predisposed to heavy support and heavy taxation for mass transit in a region that does a terrible job in planning routes. No park and ride at any of the Sound Transit terminals in Seattle? Nowhere to even drop passengers off? How are they supposed to get to light rail, fly?
NORTH KING COUNTY	Over time I would also love to see light rail along highway 520 - from UW to Kirkland and then tying back in to Bellevue, or heading north. Light rail is essential because it is not dependent on road traffic - hooray for light rail!!
NORTH KING COUNTY	Stop forcing homeowners to bear the brunt of the transportation improvement costs via increases in property taxes. I am on disability and can barely afford to remain in my home much less pay hundreds more each year in property taxes to pay for a transportation system that should be funded by a state income tax similar to most other states in the U.S. instead of the kinds of regressive taxes that punish the poor and those living on fixed incomes. The property tax on my modest, 2 bedroom, 1 bathroom home exceeded \$6,000 this year, nearly 25% of my annual income! As much as I support mass transit, you simply cannot continue funding the process on the backs of homeowners like me and the poor who are being burdened with a disproportionate share of the costs of these projects.
NORTH KING COUNTY	What would it take to get this done in 10 years? Seattle is so overly congested already and the thought of waiting 25 years is ridiculous.
NORTH KING COUNTY	I don't trust that we have people competent in doing a project of this size with out a lot of waste and without stupid design. Just look at your track record. Just don't trust you with anymore of my money.
NORTH KING COUNTY	Light rail is inaccessible to me because there is no parking. Park and rides are linked to buses, and even they are miles away.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	<p>General comments are:</p> <ol style="list-style-type: none"> <li>1. Transfer links should be better planned -- the distance that buses drop people off for UW link station limits ridership by people with luggage, families with children, older populations, and those wanting to move rapidly and conveniently from start to end point. Northbound bus stop at UW link is too far from station and stops traffic because it was not inset from roadway. Buses should go close to UW link.</li> <li>2. Buses need to get out of traffic!</li> <li>3. Parking at transit centers needs to be increased. Northgate center lot is filled by 8am every week day.</li> </ol>
NORTH KING COUNTY	<p>I am very frustrated that the Sound Transit projects seem to operate in their own silo, and don't connect well with other forms of transit. Take a look at the location of the Husky Stadium Link Light Rail station, for example. Very hard to transfer to/from buses on Montlake Blvd, and basically no transfer to buses on 520. You guys spend a lot of \$\$, and don't spend it particularly well. Very expensive, very slow construction. Why??? Makes me reluctant to vote for more \$\$.</p>
NORTH KING COUNTY	<p>The Rapid Ride seems like a huge waste of money to me. The 15 and 18 buses to Ballard were more effective and just as fast as the D line. We should be building a system that does not share the road with traffic.</p>
NORTH KING COUNTY	<p>keep property taxation low. seattle is run by liberal/progressive nutjobs who have increased taxation beyond what is reasonable. I am not in favor of this proposal b/c middle class residents of the city are living with stagnant wages and big government is unaccountable and very wasteful of taxpayer's money. If this measure passes, my family has to take a pay cut as the government redistributes our very limited income monies. KEEP PROPERTY TAXATION IN SEATTLE LOW. HELP THE MIDDLE CLASS OF THE CITY SURVIVE IN THE CITY/COUNTY. KEEP GOVERNMENT ACCOUNTABLE BY KEEPING GOVERNMENT SMALL. OUR COMMUNITY IS VOTING "NO" ON THE ST3 MEASURE. LET CONSTANTINE FIND ANOTHER LESS REGRESSIVE SOURCE OF PAYMENT FOR THIS PACKAGE.</p>
NORTH KING COUNTY	<p>Several questions give a 1 to 7 rating choice. In the written question it states, "with 1 being 'not at all urgent' and 7 being ..." Then, where a scale choice is to be made, #1 shows as "Not urgent," which to me is VERY different than "not at all urgent," making the 1 to 7 choices skewed and the survey invalid.</p>
NORTH KING COUNTY	<p>Seems more likely for this to pass if ST could provide more specifics about the proposed plans. It's a high cost for some pretty loosely defined plans. Also, these projects take time, but again, being able to shorten the delivery time might make this easier for voters to support. Many people might not support this if they're not confident they'll still live in the region in the next 20 years. Consider balancing the plan with more immediate benefits.</p>
NORTH KING COUNTY	<p>Sequence of projects does not match population needs. Even though most challenging Ballard-downtown and WestSeattle - Downtown should be done for populations that understand the greater urban need at this time. There is already traffic congestion in the central city that demands action.</p>
NORTH KING COUNTY	<p>I wish there were some statistics on who needs these programs the most, so I could make more informed decisions instead of only choosing what applies to myself.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	please bring light rail to Ballard NOW!! I own a business in dt ballard for over 20 years and there is no other area in King county then Ballard where there has been a larger exponential growth of people moving and working in Ballard and desperately rely on massive restructuring and adding mass transit to and from DT seattle and surrounding areas.
NORTH KING COUNTY	I know you love your trains, but they are just too expensive. The cost per rider is so high, they really can't be justified. If YOU want to pay for these trains yourself, please go ahead. Just don't burden the homeowner and car owner with taxes to make your fantasies come true. Why not look into making it easier for cars to access the city? Better roadways, better use of traffic signals and crosswalks. There are so many things that could be done to improve this, but you are probably unwilling to consider since this is unpopular for liberal Seattle.
NORTH KING COUNTY	Seattle should stop funding the construction of transit for surrounding communities that consistently vote down improvements. ST should focus on Seattle exclusively unless the surrounding communities agree to pay their fair share. Also for the love of god make a damn light rail line east-west from Ballard to the University light rail station.
NORTH KING COUNTY	This is all too little too late for Seattle but improvements must be done.
NORTH KING COUNTY	Light Rail plan should include EXPRESS service hitting major stops, or stopping once every 3-4 stops for faster service. A bypass rail line should be included to allow the EXPRESS train to pass existing trains. See how major cities like NYC handle this with their transportation systems. We need to be more practical in implementing the systems.
NORTH KING COUNTY	The entire project should be scrapped.  This will raise taxes on all of us, raise taxes on our landlords, who will subsequently charge us MORE rent because of it.
NORTH KING COUNTY	I just want to add that I currently commute by car because reasonable transit options from my home in Magnolia to my workplace in Tukwila are non-existent. The ST3 project would change that. I would be significantly more likely to commute via transit if these new projects were greenlighted. If there is any way to reasonably ACCELERATE the timelines proposed, I would be all for it!
NORTH KING COUNTY	Light rail expansion in Seattle has reduced not expanded my access to public transit (my one somewhat convenient bus - the 66 - has been taken off) and so my opinion has changed from "fully support" to "somewhat oppose."
NORTH KING COUNTY	I'm so impressed with Sound Transit. I use it on the days of the week I work in Seattle. Would use it more if not for a complicated work schedule that requires travel to Tacoma 4 days/week and need to pick up my child from school.
NORTH KING COUNTY	Because of its visibility, relative ease of execution, and potential ability to have a positive impact of the I5 congestion in the South end, the building of the proposed BAR station should be accelerated.
NORTH KING COUNTY	I live at 3847 24th Ave W (Magnolia) and getting into Ballard by bus takes two buses, so I'm much better off using my car. However, Ballard is extremely dense with cars. Please make it more convenient to get to and from Magnolia to Ballard on one bus!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	Traffic in Ballard has become a nightmare. The plan to connect this important inner city neighborhood needs to take precedence over other proposals. We'll be dead by 2022!! Also there seems to be little consideration of east-west routes within Seattle in this proposal. Were they even considered? Thank you for the opportunity to give input.
NORTH KING COUNTY	Busses on the highway cause so much traffic. They go so much slower than cars and are switching lanes or pulling out of bus lanes into traffic that is going much faster. make a dedicated bus lane and it would so improve traffic. This is very difficult on 520 where the bus stops on the eastside of the bridge are on the inside lanes while the bus stops on the westside are in the outside lanes. slow buses moving across the lanes totally kills the flow.
NORTH KING COUNTY	Buses are a menace. I see them going through red lights all the time. The drivers are rude. I got hit by a bus on my bike. Light rail is a better option.
NORTH KING COUNTY	Build whatever you want, but I'm not riding on a bus with the dirties.
NORTH KING COUNTY	Bring back the 66express!!!!!!!!!!!!!!!
NORTH KING COUNTY	Sound Transit has a poor reputation - most people don't trust it. Pretty sure you'll do what you want - this survey and the various meetings are for show only. The Sounder rail is incredibly expensive on a per seat/per trip basis - what is the real world load factor? Buses and streetcars get stuck in traffic just like cars do (for example, see the mostly worthless South Lake Union trolley - the worlds biggest model train). These proposed projects are scheduled to take way too long - need to find a way to get it done quicker, while most of us are still alive.
NORTH KING COUNTY	Costs are too high - contracts need to be negotiated more wisely. Who pays the taxes? Just Seattle residents? Too many transportation bills and disconnected systems. We need MASS transit up and down I-5 at the very least from Boeing North to Boeing South, with LOTS of parking at the stations. JBLM is not a priority, nor out to Dupont. We need a MASS transit system up and down Hwy 167, up and down I-405, and Hwy 522, 520, and I-90. But we need MASS parking lots at the farthest ends of each system, and Light Rail and/or fast buses to points in between (larger buses aren't really the answer - but more frequent, more direct smaller buses). We need a system that isn't shut down by landslides, and operates 24/7 (people coming and going after 12pm have no transportation).
NORTH KING COUNTY	You haven't defined the length of time the taxes will be imposed. It's difficult to support something that will apparently go on forever. Also, what percent of the project is user supported versus tax supported?
NORTH KING COUNTY	Parking availability is critical. I would ride a lot more often if I could park.
NORTH KING COUNTY	Please stop eliminating current buses as you implement light rail. The current changes to the bus schedule after opening the UW and Capitol Hill light rail have been detrimental to my life.
NORTH KING COUNTY	I just don't understand why the timeline for west Seattle and Ballard light rail is so conservative. It's clearly needed.
NORTH KING COUNTY	Fares for ridership should take precedence over taxes/levies on the general population - pay for use should be the standard.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	This plan seems to be at the expense of neighborhood buses. Instead of consistent bus service in front of my house, bus route was cancelled last month and I now must walk 1.5 miles to the nearest light rail station. Not so great the older I get.
NORTH KING COUNTY	Must figure out a low-income ride option that is easily transferrable between Metro buses, light rail, and sounder commuter rail options.
NORTH KING COUNTY	Something needs to be done about the time it takes to use light rail between the airport and downtown. I live in Shoreline, and for me to use public transportation to get to the airport (or return from) takes two hours. That is bad. There is no incentive to use it. Perhaps "airport express" runs could be added from downtown or in the future, Northgate.
NORTH KING COUNTY	thanks!
NORTH KING COUNTY	All of these taxing sources are regressive and fall more heavily on the poor. Although it is no burden for me I oppose regressive taxation in general. We need progressive taxation like an income tax.
NORTH KING COUNTY	Bravo! Keep it moving. We cannot survive as the world class city we are becoming without it.
NORTH KING COUNTY	Sales and use taxes more heavily impact low income families and individuals. Please keep this in mind when raising funds for the project.
NORTH KING COUNTY	Build the UW-Ballard line
NORTH KING COUNTY	It's time that Seattle start adopting to the idea of light rail. Is it costly? Yes. Does it take a long time to implement? Yes. But you can only do so much with more roads. My understanding is that we increased in population by over 58,000 people in one year in the Seattle area. You won't be able to build roads fast enough to keep up. I am generally a conservative when it comes to government projects, but I see the value of light rail. There is a reason it has been used on the east coast, Europe, and Asia for a 100 years.
NORTH KING COUNTY	<p>I am a huge supporter of public transit, and have used ST express buses to commute to Everett for years, as well as light rail as often as possible.</p> <p>I am disappointed that Light Rail is being put forward as the solution for commuter rail to Everett and Tacoma, when we should have a proper regional rail network. Sounder fails to address this need because of high fares, lack of trains, and slow speeds. Light Rail will fail to address this need because it is an urban tramway, with slow speeds and frequent stops.</p> <p>It is frustrating to see these very necessary projects constantly funded by property levies. Development and real estate companies have seen huge windfalls from the growth in Puget Sound, while placing a crushing burden on the region's infrastructure. These corporations should be made to support the adaptation of infrastructure through development taxes and windfall taxes, as opposed to putting the burden on the people who can barely afford to continue to live in the region.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	Any mitigation due to unreasonable and long term construction impacts should be included in ST3 and not depend on local crisis re-programming of existing programs and funds.
NORTH KING COUNTY	Pursuing all development with separated/dedicated bicycle access is critical. Empower cycling to be a major part of Seattle transit choices.
NORTH KING COUNTY	I am tired of increased taxes - and paRKING SPACES BEING TAKEN AWY FOR BIKES and no progress on making car transportation easier- peopl buy and need cars- I am alos tire of spending for the minority special interest groups and wasteful spending by gthe mayor of seattle and the city council ie all the money put in the stupid wasteful unethicla pronto bike progrma and aqll the \$ place on people breaking the laws and tax payers are payin gor people who break the law and live where it is illegal and use drugs illegally- why are we who work and are law abiding people paying for everything- we can barely get by as it is
NORTH KING COUNTY	There need to be a light rail directly from the Snoqualmie/issaquah/Sammamish area to Seattle. That are is becoming more and more populated and there needs to be a quick route to Seattle sooner than later.
NORTH KING COUNTY	Let's get a state income tax and start funding this stuff the right way!
NORTH KING COUNTY	Taking too long
NORTH KING COUNTY	Make Ballard to West Seattle a priority
NORTH KING COUNTY	1. why do we continue to have overlap with metro? both of whom ask for property tax increases? and in some cases work against each other (see new cap hill station and street car). 2. why are we trying to do light rail to everett when we have sounder train? 3. we need to build massive parking at north and south stations and funnel people into the system/off the roads that way. Why are we re-creating the wheel rather than learning from examples like Wash DC metro? 4. why is everything a property tax? it is disingenuous to say this will cost each adult...when it will actually cost each property owner. 5. why are we committing to technology/transit solution for 25 years from now?
NORTH KING COUNTY	Buses are not green and from a sustainability perspective are barely above single occupant vehicles with regards to carbon contribution per person. They are NOT the future. In addition, they take longer, cost more, increase noise, and create congestion by moving slowing, blocking lanes and taking lanes from traffic. Invest less in taking from cars and giving to buses. I fully support solutions like light rail, however if too much bus service is involed in the funding, I will have a hard time getting behind it. We already operate our buses in the red...
NORTH KING COUNTY	The taxes on home owners in the Puget Sound region are ever increasing in an area already dealing with a bruden of skyrocketing property values. Seattle does not need to follow in the footsteps of San Francisco. It would make much more sense to incentivize people who commute to take advantage of public transit by levying fuel and road use taxes. Property tax only serves to gentrify the region further, especially here in Seattle City.
NORTH KING COUNTY	Extend Sounder to the actual airport.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	You have ignored the problems of West Seattle. There is increasing density in West Seattle and taxpayers need the benefit of mass transit to reach jobs in the other parts of Seattle. Build a light rail along the Duamish hillside into Seattle.
NORTH KING COUNTY	Move as quickly as possible. Consider less regressive ways of finding the plan.
NORTH KING COUNTY	We need a direct line from Shoreline to Redmond.
NORTH KING COUNTY	The timeline is toooooo long. Get a bond or something! We need this before my 2 year old daughter is nearly my age!
NORTH KING COUNTY	Make sure you have a plan to improve trafic now, in addition to 8 - 25 years from now
NORTH KING COUNTY	Stop taking away bus routes or changing them for the lightrail. Yes the lightrail is a shorter trip but people already account for the bus times when making plans and we are fine with them. The stations are in awkward locations that are not for everyone and do not replace the busses that have been cut. A lightrail from Ballard to downtown is dumb and unnecessary, the D is already a good bus that comes often. The bus system is fine stop messing with it and stop building more tunnels!
NORTH KING COUNTY	ASAP--- build the light rails to West Seattle to Downtown and Ballard lines ASAP then Everett to Seattle and Everett to Smoky Point area stops at Marysville and Seattle Outlet mall and casino  Commuter rail to mt Vernon ASAP connect by express buses to ferry terminal in Anacortes to San Juan islands tourist need this route and local commuters very important foe state economy
NORTH KING COUNTY	You want to increase the usefulness, develop light rail in the city and make it so you can actually get to neighborhoods FIRST. Bring Ballard and West Seattle online FIRST; you'll get more people using the light rail and a much, much higher ridership.
NORTH KING COUNTY	The projects should be fast tracked or we will never get ahead of traffic in the region.
NORTH KING COUNTY	Reliable mass transit is so needed here. I live in Shoreline and only occasionally do I need to travel into Seattle for work during the day. It's a nightmare. We need reliable transit and we need to plan for people to walk on, park and ride, and to bring their bikes on. Let's get it right the first time (since I'm currently in a nice neighborhood that is unsafe for pedestrians due to lack of sidewalks and poorly lit streets.) Yes, it hurts to vote in \$400 cost for our family each year when we likely won't be using it daily. But Seattle and the surrounding neighborhoods really need it. It will also be an economic equalizer as people can live all over the area and still get to their jobs. Thank you.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	The taxation of landowners as the highest proportion of this project is unreasonable. I believe a state income tax should be considered. Property owners should not be penalized, ensuring property owners in all counties are charged as well would be reasonable not just Seattle homeowners who may actually only use local buses as their transportation over regional. People may have spent more on housing closer to the city in order to avoid commuting all together and now they will be assessed taxes for services they do not use. Make sure you do not penalize land owners only, realizing the majority of people living in Seattle are renters. Higher sales (but not on food or services) tax would also be an option, as people have the option to purchase non essential goods.
NORTH KING COUNTY	I think the stations are great. Congratulations to the architects.
NORTH KING COUNTY	With support for public transit in the 60's and 70's we wouldn't be in the dire traffic situation we face today. Every major city has strong transit. It's time for us to step up before it becomes even more expensive. We need to seize the opportunity to solve transit problems before it becomes cost-prohibitive to do so--and we are getting close to that point.
NORTH KING COUNTY	As exciting as these projects are for commuters there is a level of distrust that exists when talking about how the funds to make these routes get spent. When transit officials are paid well over the median income of the commuters they serve we are not solving for a problem that is relatable to those officials. They are paid to do a job just like anyone of their transit users. For them to be paid significantly higher than their riders means that they are capitalizing on a urgent need to the community. Just because it's in demand doesn't mean they should be paid more to do it. They are a civil servant afterall.
NORTH KING COUNTY	Seattle projects should be accelerated and prioritized because they serves more people faster, addresses critical capacity needs in the most dense part of the region. Suburbs are not really dense enough and don't justify being first in line (like Redmond or Everett)
NORTH KING COUNTY	Please make sure PARKING and car PICK UP and DROP OFF is included at the stations! It is ABSURD to think people won't drive to a station and park or let people off to use light ral and Sounder Rail.
NORTH KING COUNTY	25 years to complete?!! Speed it up! Ballard to Downtown taking 22 years. Start the the congestion in city to remove the burden of existing residents!
NORTH KING COUNTY	Without knowing projected cars removed from roads and levels of congestion, I can only prioritize these projects based on my own needs. I want you to put into place the projects that will have the greatest impact on traffic congestion first. The timeline is FAR too long, but what can we do now? Hindsight is 20/20 and Seattle screwed up years ago.
NORTH KING COUNTY	22 years for Ballard is just plain terrible. I would really like my future children to be able to use light rail. Please figure out how to get light rail to Ballard much sooner.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	The light rail run is too far from my home in the ranier valley which is why I catch the #7 metro bus which takes 45 minutes! to get into downtown seattle also it's very dangerous with all sorts of shady characters so added security guards would be appreciated. So all this rail planning is useless if it's not easily accessible. adding parking would be helpful and bathrooms too
NORTH KING COUNTY	I would like to see the light rail connecting Ballard and West Seattle to downtown Seattle in place as soon as possible
NORTH KING COUNTY	The tax burden is unreasonable. What keeps it all from being used is that we all need to keep a family car for flexibility and that makes it unreasonable to use mass transit since it is so expensive to use rapid transit and way too expensive to build it. Why would we need to increase what we are already paying to build the rapid transit? Tax the gas companies or car companies not us, people who can't even afford to ride. Also, the Sounder train and light rail seem to somewhat compete with each other, please coordinate them better.
NORTH KING COUNTY	No car taxes or property taxes for transit.
NORTH KING COUNTY	Please consider creating exit from express lanes I-5 northbound onto NE 65th St to avoid buses having to go through 42nd parallel to highway and then re-entering congested highway only to get off again at 65th. This can add 20 min to the commute on busy days and is one of my biggest pet peeves with road engineering in Seattle. Thanks!
NORTH KING COUNTY	My husband commutes daily across 520 to Redmond. Why? Because the closest bus to his office is over a mile away. He tried leaving a bike on the Eastside so he could bus, but it was stolen. So we pay a huge commuter toll for him to use 520. Meanwhile, our house has appreciated to 900,000 (we wouldn't be able to afford to buy it today), and we're supposed to pay .25 per \$1,000 of value???? As we reach retirement age and pay for college??? Much as I'd love to see transit improvement and expansion, I'd vote against that package.
NORTH KING COUNTY	bump up the Ballard light rail. at the rate Ballard is increasing in density, you'll regret putting it off so long.  also, stop relying on property taxes. improve efficiencies and stop wasting money on pet projects and politics. if you have to raise more revenue, focus on consumption taxes, not property taxes that drive poor old ladies out of their homes. tax the people spending money.
NORTH KING COUNTY	It wasn't laziness that prompted me to select "extremely urgent" for so many projects. Our region is clogged to the gills with traffic. If we don't support ST3, the congestion will further affect our economy and well-being. This is the right thing to do for our generation -- and the generations to come. I STRONGLY SUPPORT this work and would pay double, if it were needed.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	My comments are for all the sub-categories. The timeline is incredibly long. It seems unfathomable that even BRT could take eight years, let alone the decade plus for the better grade-separated light rail lines. Why the obsession with tunnels? Would not elevated lines be cheaper and faster to build? I marked strongly supportive of everything because all mass transit, everywhere, for everyone should be the major priority. It feels like I have to swallow the price tag and timeline, and going back to the drawing board to make it faster and cheaper is not an option, but it tastes bitter.
NORTH KING COUNTY	Would be good to just expand the current link rail to interbay/ballard/fremont - this will significantly help the bottle neck traffic you will continue to see on mercer/denny etc.. and make sure much safer transportation around the SLU/downtown area.
NORTH KING COUNTY	An integrated network of light rail and bus networks as part of transit-oriented development is essential to supporting people - not cars - move across our region. I strongly encourage ST3 to work with WA DOT, local government, community groups and other partners to ensure that pedestrian and bicycle traffic is prioritized so as to minimize the need for more cars on the road. A few specific comments on your consultation questions: - Please ensure that BRT projects move ahead alongside, but not in place of, rail. Both are essential to support development and maintenance of safe and integrated communities. - Question 13 suggests property tax is a key supplier of funds for this critical transit improvements. Sound Transit should work with State authorities to increase taxes on motor vehicles instead. Thank you for the public consultation. Please continue as these projects move ahead, in order to tap into developer and community opportunities for truly safe, transit-oriented communities.
NORTH KING COUNTY	I wish the West Seattle link was coming online sooner. I wish the light rail stations were color-coded on signage. I wish the city would help create areas near link stations to accommodate and encourage news stand and food cart entrepreneurs.
NORTH KING COUNTY	Your timelines for Ballard and west Seattle are way too long as those areas are densifying and the brt is not great. Also need to speed up construction of light rail projects. I don't think it takes this long anywhere else in the world.
NORTH KING COUNTY	This needs to move faster! Emphasis should be on transit that is not in the path of traffic.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	<p>Light rail to West Seattle in 17 years, and light rail to Ballard in 22 years seems like the wrong priorities to me. I am fine with the cost of this plan, but not with the prioritization. Those timelines are just too long.</p> <p>Light rail to Ballard should be differentiated rail all the way through, and not include at-grade sections. Seattle needs a true subway system that does not compete with our existing congestion in order to make travel times faster via rail than by bus or car.</p> <p>For these two above reasons I would vote against this measure, despite strongly supporting transit investments in general.</p>
NORTH KING COUNTY	<p>Increasing transit options, in particular for communities of color and immigrant communities, is urgently needed. I strongly urge reviews by social and racial justice organizations and coalitions to ensure transit expanded transit services are developed with these communities in mind.</p>
NORTH KING COUNTY	<p>Prioritize Ballard light rail now</p>
NORTH KING COUNTY	<p>Sound \transit has ALWAYS MIS REPRESENTED it's value and offered disinformation about costs. In the 10years I've lived in 98115 time to the airport have more than doubled on transit at the REAL times one must be on transit to make or arrive at the times when most flights occur. You have to arrive at Seatac intake for TSA screaming and they also stager open lines poorly, so you have to get there earlier for the AM departures. When Metro had the 93 from tunnel to Seatac it was 30 minutes because there is NO traffic at 5 am. Now you must pay \$40+ to the the shuttle in order to make TSA, checkin, and boarding because Transit is too slow to gamble on and stops at all the questionable thug land stations.</p> <p>+</p>
NORTH KING COUNTY	<p>More bike infrastructure!</p> <p>Make bus rapid transit separated lane and/or grade and remove some of the stops on the existing lines.</p>
NORTH KING COUNTY	<p>Get federal funding. If they can spend 2.5 billion dollars on one military jet they can help repair the nation's infrastructure.</p>
NORTH KING COUNTY	<p>Can it be done more economically?</p>
NORTH KING COUNTY	<p>I think the entire plan is a good idea, however the cost is too high. The plan needs to be broken down into smaller parts and those funded now and other parts funded later.</p>
NORTH KING COUNTY	<p>I used to ride routes 56 &amp; 57 to down town from west seattles admiral area all the time with my kids. I haven't taken it once since the advent of rapid ride and the cut of service to west Seattle. It's ridiculous to have to take two busses for what used to be a 15 minute ride at nonpeak hours!</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	I'm a 69 yo man who uses a bicycle as my primary mode of transportation, cycling about 300 miles/month. I think it is extremely important that we invest more (1%) in the transit plan to make biking and walking a safe and convenient choice for getting to the train or bus. This absolutely must not be overlooked. As I age I will probably use more of a mix of bicycling and transit, but intend to keep using my own muscle power to get me around as much as I can, and I hope others will also.
NORTH KING COUNTY	I don't believe that there should be a sales tax levy because that unfairly disadvantages low income persons, instead I believe that there should be an increased income tax and captital gains tax as well as the proposed motorvehichle tax to levy the funds needed for ST3
NORTH KING COUNTY	Need ways to deal with traffic now. More rapid buses. A way to get from Ballard to capital hill.
NORTH KING COUNTY	The faster light rail is expanded the better.
NORTH KING COUNTY	Sooner!
NORTH KING COUNTY	Please focus on completing light projects in the core of Seattle i.e. West Seattle lines and Ballard lines first.
NORTH KING COUNTY	Ballard has taken on the biggest growth under HALA and 15th/Elliott is 30mph arterial that can take 45 minutes to travel via bus downtown. It deserves light rail before the suburbs. Our leaders can do better. I reject this plan as it currently stands-go back and make Ballard a priority.
NORTH KING COUNTY	Please focus on the city of Seattle where density is greatest. Connecting short well traveled neighborhoods will eliminate congestion effectively.
NORTH KING COUNTY	Fuzzy headed arithmetic 2 million adults at \$200 a year will raise 0.4 billion bucks a year for a project that should with proper management be paid off in 25 years at a cost of ~2 billion a year. Either you're misrepresenting the numbers, or you are unable to do sensible budgeting, neither is good.
NORTH KING COUNTY	I do think parking at the stations would help with ridership.
NORTH KING COUNTY	Do it right, within budget, on time. Otherwise, reduce the size of the project to something that can meet those criteria.
NORTH KING COUNTY	Taxing property, sales, and vehicles is NOT SUPPORTABLE for these projects! I support an income tax. It makes no sense to continue to rely on the exact same sources of revenue for long-term projects... especially the motor vehicle excise tax. Also, I live in an area that is represented by a dotted yellow line, indicating that my transit options will NOT improve, even though I am going to be taxed for them. This sucks. Why should I pay for something that doesn't benefit me in the least?
NORTH KING COUNTY	Why would you not start Ballard first?? This area got screwed when you all dumped density here w/o the means to move people!! Please fix this first!
NORTH KING COUNTY	Please, try to act as though there are no angry drivers that don't want to pay for us poor people and our public transit. Thats not how public transit is supposed to work. We all pay and we all benefit. Ignore them. At this point I'd be happy to see ANYTHING new being built (in terms of transit). Just build a lot... thanks!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	move faster and get more people using the system. Outlying parking is a much higher cost solution than greater access and TOD within urban areas, but if you are going to have parking, then it should be congestion priced -- charge more so that there are always a few spots.
NORTH KING COUNTY	The cost should not fall primarily on home owners. It should be borne mostly by the users. With the addition of light rail to UW, I have lost my easily accessible, fast commute to downtown. My commute time has increased substantially.
NORTH KING COUNTY	Stop with dumping money into buses. That is not very futuristic. If you want to fix the problem you need to high prioritize light rail/subways that connect all parts of Seattle as a top priority. I live in the city but I hardly travel around it anymore as traffic is a joke, parking is terrible and buses are not fast or convenient.
NORTH KING COUNTY	Completing light rail is of the utmost importance. Traffic is terrible in the city and surrounding areas. Pollution from greenhouse gasses is very high. We need a reliable light rail system yesterday.
NORTH KING COUNTY	Spend more money to get ALL of these projects done in 1/2 the time. I am willing to pay my share to make this area strong for future growth.
NORTH KING COUNTY	If the cost to tax payers is so high I would want to see the timeline of light rail executed faster.
NORTH KING COUNTY	It is necessary to think of our future. I lived 8 years in West Seattle and no live in Lower Queen Anne/Amazon - we are getting locked in and it's necessary to have a light rail that connects all areas of the city. I think it will be worth the cost to help alleviate our terrible traffic problems. Make it happen faster if at all possible. :) Thank you!
NORTH KING COUNTY	I would like lightrail from Shoreline to Kirkland.
NORTH KING COUNTY	Pursue funding outside PSRTA Boundary
NORTH KING COUNTY	Do this ASAP!!!
NORTH KING COUNTY	Please kick all of the buses out of the downtown tunnel. It's making my morning commute on the light rail messed up. My light rail - is late-, even though it's supposedly supposed to be reliable. It should not be 11 minutes to the next light rail when they should only come 6-8 minutes between (according to the hours). I have another bus to catch after that. I have work to go to. Please make West Seattle to Downtown a greater priority. West Seattle is becoming the next Brooklyn, NY. It's so important to have connections so I can live anywhere I want and not worry about the current hour and a half it takes to get home.
NORTH KING COUNTY	Combine all transit systems. Metro, Sound Transit, community transit ect. Seems to be a lot of waste in having redundant organizations.
NORTH KING COUNTY	The property tax increase you're proposing is outrageous. Outrageous!
NORTH KING COUNTY	This plan seems to help those who already live within walking distance of one of the main corridors or stations but it does not help those who do not. If I have to get into my car to get to a bus or light rail station which doesn't provide parking, I might as well stay in my car all the way to the office. I realize you can't help everybody, but I would suggest improving each neighborhood's means of getting to or from these stations or corridors, otherwise these plans are not helpful to a large number of residents.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	Please work on 522 and the Seattle to Woodinville track! My boyfriend d and I use it daily and we can sometimes sit on 522 for an hour plus. Thanks for being amazing and trying to help our lives improve!
NORTH KING COUNTY	Functioning transit systems lead to an increased quality of life. I fully support the expansion. I'd also like to see more east-west accessibility within Seattle.
NORTH KING COUNTY	Funding should come from the source of the impact: big corporations. Big companies move in and they bring people with them. Traffic gets worse for the existing citizens through no fault of their own, therefore more public transport is needed. The big companies should pay for their impact, instead of taking all the money out of town with them leaving the small time worker bees with the task of figuring out (and paying for) the problems created. I'm talking about the companies who have put so many vehicles on our roads (amazon, microsoft are two that come to mind).
NORTH KING COUNTY	17 years to West Seattle and 22 for Ballard is ridiculous. Those should be 5 maybe 10 years out.
NORTH KING COUNTY	As an Architect and Urban Planner I have long been a transit advocate, but as currently proposed I cannot support ST3. The plan prioritizes suburban development and car dependence. Transit expansion should focus on the corridors with the highest potential ridership and that have the highest potential for transit oriented development. Aligning the current Lynnwood extension with I-5 and not highway 99 was already a missed opportunity, please stop the continued short sided transit planning. In the current form I will not be supporting ST3, as I feel it is a vote for more parking lots and more inefficient sprawl oriented development. Please consider your own research and support the proposed routes with the lowest cost per ridership.
NORTH KING COUNTY	Too slow! 25 years is ridiculous to complete this plan. I would be a reliable "Yes" vote if this could happen in a decade. It's embarrassing how long it took to get Light Rail to UW.
NORTH KING COUNTY	This entire proposal is obscene with the amount of money proposed against the failure of Sound Transit to mange smaller sums and promises in the past.  Fix the I5 bottleneck through downtown Seattle and reduce that daily predictable problem.
NORTH KING COUNTY	The city has managed to cram more an the planned amount of growth into Ballard. Ballard should have commensurate priority for the implementation of light rail service.
NORTH KING COUNTY	Finish this project faster. Focus on Seattle first and branch out from there. Don't be so quick to branch out and make the home base stronger first.
NORTH KING COUNTY	The whole approach is too linier
NORTH KING COUNTY	\$200/resident/year seems pretty steep to get the majority of the community to agree upon. What % of that \$200 is comprised of anticipated sales tax revenue per resident?
NORTH KING COUNTY	Move the convention center to Seattle center so you can open up I-5 thru Seattle. Better use of money
NORTH KING COUNTY	Anything will help....anything. Traffic here is at crisis stage, the \$\$ will have to coughed up by all
NORTH KING COUNTY	Thank you for your continued efforts to improve the transit in our city.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	Seems that while you want to encourage bikers not enough provisions are available to bikers. Example --- only two bike holding locations on Light Rail cars. AND no bike storage at the University of Washington Husky Stadium location. VERY VERY awkward to access the UW Light Rail location. Walking over a mile to get on the UW Light Rail seems to defeat the purpose.
NORTH KING COUNTY	Students in other parts of the country ride transit for free during school hours which eliminates yellow bus traffic and grows another generation of transit users. Try it!
NORTH KING COUNTY	Thes options need to be integrated and integrated quickly. Also, are there plans to increase any capacity on I-5?
NORTH KING COUNTY	If all of these projects go through, I would no longer need my car.
NORTH KING COUNTY	Feel taxes on vehicles should be a larger source of funding for the plan.
NORTH KING COUNTY	Put west Seattle and Ballard together first. Those two are very much needed in Seattle where the highest car-less population is.
NORTH KING COUNTY	Please fast track these projects. I am willing to pay more taxes for faster completion date.
NORTH KING COUNTY	I wish there were more buses too--could be smaller vehicles on less-used lines
NORTH KING COUNTY	The I5 between Nisqually and Tacoma is has some of the worst traffic throughout the day than almost anywhere in the state and has a high rate of vehicle accidents.
NORTH KING COUNTY	<p>Unfortunately this survey is quite complicated and takes a large amount of study to understand the questions and choices. For me, as a retired transportation planning professional engineer, I understand the survey. But it took me way more than 10 minutes to evaluate and then understand just the system route map. Many of the questions required difficult alternate choice decisions. Again, not possible to complete in a modest amount of time.</p> <p>So in conclusion, I just scanned it and marked answers to just a few questions that serve my self interest, not a regional perspective at all. And, given I'm retired, I won't benefit from the ST3 directly as I'll be quite aged, if even alive at build out. But I'll get to pay the taxes.... but it's for the good of the region, so I'm in.</p> <p>But really now, who do expect to take this survey and provide meaningful input? Try harder. Do it a different way. Hire some good public outreach consultants. Ask riders on the buses and trains how they want to provide input, then fashion a survey based on their responses. But that's only a micro portion of the taxpaying population.... You need the non-users to buy into ST3, right? Good luck!</p>
NORTH KING COUNTY	We need light rail sooner. I will be retired by the time I would see any benefit. Long commutes lower our quality of life, I'm willing to pay, just hurry up already!
NORTH KING COUNTY	17 years for a solution to West Seattle's transportation problem is too long. I will not vote for any plan that takes 17 years to solve a problem that needs to be addressed now.
NORTH KING COUNTY	Please prioritize walking and biking to get to the new stations. It would be a waste not to. Make our streets safe for this to happen.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	I believe that the businesses that are driving the increased congestion in our city should pay the lions share of the costs for all this transit we are putting in to accomodate their business growth.
NORTH KING COUNTY	I am not a rich Amazon Microsoft person. You are asking a lot of me to pay 400 bucks a year in our household.
NORTH KING COUNTY	Clearly, the big factor to all your lofty ideas of adding more disconnected pieces is the CONNECTORS. That is -- there needs to be bus transit from homes to get to lightrail or other modes. Parking at bus hubs or parking at light rail (for free or very low cost) is critical. And then, buses from light rail stops to all other areas is key. Otherwise, who would waste the time and cost to get from their homes to the hard to reach light rail stations or other hubs.
NORTH KING COUNTY	Project Costs: This tax, tax, tax song being sung in King County (Constantine) and Seattle (Murray) is getting to be a royal pain in the ass. There is absolutely no consideration given by these so called community leaders to the retired community and what this avalanche of taxes does to their year-to-year disposal income. You guys JUST DON'T GET IT! But we are living on a fixed income with NO to INSUFFICIENT cost of living increases to the fixed annual retirement benefits. Without taxes, we are losing our financial power because Pugetopolis has a much higher than normal cost of living. No or inadequate COIs mean we lose and when you add repeated major, never-before seen new taxes or increased levies, then it it damn impossible to support any of these fancy dreams. I'm not poor, but I'm not wealthy--I am retired military, so tax breaks if you are in the povety category don't help when you are dap in the middle of the retirement curve (e.g. 60K),
NORTH KING COUNTY	Howdy, I live near 145th and I-5. I am looking forward to light rail (2023, I believe) but pedestrian access right now is horrible... I hate walking over I-5 with just that low guardrail, and then the sidewalks along busy 145th are terribly narrow. All those signs that say No Radical Rezone? I'm like... go ahead and rezone it. Please! Thx.
NORTH KING COUNTY	Make it happen faster and push it towards zero carbon.
NORTH KING COUNTY	why does it have to take so many years?
NORTH KING COUNTY	WASTE of money.. Tired of constant property tax increases. Don't have the money!
NORTH KING COUNTY	Please, please let's get this going already. The traffic is so bad now - it doesn't matter what time of day. If I had light rail options to my office that didn't take 3 transfers and four hours one way (Seattle to Redmond/ Bellevue) I would use them!
NORTH KING COUNTY	We pay huge taxes already. This money should be found in there somewhere. We are spending millions on other projects which are not nearly as important. If all the projects, we think will be on the ballot, and involve higher taxes, pass, nobody will be able to even pay their bus fare!!! I suggest a survey on the many things people in this area resent having their taxes used for.
NORTH KING COUNTY	The Ballard and West Seattle lines should receive higher priority. Light rail is essential to travel in the region. Is there no way to speed up the process? We also need better cross city linkage, such as between Ballard and the U District.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	Seattle City improvements (including Queen Anne, Ballard, West Seattle, Northgate) should be prioritized to happen much sooner than contemplated by plan.
NORTH KING COUNTY	You should focus rail and light rail on the areas where commuters are already using mass transit the most first. Ballard and west seattle should be priority 1. We need a fully connected city before suburbs. By focusing on suburban areas first you reinforces the idea of creating more Sprawl. When transit works best in urban areas it I forces more density.
NORTH KING COUNTY	Complete the Ballard line within the next 7-8 years. The population density in the Ballard, Queen Anne, Magnolia area is increasing rapidly with all the building of 4 story+ buildings and a light rail system will greatly help. Don't use the funds for busses, instead take the \$ and put it into more light rail faster.
NORTH KING COUNTY	The only way this works is to have dedicated right of way separate from private vehicles. Don't let foolish glamour projects like Seattle streetcars distract you.
NORTH KING COUNTY	22 years is way too long for rail extensions.
NORTH KING COUNTY	Seattle to Ballard higher priority
NORTH KING COUNTY	Perhaps because of geography, our Puget Sound region tends to be North-South-centric. We need more West-East modes (Ballard-Downtown, West Seattle-Downtown).
NORTH KING COUNTY	The timeline on this project is hideously long considering what has been know and what is happening in terms of growth in the region. Also there are virtually no east-west connections being considered across the city. This plan just retains the isolated E/W nature of the communities and continues to make it difficult to across the city in any way besides surface streets that have been over capacity and completely under designed for years ... wtf.
NORTH KING COUNTY	There are many riders who will benefit from expanded service but who, because they do no pay real-estate tax, will not share their fair burden. In addition, sales tax increases are about as unfair as tax collection can get. The proposed funding needs to be radically remedied.
NORTH KING COUNTY	Few of these projects actually benefit residents/property owners in the City of Seattle, yet due to the inflated property values within Seattle itself, higher responsibility for financing these projects will rest on these same residents. I haven't been opposed to increased taxes on my property to benefit the community at large, but as time goes by, I see less and less benefit to my community at small. I would like to see more equity.
NORTH KING COUNTY	I strongly support the effort to expand and improve our regional transportation system. I am concerned about the timetable for the projects. I believe many of them need to come online much sooner than what is proposed. Our region has been and continues to be woefully behind when it comes to its transportation system.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	The time line is EXTREMELY long. Technology will over take the light rail as it currently is proposed. Why not look at existing public right of way s- such as medians of highways or even the shoulders that you propose for buses - and incorporate light rail? The bus system here has been pushed onto computers as a viable alternative instead of true mass transit. Most bus trips require at least 2 if not more transfers and the down time on buses, besides the loss to investment, makes it an unattractive option. If you want to build a rapid transit system - then build it!!! Stop with the buses all the time and focus on a true system that should have been built decades ago.
NORTH KING COUNTY	Consider re-adding busses that you cut due to light rail expansion to Capitol Hill and UW. This especially applies to areas that are outside the light rail service area between UW and Capitol Hill (Lakeview blvd, Portage Bay, Eastlake Ave, SLU area). If not readding previous bus routes, consider making improvements so that busses that do serve these areas (the 70 in particular) is reliable.
NORTH KING COUNTY	between the hour's of 10:00am & 3:00pm - - I think the Rapid ride buses should stop at every stop there is a person waiting for a bus - - -I was waiting at a bus stop, in West Seattle, (not a rapid ride stop) and within a 20 minute period, 3 rapid ride buses passed me by - -the normal bus comes every 45 minutes = = = that doesn't make sense!!! - -[name]
NORTH KING COUNTY	Keep up the good work!
NORTH KING COUNTY	No more streetcars please.
NORTH KING COUNTY	[explicit] make more rail lines to the south, [explicit] the northern part of the city those [explicit] don't want rail in their neighborhoods because they are rich and racist.
NORTH KING COUNTY	The time is now! Seattle needs to come into the 21st century and build a solution to the growing population. People are going to come and the city will grow, it's time for a transportation solution to accommodate the city that we all love.
NORTH KING COUNTY	I think it is possible to do these kinds of projects fast and more efficiently. There are plenty of cities in other parts of the world who have done it. I think traffic and how we get around is THE MOST IMPORTANT thing we can do for the health, well-being and overall development of the Puget Sound region (especially for Seattle itself). Taking 12, 17, and 25 years to get this EXTREMELY important work done is just not good enough. I appreciate this survey and the ideas it contains but we can do better. I've lived in Seattle proper since 1996. We have had MANY chances to do a better job and back then it would have helped things alot today. Traffic in the last two years within neighbors let alone I-5 is horrendous and with the above timeline...I can't even imagine how we will move people around!, Thank you, Julia Wharton, Capitol Hill
NORTH KING COUNTY	I think the plans that I would support most strongly provide for more express service of outlying areas into and out of Seattle...we need more frequent, quick service for getting into and out of the city, with fewer stops along the way. For example, routes that have just a couple stops in them as opposed to routes that stop every two blocks or so. Thank you for your hard work on improving transit!
NORTH KING COUNTY	Fix the damn road infrastructure first. Our roads stink!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	I would like to see the main focus on building lite rail and other transportation options that make using the freeway system less necessary. Our freeways, especially I-5, are way too crowded, and anything that gets traffic off the freeways would be beneficial. This even includes buses. More people will use lite rail if it's convenient and easy to use. For me personally since the new section of the lite rail going from Westlake to Capitol Hill and the University of Washington opened, I've used it frequently. It gets me where I need to go without having to travel slowly on an overcrowded freeway. This is something we need more of.
NORTH KING COUNTY	Property tax is a very regressive way of funding. Washington or the city of Seattle should have an income tax or other progressive tax. Just because we are fortunate to live in a valuable house does not mean we have high income. And think of retirees whose houses have appreciated, continued property tax rises push them out of Seattle. I'd happily contribute 17 per month, but .5 percent property tax is way more than that. Also, vast apartment construction in the area means they aren't paying
NORTH KING COUNTY	Please make improvements in Seattle as soon as possible! It's a mess out there!
NORTH KING COUNTY	I would like to see the 145th Rapid Transit included along with a project. While my husband and I don't currently use public transportation, we both did for our previous jobs for over 10 years. We changed jobs to work closer to home and improve our commute. I would love to see Seattle have an effective transportation system!
NORTH KING COUNTY	<p>-More light rail stations through capitol hill and at major public spaces like volunteer park, magnuson park, seaward park.</p> <p>-Parking at north seattle stations--or people will not get out of their car and into the rain to get on the light rail--- look at BART in the bay area--- everyone ride it because there is parking in the burbs. Most people in Seattle are not from Seattle anymore and we have to make it easy for them to give up their cars.</p> <p>Please connect the bike trail from under fremont bridge to ballard trail. Also, coming from the east bg trail UW, how am I supposed to get across the fremont bridge w/o killing myself(on a bike)? very dangerous for bikes.</p> <p>Traffic is so bad now, thank you for trying to do something about it.</p> <p>thanks!</p>
NORTH KING COUNTY	Seattle Downtown to Ballard transit is needed much sooner than 22 years from now. There is too much reliance on automobile excise taxes to fund these mass transit projects. Fares should be raised so that transit passengers pay more for their already heavily subsidized rides.
NORTH KING COUNTY	I can't read the comment titles on my phone. This survey is a little weird on mobile. Also I love the plan but 8 years for BUS SERVICE, 17 years to west Seattle, and 22 years to Ballard is crazy. There has to be a way to go faster than a quarter century time scale.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	Ballard is being ignored.
NORTH KING COUNTY	I am concerned the non internet users that support the graham street station are not being reached by this campaign. They tend to be more reliant on public transportation and access. And there is a huge population that does have access to sound transit between othello station and columbia city station.
NORTH KING COUNTY	Higher frequency of the 132.
NORTH KING COUNTY	Run an elevated bus only lane down I-5 and I405. Connect it to transit centers with parking. Run busses down them every 5 minutes. My impression is that all these ST plans are over priced, take too long, and are ineffective.
NORTH KING COUNTY	You are going to do what your want this is all a big joke you do not care about the families that live close or next to the hi ways. I've been to several meetings on this and you already have your plans done. And when this was up for a vote the families that close or next to the hi ways should only had the right to vote then we would of seen if it pasted the families that liv more than a mile or so away from the hi ways done care.
NORTH KING COUNTY	Light rail and reliable speed transportation options are critical in the Puget Sound region and need to be moved forward even if there is opposition or resistance by the vocal minority.
NORTH KING COUNTY	Mandate/strongly urge Amazon to invest in Seattle mass transit and other improvements, given how much we have invested in them to make them a welcome addition to our city.
NORTH KING COUNTY	We need to have rapid transit, especially downtown to Ballard, sooner!!! 22 years from now is too late!
NORTH KING COUNTY	Different funding sources needed as property taxes are not fair! How many renters pay? Shouldn't they? Also funding for schools should be the priority for property taxes transportation is everyone and everyone should pay not just homeowners that is not fair. Look at other taxed fees whatever but not just property taxes.
NORTH KING COUNTY	When I moved to Seattle I had access to 5, 16, and 75, each one way, one bus for me. Now I take two to three buses to get to the same destinations. I hate transit centers. I will no longer support transit bills.
NORTH KING COUNTY	A major property tax increase is unfair, because many communities (such as mine) will not see increased transit service. Why should we pay more to see our property values actually decrease relative to those areas with good transit access?
NORTH KING COUNTY	Funding needs to come from single occupant commuters, not property taxes
NORTH KING COUNTY	The idea of a never ending tax is appalling. I am in complete opposition to this plan for the sheer size and cost as well as the non-sunsetting taxes which could go on forever without another vote. Completely unacceptable. Even if I liked the plan, the non-ending tax is alone enough for me to vote against it. I do not support permanent tax increases as they lower accountability. ST has a history with accountability in the past
NORTH KING COUNTY	I feel that light rail expansion should be first priority, and there should be more rail expansion to some of the other neighborhoods in Seattle like Fremont,
NORTH KING COUNTY	Light rail to West Seattle is needed now, not 17 years from now. Apartment buildings are rising everywhere. If you don't leave at 7 AM for an 8:30 appointment, you'll never get there on time.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	support this and anything that will help relieve the traffic which really effects quality of life here. Would prioritize as many options/stops in downtown corrdior itself. Can't we use some of this money to improve car traffic on 1-5 because even though would rather use light rail ideally, reality is will still need to use car large of the time
NORTH KING COUNTY	There is nothing in the plan that evaluates automated vehicles impact on transit.
NORTH KING COUNTY	I do not support an increase in sales tax to fund this, as sales taxes disproportionately weigh on the poor. Motor vehicle and real estate taxes are fine.
NORTH KING COUNTY	Light Rail Light Rail Light Rail  West Seattle !!!
NORTH KING COUNTY	In addition to traffic-separated light rail (which I strongly support and only wish we could spend more to build it faster), we should encourage more motorcycle usage by allowing additional benefits and safety allowances for motorcycles. Motorcycles are TINY compared to cars and you can get a lot more of them on the EXISTING road structures we already have. Let's talk about allowing lane splitting, let's talk about allowing motorcycles full time access to bus lanes, or maybe more out of the box things, like permitting them to go 5MPH over the posted limit in 40MPH or higher zones (this helps with safety, in my opinion and is an encouragement to use a motorcycle)?
NORTH KING COUNTY	I hope that future light rail trains and stations incorporate bike features (i.e. ramps, bike train cars, etc.). Thank you!
NORTH KING COUNTY	With the housing explosion in both Ballard and West Seattle, those lines should be completed now, not in 22 years. Additionally, I am not a homeowner. Between schools and transportation, Seattle homeowners are paying an enormous amount of money in taxes, while I pay little and use transportation every day. A more equitable solution should be created, Perhaps a user tax should be added to the cost of those that use public transportation, so that people like myself are not benefiting from improved transportation yet not actually making much of a financial contribution.
NORTH KING COUNTY	Transit now! Not in 25 years.
NORTH KING COUNTY	More active communication about the costs to a typical taxpayer would help more people be supportive. I think a lot of people perceive the tax burden to be very high because the program cost is high .... while the cost to each person is really very low.
NORTH KING COUNTY	an efficient, low cost bus service is the best plan.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	This survey was difficult to answer. I have no opinion on transit options for parts of Western Washington I <i>*never*</i> visit. I don't know what Tacoma needs or Everett - there is bias built in from that part. The questions are too long - I would give up on this type of survey in any other setting. Also, I can't support ANY bus "rapid" transit where there are not completely dedicated lanes. I live in Ballard and there is <i>*nothing*</i> rapid about BRT at this point. Sure, you can tap before boarding and it's faster to get a wheelchair on/off, but Seattle is dominated by single occupancy vehicles clogging the roads and the bus gets stuck. Until we commit to resolving that, I will not support BRT because the "rapid" part is inaccurate. Not connecting Ballard to the existing Light Rail to the east is frustrating. I love transit. I don't own a car. I bike everywhere. But I feel "meh" about this proposal in its current form.
NORTH KING COUNTY	Seattle projects should be prioritized to alleviate in-city congestion for everyone. Commuters going to or through South Lake Union from Ballard & Fremont don't have alternate routes to get where they are going, and that impacts people who commute from other cities & neighborhoods.
NORTH KING COUNTY	The timeline is too slow and is not focused on the corridors which yield the highest ridership. Link is a regional light rail system but the current plan doesn't factor in the equity of the communities it could serve. Continue to build the core in Seattle where residents have proven they are interested and willing to vote for and ride light rail.
NORTH KING COUNTY	You and Metro have cut so much east west neighborhood service - e.g. 25 and 43 in Portage Bay and Montlake. We elderly travelers have no way to get to the light rail stations - we used to be able to take 25 to downtown. We need to have more service on Eastlake. We voted in a tax to increase OUR service as well, i.e., east west service through the neighborhoods.
NORTH KING COUNTY	Perhaps it's too late for this, but I would like to see a greater emphasis on funding from sales taxes and property taxes than vehicle registration fees. Vehicle registration fees feel more regressive and only target car owners. However, <i>*everyone*</i> benefits from better transit, not just car owners -- thus a shift towards all residents paying tax feels fairer to me.
NORTH KING COUNTY	Thanks for all your work about this, I'm super excited about these plans!
NORTH KING COUNTY	Seattle shouldn't bear the property tax burden for improvements to the outlying areas. Infrastructure improvements in Redmond, Lynnwood, or Burien don't affect me in Seattle (for instance) and I don't care to pay for it. The tax burden needs to be applied to the localities that will benefit most from being connected with Seattle. Sales tax is not the best choice to fund this for a few reasons including that it disadvantages the poor.
NORTH KING COUNTY	Ballard light rail has been proposed to be completed over 10 years from now. I really hope this is prioritized/ accelerated to open much sooner (prefer in the next 5 years)
NORTH KING COUNTY	we need a progressive income tax now!
NORTH KING COUNTY	With the limitless expansion of tech companies in the Seattle region, how about they get taxed as well.
NORTH KING COUNTY	Really need state income tax so levies are NOT how we fund regional priorities.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	<p>Rail should be prioritized above all else. While Bus service can provide quick wins, it's relatively cheaper to implement and doesn't address the long-term transit needs of our area as well.</p> <p>I strongly support ST3 and most transit infrastructure development. That said, ST3 is a massive plan with a massive price tag that should focus primarily on delivering long-term transit solutions.</p>
NORTH KING COUNTY	<p>This is a prime example of why this state could benefit from an income tax. The tax or fee per person should be based on income, not proximity to where someone lives. Public transportation benefits the lower income workforce greatly in their day-today lives, but being lower income should come into consideration. Public transportation benefits property owners in that their property values increase due to living in a city with public transport, and hence, if there is added value to their property, they should at least compensate more. This cost needs to be accurately floated across citizens and companies in a more fair way of monetary distribution.</p> <p>Public transportation will elevate this city from good to great and bring it up to more advanced cities. I hope we can make this happen</p>
NORTH KING COUNTY	<p>Please keep refining service already in place. We need to have northbound Route 512 running from downtown to the NE 45th Freeway Station on weekdays between 2:00 PM and 7:00 PM - a period when that service is currently unavailable.</p>
NORTH KING COUNTY	<p>I'm not supportive of adding extra sales tax onto our already extremely burdensome tax that pressures people to spend less. This proposal would push us closer to being the city with the top highest regressive taxation in the country.</p>
NORTH KING COUNTY	<p>Please stop wasting money on "faux" bike lanes.... painting a bike chevron on the street does NOTHING! It is unsafe for bicyclists and drivers alike. I doubt this region will ever become a huge biking area like Copenhagen or Amsterdam because it is TOO HILLY, it rains too much and we have long winter nights. I'd rather see funds spent on ROAD maintenance and BETTER ROAD SIGNAGE for drivers. The PNW has the worst road signage I've ever seen and I'm convinced it contributes to traffic jams as people are not forewarned of upcoming exits or even street names.</p>
NORTH KING COUNTY	<p>Light rail to east side and better north to east connections via mass transit are my top priority.</p>
NORTH KING COUNTY	<p>Why should we in west seattle wait so long for us to link light rail long with why should we cut it off at the west seattle junction there are people living behind there incase anyone has not notice by looking on the map.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	<p>Bus service should have been increased 20 years ago. I'm concerned about new long term projects when historically we have spent billions on studies and that again on almost implementing mass transit like the mono-rail yet we have not seen any beneficial results from these and yet we are proposing more of the same.</p> <p>I need to get from West Seattle to Bellevue/Eastgate. This would be a 2 hour journey if all goes well and I can race several blocks downtown to my connecting bus. A simple addition of more bus service on more regular intervals would have alleviated much of the traffic issues and allowed us to build a light rail system that would take us well into this 21st century. Bus service is also movable to meet shifting demand. Light rail is not.</p>
NORTH KING COUNTY	<p>Where did "The ST3 draft plan would cost the average adult in Puget Sound approximately \$200 per year, or about \$17 per month" calculation come from? Why can't you just tell us that sales tax is going up X and property tax is going up Y?</p>
NORTH KING COUNTY	<p>It is essential to include park and ride options at (almost) all light rail stations! It is ridiculous to not include this and may remove my vote. Park and ride is an excellent way to manage traffic and to encourage environmentally sustainable commutes. A short drive on side roads to a park and ride station can make transit workable. Adding an additional 15-30 minutes to a one-way commute by waiting for the bus, taking the bus (which inevitably does not take the shortest route to the station) and then waiting for transfer to light rail makes it often untenable. Include parking to facilitate use or people won't use it or will fill the neighborhood parking.</p> <p>Also, this plan really takes too long. Do less, faster, for less money.</p>
NORTH KING COUNTY	<p>get them done faster, so we can use them before I retire</p>
NORTH KING COUNTY	<p>Review the findings of the University of Minnesota US study of public transit accessibility.  <a href="http://ao.umn.edu/research/america/transit/2014/index.html">http://ao.umn.edu/research/america/transit/2014/index.html</a>          Only 14% of the Seattle jobs observed in the study are accessible to residents on public transit in 30 minutes or less. Cities in the top quartile (19-20%) include Boston, Austin, San Francisco, Hartford, Providence, and New Orleans. What are they doing right?          I would focus on the cities adjacent to large waterways: BOSTON, SAN FRANCISCO, PROVIDENCE, and NEW ORLEANS, what strategies, specifically rail vs bus mix, and time of day bus frequency, contribute most to accessible transit?          I suggest an increase in bus frequency during commuter times would significantly improve public transit travel times and usage for the Seattle area.</p>
NORTH KING COUNTY	<p>Overall I support ST3 in concept. My concerns are around the slow timelines to implement certain things. Specifically the 20+ year timeline before light rail to Ballard and the East side.</p> <p>Thanks Eric Anderson</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	<p>I absolutely think that buses should get their own lanes on highways in order to speed up bus commutes compared to driving. On any busy highway corridors where there is no bus lane, please add one!</p> <p>I also wanted to say that I am so excited and supportive of this plan - Sound Transit is the best! Thank you so much for the recent light rail expansions, and I greatly look forward to more in the future! I only wish that these projects could have received funding 20 years ago, so that I could use them now!</p>
NORTH KING COUNTY	<p>Love the new Link Light Rail access at UW Stadium. However, getting to it is difficult and slow and means a longer trip to downtown from my house than the old bus routes and/or driving. Now driving more due to loss of faster bus service.</p> <p>Also, Park and Ride at Northgate already overflows into nearby garages which are NOT designated for transit. This situation will get much worse when light rail opens at Northgate in 2021 unless additional parking is provided.</p> <p>Parking and drop-offs/pick-ups must be part of the mix!!!</p>
NORTH KING COUNTY	<p>My negative reactions to this are not to the specific plan, but rather to Sound Transit; this issue was not addressed in the survey. Sound Transit has such a miserable record--over budget, past timelines, massive screw-ups--that I don't trust the current management with anything. Have a complete overhaul of Sound Transit management, and then I'll consider supporting a plan.</p>
NORTH KING COUNTY	<p>Is there any way to increase the speed of the light rail train? Even when you catch the train right as it arrives, it runs much slower than a car. Driving from Seatac to Westlake takes 20 minutes in a car, vs. 39 on light rail. Service from downtown to Broadway and UW beats driving, but it seems like the train could go even faster. Is this a possibility?</p>
NORTH KING COUNTY	<p>The only downfall to any of these plans is Metro has re-routed their bus system to accommodate this prematurely and have eliminated many local metro neighbour buses to feed this lightrail system. It would be nice if they would stop such gun jumping and catastrophic planning implementation as now I am using a POV instead of the the transit system as I once did.</p> <p>Good luck!</p>
NORTH KING COUNTY	<p>I WANTED TO TELL YOU ALL: I am extremely supportive about expanding transit, however, as of right now, what you are doing with the bus system in the university district is absolutely HORRIBLE. My commute from the Udistrict to Georgetown area which used to take 45min - 1 hour one way is now atleast 1 hour and 15 mins! Plus we all have to take 3 transit items instead of 2 to get down there. I understand that the link up to the university district is vital, HOWEVER, transit should have waited to open up BOTH university district stations at THE SAME TIME. Not just a station that is far away from literally EVERYTHING in the Udistrict. I have to say I am disappointed, I really hope that you do something about this by the next time the schedule changes.</p> <p>Sincerely, A University District inhabitant and concerned citizen</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	As far as improvements to stations: please include greater access to ORCA refill stations. It can be difficult to find a place to refill your ORCA card immediately, especially if you don't have a car, and the 48-hour waiting period after refilling your card online can cripple a person's ability to travel.
NORTH KING COUNTY	Thank you for adding the Graham street station - it is vital to our underserved community in the south end
NORTH KING COUNTY	Better connection from Magnuson area to UW lightrail. More room for bikes on light rail
NORTH KING COUNTY	Worst 2nd page of "50% completion ever", it should have been split into multiple pages.
NORTH KING COUNTY	My neighborhood, Georgetown, continues to be poorly served by current service and left out of future plans. I also used to live in Ballard and West Seattle which all seem to be on the low priority list. Maybe you are missing the demographic of those who want to live in and near the city and be able to easily get around on transit and are instead reaching to the suburbs? I'll still have to drive downtown because it's way faster and cheaper than driving and parking at a light rail station halfway to my destination. Please focus on getting people around the core of the city before serving one or two neighborhoods in the exurbs. Thanks though, looking forward to the great future.
NORTH KING COUNTY	To call this a transit SYSTEM is a hoax. ANY transit plan that puts a large number of parking facilities at stations is a fraud. Most or all stations must have bus "terminals" built into them for taking passengers deeper into communities. Park 'n Ride stations belong ONLY at the terminus of the rail system. We need a fully integrated bus and rail system. We do not need what we have and is being proposed which will end up being numerous parallel modes.  I have lived and worked in cities with poor to great transit systems. Link/ST/Metro has all the makings of an incompetent one, every bit as terrible as Chicago and nothing at all like Toronto.
NORTH KING COUNTY	Sound Transit is like other government agencies who think that the taxpayers are ATM's with unlimited funds. Well they are not and I am sick and tired of all of these proposal from different agencies that keep asking for money. Well this taxpayer is sick and tired of these levies and Sound Transit can shove this whole proposal someplace where the sun doesn't shine and if you understand what I said I will put it plain language and that is shove this whole Sound Transit proposal up your ass.
NORTH KING COUNTY	Instead of spending such large amounts of money on building out extensions, focus dollars on maximizing ridership for the planned the programmed lines to Lynnwood, Overlake, Federal Way. Make greater investment on getting people to/from stations along the core system as opposed to extending lines.
NORTH KING COUNTY	I find that reliability is more important that speed. I don't mind if they bus/train/light rail/whatever takes a couple minutes longer, so long as I know that it will be on-time. More transit! Woooo!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	i strongly think that the city/state should further explore the option of extending the monorail to better support the Puget Sound area. expanding the monorail would be less expensive and take less space than building new light rail tracks (particularly less expensive than building tunnels, etc). i wish the city had expanded this years ago rather than building more infrastructure for buses and other transit that doesn't escape our city's bad traffic problem.
NORTH KING COUNTY	Graham street needs to happen, with a park n ride. so many people use it that as a connection to i5, having a park n ride might encourage more people to use public transportation
NORTH KING COUNTY	Build the ballard line first please
NORTH KING COUNTY	Our household would be much more open to this kind of high-cost long-range project if King County and the City of Seattle had not already passed what must be around 20 other levies, many of them for transportation improvements. We are retired and our Social Security income was not increased and the total bill onto of existing tax levies will be burdensome to us and I believe to many others.
NORTH KING COUNTY	Light rail for long distances (ie commute from north and south ends into downtown; seattle to east side) is tge way to go. Build more light rail stations and use bus service to go between these stations and into neighborhoods and along shorelines.
NORTH KING COUNTY	Raise the money by lowering or getting rid of Tax Incentives, Tax breaks for Businesses.
NORTH KING COUNTY	Just fix I-405
NORTH KING COUNTY	PLEASE BUILD THIS SOONER THAN PLANNED. I'm willing to pay more in taxes.  But I'll take this over nothing at all, so even if this is the best we can get - please give it to us!
NORTH KING COUNTY	Increasing taxes on property owners places extraordinary burden on property taxes, wh/ are already going through the roof for various reasons. A larger increase on car owners would seem more appropriate. We also need to grow up and place tolls on freeways entering Seattle (I-05, 520 and I-90), as well as along the extent of the I-405 corridor. Increasing bus service w/in the region would seem a first priority because it's cheaper and faster to build out. One never hears of building out the system using fares, wh/ must be calculated to increase over time; if not, forget about the program.
NORTH KING COUNTY	Excellent plan. Terrible timetable. I don't think it will pass with a 25 yr. timetable.
NORTH KING COUNTY	Improve disabled access and wheelchair riding
NORTH KING COUNTY	Please evaluate the impact of self-driving vehicles on Sound Transit. Thanks.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	How can anyone trust this BS? Why would your bring such a piss poor draft to the masses? ST1 was supposed to have light rail to Everett by what was that 2006? Come on get rid of the HOT air around ST aka DOW RON and probably everyone else on the board. How embarrassing 22 years from Seattle to Ballard. 25 years to Everett and Issaquah They built a rail system across the entire US in a few years. This whole thing just smells like fraud. Rail doesn't take that long to build. Your ridership numbers are crap. The subsidies per rider are off the charts. That sounder Train is a joke. Burn this ST3 draft plan and start over. OH and maybe fix the 520 I-5 I-90 interchanges and I might vote for it.
NORTH KING COUNTY	I am in NW Seattle and until recently worked in SE Lake Union-- now at UW. Need more transit options!! Light rail is best as it is independent of traffic
NORTH KING COUNTY	I would like to see the 130th St. Station changed in the draft plan from Provisional to Commitment to be Built. Besides providing improved access to residents in Bitter Lake (north Greenwood) and Lake City etc, it would be a wonderful opportunity to build a new urban community around it. Businesses, denser housing, etc.
NORTH KING COUNTY	Light rail expansion as opposed to buses is the most important thing for our city to focus on. To fix our traffic issues, more light rail is required. Also, more frequent stops downtown and in the capitol hill area of Seattle will improve functionality.
NORTH KING COUNTY	The scope of the survey is too large. How are people who live and work north of Seattle supposed to accurately assess and determine what Tacoma and Federal Way or Bellevue and Redmond need. We should be working out from the cores (Seattle/Bellevue/Everett/Tacoma) where the highest density exists. Providing access to the light rail gradually moving outward will likely match urban sprawl and urban fill. Providing places for people outside the cores to use mass transit once inside it will reduce the need for traffic in congested urban areas. Knowing the dominant patterns of workers and their commuting routes should be the driving force. Connecting Seattle to Bellevue or Tacoma or Everett may not provide the biggest bang for the buck. Giving people options to get to work from where they live should be the prime goal.
NORTH KING COUNTY	Emphasize the earlier attainable goals, such as engineering to increase the speed and reliability of Rapid Ride and express bus lines. These have more immediate pay off and then some of the more distant light rail and heavy real goals.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	I think it's very irresponsible of your organization to conduct and structure the survey in the way you have. You have minimized the decision making so thr focus is on select project choices rather than openly discuss the true financial impact of what you are proposing. No [explicit] we need transit in the Seattle Metro, and every one of these projects will arguably benefit the region. What is unacceptable is the proposed total cost and your lack of framing other viable options. 50 billion ARE YOU [explicit] KIDDING ME!!! That would make our project the most expensive in the nation by a long shot at 463 million dollars per mile. That's blatant pocket lining bureaucracy at its finest and I ashamed to live in a city that wants to place the burden of such a ridiculous proposal on its residents. Cut the cost to 50 or 100 million a mile and it's still expensive but would place the entire plan in line with other light rail expansions around the nation. I sincerely hope my comments are taken seriously and posted where others can get an idea of how truly absurd this plan is but you liberal, Bernie loving hacks will just delete it or sit around your chai tea lattes giggling to yourselves how no one will be able to stop this madness.
NORTH KING COUNTY	Sound transit must change draft plan to that recommended by the North West Coalition...taking Light rail off 15th Ave and building new bridge over canal. My continued support of ST regrets this change. ST must listen to the community organizations and citizens along the downtown to Ballard route. They are represented by the NW coalition. Ignore them and support for LR will not be as strong
NORTH KING COUNTY	Build it sooner!!!!!!
NORTH KING COUNTY	Traffic in this city is only going to get worse, even with bus line improvements. Dedicated bus lanes and light rail should be the top prio.
NORTH KING COUNTY	The draft plan reduces total ST Express hours of service compared to today's service levels. This will have a severe impact on communities not yet served by light rail. In addition, the proposed timeline is unacceptable. Transit is urgently needed in this region and ST should be doing more to make it happen. Finally, ST should not be including Sounder station access and longer trains in the same question. Longer trains are urgently needed whereas station access is a "nice to have". Overall this is a mediocre planning effort and I will vote no in order to push ST to do better.
NORTH KING COUNTY	Prefer property taxes to sales taxes given income impacts and impacts to commerce.
NORTH KING COUNTY	With a limited income and the continually increasing costs associated with living in Seattle, the constant belief by the Sound Transit board that those of us who own property are an open ATM machine from which they can withdraw funds for transit is getting a little tiresome. As much as I do believe in public transportation this funding mechanism is becoming more than i can afford to carry on my back much longer, how many additional \$200.00 per year do you think I actually have. I'll tell you...Not as many as you may think.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	With increasing congestion and blockages on roadways Link to Sea-Tac has become increasingly interrupted and less reliable. And this can only get worse. Future light rail should not be mixed with car and bus traffic in urban areas.  No arrival times on monitors in downtown tunnel? Really? This should be fixed ASAP. I know you have the technology and rightly put it in the Capital Hill and UW stations. Cell phone coverage on the platforms would be an acceptable alternative.
NORTH KING COUNTY	If there is better bus connection to light-rail stations, I do not believe parking is necessary. If parking is to be provided, there should be a nominal charge to park there.
NORTH KING COUNTY	Ballard needs to be more of a priority (faster timeline and addition of a UW to Ballard line)
NORTH KING COUNTY	Tax the rich and corporations, especially Boeing. The Middle Class and Working Class are already carrying more than their fair share.
NORTH KING COUNTY	Plan is too costly and this survey gives scant, if any real information about the cost of this massive proposed expansion. Levies of this magnitude are always downplayed and the voting public is purposely kept in the dark about the real costs and cost overruns which inevitably occur. In addition, the time frame for construction is far too long. This reeks of a boondoggle waiting to happen and there is no information about oversight and who will be in charge of the project - and what their track record is for such a massive undertaking. The region does need transit but the cost of this is too high, to be borne by too few (only three counties) and the time to construct is ridiculous.
NORTH KING COUNTY	Taxes to fund ST3 should NOT include increases in sales tax. Taxes to fund ST3 should be motor vehicle, property, and/or gas taxes.
NORTH KING COUNTY	Please be as clear and transparent with the funding & timing. I voted THREE TIMES for the monorail, I do not want to go through that again. Thanks for all your efforts!!
NORTH KING COUNTY	only more taxes its only 17 per month you people are a JOKE the system in place loses money and you want to build more what JOKE
NORTH KING COUNTY	Please no link from University district to Ballard.
NORTH KING COUNTY	Timeline should be MUCH shorter. Would prioritize building out the light rail system. Buses are subject to the vagaries of traffic (even rapid transit lines) -- there's no way you're going to convince car owners to start taking the bus. I would leave my car at home if light rail was a viable option for my commute.
NORTH KING COUNTY	Better bus, bike and pedestrian access to UW station. Much of NE Seattle doesn't even have sidewalks. Consider stop along lake city way to increase access to NE neighborhoods. Density can be built there and its easier than Ballard.
NORTH KING COUNTY	I think they need to add to the study how to make mass transit more family friendly. I commute with a 1 and 3 year old and it is a challenge.
NORTH KING COUNTY	This is more of a question: curious about how the board arrived at the order of new light rail extensions?

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	Ballard light rail needs to be below grade and rethink the route in order to service Belltown.
NORTH KING COUNTY	The cancellation and changes of downtown Seattle routes has impacted my use of the bus system. I would recommend also looking at renewing investment in the core downtown routes.
NORTH KING COUNTY	<p>I am concerned about tunneling so much in our local soil. I have this concern because I have an understanding of how tectonic plates work, but i have also seen some correlation between "fracking" and local quakes. I understand that precautions are taken, and soil is frozen to ensure the safety of having rail tunnels underground - however, just like "fracking" messes up with the local foundation of the soil, I believe that tunneling in excess could lead to a weakening of our local foundation, too.</p> <p>I want you to consider how fascia (the web of connective tissue all through the human body, google Myofascial Massage) when torn in injury grows back in the form of scar tissue, hard, bumpy parts. Now think of our local foundation (superficial to below sea level) as similar to fascia. You're burrowing into it and cutting a long tube, think of that as a tube of scar tissue.</p> <p>In fascia, a pulling of the fascia or scar tissue deposits can increase the amount of pressure in pounds onto any given surface area of the body. What if tunneling like this is increasing the pressure in the earth's soil and encourages tectonic plate movement?</p> <p>I understand some of you might be laughing in your office right now, or you haven't even gotten this far - and if you have gotten this far and aren't laughing, thaks for humoring this massage student who really cares about not dying in an earthquake.</p> <p>Just some deep thinking after taking the time to fill out this survey. Int he grand scheme of things, my vote doesn't matter. What matters is the economic state of our cities and who is willing to spend the \$\$ on it. There are many of us in Seattle who rely on public transportation, and have no other options, who's vote will be washed away by the voices of the privileged and wealthy, who have cars. So they may not want our transit to improve.</p> <p>I value public transportation that is safe, reliable, and efficient (both for ease of use/access and for the environment). I wish there were another way to get the funds needed for this, but I also know that I have heard people talking about how getting the funds necessary would be difficult.</p> <p>Good luck to you guys.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	Additional bus routes should be added, BUSES SHOULD NOT BE CUT TO FORCE PEOPLE TO USE LIGHT RAIL. Light rail access is not convenient enough to cut bus service to people more than a 15 minute walk away from any given station. The new UW station, for example, has forced bus cuts in my area and now forces me to take 3 different buses throughout the week to reach downtown. In addition, a bus downtown typically takes about 30 mins from my house while the commute to and from the light rail station totals around an hour, doubling my effective travel time. This does not promote use of the light rail, it forces me to consider ditching public transit and buying a car in order to subvert outrageous monthly fees for terrible service in my community.
NORTH KING COUNTY	would love to see all this happen. don't mind higher taxes to make it happen. if i had my way, id pay double now to get it done twice as fast.
NORTH KING COUNTY	Build more roads, less bike paths.
NORTH KING COUNTY	I am very supportive of expanding our public transit system and these issues address many of the problems traveling between suburbs and cities. What about focusing on the people who live within Seattle and addressing the overcrowded buses that slowly crawl through the city? I live 5 miles from downtown Seattle but it takes me the same amount of time to commute in as it would somebody from outside the city. Our transit options are always changing and service is often being reduced within the city. The new link stations have opened up some options but there are not great ways to connect from home to the link.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

<p>NORTH KING COUNTY</p>	<p>I view all of these initiatives as extremely urgent. The only reason I ranked some of them as a 6 is to indicate priority. The fact of the matter is, we are waaaay behind the 8 ball. The majority of these items should already be in the works. I've only been here for 20+ years but I've continually been disappointed by the area's lack of foresight in planning along with leadership's inability or unwillingness to make the difficult (and perhaps unpopular but necessary) decisions.</p> <p>If this is as good as it gets, I will support the plan. The reason I don't "strongly support" it is the loooooong timeline along with lack of connection from Ballard to UW. Getting across north Seattle is a nightmare at best conditions (now!). Knowing that the Ballard line is 22 years out makes the likelihood of a Wallingford line within 40 years pretty slim. And that's very shortsighted in my mind.</p> <p>No one likes paying taxes but I would happily have my property taxes doubled (the whole thing, not just the portion that goes to transit) if that meant the city lines could be built within the next 15 years. And as yesterday's breakdown of the Ballard bridge (which snarled traffic throughout Ballard, Interbay, QA, Fremont and Wallingford) so aptly illustrates, the Ballard line should NOT be dependent on an operable bridge. That's begging for problems and scheduling delays.</p> <p>As you reading this works in transit, I'm realize I'm probably preaching to the choir. thanks for doing what you do. Just please, do what you can to make it happen faster!</p>
<p>NORTH KING COUNTY</p>	<p>Build it and they will come. Look at Link ridership after opening UW.</p>
<p>NORTH KING COUNTY</p>	<p>PLEASE DO WHATEVER YOU NEED TO FIX THIS TRAFFIC NIGHTMARE. I DON'T CARE HOW MUCH TAXES IT COSTS.</p> <p>ALSO, SPEAK TO COMMUNITY TRANSIT TO SEE IF THEY CAN INTEGRATE BETTER. ALSO, A TRAM CAR (OR LIGHT RAIL OR BRT) ON 196th IN SNOHOMISH COUNTY FROM EDMONDS TO LYNNWOOD LIGHT RAIL MIGHT HELP.</p>
<p>NORTH KING COUNTY</p>	<p>As a Native Seattleite 62ys old, over development has lead to traffic congestion that now is shouldered by the tax payers. Rich developers walk away with \$\$\$ and pay nothing for infrastructure improvements.</p>
<p>NORTH KING COUNTY</p>	<p>...far too excessive and ambitious. And nowhere is there any discussion about the horrible condition city streets are in. Shouldnt providing reasonably smooth streets be part of any 'transportation' plan that's this enormous? Why are they binary?</p> <p>Futhermore we are being taxed to death! Improving and renovating is reasonable but a plan this enormous and expensive is obscene.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	Implement BRT asap where feasible along proposed light rail routes in order to provide earlier solutions, build demand, pilot useage, encourage appropriate development.
NORTH KING COUNTY	Priority should be economic equity / social justice and utilization - ensuring light rail and other reliable transit options connect lower-income areas to core job and service areas.
NORTH KING COUNTY	Let's get going!
NORTH KING COUNTY	<p>Priority number one should be the highest ridership corridors and ways to make their build out faster. 22 years to Ballard is not acceptable. This region will be choking on it's traffic to an even greater extent by then. That HAS to change! Also, if cities want to build parking then they should pay for that themselves. We are paying to build better public transportation not parking for suburban commuters who choose to drive. They can take buses to their stations just like the rest of us. When demand is high enough their options will expand. We should not be paying for parking garages at the expense of better transit in the city and region. If you want those stations to perform better then work to ensure that zoning changes will bring more residents closer to the stations who don't have to drive. That is a colossal waste of our money and will further enable sprawl development.</p> <p>Seattle must be the first priority. The spine is getting to be too long for it's own good and the outlying areas would be better served by commuter rail. Building light rail all the way to Everett makes no sense as it would take at least an hour and a half to reach the airport from there. You should expand BRT to those areas as well as Sounder service first. When the density increases enough to support light rail then assist them in building that, but it is coming at the cost of building it where we need it most which is in Seattle. We have the highest densities, the most jobs, the most people living without cars, and the greatest need fro mobility options. We support the tax increases and if you prioritize the suburbs before the neediest parts of the city then we will vote this down. Other world class cities would not build their systems this way, so why are we? Build the projects based on ridership projections, cost, and need first and throw the politics of funding out the window or we will throw this proposal out. Simple as that.</p>
NORTH KING COUNTY	<p>Please keep in mind that parking is HUGE for people to take public transportation. If not parking, having very strategic bus routes and light rail stations will help. I can not express with words how frustrating it was for me to wake up at 4 am just to make it to the Tacoma Dome Station by 5 am just to get a parking spot for my 6:00 am bus just to make it to work on time by 8:00 am. And it wasn't even guaranteed I would even have a seat/standing space on the bus because it was so crowded. I would take the 586 from Tacoma to UW Seattle. I have always loved public transportation and support anything you plan. Just please think about functionality of what you are building and planning. Cost of living is driving people out of the city into the suburbs. You might help the economy more buy focusing on getting people in and out of the city more than transferring people within the city of Seattle.</p>
NORTH KING COUNTY	It's urgent that there better coordination/cooperation between ST and METRO. The recent demise of major bus transit service through NE Seattle is a disaster.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	Please please please look at Ballard and do it sooner and do it the right way! We have to meet the highest demand first!! And it must be grade separated!
NORTH KING COUNTY	The #1 priority is to introduce a line connecting downtown Seattle to downtown Bellevue. Since this is not up for discussion, I assume that we all agree.
NORTH KING COUNTY	Build a very high speed transit system to Eastern Washington (Seattle to Ellensburg to Spokane).
NORTH KING COUNTY	Your costs look very low. Estimating \$5 Million for light rail to Ballard seems very deceptively low... I think the station alone would be more...
NORTH KING COUNTY	What concerns me is West Seattle being so far away from completion. Also, that more taxes are being added for property taxes. I'm on a limited income and concerned that my taxes are going to go so high as to eventually displace me. We need an income tax in our state to cover public beneficial projects like this.
NORTH KING COUNTY	The elimination /changes to many bus lines in have made what were simple commutes much more complicated i.e: from Capitol Hill to the University business (University Way) and from downtown Seattle to the U district
NORTH KING COUNTY	In all of these projects, you need to include funding for accessibility. There have been places where this is lax.
NORTH KING COUNTY	As one who grew up using a subway and elevated transit system in another city, I would love to see Seattle have the same.  HOWEVER, property owners (and their renters, who will absorb the additional costs) CANNOT afford yet another property tax. Our housing market is already one of the most prohibitively expensive in the US, yet we endure a constant barrage of proposals calling for yet more property taxes in order to fund those proposals. This compounds the problem and makes Seattle all the less livable. I can't see the benefits outweighing the costs for anyone but those who will make money from the project.  We must find another/DIFFERENT source of funding for this program. As much as I want a subway system here, I have to vote "no" if increased property taxes will fund the project.
NORTH KING COUNTY	Property taxes are unfair to the old and poor. My parents are paying 20% of what the house cost every year. Increased value only matters if you sell. I prefer sales taxes because if you can't afford it you don't have to buy. Car taxes punish people not using the system. The bus system feeding the stations should be free, just increase the light rail fare to compensate.
NORTH KING COUNTY	Something needs to be done about the inconsistency of Sounder to Everett. The number of times it is closed for slides makes it impossible to plan an everyday commute. You never know if your trip will have be timely or not.
NORTH KING COUNTY	Bus rapid Transit is a more cost-effective and timeframe effective. Light rail too expensive and timeframes too long!!!!!!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	I am concerned about the costs, particularly the "additional five-tenths of one percent sales and use tax"; in Seattle and some of the surrounding areas, aren't we already up to 9.6%? Wouldn't this increase make sales tax 10.1%? Anything over 10% just seems way too high, especially if we keep pushing it up a little bit at a time. We have to draw the line somewhere, and I think that line should be that sales tax is not higher than 10% (maybe even not higher than 9.99%). I am concerned about the property taxes as well, because we still have schools to fund, and I am concerned about the project completion timeline. 25 years is a big commitment; are we committing to the tax increase that will be in effect for 25 years? I am in favor of trying to get more people moving, but have there been usage studies? People in the outlying areas that we want to connect, would they use the transit?
NORTH KING COUNTY	Great job. Just be sure to keep rider fares affordable for youth, low income and senior citizens who depend on Sound Transit in greater proportion than the average median income regional residents. All this work is for naught if it is not affordable to use the system for those with limited cash flow just doing their best to avoid traffic and get from A to B.
NORTH KING COUNTY	given climate change, we need to prioritize public transit in a way that gets people out of their cars, e.g., encourage use of bus bike and pedestrian options, reduce use of cars -- creating more parking just encourages more driving.
NORTH KING COUNTY	The new streetcar service from Capitol Hill/Broadway to Chinatown is not cited. Its pleasant and occasionally-used by us, but not essential. Bus service along the same route might be more efficient and less expensive, but if its an asset to tourists, so be it. In general, I am very supportive of rail transit, as an ex-New Yorker, but understand it can be very costly and slow to implement. I'd be delighted with express bus systems which could be implemented sooner and cheaper, without the damaging impact to businesses in the meantime.
NORTH KING COUNTY	For what it is worth, I am tired of reading about Ballard people diminishing the importance of a line to West Seattle. There are many people of diverse incomes in WS and we need access, too. Please continue to build as proposed
NORTH KING COUNTY	I strongly support all of these projects over other Seattle transit initiatives. In particular, all funding for the street cars should be instead applied to these initiatives. The street cars do not have their own right-of-ways and therefore are no improvement to our transit infrastructure, and street car tracks are a serious issue for Seattle bicyclists.
NORTH KING COUNTY	In terms of prioritizing projects coming online, I WISH for those who struggle socio-economically in the south of KING County to continue to be PUT closer to the front of the line in terms of attention. I'm celebrating the access being provided with the current light rail, tracks already laid!! Let's continue to think of the 'least of these,' as we prioritize. It's the moral compass piece, right?!
NORTH KING COUNTY	We should be trying, by any means necessary, to get these projects done on a timescale that isn't geologic. Furthermore, grade separation for all light rail lines should be prioritized so as to keep light rail moving at a predictable schedule, unimpacted by traffic delays and road signalling.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	This survey is not well designed. Most of the questions I could not answer because I do not have information regarding what is needed in other areas. Question 14 says we would pay 200 a year but does not say how many years. It hardly mentions bikes and pedestrians.
NORTH KING COUNTY	I strongly support the ST expansion plans - they are all critical - but am much less sold on the timeline and financing. 25 years to wait for light rail is way too long! I would prefer a plan that is funded well enough to make the work go more quickly. To further complicate things, the proposed funding mix makes our already regressive tax system more so by relying so heavily on property and sales tax. Aren't there any other funding options? I know, the state leg. is totally dysfunctional and we have "no chance" of getting an income tax, or a carbon tax, or getting gas taxes dedicated towards "non-highway purposes," or getting rid of some of the tax loopholes and corporate giveaways, or stopping that stupid tunnel on the waterfront and redirecting some of that money to transit. But it would be nice if ST could put some muscle into lobbying HARD for those options (or others...I'm sure y'all know much more about this than I)! It's frustrating to hear that this plan is gonna cost me \$200 a year, and as much as I love the new Capitol Hill light rail, transit fares in this town are EXPENSIVE (and my financial struggles are minor compared to a lot of folks). So, bottom line is that a bunch of taxes to fund a system that I'm already paying quite a bit to use, for improvements that won't come around until I'm in my 70s, feels a little bit like an insult and makes it tougher to support - as much as I want to.
NORTH KING COUNTY	Sooner, sooner, sooner. We need this rail syste, 10 years ago. We are growing so rapidly and this will improve the live ability greatly. Anything we can do to speed up the process.
NORTH KING COUNTY	Please plan more rapid ride buses; so much cheaper to build, so much easier to change, and much more flexible. ALSO, please consider putting public restrooms in each transit center, and each station on light rail.
NORTH KING COUNTY	This project should NOT take 25 years! It should and can be done in 8 to 12 years. Employ more people to work and GET IT DONE! The trains/buses should run 24/7. Parking hubs at major stations. You can build and expand things AT the same time to expedite things. 25 years is far too long to wait. We need a massive overhaul of public transportation here in Seattle to the surrounding areas. You want to reduce car usage into Seattle and the surrounding areas, then make this happen in 12 years or less!! Make it Green, fuel saving, planet saving, mass public transit!
NORTH KING COUNTY	Build the [explicit] thing already! I've been waiting since the 90s! What's the hold up? Studies Studies Studies!!!?! [name] 4 year Tacoma-Seattle car commuter because the trains didn't run after work.
NORTH KING COUNTY	I think the more we consider bikers in all expansions, the better for all types of commuters.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	The highest priority should be put on the following:  1) Light rail that serves every neighborhood in the city of Seattle. This should be done as quickly as possible. The more Seattle develops, the more difficult it will be to build a world class mass transit system. 2) Express light rail to cities/towns in King and Snohomish County, particularly to low income/economically depressed areas. 3) A single fare system linking Sound Transit with King County Metro.
NORTH KING COUNTY	Please fund the Graham Street Station. It was promised as part of a previous package, voted on again as part of the "Let's Move Seattle" levy. Please do not use the South Seattle community, and provide us with the infrastructure and investments that we were promised.
NORTH KING COUNTY	Please seriously consider to add NE 130 St. Station because it makes sense as a connection point for buses that are coming from the northeast (along 522) if not more local buses.
NORTH KING COUNTY	Sound Transit is something I supported both in phase 1 and phase 2. With the changes in technology, and the poor management of Sound Transit, it is time to look at cheaper and more practical solutions. In particular, electric buses should be the primary focus for any future modes of public transportation. If the I-90 expansion of light rail is stopped, I'd be more receptive to approving funding of the north / south routes as well as routes around Lake Washington.
NORTH KING COUNTY	Build it faster. Service Seattle first (Ballard and West Seattle) where higher density and property values mean the bulk of payments are coming from Seattle.
NORTH KING COUNTY	Don't like to increase sales tax. Maybe gas tax could be used instead.
NORTH KING COUNTY	- 130th Street is the best spot to connect Haller Lake, Pinehurst, Bitter Lake, and Lake City to the Link light rail via a fast, frequent bus. Congestion on 145th and Northgate Way make connecting at those stations much more difficult. - These neighborhoods are growing fast and diverse, with below average car ownership rates and a history of missing out on infrastructure investments. - It's getting a lot tougher to travel North-South; travel times on I-5 are increasing quickly. This means this neighborhood is only getting more transit-dependent.
NORTH KING COUNTY	The sooner the better! Looking forward to more traffic independent Lightrail services extending out of Seattle, and catching up to other cities of our size.
NORTH KING COUNTY	Where is the East-West connection. How do we get from one side of the city to another. Buses are slow and stuck in traffic.
NORTH KING COUNTY	Less property value tax, more motor vehicle tax!
NORTH KING COUNTY	Please speed up this process! The lightrail is a saving grace to the citizens of Seattle, we need more public transportation now, not in 22 years!
NORTH KING COUNTY	Seattle is rapidly growing, spending on transportation. Infrastructure is essential.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	This is not a good way to get feedback. Nobody is informed enough to say how important such a wide array of options might be. It's also unrealistic to ask about general support for such a plan that include so many specific things. Finally, this timeline is MUCH too long.
NORTH KING COUNTY	Burien and West Seattle need some attention regarding commuting options! Please don't forget these areas
NORTH KING COUNTY	Funding should be generated through extensive road tolls and additional gas taxes
NORTH KING COUNTY	Todos los proyectos son excelente pero mas importante son los de bellueve y mas rutas y mas cortas para ir a bellueve por ahora Es de una hora 560
NORTH KING COUNTY	With viaduct project stranding those in West Seattle, the largest neighborhood in Seattle, light rail between West Seattle and downtown should be the #1 priority.
NORTH KING COUNTY	It is terrible I constantly try to park my car at the transit stations and I can never get a space so I am wasting time, gas and money since I then have to drive to work. We need more parking at stations! It's rediculus!
NORTH KING COUNTY	Conservation zones should be established to save single family housing near rail stations to avoid creation of dense oppressive workforce housing ghettos. ST3 should include mitigation funds to preserve single family housing and build community in areas impacted by high speed high capacity transportation.
NORTH KING COUNTY	Then lightrail up 405.
NORTH KING COUNTY	25 years? We need to make this happen faster. Are we really that short of construction companies?
NORTH KING COUNTY	Parking is a must at the link rail stations
NORTH KING COUNTY	Living in West Seattle I fear feeling like we are on an Island, with terrible options. When the Alaskan Viaduct is gone and a tunnel {if ever completed which will carry fewer cars and have no exits to downtown and probably have a hefty toll} it'll be awful trying to get anywhere. Also the Vashon/Southworth ferry traffic exiting onto the bridge, then add morning/evening traffic, the bridge is clogged and nearly impossible to get anywhere. We need a train badly!!!!
NORTH KING COUNTY	I really wish the Ballard light rail would be done faster and have a little more priority. 22 years is a long time and I think that if it were finished sooner it would really show everyone the progress that can be made. It might give a glimpse into the future, results will give people faith in light rail, a lot like the Capitol Hill/ Univ. WA Stations have done. It seems like it would be a smaller project than the rest and might show faster results and make people really believe in future ST projects and believe in the projects they're tax dollars are funding. Obviously we don't want things built too quickly, we want quality first and foremost, but building stations that will show operational results the fastest will keep ppl invested. I hope!
NORTH KING COUNTY	Ballard to downtown must be fully grade-separated and not subject to delays from boat traffic through the ship canal. This will be an extremely high ridership line that we are building for future generations. It is worth taking the time and spending the money to do it right.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	Hurry up!!! We need this.  Make sure to remember to maintain access and equity for all members of our community.
NORTH KING COUNTY	There has got to be other ways to fund this much needed projects. It's time to stop putting all the burden on home owners. Maybe it's time to start talking about state income tax?
NORTH KING COUNTY	You really missed the boat. SeaTac airport with the third runway is at or beyond capacity. The region could have said, "lets use Paine Field in Everett for additional air traffic and connect Paine Field and SeaTac with the light rail. Then there would have been a reason and a route to connect Everett, Seattle and Tacoma with light rail. But no. We have competing and redundant systems which go nowhere for no reason while enriching the major engineering company's and taking tax dollars from the public.
NORTH KING COUNTY	it is quite clear that seattle is trying to eliminate car driving. good plan eventually, but can't be done until alternatives are in place. what is the point of the trolley car on broadway???? destroyed lanes of traffic and parking. uses the same 1 lane of traffic. stops at the same signals as cars. runs on the same street as a bus. big expense. little result other than made the street harder to navigate. huge waste of money. how is it better than a bus? why are there no light rails on the new 520 bridge? where is all the traffic going after crossing the new bridge? still one lane entrance to I-5 north. still no more capacity on I-5. another enormous expense with little overall performance. it would be nice to get on a light rail in shoreline, or anywhere and get to the airport. why doesn't the light rail go from the airport to the rental car center?? still have to run a shuttle bus. another missed opportunity.
NORTH KING COUNTY	Traffic is awful and only going to get worse. Please, build our infrastructure as fast as possible!
NORTH KING COUNTY	Reconsider subarea equity. Could counties/subareas go it alone with ST?
NORTH KING COUNTY	Thank-you for working on this. Something is better than nothing. That said: Please prioritize the Ballard line. There must be additional funding sources?
NORTH KING COUNTY	Be sure to include all when you levy taxes. Gas taxes omit taxes on electric and hybrid vehicles which also use the road. Bicycle commuters also pay no gas taxes but cost the city millions in infrastructure.
NORTH KING COUNTY	This is the most complete and interconnected system plan Sound Transit has developed. It does the best job of bringing the promise of mass transit and light rail access to the entire region, not just the inner core along the spine. It gives the best opportunity to allow Metro Transit and Community Transit to retool bus lines to support and enhance that access.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	I have been thinking about how the massive highway bridges were built back in new York and the Pa turnpike...Bonds. I think Sound Transit should approach the state legislature about the issuance of bonds...a twenty year plan is a tough sell, regardless of the funding source, but we need an escalation of the time-line, and of course not all of the proposed options will be built, but why not? How do other cities do this? How does Denver? thanks for the opportunity to extend my opinion in this process...
NORTH KING COUNTY	I am concerned that the attempt to direct buses to the transit stations is a) ineffective and b) forces people back into cars. The loss of local bus routes, while understandable in the big picture (encouraging people to use rail) means that local rides are incomplete, ineffective or nonexistent. Busing across town has always been way too much of a challenge for such a small city, but the current changes negatively affect far too many residents. If you do not provide fast bus service to the rail stations, you must provide better/secure parking at the rail stations. And there is little excuse for the poorly thought out planning that took place with the opening of the station at UW.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

<p>NORTH KING COUNTY</p>	<p>The overall project timelines are far too broad, compromised and far too long. I am an very strong transit supporter, and would not vote for ST3 in its current format because the timelines are way too long and it has too many compromises. The current project is beyond the perceived value horizon of most people.</p> <p>I realize that this may be largely due to funding, which should be addressed by looking at different funding mechanisms. Given the current funding model, either pick Ballard or West Seattle and do them right, rather than create compromised solutions that will be a disaster for generations, such as at-grade on 15th (the only major North-South corridor in the west side of NW Seattle. It seems like Ballard is a better option based on ridership and opportunity to extend the line north (I'm not saying this because I live in Magnolia). The focus of the system should be to increase the number of people who do not need to use cars for commutes. It seems like the current plan it aimed at trying to please everyone for votes. How are projects that serve suburb-to-suburbs going to help this? Will park and rides help? Sure. Put them on the periphery of the system only.</p> <p>The proposed vehicle taxes are pretty significant, while the property tax levies are pretty small. What about fuel tax, which would actually be a measure of usage that would encourage transit use (people will drive less but they can't get rid of their cars entirely). (I'm not opposed to taxes, but let's try not to be as regressive.) It seems like the capital construction costs should be attached to longer term, localized and more stable funding such a property taxes, while operational subsidies should be tied to the types of usage that we want to discourage such as fuel taxes. Paying a sales tax increase now and paying for vehicle tabs now for something that people won't see a benefit for seems a little too disconnected.</p> <p>Another big problem with Sales and vehicle excise taxes is that it places the burden of the entire system on end users now for benefits later rather than on business and property owners that will benefit over the long term from the infrastructure that is created by this system.</p>
<p>NORTH KING COUNTY</p>	<p>Integrate the already existing transit systems (monorail, light rail, and bus) into one system with stations overlapping to allow for connection between them. It is frustrating as a commuter to have to get off one, walk several blocks, wait for some time, get on another, and repeat this over and over.</p>
<p>NORTH KING COUNTY</p>	<p>Get it done, our economic growth depends on how well we move people,products and services.</p>
<p>NORTH KING COUNTY</p>	<p>If Ballard and Magnolia neighborhoods manage to finagle a measure to up the cost at the rest of the region's expense in order to get their pet line with its upgrades onto the ballot I will be strongly opposed to the entire project and vote "No" in November.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	you should work with what \$ you already have, not charge everyone more \$ for projects that will only benefit some neighborhoods. the nieghborhoods that benefit should pay, not the ones that dont.
NORTH KING COUNTY	I do not live in these areas and nothing is being done with highways in my areas of travel. We cannot even get the ferry services we need. I oppose being taxed to pay for Seattle-centric projects.
NORTH KING COUNTY	As two people that NEVER use Sound Transit because it does not serve our needs at all, we are extremely opposed to this costly and wasteful plan in any form. ST3 only benefits a small percentage of the "average adult[s] in Puget Sound". Most do not live or work on ST3 routes and would receive no benefits. We lived in Japan for over three years and understand the benefits of passenger train travel. However, the big difference between metropolitan Toyko and Puget Sound is the concentration of the population in Japan along narrow, linear corridors. Puget Sound, despite traffic choke points, has a more diffuse population density. ST3 is a waste of money, to be funded by many but benefiting only a few.
NORTH KING COUNTY	The no time line and no limit of \$50 billion or more is ludicrous. You failed to finish ST1 on time and under budget and fraudulently lied by moving the timeline by 10 years and over budget by \$10 billion. And now allege to be on time and under budget by \$200M is an insult to us. Shame on you!!
NORTH KING COUNTY	You are using 19th century technology to build infrastructure that will make traffic congestion, which is already terrible, MUCH worse, at GREAT expense to the taxpayers of Washington state, especially financially strapped homeowners. Your \$200 per year "average" cost is extremely misleading.
NORTH KING COUNTY	Property owners can not afford to always pay the bulk of any and all improvements. If you have to raise taxes to pay for these improvements, raise the sales tax to whatever level you have to and keep the property owners out of it. We are already paying to much and with many of us either retired or approaching retirement you are pushing us out of the homes we paid for and hoped to live our life out in.
NORTH KING COUNTY	West Seattle should get priority over Ballard. WS is constantly cut every time they have to cut bus routes and is constantly pushed to the wayside.
NORTH KING COUNTY	What will it benefit the taxpayers, that cannot afford to have their taxes increased.
NORTH KING COUNTY	The Ballard and West Seattle lines must be given priority. If Seattle's transit system is not widespread in the suburban rail lines into the city will mean less.
NORTH KING COUNTY	QUIT RAISING OUR PROPERTY TAXES!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!
NORTH KING COUNTY	The focus should be on Seattle and across Lake Washington to get an actual transit system up and running before modifying the existing system. The timelines proposed are a joke though because in 25 years these plans will be extremely outdated. The plans need to work on shortening the timeline, even if it costs slightly more.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	I have no issue with any of these projects. I have issue with how you intend to pay for it and your track record with projects like this. I am being slowly taxed out of my home by all of these levies and I am against any funding that includes a property tax increase. At the rate that taxes are going up, I will no longer live in Seattle when light rail FINALLY gets to NE 145th six or seven years. Right now I get the privilege of paying for all of these projects and absolutely NO benefit because I do not live in an area of Seattle that is getting light rail any time soon. I have to wait, and pay for, seven more years before the true northend sees any benefit. Also, there is a lack of reality when it comes to how people are supposed to get to the light rail stations. A very small percentage of the population rides bicycles year-round here. There are very few sidewalks in the Lake City area. Walking is dangerous around here. You need to provide parking. I know that light rail will be useless in my neighborhood because we have very little bus service and the proposed station is too far to walk. If you want us to use the light rail, you'll have to give us someplace to put our cars.
NORTH KING COUNTY	I consider the lack of progress to date and the cost of ST3 to be a significant waste of money and resources. None of this project will improve traffic flow, in fact, will continue to expand the 20+ years of hindering the public traffic flow due to reducing road and highway traffic lanes and charging more for what the public has already paid for.
NORTH KING COUNTY	Improvements to the 145th street corridor and the SR 522 corridor are essential.
NORTH KING COUNTY	The amount of money you're asking taxpayers to fork over is beyond comprehension. You're nuts.
NORTH KING COUNTY	Interesting that you seem to only be seeking positive comments for the expansion, and huge associated costs. Currently the subsidies per rider are outrageous, and you want more? The worst possible piece of your proposal is to block shoulders for transit, when shoulders are there for safety reasons, including stalled vehicles, and blocking them would create greater safety and congestion problems. Personally I'm sick of hearing the typical planning solution is to change people's habits, implied in your documents, and building ever bigger systems with limited , highly subsidized use. What would happen if you looked at alternative ways to move people so that convenience rather than subsidy would drive the program? It would look different, without question. For example, instead of running full sized buses on scheduled hard routes, why not consider a jitney type service, perhaps even with private systems conjoined? It works well in other countries, and provides a far greater level of flexibility, that many current non transit folks would consider. And yes, WSDOT studied that very solution a number of years ago, the studies showing that it would work well, but it was shelved because the transit people didn't see their empire growing with it. Pretty sad excuse for those who claim they want to serve the people. Let's see if we can reevaluate and really look at ALL options rather than big huge grossly expensive ones!
NORTH KING COUNTY	Sound Transit and the DOT are so far behind time lines and over budget, they should not get any more money until they can prove they can be "on time and under budget"!
NORTH KING COUNTY	NO ST3 plan at all!
NORTH KING COUNTY	Why was South Park booted?? It needs to be in this plan!!

<p>NORTH KING COUNTY</p>	<p>You are proposing the greatest waste of resources in the history of state transportation. None of these proposals, including the small number that I have some sympathy for, are founded upon the end users' valuations of the services provided. Accordingly, following an increasing trend over the last fifty years, you will continue to misallocate transportation capital but this time on a truly massive scale. You are also not addressing the even more fundamental problem of exploding costs of infrastructure, any infrastructure. While I know that you lack both the imagination and the political courage to do so you should start over.</p> <p>Start with the economic demand for transportation, including the demand of individuals to reach specific destinations as well as the demand for personal flexibility in reaching any destinations, and start pricing transportation services to match that demand. Don't just rely upon consumer surveys either, the market itself is providing a lot of information if only you would pay attention to the data it provides. If you studied demand honestly you would realize that people demand much more flexibility and that means starting with roads, not rails. To apply this information you will have to stop subsidizing one form of transportation by another; leave subsidies for the poor as a part of the welfare system instead of building them into the transportation system. If you start with raising the fuel taxes and implement traffic load pricing of major highways (i.e. a price set to guarantee a regular flow at speed X), including having those fees being paid for by public uses of those roads, where the funds received go only into roads (not the general fund or other forms of transportation), the set of prices for that service will naturally set thresholds at which consumers will voluntarily carpool, vanpool, ride the bus, adjust work hours, or hire temp cars, at which time both individual cars and the alternatives to using cars will become self-paying for those services in those economic regions where they make sense. It's still not too late to complete part of the original freeway plan for this area: take SR99 and convert it into a freeway heading southbound and take I-5 and convert it into a primarily northbound freeway, duplicating on a larger scale what was done to the streets of Seattle in the 1950's. With traffic load pricing and proper connectors between these highways the efficiencies gained will have more immediate value than anything that you have proposed. Finally if you truly price transportation services for how people value them, population density and size will reach a natural threshold where rail systems themselves will be self-sufficient propositions. When people know that their payments are going into the services that they are consuming it will be far easier to earn those payments from them. Under your plan by the time that regional demand will be high enough to pay for rail services you will have to completely replace the light rail system that you are building with a heavier one to handle the load.</p> <p>Which leads me to cost. Until about 1960 the level of subsidies in most forms of local and regional transportation were relatively</p>
<p>NORTH KING COUNTY</p>	<p>Are neighborhoods of southpark and Georgetown forgotten completely?!!!</p>
<p>NORTH KING COUNTY</p>	<p>Please STOP spending my money past my lifespan. You will NEVER be satisfied. There will ALWAYS be the need for MORE \$\$\$\$\$\$ You HATE drivers. EVERY bit of SDOT SWDOT--all DOT legislation is negatively affecting drivers. It's like you think we grew some extra hours in our days to deal with the time YOU make it take to get from A to B. One party rule in Seattle is absolutely ruining our whole state. I just want you folks to stop--you don't always have to be doing something--most of the time, the results really stink--which means you ask for more \$\$\$\$ You never stop.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	The South Park neighborhood needs to be considered. We depend heavily on public transport and currently, there is only one bus that goes into downtown, and no other buses nearby that could be alternative options. The one bus that goes to downtown only does so every half an hour - and on days that it is late, there is no other option to consider. This community is not an affluent one where we can afford to pay for parking at work - public transport is essential to our mobility.
NORTH KING COUNTY	We have missed our window of opportunity for rail in the Puget Sound region. By the time the rail proposals listed in this plan come on-line they would be obsolete - replaced by cheaper more nimble alternatives. For example, imagine an autonomous electric bus system that utilizes coaches closer in size to commuter vans. The wait could be reduced to minutes. The buses would be more numerous and schedules and routes could change depending on the needs of the passengers. It would be a functional efficient system, not an albatross.
NORTH KING COUNTY	It is extremely upsetting that South Park is not on this list. As a neighborhood that is already underserved this just sucks! I don't let my daughter take the sketchy 132 or 60- they are long and literally people have been shot. It is not safe. Kids in this neighborhood are at risk for all kinds of trouble- keeping them isolated and disconnected will only make things worse. Why shouldn't west Seattle folks- who already have the fast C line- for once have to drive down to our neglected neighborhood to catch transit instead of the other way around. It would support our floundering business district and make it safer for everyone. Plus there would be plenty of space for parking. Please please reconsider. We pay taxes like everyone else but get no service. It is scandalous.
NORTH KING COUNTY	I did not see mention of adding reverse commutes from Seattle/Edmonds to Everett on EXISTING Sounder Commuter Train. The infrastructure is already there. i would commute from Edmonds to Everett every day. I only have one bus option to get me from NW Shoreline/Edmonds to Everett every day and it's highly inconvenient and doubles my commute. I did this for 3 years before giving up. I'd like to see the Sounder Commuter Train start this reverse commute before I retire in 15 years.
NORTH KING COUNTY	Plan take too long. Would like to see less surface trains that are more dangerous and overall transit time is longer.
NORTH KING COUNTY	You're building for at least 100 years.
NORTH KING COUNTY	Light rail should be maximized as soon as possible. The Puget Sound can't wait 25 years. Put mass transit, especially light rail, on the fast track. It is an investment that will pay off in the long run.
NORTH KING COUNTY	Absolute priority should be given to preserving and then expanding below market rate housing. It would be a shame to build all of this only to have it drive out the folks that need and rely on it most.
NORTH KING COUNTY	The priority should be moved up on the Ballard to Downtown Seattle. This should be moved to an earlier phase in the plan.
NORTH KING COUNTY	It's just too expensive and focused mostly on people who already use buses. You fail to factor in the needs of families who have to use private cars. I see nothing here about traffic improvement for people like us. And the \$\$ you're putting into Pronto bikes is unethical, weirdly expensive and unnecessary.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	I strongly support that Washington has an income tax. This would be a progressive tax and would also bring in money for these types of projects.
NORTH KING COUNTY	The entire light rail plan is too expensive. Tax payers who will never have any need for any of these routes will be forced to pay for it. Improve existing bus resources instead of spending all this money on light rail.
NORTH KING COUNTY	The time schedule for expanding light rail to surrounding, densely populated areas around downtown Seattle, including Ballard and West Seattle, is way too long. These areas should be a priority before extending transit to less densely populated areas.
NORTH KING COUNTY	The population in Ballard is rapidly expanding and having a significant impact on East-West traffic on arterials between Lake Union and 80th St N. This light rail project should be scheduled earlier in the master plan.  \$17 per month seems like a fairly large amount of money per household and maybe too much for many households. Not sure where else the funds will come from, but I think that this amount will be a turn off to many people. The cost will need to be very transparently justified.
NORTH KING COUNTY	Expand lightrail as a priority in high density areas, population increase will only clog highways, and we need a sustainable plan to efficiently move commuters from dense suburbs to where the jobs are, downtown.
NORTH KING COUNTY	I am concerned about funding the plan. Too much revenue is collected from property owners. Other funding sources need to be considered to spread the cost more equitably.
NORTH KING COUNTY	The Ballard light rail should connect to Northgate via Crown Hill.
NORTH KING COUNTY	I'd use the train a great deal with a stop in South Park (haha) or even with the proposed Tukwila Boeing Access Road. However, I expect that prioritizing other improvements will help the system grow.
NORTH KING COUNTY	We have no money for this and the solution, somehow, appears to be add more of a tax burden to the average adult. Incentives could be given to businesses that encourage telecommuting. This would help to alleviate a lot of the traffic issues.
NORTH KING COUNTY	TAX BICYCLES BY LICENSE PLATING THEM
NORTH KING COUNTY	The north end of the county needs to be considered for more public transit. Many people who live north would take public transit if it was more available.
NORTH KING COUNTY	25y is a long time. Any way to speed it up?  Also link rail is slow. Car to seatac from downtown is way faster
NORTH KING COUNTY	Stop at 130th is critical.
NORTH KING COUNTY	Accelerate the plan wherever possible.
NORTH KING COUNTY	Boeing is one of the biggest employers in the area. Hundreds of commuters travel to the South Patk area daily. This area should be considered for a station!
NORTH KING COUNTY	Light rail to West Seattle and Ballard should be the first priority!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	Sounds like a lot of thought went into the planning and developers are well aware of the holdups and problems in each community. All cities along the I-5 corridor need alternative transportation but many riders need to DRIVE A CAR to get to the stations. Don't expect senior citizens to take up biking or walk long distances to use light rail or rapid transit. The few times I have done this, the buses were very crowded and it was very unpleasant. I prefer to drive but that's not the goal, so make it work for everyone and provide PARKING so we have no excuse for not participating and supporting these systems. I wont live to see it all happen, but I'm excited about the prospect of what this will mean to our communities. Good luck and good job so far!
NORTH KING COUNTY	I don't understand why brt takes so long. That says to me the project has not been accurately described. I also don't understand how it varies compared to other buses.
NORTH KING COUNTY	North Capitol Hill! The only bus route is the 49. If the light rail extension to Broadway & Roy is possible, it would be nice to see that extended further north and bus routes that connect north Capitol Hill east to west.
NORTH KING COUNTY	Better manage budgets overall to fund projects.
NORTH KING COUNTY	Too much parking and timelines are too long.
NORTH KING COUNTY	I strongly support the addition of light rail throughout the region. Sorry to say this, but buses suck. If I have the choice between buses or driving, I will drive. Between light rail and driving, I will take light rail. I think many people feel this way. Delaying adding light rail just delays the inevitable and will increase future costs.
NORTH KING COUNTY	Ballard subway needs to be moved up in timeline!
NORTH KING COUNTY	Create a regional system. Metro, Sounder, Lightrail, all mass transit under 1 mgmt system for efficiencies.  Also, STOP WITH THE DAMN TROLLIES. What a waste of money, parking, etc. Nothing connects, busses would have been better.
NORTH KING COUNTY	MAKE BICYCLE LISCENSES MANDATORY FOR ROAD USE....NO FREE RIDES FOR BIKES....
NORTH KING COUNTY	Why should I pay over \$4500 for a project I will never see any benefit? Ballard and Seattle are increasing in density. Housing costs much more= higher tax assessments = higher costs for this plan for people who will not see improved service for decades. Costs of land and building in city are going up faster than in outlying areas making delaying the in city projects much more expensive.
NORTH KING COUNTY	I strongly support creating a truly regional public transit for Seattle and the surrounding cities. It's vital for the economic growth, equality, and environmental sustainability of the region. I'm fortunate to live near a light rail station and it means I don't need to own a car saving me money, time, and lessening my environmental impact. This opportunity needs to be extended throughout the Puget Sound reason and I strong support the financial measures it takes to responsibly build such a system. This plan looks sound. I understand this will take time and there will be problem that arise that could not have been anticipated. Three words: It's worth it.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	Please make sure that bus service or transit options exist for people to reach the light rail and be able to park there. We live in Lake Forest Park, and would definitely be big users of lightrail to Seattle, but would need a place to leave a car at Mountlake Terrace or Lynnwood. Or, an easy bus route to access the station.
NORTH KING COUNTY	You should focus on light rail inside city connecting different neighborhoods. Primarily connecting Ballard and West Seattle and other neighborhoods to downtown and South Lake Union.
NORTH KING COUNTY	The 145th bus to UW Bothell should go from 130th Aurora ave up Aurora to 205th and then go down 205th/ Ballinger way and then up bothell way all the way to UW Bothell/ Cascadia College.
NORTH KING COUNTY	Adding new station to existing light rail line in Graham Street is an excellent proposal that needs to get it done. There is a Middle School there that is located in Graham Street and I strongly agree that this needs to get it done right away. Thanks!
NORTH KING COUNTY	The ST3 draft plan includes too many projects for an accurate cost projection that will confuse voters on a ballot for funding. I think it would make more sense to the voter if Sound Transit transportation projects/improvements are introduced on a ballot one at a time. Such as proposing the extension of Light Rail and Bus/Rapid Transit improvements as each separate ballot measures with individual funding.
NORTH KING COUNTY	Too slow!! These plans are already decades behind, waiting another 25 years is too slow
NORTH KING COUNTY	Dropping the Ride Free Zone was a HUGE mistake!
NORTH KING COUNTY	I am low income. This proposal would increase the sales tax yet again, which hammers low-income residents the most. How high is too high? 15%? 20%? SoundTransit is making no attempts at all to address this issue, or to keep costs down. I know the initial suggestion to the state legislature for the money needed was far less.
NORTH KING COUNTY	Please put in a station at 130th. It makes more financial sense to put it in now instead of after the building of the rail line. Thank you. I commute by bus daily and this would greatly impact the quality of my commute.
NORTH KING COUNTY	I cannot use light rail if there is no available parking. Failure to provide adequate parking will only create additional congestion and be a waste of money if you're losing riders. Not everyone can get a lift or walk or arrange a ride to the rail station.
NORTH KING COUNTY	Light rail to Ballard would be amazing! Please start on that first!
NORTH KING COUNTY	I love the light rail, it is faster for me to go downtown and catch a bus home than it is to catch 2 buses. I realize that the feedback I provide is based on my usage of transport and how it would best serve me, but I think that you should focus on where the most traffic is coming from and have those people served by rapid transit most immediately. I think it is more important to get the most people off the road that you can. That said, it is getting prohibitively expensive to continue to own a house in Seattle when costs are continually tacked on to property tax. You cannot fund everything this way, hence my "somewhat support", otherwise you would have my full support.
NORTH KING COUNTY	Please ensure that these new taxes, costs, and inconveniences during construction do not disproportionately affect low income communities and communities of color.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	As a Seattle resident, I'm not willing to raise taxes unless we repeal others.
NORTH KING COUNTY	Cost per person should be based on income, otherwise it's too high of a burden on the poor, while the wealthy can easily support higher funding. As it is it's inversely proportionate to one's ability to afford to support the work.
NORTH KING COUNTY	Build the 130th station. It makes no sense to build a station on 130th in Seattle and not have the 522 brt line run through Lake City at 125th and connect to it. You are forcing many minorities and working poor to drive to the station or head north to 145th. It's the second time sound transit has screwed north Seattle.
NORTH KING COUNTY	<p>It is VITAL that we discuss ST3 as central to the housing/affordability crisis in Puget Sound. If we expand rail transportation we ease the burden on low wage workers who have been pushed out to Lynwood and Everett and are forced to commute, and we ease the traffic and congestion that is strangling our major arterials. Having adequate public transportation is an issue of social justice and equity. With adequate rail systems in place, people are able to live in affordable areas without suffering 1-2 hour commutes each way.</p> <p>That being said, park and rides adjacent to major light rail stations are crucial to our success in this endeavor. Especially at major commuter stops on the far ends like Everett, Lynwood, and Tacoma, plus stops that are already popular for commuters like Northgate, park and ride must be an option. The reality is that we not have the infrastructure at present to act as if our rail/transit system should be a full on replacement for personal vehicles. It is unrealistic and will deter people who may otherwise be interested in public transit as a commute option. Not to mention, failure to create park and rides may create additional accessibility issues for people with disabilities and/or mobility challenges.</p> <p>Having lived in Chicago for 5 years and then moving back to Puget Sound, I'm constantly saddened by our failure to create and implement a comprehensive regional transportation plan. For a city and region that sees itself as "green"and relatively progressive, we are woefully behind in this arena. I understand we have unique geographic challenges that other cities do not, but we purportedly have some of the most brilliant minds in tech and development living right in Seattle - what is our problem? We should be embarrassed. I am embarrassed.</p> <p>ST3 will almost undoubtedly be good for our already booming economy. Can you imagine where people would go and what they would spend if sitting in traffic and paying for parking were no object?</p> <p>I have reservations about the funding mechanism for ST3. We already have the most regressive tax system in the entire country. We over-rely on sales tax to our peril, and at the disadvantage of poor people. I believe that the corporations who call Seattle home, who bring in out of state transplants in droves and put undue pressure on the housing market, should be responsible (at least in part) for funding the solution to the problems that their prominence and success have brought to the region. Our infrastructure has helped them be successful, and they should have to give back into that system.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	We do not need light rail to Everett. It is too costly and for the same investment, we could have regular high speed buses, and possibly high-speed rail, which would be a plus. Light rail, however, is slow and is a huge waste.
NORTH KING COUNTY	I'd like to see a gasoline tax levied to support this project.
NORTH KING COUNTY	I'd prefer to remove the sales and use tax increase and replace with something more progressive. Can we consider a tax on residential property valued higher than some cutoff, maybe \$650,000?
NORTH KING COUNTY	With all of the high density buildings being constructed in the Seattle neighborhoods (Ballard and West Seattle are great examples) it seems that those neighborhood should be first on the list to get train access to downtown Seattle. I live in Ballard but work in South Lake Union. There are currently no rapid transit options. Buses are stuck in gridlock traffic along with the cars (which is why I drive - it is quicker albeit more expensive due to parking and gas cost). The bus only lanes in SLU aren't working, since the buses get stuck in the same bottle necks as the cars. With Google and Amazon expanding in the SLU region, we can't wait 22 years for a traffic solution! It will be a disaster within the next couple of years.
NORTH KING COUNTY	You need to break these up into st3, 4, 5 and maybe st6, so things can be completed and people see the progress. Then as the population changes and shifts in the region the later st plans have a better chance of being modified to serve the current (at that time) population and just a projected growth model and work environment. Working from home or regional collaborative offices may eliminate some if not much of the commute time and directions.
NORTH KING COUNTY	You have done a terrible job of informing the public and yet are pressing forward with plans. There has been no community buy in. You have simply courted the temporarily elected representatives from the communities involved. You and they think you know what is best for us, yet we know very little of the plans or how our lives will be impacted.
NORTH KING COUNTY	I would pay 3 times the amount if you had a timeline that might be completed before I am considering retirement (I'm 30). I think lame quoting, over planning and a feeling that we may never see the system fully operational are the biggest pitfalls. How about doing like Europe and hiring many times to complete segments simultaneously? Who knows what societies transit needs will be in 25 years, but we know we could use this system in the next 5 years. Always too little too late in this countries government.
NORTH KING COUNTY	Skip bus options and get straight to rail. Your timeline is too long. Hire talented managers and get rail done by 2020. It's possible, will have rapid payback. I won't vote for anything that takes too long or uses buses. Become brave, and GET IT DONE!
NORTH KING COUNTY	Why have you STOPPED SERVICE ON THE WEST Side ON CAMPUS. I have to walk 15 blocks home everyday now!!!! I've called 10 times with no reply.
NORTH KING COUNTY	The plan is great. The timeframe is absolutely inadequate and embarrassing. The 25-year plan needs to be completed in 7 years or less. We have had 25 years of growth in 5 years. Please figure out a way to expedite your plans.
NORTH KING COUNTY	Easier access from northeast Seattle to northgate station and university station. More trains!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	I'm so glad that West Seattle has now been included in the light rail plan. I would LOVE to take transit to work (UW) everyday, but it takes me 1 hr. and 45 minutes (!!!!!) to travel 13 miles using the current transit system. Even though the timing of when the WSEA light rail will arrive isn't ideal for me to get to work now...I'm THRILLED that it's going to be a part of the future plans. I took the light rail from UW-Downtown and then transferred to a bus to get home to WSEA, and the light rail shaved 30 minutes off of the normal commute time. It's only going to get better - hooray!!
NORTH KING COUNTY	This plan is too timid and does not open crucial light rail lines early enough.
NORTH KING COUNTY	It is too much money to commit today for the projects. It locks the region into a capital spending plan that leaves no room for other needs and exacerbates a bad tax system. There is no guaranty that all of the projects will be built, yet the taxes are committed forever.
NORTH KING COUNTY	I propose that the system be much, much simpler to use. Consider charging one low fee, say \$1.00, no matter where you go, no matter whether you're on a bus or a train or a tram. We are a driving city, so it will take a lot for folks to figure out how to get from home to train if there's no place to park a car at the station. Consider using private developers to provide parking at stations, at least for the next few years, while we figure out how to get to the stations without driving. Other cities are really good at these things. Please, please, please keep researching other alternatives so this system is truly state of the art and worthy of this amount of money and time. Thanks.
NORTH KING COUNTY	Find other ways to finance these projects than raising property taxes
NORTH KING COUNTY	The time frame seems so far out. Graham Station directly affects us as our departure point. We would love to be able to take the train all over the area. Is it possible to add a station more quickly than the proposed time. I know many people would love to see more train/bus options as soon as possible. :-) So glad it will be happening! Thank you!
NORTH KING COUNTY	I know this is totally out of the planning committees control, but it is a shame that public transit in Washington is always supported by regressive taxes. We need a more progressive tax system to pay for improvements like this that will benefit EVERYONE in King County and can be a model for improvements to be made throughout the state.
NORTH KING COUNTY	I think light rail should be the main focus as it is not in traffic whatsoever. To get more people to use public transit, it has to be much more convenient than a car and light rail is just a better, more reliable, and more comfortable ride for commuters.
NORTH KING COUNTY	Taxing for these projects should not be incorporated into sales tax which disproportionately, negatively impact the poor in our region. Your proposals make commuting easier for large corporations (BOEING) to support employees and cut down on their company transit programs. Larger corporations need to pay their share of building this system. We've given them tax incentives and loop holes, now it's their responsibility to pay their share of creating a transportation system that works for all.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

<p>NORTH KING COUNTY</p>	<p>I support public transportation including King County Metro Transit and Sound Transit, as have Seattle and regional voters. However, this current Sound Transit proposal is too big and too expensive. With the new taxes plus the existing Sound Transit taxes, the average taxpayer will be paying up to \$700 a year. (I got this number from the Seattle Times.) This is in addition to the substantial amount we are paying for King County Metro transit service. And these taxes do not sunset when the system is completed. This proposal is a financial hardship to many, and forecloses options in the future for other public services. The Sound Transit 3 (ST 3) proposal is a significant expansion of the original light rail system that voters approved adding a line to Ballard, Issaquah, Redmond and West Seattle. It is not easy to reconstruct the planning history from on-line information. However, my recollection of the original voter approved plan (or vision) was to bring light rail to Everett, Tacoma, Bellevue. ST 3 appears to be deferring, until late in the project, the extensions to Everett and Tacoma and moving up the lines to Ballard, West Seattle and Issaquah which were only in the planning stages in ST2. I think Sound Transit should build the original regional system before adding new lines which are predominantly in the city of Seattle.</p> <p>ST 3 requires a new downtown tunnel although I have seen very little information about the new tunnel and I would like to know the cost estimate for the tunnel. From your information on-line, I think it is required when the Ballard line is constructed. In the excitement about light rail and the increasing traffic congestion in Seattle, prudence and caution have been forgotten. I suggest that ST 3 at a \$50 billion price tag is simply too large. I urge that the proposal be divided into a ST 3 and a ST 4 in approximate equal amounts. Perhaps the ST 3 proposal could stop short of a new downtown tunnel and that could be included in ST 4. I don't think Seattle voters have been given a good idea of the costs, both capital and operating of this proposal, and bus alternatives to the project which may be cost effective.</p> <p>I urge the Sound Transit Board to:</p> <ol style="list-style-type: none"> <li>1. Divide ST 3 into at least two phases.</li> <li>2. Review the cost effectiveness of this proposal. For example, where would bus rapid transit be cost effective?</li> <li>3. Provide a cost estimate of the tunnel and when it would be needed.</li> <li>4. Provide a breakout of capital and operating costs. Why will these taxes be in perpetuity? I would suggest that the taxes should be reviewed and decreased with the completion of capital construction.</li> <li>5. Provide information about the future operating costs of this system.</li> </ol>
<p>NORTH KING COUNTY</p>	<p>Focus on rail, especially if it is similar to the Westlake to UW stretch that is completely removed from traffic congestion and doesn't remove car lanes.</p>
<p>NORTH KING COUNTY</p>	<p>This is something that should have begun 20 years ago. Now make up is toooo expensive. And I'm getting to old to care anymore.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	<p>As Light Rail expands, bus routes region-wide needs to be adjusted so that virtually everyone can access the Light Rail system by taking just ONE bus from home. Currently, we live in West Seattle, less than 3 miles from the SODO station. But to get there from here requires 2 buses (neither of which come very frequently). This means that the Light Rail is not a practical option for going to the airport, for example. My husband could use Light Rail to commute to work, once the Mercer Island station is completed. But that would not be a practical option if he will have to take two buses from home just to get to Light Rail.</p> <p>Second, Rapid Ride and other "express" bus options may be cheaper than Light Rail, but they are of ZERO BENEFIT compared to regular buses if they share the road with car traffic. Every highway and busy arterial needs to have bus-only lanes. This would be my highest priority for ST funds.</p>
NORTH KING COUNTY	Light rail on 522 to Bothell and Woodville
NORTH KING COUNTY	We need more transit and more access to transit to offset the traffic issues in this area and for environmental reasons. Let's make sure to keep it very affordable, and so accessible that it's a no-brainer that people take public transit (as is the case in Manhattan, where we lived for many years). I am very much in favor of getting the area linked via public transit with accessibility for all!
NORTH KING COUNTY	I cannot understand why seattle bus service is still so bad. 26x and 62 revision is not working early morning. 26x is dangerously crowded. Also are seattle taxpayers paying for belveuve or is belveuve paying their fair share? Is the entire burden on seattle taxpayers?
NORTH KING COUNTY	More priority should be given to serving South King County and West Seattle-white Center by light rail asap
NORTH KING COUNTY	Will not support West Seattle portion if at grade need underground or above grade stations. Cheers
NORTH KING COUNTY	The problem with this proposal is the timeline. It's a huge need and priority for the region and it needs to be accomplished much quicker. I would gladly vote for and pay for a proposal that accomplishes the outlined goals in under ten years but 25 yrs is unacceptable. The traffic issues in seattle need to be fixed now. Not over the next 25 years. Priority should be focused on Seattle proper first and then expanded to outlying areas second. Ballard and west Seattle lines should be highest priority and west Seattle line should extend down 35th to Burien.
NORTH KING COUNTY	Our population density can never support trains. Please realize that technology and personal preference will drive transit toward smart highways and self driving cars.
NORTH KING COUNTY	The State Legislature should be encouraged to add ST3, as well as similar proposals elsewhere, anywhere, in the state, to the current transportation package. All aspects of ST3, as well as other, similar projects in Spokane, Tri Cities, Walla Walla, Yakima, Bellingham, Clark County and elsewhere, are an appropriate use for tax revenue generated by the state gasoline tax. In addition, the State Legislature should be encouraged to raise the gasoline tax yet again while market conditions, i.e. the glut of crude oil on the market, continue to keep downward pressure on the retail price of gasoline.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	The majority of ST3 is a duplication of Metro Transit. Is part of your plans a merger of both Metro Transit and yourself? That might not be a bad idea IF you want to accomplish all these. I am on Disability, am a homeowner, and do not own a car. As such, even though I take the bus most every day for my errands, I do not support new taxes. Very few of these routes you have proposed are routes I ever travel. I support Metro Transit. Esp. since multiple Metro Transit routes in NE Seattle were changed to accommodate your Husky Stadium Station, and you did not provide any "park & ride" spots at Husky Stadium, I am very wary of supporting you in your future projects. The majority of my travel routes, which are in NE Seattle, now involve the inconvenience of my transferring to an additional bus.
NORTH KING COUNTY	Listen to the people! Upgrade current bus system which serves the people right where they need to go! But then the yous/theys continue to push until YOU get YOUR way! You do NOT listen. THIS QUESTIONNAIRE IS A MOCKERY TO US! You think YOU know what is best for the citizens at their expense! SHAME ON YOU!
NORTH KING COUNTY	Rail to West SEATTLE
NORTH KING COUNTY	Let's do this!
NORTH KING COUNTY	Can we tax gasoline for this? Within reason, we need disincentives to driving alone. The biggest issue is that all of it is too slow. We need more help now. I also would like to see more businesses aggressively supporting alternate commutes. Seattle Children's a leader in this area.
NORTH KING COUNTY	It's making my commute worse! I used to catch one bus (the canceled #73) daily to work downtown. Now it's a total hassle. Transfers, etc. Now, I drive and park. Ridiculous. My teenagers were just learning how to navigate from their high school to home daily which used to be a straightforward trip that they were able to manage in their own. After their route was canceled and they kept being stuck in the rain in the UDistrict (with full buses skipping their stop because they are at capacity) I now drive them separately via multiple trips. Philosophically, I want to support transit but it's a tough pill to swallow when it just isn't working for my family.
NORTH KING COUNTY	Make improvements to existing bus lines and infrastructure, e.g., bus 8 is most of the time late. Improving what is there might be cheaper and more efficient than expanding low quality service.
NORTH KING COUNTY	You have seriously hampered the ability of people in Seattle to get from one neighborhood to another by cancelling so many bus lines that unite neighborhoods. Light rail does not interconnect either east-west, or north-south within the city.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	Need improvements now for Mercer Street corridor, both in and out! Bottlenecks traveling east bound from 2pm-7pm daily on the weekdays. Morning traffic traveling west bound daily and Expedia is yet to come as well as more developments in South Lake Union and planned urban center density in Lower Queen Anne. The standstill of white collared workers who will loudly voice our unhappiness! Currently reason for not using public transportation more is that the buses frequently run late as well and stops aren't convenient.
NORTH KING COUNTY	Need effective campaign to persuade people to use mass transit vs cars. Most clearly don't feel compelled yet.
NORTH KING COUNTY	<p>1. Property taxes in King County continue to climb at a rate that far exceeds anything else that I pay for. I would like to see Olympia, the Puget Sound counties, and Seattle to seek ways to fund things that benefit the entire area by other means than always running to property owners. This is an incredibly affluent region and businesses and those who are in the stratospheric income classes should shoulder a bit more of the burden. This matters. It should have the same priority (perhaps higher priority) than, let's say, Safeco Field, as one obvious example.</p> <p>2. I'm confused about these timeframes. When you say 'urgent' and then you say '25 years' there's a bit of a disconnect. I don't think it took Portland that long to establish a regional transit system. It did not take Istanbul that long to create a far more extensive system in a city that includes dedicated bus lanes, shared ownership between private and public in developing and maintaining transit systems, a fleet of small boats, an extensive (and new) subway system, and shared taxis (dolmus, privately owned by regulated by the city). That city, like Seattle, has water on all sides and also is prone to earthquake. In addition, they have significant antiquities that had to be dealt with continually. And yet, they managed to build a world class subway system in a much, much shorter time than we are managing here. Why does it take us so long to do anything in this town related to transit?</p> <p>3. Finally, with regard to the survey, thank you for seeking public input. I have a feeling that those who respond are people like me who use and care about public transit. I know statisticians help you analyze the data, but it seems that people would be most concerned with the issues in the places they commute, which might give skewed results in favor of more populated parts of the I5 corridor (like Seattle). Just a thought...</p> <p>Again, thank you for allowing this input and for holding open house meetings for the public.</p>
NORTH KING COUNTY	Bus transit (transfers) to areas outside of major project plan needs to be augmented and synchronized. I live in North Admiral District, and buses/transfers are inadequate outside of commute hours resulting often in 18-30 minute layovers. Failing that, adequate parking needs to be constructed along major routes.
NORTH KING COUNTY	With regards to the taxes to support ST3, \$17 per month could be a lot for poor people. This is something to take into consideration.
NORTH KING COUNTY	The map is very, very busy. Can you separate into smaller chunks to mitigate confusion? It would be helpful to have a definition and acronym definition section. Infill? HCT?

<p>NORTH KING COUNTY</p>	<p>For one, all of this and more needs to be done yesterday.</p> <p>For two, SERIOUS CONSIDERATIONS NEED TO BE MADE ABOUT THE ECONOMIC LANDSCAPE OF OUR REGION, AND AFFORDABILITY FOR CURRENT AND LONG TIME RESIDENTS. Let's face it, the tech boom of the last several years has been very good for Seattle's economy as a whole, but rising costs of living- rising rents- and increased congestion in the region- are taking a big toll on people who aren't rising with this economic tide. The populations who are negatively affected by this current boom are varied: Senior Citizens. People with health issues, physical and mental. People with lower levels of education. PEOPLE WHO ARE MOTIVATED IN THEIR WORK LIVES TO GIVE TO THEIR COMMUNITY, AS OPPOSED TO EXTRACTING AS MUCH MONEY FROM IT AS POSSIBLE.</p> <p>As an example, people who have worked at the charity Childhaven for a long time tend to make less than \$20 per hour. That's over 10 hours of their wages to pay for their share of the \$200 annual tab. On the other hand, this amount of money is pocket change for those in the greater Seattle metropolitan area which Sound Transit 3 will serve (Everett-Tacoma, Puget Sound-Issaquah/North Bend). Furthermore, the digital revolution which is fueling much of Seattle's economic boom WILL have the unintended consequences (unintended? automation by definition eliminates jobs) of eliminating jobs in the Seattle Metropolitan area. Yes, these are bigger issues which are not necessarily within the jurisdiction of ST3, and yes, ST3 will need to move forward even if it isn't perfect (and the timing alone is a huge piece of that... ST3 will probably barely keep up with the growth rate of our region, if it even keeps up)... But, there is going to be ever expanding economic hardship to our regions most vulnerable residents. I personally believe that the funding of ST3 should be funded as little by the general population, and as much by the segments of the economy that are both making ST3 more urgent and making it's implementation more economically viable.</p> <p>People who are socioeconomically disadvantaged are being "thrown under the bus" by the current economy. I would like to see ST3 acknowledge that as much as possible, and do EVERYTHING IN IT'S POWER, AND MORE, TO PREVENT CAUSING MORE HARDSHIP TO THOSE PEOPLE THROUGH IT'S FUNDING STRUCTURE. I would much rather see funding based on income, and at MINIMUM, PRO-ACTIVE, COMMUNITY FUNDED ACTIVITY TO CREATE PROGRAMS TO IDENTIFY, REACH OUT TO, AND SUPPORT SOCIOECONOMICALLY DISADVANTAGED CITIZENS (I WOULD ARGUE THAT ANYONE WHOSE HOUSEHOLD INCOME IS LESS THAN A MINIMUM OF \$50,000 PER YEAR IS SOCIOECONOMICALLY DISADVANTAGED WHEN COMPETING FOR HOUSING IN OUR REGION) IN UTILIZING PROGRAMS WHICH PROTECT THEM FROM THE EXTRA TAX BURDEN WHICH ST3 WILL PLACE ON THEM.</p>
<p>NORTH KING COUNTY</p>	<p>Abolish the unaccountable, appointed Sound Transit Board of Directors and replace it with directly elected Directors on a countywide basis. We see the 'regional' approach to governance as a means to shield the elites of Sound Transit and other similar organizations from direct accountability to the citizens. This is one of the pernicious excesses of the 'progressive' school of government, strongly implying a lower class of citizens, and an exalted upper class of leaders. Such excesses warrant remedies ranging from tar and feathers to tumbrils.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	It's outrageous to me that it will take 22 years for the line to get to Ballard. I would be willing to pay double, triple, ten times, whatever it costs to make this happen in 5 years. Those of us who voted for the Monorail (repeatedly?!) starting a decade ago are fed up with these timelines.
NORTH KING COUNTY	In general, I'm very supportive of public transit. However, it's not clear that the plan addresses much needed space for bicycles on the Link light rail and other modes. The very limited spaces are now often taken with luggage or full. Bike-train commuting is an important aspect of the system. Also, the timelines seem long, especially the Graham Street station which was initially planned for in an earlier phase and held.
NORTH KING COUNTY	<p>"Sound Transit is authorized to assess an employer tax of \$2 per employee, but doesn't currently. To collect this tax, the agency would have to get voter approval."</p> <p>The above statement is from your own web site. If you put the employer tax on the ballot, you may get approval faster than hitting taxpayers with the same old regressive sales, MVET and property taxes. We need this funding to get these projects underway more quickly. Traffic congestion is beyond tolerable NOW. Please put the employer tax on the ballot along with your transit proposals and you might get this off the ground more quickly.</p>
NORTH KING COUNTY	<p>It is hard to know how to respond to detailed parts of the plan without being fully involved in the planning. It is clear, however, that rapid transit of people throughout the region is a vital project of the future of any metropolitan area. We cannot fail to do it, hopefully well planned, but done somehow. It is important that bus service be modified to funnel riders to these light rail and BRT lines. Busses should not be paralleling north south routes of these new systems, but be the feeders to them. The most unfortunate cost-saving mistakes of the existing lines is the lack of parking or even a pick-up and drop-off zone at several stations. Also, the line coming out of the Beacon Hill tunnel should have remained elevated all the way to the Stadium Station. The disruption of east/west traffic in this area is a nuisance that simply shouldn't go unaddressed into the future. Spend the money to elevate this section.</p> <p>Since I live in the Allentown area of Tukwila, I would naturally appreciate a station at the north end of Tukwila's residential area to serve Allentown and Riverton Heights. It seems there may be property along the line where it parallels 599 before crossing the Duwamish River at the north end of Allentown. A Station here would not afford a link to Sound Transit, but would be many times more useful to residents in the area. As it is, the Boeing Access Road location will not only fail to attract pedestrian traffic, but is also too far away from Boeing offices to be of much help to their employees on East Marginal Way. Better to have a station just north of the intersection of Macadam and Interurban, out of which comes a spur going north on East Marginal Way and then up 4th S. a ways to connect Georgetown and the entire industrial southend as long as practical before turning around to return to the new North Tukwila Station. Busses could also connect the north end of this dead-end line to, say, SODO Station -- or it could run to SODO underground. Taking a lesson from the Moscow subway system (one of the largest in the world) where I lived for several years, there was an entire fleet of 12-person vans that took people to the stations. We have made no, or little, effort to have such systems feeding our stations, from what I can see. So if the station is beyond reasonable walking distance, it becomes useless to locals without a ride to get to the station and back.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	Don't hamstring yourselves with artificial minority/women owned business targets. Hire contractors who can do the job correctly and on time or faster.
NORTH KING COUNTY	Parking garages at all light rail stations would be a quick and easy way to make it easier for people to use light rail. It would get cars off the streets and freeways around downtown by allowing people to park at the various stops and use as a park and ride.
NORTH KING COUNTY	You have as a City group rearranged the Ballard demographics with land use changes but have neglected to address the transportation needs the higher density requires Shame on your bad planning and negligent governing!
NORTH KING COUNTY	The project rollout should happen faster. We need public transportation NOW.
NORTH KING COUNTY	This is a tremendous waste of resources and should be considered a low priority in the big picture of what's important to TAX PAYERS.
NORTH KING COUNTY	obviously, the ones I most strongly endorse are the ones I would most benefit from.
NORTH KING COUNTY	Keep and improve bud routes!
NORTH KING COUNTY	I can't speak to anything outside Greater Seattle area so I do not know if the other areas need more service or if this service would be used.
NORTH KING COUNTY	\$15/hour wages should be in place EVERYWHERE in WA state so people could afford \$17/month to spend on a long-term transit expansion plan.
NORTH KING COUNTY	Mass transit should never block traffic. Study BART and insert it here. Jesus, it's not like it hasn't been done in a lot of places decades before here. It's like you all are trying to invent the wheel all over again. Mass transit that stops traffic is insane.
NORTH KING COUNTY	Very important that Seattle Center station also serve the Uptown business district. Also important to include parking convenient to Seattle Center/Uptown station for access to Queen Anne residents
NORTH KING COUNTY	I think south lake union station is a big need with the current growth. Would be better if that station, even if not the full Ballard line, could be put online significantly sooner than in 22 years
NORTH KING COUNTY	For light rail, use as much elevated track and tunnels as possible to separate the rail from car traffic for safety, and least impact to traffic.
NORTH KING COUNTY	why 25 years, why not faster?
NORTH KING COUNTY	My biggest concern is the impact increased taxes will have on poor people. Rich people can always find ways to get around paying more taxes, poor people can't.
NORTH KING COUNTY	First: It is ridiculous to do it so slowly. Second: Too much tax increase for a service I will never use in my lifetime! Third: Current system is poorly designed and I do not trust Sound Transit to do a good job in designing or implementing the project...
NORTH KING COUNTY	We need this ASAP

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	Projects for West Seattle and Ballard should be expedited. 17 years and 25 years is unacceptable with the amount of growth that is happening and will continue to happen in these parts of Sesttle.
NORTH KING COUNTY	I wish it could happen faster. . .
NORTH KING COUNTY	Just make sure you don't use the same contractor that was used for the viaduct tunnel project :)  Though I'm sure it's outside of sound transit's control, it might be wise to lobby against rampant development that will only conflate the congestion problem. I understand that more people will expand the tax base and help fund the project, it also makes the property and congestion issues worse - maybe to the point where the solutions proposed in the plan will no longer solve the issues we currently face.
NORTH KING COUNTY	Thank you for Planning! My wife and I appreciate your work and support your efforts.
NORTH KING COUNTY	This survey was too long
NORTH KING COUNTY	West Seattle should be the highest priority. I do not live there, but the one hour commute to leave and enter WS during rush hour is unacceptable.
NORTH KING COUNTY	The City of Seattle should NOT be allowing the elimination of on street parking, as private parking is cost prohibitive for most working people. Nor should the City or the County be limiting road lanes to Buses Only. These lanes should only be HOV designated during peak hours, not set aside for buses only at all times.
NORTH KING COUNTY	Our transportation needs are expanding at an exponential rate and although the plan looks great the timeline is too far extended out there. In 5 years we may be able to walk from Ballard to Seattle quicker than by car or bus. Due to the rapid growth in condos and apartments and 1000 new neighbors every week spec you published I believe the plan is good but it would be great if it could happen quicker. Out of the 1000 new neighbors a week many of them work in the trades and can be put to work on these projects. Please don't delay the plan. Best of luck with it. I am working as a CM consultant and am working right besides you all. Thank you [name]
NORTH KING COUNTY	Light rail needs to happen faster. A 15-22 year plan is not urgent enough
NORTH KING COUNTY	It is sad that we have waited so long to do this. I think it will be difficult for voters to want to spend this much money over such a long time frame, but it has to be done. We really don't have a choice.
NORTH KING COUNTY	Needs to move along faster, the region is growing fast & transit/rail service needs to catch up quickly!
NORTH KING COUNTY	Get to w Seattle faster

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	Although we are not now frequent transit users, we would use transit much more if it were more reliable/frequent from West Seattle and if there were quick & easy connections to other parts of the city where we would like to go. My husband used to commute daily on the C Line to work downtown. He started driving again because the C Line is too infrequent & crowded during his return commute.
NORTH KING COUNTY	As a Ballard resident and a lover of transit I strongly oppose not prioritizing (& being transparent about) investments that would increase ridership the most, including those that don't replicate existing services (like Sounder trains from the north and south ends or S Lk Union trolley). I am unsurprisingly disturbed that Ballard is out 22 years when other far less densely populated areas are being served. I also think more choices should have been presented in the draft plan such as ranking whether folks would support the Ballard-UW station link (along with a station for Fremont/Wallingford) instead of the current massively expensive (bridge or tunnel over canal-who cares!!!) Ballard/Interbay & Smith Cove (where few people live)/S. Lk. Union/Uptown (which are already well served by transit and are almost all in walking distance of Westlake). I would scrap the current Ballard-Dtown plan for the Ballard-UW link. I also don't know why the tunnel has been strapped to the Ballard route when it seems that it could have equally been attached to the West Seattle concept (& why does there have to be a new tunnel under downtown? Couldn't all the new links stop at Westlake where you just jump onto another train?). I've voted on every Sound Transit levy (& many other levies) and am really angry about the politics-trumping-logic at play here. Of course social and geographical equity are important but so is ridership. \$400 a month for a service that I may never use seems like a huge ask. I wish I could support this levy because I love the idea of expanding transit throughout the region, but if this is the package & phasing plan put forward don't count on my vote.
NORTH KING COUNTY	The costs associated with ST3 and development timelines are both unacceptable. I will strongly oppose this plan unless costs are dramatically reduced. I will strongly and vocally oppose any politician who supports the plan in its current form.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	<p>Why are we building light rail to Tacoma and Everett? Is some one going to take light rail from Everett to Seattle? Isn't that going to be too slow? Why not actually buy land and enhance rail to Everett and Tacoma with the sounder? The line from Everett is beset by land slides and the sounder overall is limited by not owning the tracks as well. For long distances why are we putting more emphasis on faster commuter rail? I do like the sounder train investments in the south.</p> <p>As for the light rail if the draft plan is built out it would have the longest miles of track from suburb to city center of any in the USA. I don't get why we would do this other than the politics. The Ballard light rail seems to be held hostage to the east side politics. Plus we aren't even building a tunnel to Ballard that would up ridership. The Ballard line itself would get the highest ridership of any of the lines too.</p> <p>I thought I would support this draft plan initially but from what I can see after looking at things closer this isn't even a system that makes sense to me. Right now I'm voting no unless things change drastically.</p>
NORTH KING COUNTY	URGENT NEED FOR MULTIPLE MODALITIES OF TRAVEL, INCLUDING LIGHT RAIL, WEST SEATTLE TO DOWNTOWN.
NORTH KING COUNTY	The use of surface streets to the airport was a mistake. It slowed the travel down going to the airport. That should be fixed as part of the plan. We need a quicker route going to the airport.
NORTH KING COUNTY	I would be more willing to support this plan if the expansion of light rail could occur more quickly and included parking. The UW/Montlake station is wonderful but we have already opted out of using light rail on several occasions when we wanted to due to lack of parking at the station.
NORTH KING COUNTY	I somewhat oppose the timeline mentioned in number 12, not the project. Whatever it takes, we need to get these projects done quicker than this proposal. Also, the parking situation at the train stations is ridiculous. They should be expanded and permitted.
NORTH KING COUNTY	Needs to be done sooner than the proposed time frames...25 years is too long.
NORTH KING COUNTY	Any opportunity to speed up the building and operating of new light rail would be great!
NORTH KING COUNTY	Speed up the process!
NORTH KING COUNTY	I don't really understand the trolleys they are inflexible and slow. Why isn't a bus better? I walk rather than take the trolley it's faster at times
NORTH KING COUNTY	We have to make the commitment for public transit to increase. The commitment is vital to the Puget Sound Region.
NORTH KING COUNTY	22 years to Ballard and West Seattle??? So my family is paying \$400 a year for 22 years before we see any direct relief from the congestion in our area? As much as I'm in favor of these changes, the pace is hard to support.
NORTH KING COUNTY	25 years is too long to wait for this plan to come to fruition. We are in crisis mode NOW. The density growth outstrips your plan.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	The transit plansystem are mostly about the commute to work. Would like to see the cost they share for the plan - how many are exempt and for how long - what the initial \$ buyin is for a new business construction - not just the individual's charges. Thanks for sharing the plan and I look forward to increased public transit!
NORTH KING COUNTY	Would like to see more light rail trains running now. I take it from Othello and ever since cap hill and uw stations were added the trains are very full in the morning
NORTH KING COUNTY	SOUTH PARK IS CRITICAL AND SHOULD BE INCLUDED IN ANY PLAN FOR THE SOUTH.
NORTH KING COUNTY	Thanks for this great plan!
NORTH KING COUNTY	I do not agree with the funding proposal. I feel motorists should bear the burden of this transportation plan. I do agree with these funds being raised via property tax and sales tax increases. These funds should be raised via gas taxes and vehicle taxes and fees. I also feel the most urgent light projects are being placed at the end of the 25 years, i.e. Ballard and West Seattle. The congestion on the roads leading to and from these neighborhoods to downtown is well beyond the road infrastructure in place. Also, in my opinion, adding light rail stations to communities further from the city and business centers encourages people to move to these areas causing more urban sprawl. We should be building up and not out and encouraging people to live closer to where they work.
NORTH KING COUNTY	Don't be like San Francisco: Keep building and don't let the NIMBYs ruin everything!
NORTH KING COUNTY	Seattle DPD should spend capitol improvement funds to accomplish maintenance for the crumbling infrastructure and roadways that are now becoming dangerous. Seattle City planning has lost site of their responsibilities and just keeps asking for more money for ulterior motive and personal agendas.
NORTH KING COUNTY	I don't understand why the property tax should be limited to residential. The financial burden should be shared by all stakeholders including commercial and municipal property owners, and users of the system.
NORTH KING COUNTY	Avoid increasing property tax burden. More tolls and vehicle use taxes.
NORTH KING COUNTY	I have little faith that this project will meet timing and financial goals
NORTH KING COUNTY	I wish that question 10 included "developing local bus service in snohomish and pierce and east King counties". I realize that ST3 dollars can't be used for this, but municipalities need to provide local bus service for the ST3 capacity to be adequately used. We can't build enough park and rides to make this work, and we can't build enough TOD quickly enough to make it work. It's astounding to me that this feeder bus service is not one of the things we are talking about to make the whole high capacity transit plan work.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	<p>I moved to Seattle in 1983 after 5 years in NYC and 3 years in SF. I had visions of a world class monorail linking every distant corner of the city with downtown and SeaTac, DiscoveryPark and Microsoft. That didn't turn out so well. Neither did I. I was making \$130k/yr including stock option income @Microsoft when I was diagnosed w/AIDS in 1993. I will have to sell my fully paid for condo in 2 yrs when I turn 65 to pay off my outstanding debt and will be eligible for Section_8 rentals. This plan does not help residents of Seattle get around our own city. I was trapped in Capitol/First Hills for 28 years; now more so in Lake City. It takes me 1-3 HOURS each way to travel the *9 miles* from my home in LCity to my First Hill doctors, with my walker, at night, in the rain, without sidewalks. And it takes 2 bus systems (SoundTransit/Metro) that don't recognize each other's fares = double fares each way for 9 miles. This is a fractious cow town trying to put a vase - smashed in voter anger - back together from the pieces. It still lacks unified plan. I am expecting my first grandchild in August. I hope he leaves when he's 18 and lives someplace not run by the single-occupant car cartel mentality generated by the wealthiest man in the world.</p> <p>[email address] Lake City, Seattle 98125</p>
NORTH KING COUNTY	Pick up the pace. 25 years is too long.
NORTH KING COUNTY	West Seattle needs light rail prior to the 17 year plan!!!!
NORTH KING COUNTY	The additions to Ballard should be higher up as it has some of the most growth and Expedia is moving to Interbay area soon bringing in thousands more people to the roads. As well, this whole project will take a ridiculously long time, 25 years is absurd, and that's with no delays which there certainly will be. Because of that I am voting in down.
NORTH KING COUNTY	The plan must address adding park and ride options and/or community bus connections to rail stops.
NORTH KING COUNTY	Good service to West a Seattle and Ballard, where housing construction is overbuilt, is long overdue.
NORTH KING COUNTY	<p>After going through the pain of the monorail community feedback process I feel INCREDIBLY cynical and skeptical filling out this form. However, I firmly support a transportation infrastructure that connects Downtown Seattle with adjacent neighborhoods that are now problematic in terms of commute (West Seattle and Ballard). I also strongly believe in implementing a large scale transportation system that is an asset to our region and connects important employment areas (like Redmond) and joins our cities (Tacoma, Everett, Puyallup etc.). Having lived in NYC and traveled through Japan, I have experienced the wondrous ease and utility of having a functional mass transportation system and I would love to have that in WA state.</p>
NORTH KING COUNTY	Please bring back the 72 bus. Make sure all new rail development is grade separated. Expedite the extension of Link service to Ballard. Current construction should allow for future expansions such as addition of new lines and longer trains, even if additional expense is incurred. Expand off-board fare collection for buses.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	I ride the bus every day from NW 60th St and 8th Ave NW in Ballard. This afternoon, I spent 40 minutes on the 28 express bus, which is typical. The bus was packed to capacity. Including walking to the stop and waiting at the bus stop, my commute is close to an hour. This is to go 5.7 miles. I've tried the D Line and it is also packed to capacity and just as slow. Ballard needs transit improvements NOW, not in 22 years. I have supported every transportation vote until now. This package needs to include significant short term bus improvements to get my support. How about some real express buses with limited stops? Speeding up the service will get people out of their cars. Ballard has seen tremendous growth since I moved here in 1999, and all projections say it will continue. What are we supposed to do for the next 22 years?
NORTH KING COUNTY	The sales tax increase should not be used to fund ST3; instead the tax increases should be greater for property taxes and/or car excise tax.
NORTH KING COUNTY	Regional development should encourage employment opportunities (office parks, high tech centers) in areas such as West Seattle to reduce need for long commutes. Current planning seems to encourage families to have hour-long commutes simply because of distance between moderate-priced housing and employment.
NORTH KING COUNTY	The 130th provisional station needs to be built to support a under supported transit area. Also, the 522 needs to service all LCW including 110th and 95th NE. The Ballard light rail needs to be completed in less than 22 years.
NORTH KING COUNTY	Current projects have not been completed within the original time frame. That is with the exception of the " reset " these projects need to be completed on time. I generally support flexible bus transit plans over the hard infrastructure projects.
NORTH KING COUNTY	This survey does not address the biggest problem with the plan which is the regressive funding. I am in support of increasing mass transit but with income taxes and NOT with sales, property and motor vehicle (since it is a flat rate for all cars this is also regressive) Washington State is already rated the most regressive state in the nation for taxes and this plan makes it even worse. I have selected a neutral a opinion, opposed,or no opinion simply because as I do not want my answers to go into some campaign showing people in favor of this levy. I would be in favor of many of these measures if they were paid for by a state income tax. This proposal would make Seattle have the highest sales tax in the nation, that is simply embarrassing. And at the same time this is asking us to pay more property taxes for transportation we are also being asked to double taxes to help with housing. If I have to choose I'd chose to help house the homeless. You need to look at the big picture of all of the increases we are being asked to fund and who is funding it. Currently Seattle is building upscale rentals for all the high income young tech workers moving. The large segment of renting weathy people causes these taxes to be even more regressive. I am tired of paying for bike lanes for these wealthy tech people while my roof leaks because I can't afford to fix it.
NORTH KING COUNTY	We live on SR522 in Lake Forest Park and are greatly concerned about how this will impact our home and lives.
NORTH KING COUNTY	Put somewhat support on 17, the west Seattle issues need to be addressed sooner than proposed!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	we need or accelerate the timeline for Ballard and West Seattle given the growth/excessive growth in density. Current buses from Ballard are stuck in the same traffic as autos. West Seattle has limitation of West Seattle Bridge which will not be able to handle the growth.
NORTH KING COUNTY	Property taxes should be the least changed/influenced by this. Pay more attention to motor vehicle excise, gas taxes, etc. Get cars off the roads. Don't penalize people more in their homes. Every tax in Seattle seems to be on property/housing.
NORTH KING COUNTY	Given where I live, I will rarely use any of these options. Moreover, it's taking too long to get these projects completed and the price tag is too high. Figure out a way to cut the price and deliver the outcome faster.
NORTH KING COUNTY	Please make West Seattle be a priority! It needs light rail asap.
NORTH KING COUNTY	Figure out a plan for Ballard to stadiums. And Ballard to Edmonds -connect the water fronts
NORTH KING COUNTY	STOP TAXING HOME OWNERS TO PAY FOR EVERYTHING!!
NORTH KING COUNTY	Local corporations should foot a bigger bill via new business taxes.
NORTH KING COUNTY	Graham street and Renton are the high priority. It's where the biggest needs are!
NORTH KING COUNTY	Please consider offering safe bike storage at rail stations or more room on trains for bikes. The combination is a perfect commute, but without safe bike storage and with crowded trains, bikes and trains are sadly incompatible. The UW station is a very shortsighted design, on behalf of UW in terms of allowing for safe bike storage. Pressure from ST would very much be appreciated.
NORTH KING COUNTY	Timeline unworkable
NORTH KING COUNTY	I honestly don't know what is most important - I trust your studies to figure that out. My priority would be first adding services that would be used by most people. I am lucky enough to live close enough to bike to work, and live near great bus routes, so I have no personal bias.
NORTH KING COUNTY	Light rail is a fraud and a waste of tax payer money. It has failed in every city such as Portland regarding ridership and financially. The cost per mile of light rail (tracks) is outrageous. My taxes will go up in Seattle \$400 a year and we do not ride buses or have plans to use light rail ever. FYI our work commutes (car) are during off hours and do not involve freeways. Our commutes are 20 minutes each so there is no problem. Keep your hands off of my wallet and keep your big government schemes to your selves. Up with cars.
NORTH KING COUNTY	The timeline for Ballard is ridiculous. 22 years?!! This corridor is extremely fast growing. This line needs to be prioritized and needs to be build entirely separate from traffic. It also needs to be build to allow extension and connections (for example, continuing north or connecting to UW) in the future.
NORTH KING COUNTY	You guys boxed out south park . thats cool maybe you can include a carpet that you could sweep us under at a cost of 69 billion south park will be swept under the rug forever.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	<p>Light rail through out the region is critical! This needs to be priority number 1 and the projects completed as soon as possible. The timeline seems too long!</p> <p>Work on city projects first. Not only will it improve quality of life for residents, but it will also improve the tourists' experience. Make Seattle a real city with safe, easy public transport options so visitors can see more than just the downtown core.</p> <p>Whatever the government does- JUST START BUILDING SOMEWHERE NOW!!!</p>
NORTH KING COUNTY	<p>Abandon surface rail install monorail ELIMINATE BIKE LANES Cut sound transit</p>
NORTH KING COUNTY	<p>The Ballard line cannot be at grade.it needs to bypass lights and boat traffic and should not occupy car space. I believe it should be above grade.</p>
NORTH KING COUNTY	<p>Generally the timeline needs to be shortened. Investments should be made in the lowest income areas first. All TOD should have high affordability requirements for both rental homes and homes for sale for ownership. All affordable homes should be made permanently so. There is a way to do that that works. Community Land Trusts or other organizations that provide long-term stewardship of affordable community assets is one way to do this. This magnitude of investment should be kept to benefit the community.</p>
NORTH KING COUNTY	<p>I feel like these plans will be obsolete by the time that are done and we need a more immediate solution. Also something more forward thinking. We should look at elevated railways or other means to move more people sooner.</p>
NORTH KING COUNTY	<p>Why are homeowners (who pay property taxes) and (who will be paying very large 'penalty fees' for owning vehicles) be paying such huge taxes when apartment dwellers, who are discouraged to own cars but use transit will hardly be paying anything towards this levy? (I do not know how much of their rent will go to this levy). Why are they getting away without paying their share NOW. Living in Seattle is going to become unaffordable sooner than later for homeowners. I only drive about 7,000 miles a year with my car, which includes driving outside Seattle for hiking in the summer. I have an RV which I take out in the summer three times. That leisurely activity will probably become too expensive for me to enjoy as a retired 71 year-old....retired 4 years ago. I do not trust that these monies will be wisely spent and will be wasted, creating 'a need' for much more money. Seattle should have passed its transit levy in 1968, just before I moved to this state and city. I will not see the end product as in 22-25 years, I will probably be dead.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	Keep light rail off surface streets to decrease congestion and to keep with a consistent schedule. Use either elevated or underground methods. Following this guideline will increase support for light rail. Keep projected urban growth in mind if considering placing light rail on surface streets in areas that are currently not very populated. These areas will look very different 25 years into the future. Planning to build above or under ground from the beginning will be the best plan to meet the needs of the population 25 years in the future. Folks who are against spending money will become even more disgruntled if it becomes necessary to increase costs to move planned sections of light rail under or above ground. Plan smart from the start.
NORTH KING COUNTY	Light rail is fine and all, but taking light rail from Everett to say Tacoma or even Seattle would take a long time. I wonder if there is any planning to do heavy rail e.g. subways or leave potential to upgrade some light rail portions to heavy rail. Yes there is Sounder, but it only runs during rush hour and shares the right of way with freight and Amtrak.
NORTH KING COUNTY	Need lower cost approach. Need improvements to be in service much sooner. For \$50,000,000,000 need to come up with a high-speed delivery system to move masses of people across the terrain that is disrupted by large bodies of water. More East and West bound options are better than more North and South options.
NORTH KING COUNTY	Prioritize west Seattle and Ballard lines first. City residents want to use transit now and some of us cannot in current state easily. Prioritizing these lines will connect up so much more of the city. It would absolutely get me out of my car daily.
NORTH KING COUNTY	Very poor planning that does not reflect reality. We are going through the biggest technological change since the automobile and PSRC and Sound transit want to go long!!!. Get the proper planning done. Technology update to Vision 2040 and come back in 2020 if we still need more light rails. Do not risk failure on an prepared for vote.
NORTH KING COUNTY	<p>Please continue to use buses. Buses are incredibly flexible, responsive forms of public transit. The stupidest, most idiotic infuriating waste of public funds that I have seen in years is the construction of the trolley serving capitol hill and first hill. This area was already well served by buses. For a fraction of the cost, bus service could have been increased. Instead we have a useless, utterly redundant, expensive service. I support building light rail more centrally in the denser areas of Seattle (west Seattle, Ballard, etc. However, building spokes of light rail going out to every suburb in King County will be so much more expensive and less flexible than improving bus service with frequent buses on dedicated highway lanes, with traffic light sensors to change lights in their favor.</p> <p>Also, please include frequent stops in the light rail. I know that this is more expensive. However, the current light rail could serve many many more people if there were stops at Graham and at Montlake between Capitol Hill and UW. Once you build it without these stops, it is very difficult to change. With few stops you are building a suburban commuter train. With more stops you are building a truly urban infrastructure that supports density and decreased reliance on private vehicles.</p>
NORTH KING COUNTY	I think it would be ideal for all buses within city limits to have a 1 seat connection to at least 1 light rail station

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	Faster - 25 years is too long.
NORTH KING COUNTY	Where I support the funding and the additional lines and busses, I do not support the timeline. This is critical and should be completed as soon as possible.
NORTH KING COUNTY	The fact that this doesn't already exist completely boggles my mind. How does Dallas, TX have more light rail than Seattle?
NORTH KING COUNTY	25 years for light rail to Everett??!! Wtf guys- everyone talking this survey won't even live here anymore by then... Tech jobs are always moving. I know I won't be here...
NORTH KING COUNTY	I'm just going to put this here, but as a U District resident, I hate the ULink station, and hate that there are far fewer direct options from the heart of the U District to places like downtown, the CD, Capitol Hill, etc. The ULink station is a) confusing--it's very difficult to understand where to find your bus after you get off the light rail. There are no maps or directions, or if there are, they are hard to find/see. (I'm low vision, and spent a very confusing 20 minutes looking for my bus stop, only to find it finally and see that it was CLOSED for the weekend. I wasn't the only one confused, since there were all these people waiting for a bus there, right next to taped signs up saying the bus stop was CLOSED. And there was no map or way to find the nearest next bus stop. It was a stop full of confused people who just started ambling through campus because no one knew where else to go.) It's also VERY desolate/lacks density, and I don't feel safe there at night/early morning. I go out of my way to avoid this station now, and even take a longer bus (70) which is 40-50 minutes to downtown so as to avoid the lack of clarity/desolation that is ULink. I look forward to a better life with the Brooklyn station, but I think the next 4-5 years is going to suck, and I wish you a) didn't cut off so many bus routes and b) hired a design consultant with a friendlier view towards a) People with disabilities and b) Women wandering around alone. I'm sure you find this comment cranky, but in all honesty, I was so tired carrying multiple bags while wandering around for 20 minutes looking for the bus stop, then after the CLOSED fiasco, I just sat and cried on a bench, and then got up, and eventually just walked 30 minutes to home. For a PWD, it is a terrible, confusing layout, as well as feeling sparse and unsafe. I know Brooklyn can't come faster, but I wish ULink would be better, and I wish some of the bus routes came back.
NORTH KING COUNTY	We need mass transit now. Why a plan like this would not be approved by the community is beyond me. If we don't get on it now,
NORTH KING COUNTY	Why is Tacoma Community College a station but not Bellevue College?!?
NORTH KING COUNTY	A large number of state employees commute to Olympia from Seattle and Tacoma. The Tacoma traffic at JBLM and the Tacoma Dome is the worst traffic on I 5 in that 75 mile corridor. Yet there is no plan to extend rail down I5 as far south as Olympia. We do not need neighborhood stations as much as we need a rapid rail from Everett to Olympia. Utilize the I 5 corridor with stations along the way and bus service and parking. Please look at what other states have doneZ commuter rail should not service every neighborhood Along the way, but should support moving large amounts of people. Similar to exit ramps, people can get to freeway stations by bike, bus, or car.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	All projects need to be pay per use. You use the service, you pay for it. If you don't use it, one should not be taxed on the projects.
NORTH KING COUNTY	We can't wait. No more freeways. Build light rail now, not in 30-years.
NORTH KING COUNTY	The projects should be completed faster
NORTH KING COUNTY	These projects are critical to make a viable web of routes to transport lots of commuters to various locations in the Puget Sound area. I have visited several cities where these rail and bus lines have already been implemented and it's made a huge difference to the volume of traffic on the roads and the amount of pollutants vehicles are putting into the atmosphere.
NORTH KING COUNTY	<p>Your estimates about the cost per average adult in Puget Sound is misleading since homeowners &amp; car owners would pay significantly more taxes than renters &amp; non-car owners. So I guarantee you it will cost my household more than \$400 (we have two adults in it).</p> <p>And, as a 57 year old person, I would never invest my own money on something like this because there is no ROI for me...22 years to get light rail to Ballard? Christ, I'll be 79 years old (if I'm lucky) if the Ballard line is completely on time (unlikely). So help me understand why we'd want to spend (using your estimates) at least \$8.8K on something we will probably never use?</p> <p>If you were truly progressive, you'd put an age limit on who has to pay these taxes so, for example, in the case of someone like me, they should only have to pay for the bus service, no light rail. And only people who would be of working age at the completion of all of the light rail stuff will pay taxes for the light rail. As structured today, I'll be voting NO.</p>
NORTH KING COUNTY	Why is there an assumption that residential property owners assume the the cost burden of these improvements? Are these the people who are expected to be using these transit systems more often than people who do not own property? Why would we not also want to target people who are actually using the system as those who are willing to pay for it? What other sources of funding are there? Are federal infrastructure funds a possible source?
NORTH KING COUNTY	You forget about the safety at the stations for us having to walk several miles to your stations, rather than our closer former bus stops. I am not a scared person, having lived in dangerous countries, but Seattle HAS CHANGED, did you notice?
NORTH KING COUNTY	Speed it up! 7 years is too long.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	1) Project is too ambitious. Shorter term, immediate solutions are necessary, now. Population growth in the time it takes to complete, will outstrip the project scope. 2) Project is far, far too weak in working to connect Seattle areas specifically. Once again, West Seattle is left to over-development, over-crowding, crumbling bridge and to fend for itself, yet all the planning and money goes mostly- again- to Ballard, eastside, north and south ends. This "planning" has become tiresome and prohibitively expensive just at this stage. 3) I do not wish to continue to use my home and real estate as a bank for Pet Projects such as ST3 that benefit "the whole"? when quickly adding buses will do a lot of good in the 25 years it's going to take to implement such a plan that is likely to go the way of the monorail.
NORTH KING COUNTY	Along with the cost/tax picture, ST3 should quantify the effect on car ownership cost, which would go down a great deal.
NORTH KING COUNTY	We also need high speed rail intercity service, statewide linking all of the major cities statewide
NORTH KING COUNTY	we're going to be trapped in ballard with 15th street as the only connection to downtown. we need a separate bus lane or light rail.
NORTH KING COUNTY	Would be more inclined to favor light rail if time frame could be reduced
NORTH KING COUNTY	Not happy about losing bus service here in NE Seattle.
NORTH KING COUNTY	I suggest you reexamine the sequencing of the projects.
NORTH KING COUNTY	Although I support a public transportation, it appears that the Puget Sound area lacks a coordinated plan. Between Sound Transit, light rail, Metro buses, Tacoma Transit and Rapid Ride, local mass/public transit solutions are still disjointed. One easy fix: brand the various modals in a similar fashion. Best example: the red Rapid Ride buses appear to be the result of a quickly secured funding that was not well-thought nor part of the larger ST3 plan.
NORTH KING COUNTY	inter city bus transport still not ideal. plenty of places in town where it is hard to get downtown quickly. metro needs to be optimized.
NORTH KING COUNTY	You have removed many critical metro bus routes that I've used for years. Currently you have removed many east-west metro bus routes. Your future plans for ST regional service seems to push bus routes into rail, thus creating "legs" which would take forever. Your funding plans are ridiculous, you cannot tax homes as that makes living in the area unaffordable. I used to support transit, but recent changes in Seattle and King county have made transit useless to me, and your funding plans are horrible. I will vote against anything new and will be driving my car from now on.
NORTH KING COUNTY	I am opposed to funding the project through sales tax. It is an unfair burden to lower income residents.
NORTH KING COUNTY	Seattle to Redmond light rail.
NORTH KING COUNTY	I'm tired of wverything being primarily funded with property taxes. We're taxing people out of their homes! It's time to look at an income tax.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	ST3 is far too expensive and takes far to long. There is very little for NE Seattle, even though most homes are 2-4 times value and taxed more than the so-called 'average' home prices cited by ST. NE Seattle winds up paying far more for far less, in a time frame many of us won't live to see. They eliminated our neighborhood bus service. Yet W. Seattle has bus rapid ride. Very unfair. We should have neighborhood shuttles, expanded bus rapid ride, above grade monorail and/or cut and cover...less expensive and faster to build. Vote 'No' on ST3 as proposed.
NORTH KING COUNTY	LIGHT RAIL AT-GRADE ALONG STREETS IS DANGEROUS; TUNNELING, RAISED, AND/OR COMPLETELY SEPARATED RAIL ROUTES ARE SAFEST AND MOST EFFICIENT. BUSES ARE MORE FLEXIBLE THAN RAIL IN TERMS OF SHIFTING DEMOGRAPHICS. THE PER RIDE COST OR BOTH LIGHT RAIL AND BUSES IS DISPROPORTIONAL TO INCOME LEVELS OF PEOPLE WHO USE PUBLIC TRANSPORTATION, EVEN COMPARED TO OTHER BIG CITIES, E.G. L.A., NYC, SAN FRANCISCO. ORCA CARD E-MONEY PURCHASES SHOULD INCLUDE DISCOUNTS. NON-ORCA CARD BUS & RAIL PURCHASES SHOULD BE USBALE ON EITHER/BOTH MODES OF TRANSPORT INTERCHANGEABLY IN KEEPING WITH INTERNATIONAL STANDARDS AND OTHER U.S. CITIES.
NORTH KING COUNTY	Long overdue--- let's go!
NORTH KING COUNTY	I agree the plan should move forward. As a retiree whose property taxes are already nearly driving me out of Seattle, I also know that increasing my property tax gives me little/no benefit and only the cost. The Ballard line will not complete in my lifetime!
NORTH KING COUNTY	Gas tax?
NORTH KING COUNTY	There is no consideration given in any of the above proposals to increasing feeder transit to the major transit lines. If you expect people to use the transit and parking is not provided, then one has to be able to get to the major transit line somehow. The UW line opened up and while it serves a certain population well, there is not a quick way for many to get to the UW station. What good is any of this if you can't get to the main lines? I will not vote for or support any further transit unless this is addressed. I am happy to walk to a bus line to take me to a main transit point but the bus has to run frequently enough so that it doesn't add an hour on to my travel time. I would also like to see less of a hit on property taxes - this is too much along with school levies, social service levies, etc. etc. I would also like to see this broken up into smaller projects.
NORTH KING COUNTY	Need rapid transit crosstown from Ballard through Fremont/Wallingford to light rail at UW, and need it earlier rather than later.
NORTH KING COUNTY	Projects need to be sped up!!!
NORTH KING COUNTY	I strongly support the much-needed improvements, and I am sure a great deal of thought and research went into how to fund them. My concern is that \$17/month per taxpayer could be a stumbling block...some people genuinely could have difficulty affording that.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	22 and 25 years to wait to have this transit plan is crazy especially if we are paying for something we cannot use. By the time these are completed they will be obsolete. I believe a monorail project was to begin years ago in Ballard. Business were purchased and than the project was scrapped. Now there are vacant buildings were business once were and no new transit. I have no confidence that this plan will work. It's just too long and too much money for homeowners.
NORTH KING COUNTY	The timelines should be decreased where possible.
NORTH KING COUNTY	Projects should be grade separated along the entire lines and completed as soon as possible. I suggest stop building parking garages because they are a horrible investment of resources. If you have to build parking garages in certain areas to increase ridership the area probably doesn't have the density required for this type of transit investment and those areas can be served by bus. Please do not build another section with grade crossings like central link through the Rainier Valley.
NORTH KING COUNTY	Complete everything sooner. The traffic is already unbearable in many areas. >1 hr to travel 10 miles is unacceptable.
NORTH KING COUNTY	OUT of control development in the Seattle metropolitan area should be stopped until this transportation problem is resolved.
NORTH KING COUNTY	I do not understand why all these projects have such a long time frame. The Capital Hill link light rail was completed six months ahead of time. I don't like the idea of waiting 17 years for link light rail to come to West Seattle where I live.
NORTH KING COUNTY	Do it! I think it is important to move towards more light rail and other transit improvements for the greater Seattle area. Which exactly is most important, I don't have a strong answer, the above ST3 plan looks reasonable.
NORTH KING COUNTY	Prioritization should be made on high-density population areas (Ballard is exploding, even though on a side-branch of the flow) and high density of work opportunities (Microsoft campuses, downtowns, ?). It may make sense to go for the long reach, with the ability to add extra stops later, if there develops a strong need for a stop or a connection [the 130th St stop in Seattle makes sense only if there is a high-speed connection coming in from Kenmore/Bothell/Woodinville to connect to].
NORTH KING COUNTY	Put tracks right on I-5 and I-90 and soon! Traffic is awful! We need light rail now.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	As an environmentalist, I would like to use mass transit, but it isn't feasible for me. This \$50 billion wouldn't address why. I work at 6 different job locations (since no one has offered me full time work.) I can't get from one job location to another via mass transit in the short amount of time I have. As it is, the closest bus stop to my house is a 15 minute walk, and I need to carry lots of stuff to do my various jobs, so I use a car for hauling. For my closest job, I can either walk and take 2 buses, which takes at least 1.25 hours, or I can drive my car for 15 minutes. For 12 years I drove a VW Golf, powered by biodiesel. I used to be able to purchase biodiesel 5 places around Seattle. Now there is only one vendor. Prior to owning a car, I had a job that finished up around 9pm. Between walking from work to the bus stop, and from the bus stop to home, I needed to walk over 2 miles, in the dark, alone as a woman. Yes, I was stalked by a would-be rapist, but escaped due to my martial arts training. Also, most bus riders are fine, but many times I have been subjected to loud-mouthed riders spewing out vulgar obscenities. I've also had people reeking of poop, pee, and sweat sitting next to me - literally leaving fecal matter on the seat when they got up. I think it's helpful to know ALL the types of reasons why people take cars instead of use mass transit.
NORTH KING COUNTY	我觉得西雅图的北部很重要。我们Lake City 人口经常用公共共交站。所以我们需要520 和130 Station 的进步。(I think Seattle North is very important. Our Lake City people often use public pay a total station. So we need 520 and 130 Station progress.)
NORTH KING COUNTY	I want to see slower development that does not displace people, cause homelessness and contribute to general chaos. I want to preserve the character of our Neighborhoods.
NORTH KING COUNTY	i am opposed to more put on the backs of homeowners; I will be unable to afford my house in my upcoming retirement. Tax gas and cars and repeal effects of Tim Eymans . I do want the regions transportation system to function for my children and grandchildren a futures.
NORTH KING COUNTY	there is ZERO coordination between ST and Metro. There is ZERO thinking about the value of a strategic parking program. There is ZERO coordination between ST and locals regarding land use and zoning. But there are lots of planners. It is tough to support the laudable goal when implementation is soooooo uncoordinated and short sighted.
NORTH KING COUNTY	It is so offensive how the I405 south of Bellevue communities, are completely off your outlook. Ok not completely, we are thrown a bus in 8 years time you are you kidding right? and no open house to discuss anywhere along 405S. You are eliminating clearly the non-white communities. I will never vote for anything and I will make sure all of my neighbors and associates vote the same way. Again and again, we have no services to speak of in the South end along the 405. we do have light rail to Seattle with no parking along the route - who is developing these proposals? surely they don't live in my neighborhood. i promise you, I will campaign hard against this entire proposal.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	No funding should be spent on free parking. Any parking needs to have a fee. Light rail to paine field may not be necessary but a fast trip to paine field is still required for my support. Ballard to UW via Greenwood needs to atleast be studied and listed as a backup project. All projects need to find a way to get done faster, look how fast LA is building rail. A seamless connection to the museum of flight must be part of the plan. Ballard to northgate must be planned. All sound Transit trains and vehicles need to be upgraded with real-time data and the OneBusAway project needs to have additional funding added. Sound Transit needs to take better advantage of the local tech scene.
NORTH KING COUNTY	Let's get on with it - anything to reduce the # of autos. Strongly consider insuring that ferry terminal are well served by transportation system!
NORTH KING COUNTY	If u think I will vote myself \$8,000+ before seeing light rail from west seattle you are crazy. I will not be alive anyway. My experience with your wonderful tunnel project with no access to downtown, a toll, and less traffic lanes too boot, doesn't leave any confidence in your proposal to stay within budget or planning. The arrival of driverless cars will increase car traffic greatly which the mayor and his supporters see no need to plan for this increase. I recommend adding to your future questionnaires whether this coming technology will impact those trying to use mass transit.
NORTH KING COUNTY	Commuting is one solution, but what about building better neighborhoods in Seattle so people don't have to commute? Why not apartment complexes and more schools closer to downtown? Seems like you're proposing a solution for a problem, but not understanding the cause. (I understand this is a transit survey and you can only control what you can control.)
NORTH KING COUNTY	You should accelerate the development of mass transit in light of the evidence that climate change requires drastic progress now. Just because America is only now waking up, and that this public transport needed to be built 40 years ago, is no excuse to progress cautiously now. Get moving! Do more now, quicker, regardless of the push back from those dinosaurs who don't get public transit.
NORTH KING COUNTY	Bus service expansion is low cost and beneficial to many communities, this should be a priority for spending before additional light rail. Light rail going from Seattle to Tacoma should be prioritized, these are the two major cities in our region and we need good transportation options between them. The region is getting more and more populated, so transit friendly density zoning should happen around all major stations.
NORTH KING COUNTY	Find some other way to fund the plans besides punishing homeowners with heavier taxes. The burden should be more on car drivers to fund the transportation issue.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	Another bridge across lake Washington starting from somewhere on the west between 145th and Sand point, and ending in Kirkland. Also Bus or light rail links that connect Seattle to South Bellevue Park and Ride and continue onto Issaquah. Why go up to downtown Bellevue just to come back down to I-90 again. Why not just run a "connector" line" from South Bellevue to Downtown Bellevue for "dt Bellevue riders". The other way seems inefficient and makes people who are not traveling to downtown Bellevue much less likely to take transit when it take 30 minutes longer just to sit on the bus to make that loop.
NORTH KING COUNTY	the link rail are just small trams. They will be overcrowded and unable to keep up with demand.
NORTH KING COUNTY	N/A
NORTH KING COUNTY	Please include linkage for South Seattle College campus. This is the largest employer in West Seattle and needs to have better support for the community to access the campus.
NORTH KING COUNTY	More protected bike lanes and bike paths in the area would be phenomenal.
NORTH KING COUNTY	It is very disappointing that this has taken so long to develop and hopefully move forward when government officials have known the city surrounding area is growing and traffic/ parking is a serious problem for over 20 years. We've lost opportunities for federal funding multiple times and wasted time...finally we have a 25 year plan. We vote for leaders and experts to make informed decisions and execute... not stall indefinitely. These kinds of major infrastructure necessities should not appear on the ballot every year - same issues year after year with action. Our current mess is a result of leadership failure. Just look what other cities have done while we stalled and debated about the monorail. Hopefully, we will actually follow through this time.
NORTH KING COUNTY	Two things: 1) Ballard has been zoned for density with very few options for transit moving people in and out of the neighborhood. Given it's limited proximity to highways and freeways, something else has to be done. If you're going to develop an area, it has to include decent transit. The monorail scuttle was shameful. 2) East / west traffic is heinous and it's nigh impossible to get anywhere except during very odd hours of the day. East / west must be considered in planning and get people off the roads, even with the new bridge. And, btw - I rarely take transit because it doesn't meet my needs, but would LOVE to have a good transit option that does. Skytrain in Vancouver sets a great example. They got it done. And not 22 years from now.
NORTH KING COUNTY	I think the city/counties need to find alternative ways to come up with the money instead of continuing to tax/levy its citizens, many which are already struggling with the extreme high living costs (such as those living on FIXED incomes) and many that are being forced to move, while developers are gobbling up the properties, improve upon them and make a killing in this red hot market.
NORTH KING COUNTY	I don't support any light rail or train service in the Puget Sound region and will not vote for any taxes that support them. Buses are much less expensive and more flexible. The state/county/city governments can't do anything on time or within budget. Don't trust ANY of you.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	<p>Ballard and West Seattle should be moved to a sooner completion date.                  Some possible adjustment made for seniors and low income people "taxed out of their homes"                  Please keep in mind - the coming 2017 Legislative struggle with the State Budget and funding for schools. (Washington - one of the few states with the most unfair taxes)</p>
NORTH KING COUNTY	<p>Skip Paine field - go directly to south Everett. Ballard should also happen sooner.</p>
NORTH KING COUNTY	<p>I would like to see express buses/express lanes on route 44 from Ballard to UW. This route is very popular and slow with the numerous stops during peak times. I can drive and park my car then take a shuttle in a shorter period of time than taking the bus. I would like to hear that those who are renting apartments are contributing to paying for these services as they will be benefiting from them.</p>
NORTH KING COUNTY	<p>I do believe the current system should be more sensitive to differently abled riders. It takes me, walking with a cane, hours to not only get to the train to downtown, but also to find the train that connects with buses, and I also believe transfers from Metro should be able to be used on these new systems as well.</p>
NORTH KING COUNTY	<p>Most development on and around ST property should be dedicated to affordable/subsidized housing for Low-income Families.                   More of the funding from the project should be drawn from property and income tax so that it doesn't hit working class families too hard.                   Property in and around the stations should also be reserved for parks, green spaces and urban ecological restoration, such as raingardens, P-patches and stormwater filtration wetlands, to help mitigate urban pollution, food insecurity, lack of access to nature and stormwater runoff issues, as well as acting as an urban carbon-sink</p>
NORTH KING COUNTY	<p>I think it is very important to include the provisional N 130th street stop to the north light rail system to address the growing need for access to reliable public transportation in North Seattle.</p>
NORTH KING COUNTY	<p>The Ballard Line needs to be grade separated to increase reliability. The Rainier Valley line is subject to collisions the Ballard Line needs to be the most reliable as it has the highest ridership. It should also be completed before other lower ridership projects. Parking should not be a part of this package if I am paying taxes, I want it to go towards rail and transportation expansion. The 130th ST station needs to be included in the package for me to vote for it. Environmental impact studies should be done on other lines including the Ballard to UW line and the one past West Seattle to Burien. This would make them easier to build in the future and would not be very expensive to do so. The other provisional stations also need to be completed before 2036. They are easy to do and should be part of the early deliverables. The Paine field detour is completely unnecessary as it adds 10 minutes to the trip and will cause the project to take much longer to construct. BRT should be used instead of this detour. Finish the projects which will help the most number of people first.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	I do not see any plans to have light rail crossing 520 or I-90! WHY????These are such heavily trafficked areas, and the need is very great. And where is the plan for light rail from ALL Seattle neighborhoods to downtown?? It's pathetic that this city has taken all these years to install light rail. It should have been done 30 years ago! We also need light rail from EVERY neighborhood that goes to other neighborhoods without having to go downtown. We are so far behind the times! It's unconscionable that the plan you outline here will take 25 MORE years to complete! What terrible planning!
NORTH KING COUNTY	Would like to see traffic congestion on I-5 north of Seattle to Marysville improved. Also, Ballard does need more mass transit such as a monorail.
NORTH KING COUNTY	Ballard is one of the fastest growing neighborhood and needs transport options
NORTH KING COUNTY	I believe Bus Rapid Transit is an oxymoron. Unless the buses have exclusive ROW, they will not be fast enough to entice commuters out of their cars and onto transit.
NORTH KING COUNTY	ST3 plan should be faster
NORTH KING COUNTY	Should not always rely on increasing taxes on house/property owners to fund projects.
NORTH KING COUNTY	A sales tax increase is highly regressive...do not use it. Tax parking at all commercial locations to make driving less attractive and to improve land use.
NORTH KING COUNTY	I believe that the regressive sales tax component should be dropped, the motor vehicle tax should be raised, and the property tax should apply to only people with incomes that can afford more taxes, so that such increased property tax does not cause people hardship or force them to move or lose their house. Also as more transit becomes available, the motor vehicle tax should be correspondingly raised.
NORTH KING COUNTY	I live in Lake City and my hope is to one day be able to take the light rail from the 130th St location to work and back home. Please consider 130th as a station. Thank you!
NORTH KING COUNTY	Other than the projects that are likely to benefit me, I've given very little priority. Hopefully you-all are more aware than I what's going to do the most good, per dollar, in the area of reducing driving, greenhouse gases, and environmental damage from road construction. I would like it if you'd prioritize accordingly.
NORTH KING COUNTY	I am totally on board with the idea that an aggressive mass transit strategy is necessary to keep up with the explosion of growth in our metropolitan areas. However, this is an expensive plan, and I must express my displeasure at the regressive taxation scheme being used to pay for it. I don't know why we can't follow the model of Portland, and assess an income tax for businesses and individuals in the transit district. For that matter, why are we we only assessing a residential property tax, and not a commercial property tax? Surely business owners in the transit district benefit from this plan. In my neighborhood (the area near the proposed 145th st. light rail station) aggressive rezoning will create a friendly climate for commercial properties...so why aren't we taxing them to pay for this? I don't mind my taxes going up, but I feel that an unfair burden will be placed on low-income residents, particularly if they are homeowners, and I feel that commercial developers and affluent renters won't be paying their fair share.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	I would like to know the exact routes, the cost of purchasing land to accommodate the routes, and how many dwellings must be eliminated. An overlay of the proposed routes over a current map would better help me envision what is planned. As it is, I am a little concerned because in some cases it looks like the routes are planned to go through very expensive real estate, and that may not be as cost effective as other routes.
NORTH KING COUNTY	I think that adding more sales tax which adds more tax burden to lower income people should not be done. We are already very regressive in our tax policy and although I very much support everything else about this plan, I do not support using sales tax to help pay for it.
NORTH KING COUNTY	How can we do this faster? It seems so slow! Higher gas taxes? Luxury taxes? Local businesses adding optional \$0.05 on every beer/latte sold to fund this?
NORTH KING COUNTY	Do what it takes, including a higher tax increase, to make the light rail happen earlier.
NORTH KING COUNTY	Monorail along existing roads would be faster and cheaper. Why do you constantly reinvent the wheel and ignore the obvious?
NORTH KING COUNTY	I only support Rail projects not bus projects. I do not support any further increases in property taxes to fund ST3. I support a sales tax increase and an increase in motor vehicle tax. I also recommend a tax on all transit fares so the riders who use transit participate directly in the cost.
NORTH KING COUNTY	This plan seems to limit option for residents of NE Seattle, View Ridge, Sand Point. The UW station does not have parking. The 71 no longer goes downtown. Stations are many years away, Roosevelt and U-District. We will be paying for a system that we may never be able to use. We support this plan but it sees so far away.
NORTH KING COUNTY	I feel that this should be done in phases financially! Putting this on the taxpayers all at once is far to much. I went to the meeting in Ballard and they also had the planning for Metro to interact with Sound Transit that would be implemented a little later although they didn't want to wait to long because they wanted it to go along with the Sound Transit. That would be another and separate tax levy. How on earth can the public afford to pay for these out of their property taxes, auto and probably gas taxes plus where else? Many of us are on fixed incomes and wouldn't be able to afford the costs. Besides what about other issues like School levies? That would be more taxes!! My husband just passed away with no life insurance and I don't even know where I stand financially.
NORTH KING COUNTY	There is currently no responsibility for corporate tax to pay for the additions. They benefit. they must pay for that benefit. No more corporate freeloaders.
NORTH KING COUNTY	Have to find a way not to put too much tax burden on homeowners. They already carry the load.
NORTH KING COUNTY	Keep taxation on the struggling middle class resident low. Keep government small as government is wasteful and inefficient and corrupt.
NORTH KING COUNTY	If parking can not be provided at stations, at least pick-up and drop off areas should be.  Cancelling the daytime 43 has had a major impact on my life. Try to avoid stranding seniors. We pay taxes, too.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	Need to analyze current budget to find all funds. More taxes is not the answer.
NORTH KING COUNTY	You are applying 19th century solutions to 21st century problems. Delusion would be the kindest way to describe what is being proposed.
NORTH KING COUNTY	Move the project along faster.
NORTH KING COUNTY	Higher priority should be put into getting service to major companies in the area. Boeing Renton has no service and Boeing Everett will be a long way out.
NORTH KING COUNTY	Be sure current infrastructure does not get overlooked. Sidewalks need a lot of help, as do many city streets!
NORTH KING COUNTY	Building a station at Graham is very important to the people in south Seattle!
NORTH KING COUNTY	Give me double the value of my house go and do what you want you already are, bike lanes are a waste of money plus to dangraue. On the next page what is the purpose of the survey what does it matter my age, rase this all crap
NORTH KING COUNTY	Too slow to West Seattle
NORTH KING COUNTY	Rail projects should serve high density neighborhoods, and should not duplicate existing Sounder commuter train service. Therefore, light rail development should be concentrated in Seattle, and should definitely not be extended to Everett and Tacoma. Instead, increase the frequency of Sounder commuter rail lines to connect Everett and Tacoma's own transit systems with Seattle's.
NORTH KING COUNTY	Light rail station at West Seattle Alaska Junction should be underground. Too much congestion already and elevated service would destroy and create barrier in neighborhood.
NORTH KING COUNTY	Really hope for improved SECURE parking at light rail stations. This is essential to encourage ridership.
NORTH KING COUNTY	Way too much money to give you at one time. Plan now, do the fund raising in stages. No way to have accountability for getting projects done on time and on budget if this passes. Plan now, fund raise as stages are completed to allow for accountability. Most of you will not be around to see this to the end but i will still be paying for it. And I have no confidence money will not be wasted and ten or fifteen years from now you will be asking for more money.
NORTH KING COUNTY	You should consider BRT to Payne Field area from an I-5 light rail station rather than looping light rail itself to that area. Payne Field area facilities are spread out and I think a single light rail station would be underutilized. A bus route would provide better access to widespread workplaces.
NORTH KING COUNTY	The Downtown Seattle to Ballard light rail segment is projected to have high ridership and should be made a higher priority and constructed much sooner than indicated in the plan.
NORTH KING COUNTY	I'm 65. None of these will be done for me to use in my life time. These projects should have a commitment like going to the moon. Get the lead out. There is consensus among multiple generations. Light Rail NOW!  In my life time we wasted time on the SST and various forms of hi tech transportation science fiction while ignoring the basics of transit for all.
NORTH KING COUNTY	PLEASE accelerate the addition of 3-car and even 4-car trains on existing Link runs.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	Planning for transit-oriented development at and around the new stations will be critical to the success of the transit system and the future of this region. ST plays a very important role in what should be a coordinated regional effort to assure great TOD communities are built and inhabited near transit stations.
NORTH KING COUNTY	If there is any way to prioritize the Ballard to downtown line without waiting 25 years, that would be ideal.
NORTH KING COUNTY	Thank you!
NORTH KING COUNTY	I am a huge fan and advocate of mass transit of all kinds. My comment is that bus services in each metro area should be strengthened in each stage of the plan. Bus service to areas not served well by light rail or BRT, and bus service that gets people to light rail and BRT cannot be neglected if the city is to grow and thrive evenly, and if the environmental impact of these transit decisions is to be truly felt. There are pockets within neighborhoods in Seattle where people would jump at the chance to use transit, avoid driving, save on the cost of parking, and enjoy the reasonable commute time if the service was reliable, frequent and not personally stressful. If the only people who use buses are the people who absolutely have to use buses, the service will not thrive. Not because those people are bad or less important, but because buses NEED people who choose the bus as a viable option so that people who NEED buses can depend on them as well. Please make sure that these plans are truly connected with the urban bus networks. And please speed things up, because asking people to vote on something that brings light rail to Ballard in 22 years seems like an uphill battle... too long for people to feel invested in!
NORTH KING COUNTY	There should be a plan to include Belltown so we could easily access the Ballard line.
NORTH KING COUNTY	West Seattle is a total bottle neck everyday. More and more housing is being built there and this problem will only become worse. I am grateful that I don't need to leave "the rock" for work. Please prioritize light rail to West Seattle.
NORTH KING COUNTY	Far too slow. Find a way to speed up the implementation. And move the cross-town light rail from UW to Ballard to the top of the list. But I do like the big thinking in the proposal. We are very late in implementing transit, so half-measures are not sufficient.
NORTH KING COUNTY	I believe that the rail from Bellevue to Seattle would be a high priority, and out to Issaquah.
NORTH KING COUNTY	Reduce the lead times on these projects. This is completely unacceptable.
NORTH KING COUNTY	Use sales tax increases to fund expansions and/or find ways to tax bike riders who are also benefiting from transit improvements.
NORTH KING COUNTY	\$50 billion? Are you kidding me? That is an absurd cost. We are already carrying most of the costs of the existing services versus those that actually use the limited services. Let the riders pay! Obtain federal funding! Use the absurd amount of taxes you already collect! Fix our roads! Quit taking road space away, creating more traffic and false demand for pay-to-use lanes (which we've already paid for!!!)!!! Where does all the money you already collect go?

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	I strongly oppose any transit proposals that add bike lanes and narrows streets. The city has irreparably harmed the city and caused further congestion in the area. Any train in the street that takes away parking and road space from cars is fool hardy. I would support a monorail. In order to solve the transportation issues in the city it needs to be off the grid - and not at the expense of existing roadspace. That is why the light rail from Capitol Hill to Husky stadium is so successful. The city has made a mess of the rest of Capitol Hill with the train in the street and the little used bike lanes. The city is systematically creating congestion through the narrowing of streets, widening of sidewalks and construction of bike lanes. It defies common sense.
NORTH KING COUNTY	Taxes should be imposed on those that can afford it the most. Tax avenues that more adversely affect the poor should be avoided. Also, Look at the beneficiaries in determining route implementation. I don't have all the facts, but I suspect the Redmond light rail will be filled with passengers that could afford other modes of transport.
NORTH KING COUNTY	It can't take 22yrs to get a light rail to Ballard. That is absurd. I want more transit improvements but I oppose your plan because of the timeline. Also, why can't you ask Jeff and Bill to pay a billion each. After all, they are getting richer by the day and are the reason traffic is so bad.
NORTH KING COUNTY	Save money by not gold-plating transit assets as if they were works of art
NORTH KING COUNTY	I support it all in theory but I'm 62 and paying for it with property taxes when we are retired is a concern. Besides which I could be long gone before its completed.
NORTH KING COUNTY	Good money management and accountability is of the utmost importance!
NORTH KING COUNTY	We have been taxed, taxed and taxed. We just spent a lot of money in city to improve buses and now you want a HUGE some of money for ST3.
NORTH KING COUNTY	The only thing I would change is the priority of the projects. Seattle and the surrounding areas can't wait 17-22 years for light rail expansion to West Seattle and Ballard. In my opinion, those should be the top priorities because light rail is a more reliable form of public transportation. It would have the greatest impact to our infrastructure.
NORTH KING COUNTY	Way too expensive and waste. ST is awash in schedule failures and gross cost overruns. More bus service in the sane, cost effective and flexible path. It's the obvious one. Take it !
NORTH KING COUNTY	With all the new condo construction on going in Ballard that doesn't allow for parking on site in garages, the Ballard light rail needs to happen sooner rather than later. The housing is here the people are coming but the infrastructure for these people to commute with out vehicles in mass isn't here.
NORTH KING COUNTY	With the growing number of people moving to Seattle at record rates, the transit situation is a crisis especially from the Ballard neighborhood, which is having 40+ unit apartments completed every month.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

<p>NORTH KING COUNTY</p>	<ul style="list-style-type: none"> <li>- The timelines for Seattle transit are far too long.</li> <li>- There needs to be funding to study a Ballard to UW line to make it shovel-ready.</li> <li>- There needs to be funding to study the Metro 8 line to make it shovel-ready.</li> <li>- By the time the Ballard line is complete, will it be necessary to retrofit Rainer Valley to be grade separated?</li> <li>- There needs to be outreach with the City of Seattle to expedite the planning and approval of these lines.</li> <li>- Seattle really needs more lines and a means to develop those lines like Muni. Perhaps out of scope for this Bart-like project.</li> <li>- The ORCA card situation is pathetic and very unfriendly to new riders compared to nearly every other transit system in the US. Pathetic considering the high level of local tech. I recently visited Portland and was able to hop on and off buses and trains using an app on my phone. Total download and purchase of tickets took about 3 minutes.</li> </ul>
<p>NORTH KING COUNTY</p>	<p>Usability is horrible. Signage is nonexistent or inadequate. Information online is unusable/irrelevant. Trying to figure out how to use the various forms of public transit here requires deciphering information on various systems that are each treated as smokestacks. Each website/information sheet ignores the other attaching systems. There is no place to look at an entire trip in one place. Each system seems to go out of the way to prevent someone from seeing the other systems.</p>
<p>NORTH KING COUNTY</p>	<p>I use to use Metro to commute to and from work. Bus route was cancelled forcing me to drive solo and now carpool in my personal vehicle to and from work. Expanding the trains and having the schedule more accessible to all instead of only running during commuting hours is a must for improvement to reduce the traffic issues and if you do this more people would consider using the trains. I also am a full time student at Evergreen College in Olympia and the commute sound is horrific! Expand the trains to run to more locations on a 24/7 schedule would make it attractive to thousands of people for so many reasons. plus the timeline for the projects expansion is ridiculous, start using more common sense and not offer outrageous timelines that for many people will be too late for them to use as they may not be around to use the completed mass transit as they'll be dead. Really 25 years!!!!!!! Come on. Plus reduce the salaries of your upper management as this is a waste of the funds needed to procure a working, reasonable, functioning mass transit system. Other states have done this and Canada too. Please rework your plan and make it work for people and not the other way around.</p>
<p>NORTH KING COUNTY</p>	<p>The plan should include more more supporting projects to improve bicycle and pedestrian access to rail stations! For example, ST2 did not provide enough supporting projects at the rail station in the U-District (Brooklyn), which is slated to open with very poor access for bikes and pedestrians coming from Wallingford and Greenlake (e.g., across I-5).</p>
<p>NORTH KING COUNTY</p>	<p>The timeline is much too long. We need all of these improvements, and particularly light rail, immediately. Speed up the time line! Also, getting to Everett via Paine Field is a mistake. Drop Paine Field from that route.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	<p>Sustainably powered, high speed transit on regional waterways (i.e. Puget Sound, Lake Washington, Lake Union). A region that lacks for (affordable) land to develop transit projects necessitates thinking outside the box in order to effectively and proactively address the underlying issues such as lack of sufficient paved roads and immense costs of capital improvements associated with expanding the rail systems. Barring any unforeseen stunt in our communities population growth these issues will continue to hinder Puget Sound transit well past the 25 year timeline of ST3 unless a multiple angle approach is taken in building out options and links for travel. In tandem with a massive bicycle transit initiative and the current scope of ST3 I believe within twenty years we could realize a revolution that would see communities thrive without the pollution of crawling vehicles on bottle necked roads. We can achieve a future where it makes more sense to use public/private transit due to cost and time savings. The key to bringing this future to fruition is enabling the community to envision this future and quantify the positive impacts it would have on their daily lives, thereby empowering people to strive towards a people and planet health oriented existence.</p>
NORTH KING COUNTY	<p>The need is West Seattle is off the charts. We're stuck on either the Upper or Lower West Seattle Bridge. It's a horrible bottleneck and we have no other options if there is congestion or an accident. We need this more than any other part of the region.</p> <p>In the mean time, is there a way to get a COMPLETE bus-only lane to bypass the mess that is the West Seattle Bridge and 99 interchange? "Rapid" buses are totally over capacity and stuck in traffic. It's a mess, and only getting worse with all the new development up here.</p> <p>Everyone wants this faster. I understand the reality of financing constraints, but please work with the feds to find a way to get it here faster. Go straight to them, propose a low-interest mezzanine loan, and build it all at once. Get our congressional delegation to go to bat for this. It would take a miracle, but you can do it!</p> <p>Please help us! We need you!</p>
NORTH KING COUNTY	<p>When University Link opened recently all my 70's buses disappeared and now I'm cut off because I have to carry heavy things between bus and train. This is a total negative for me. I don't want to pay for more of the same. I guess they think we old folks will die soon and stop bothering them.</p>
NORTH KING COUNTY	<p>Parking facilities (park and ride) are very important along BRT lines as well as near rail stations. This is especially true along SR 522.</p>
NORTH KING COUNTY	<p>I take the lite rail from UW to downtown. Can there be improvements to the frequency and the reliability of the buses to the uw station coming down 24th. The 48 is frequently late and doesn't run often enough.</p>
NORTH KING COUNTY	<p>West Seattle light rail should be earlier than other projects.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	At one point East Queen Anne and Westlake were included as options. I voted for these. It would be nice to have a station that follows 99 or at least goes to Fremont via Westlake or East Queen Anne and then to Ballard. Many people live in these areas. It would also be nice to have taxi stands at the stations that are not downtown, such as the proposed station in South Lake Union.
NORTH KING COUNTY	I think it is necessary that we be willing to pay to develop the needed transit. Without it we will strangle the growth of the city. However, I am opposed to paying \$200 a year for a system I will probably never get to use. In 22 years I will either be dead or living somewhere else. We study, we revise and we delay. In the mean time we continue to build and turn a lovely city into one choked by lack of public transportation and make it unaffordable and unpleasant to live in.
NORTH KING COUNTY	The state needs a new taxation system to fund this kind of development.  Also, I would like to see the numbers regarding the number of adults paying for this project vs the number of those adults who would actually use this project.
NORTH KING COUNTY	I am not sure any of our suburban residents will make any more use of light rail than they currently do of bus service. Most are proud of driving large vehicles and disdain public transit.
NORTH KING COUNTY	Absence of parking at light rail stations, not even a kiss-and-ride drop off, is a deal breaker for me. I'd love to use light rail, but I must (due to age & health) be able to drive to the station and park. I have no trust in the ability of ST management to deliver the full range of projects on-time, on budget. Providing \$50Billion up front just makes it easier for overruns to be ignored until it's too late to make corrections. There's no effective accountability place don the politiians & managers to perform to plan. Experience suggests we'll actually see 1/3-1/2 of the actual projects delivered. Ballard & W. Seattle will never happen in this plan.
NORTH KING COUNTY	Downtown mobility needs to be a focus and with the 8 years of 17
NORTH KING COUNTY	Put less emphasis on rail and more on dedicated bus lanes and other bus projects. Buses are cheaper, more flexible in routing, and quicker to come on line. Rail costs too much.
NORTH KING COUNTY	The cost of this project should not be funded through a regressive sales tax increase. That will limit my support for the plan. There needs to be an alternative way to fund this that removes the burden from lower income families.
NORTH KING COUNTY	Move projects to deliver light rail in and between key urban areas much faster than the plan proposes!
NORTH KING COUNTY	There should be high capacity transit in the eastside rail corridor rather than 405. It can be built quickly and in a dedicated right of way.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	<p>Proposed LRT projects emphasize reliability over speed. Need more emphasis on speed. Riding a fixed rail train in dedicated ROW, with sophisticated monitoring systems should not take longer than the time it takes to drive a SOV the same distance.</p> <p>25 year plans should include a high-capacity, rapid transit system for SR 520 corridor, directly linking heavily travelled centers of Downtown, UW, North Seattle, Bellevue, &amp; Redmond?</p> <p>It appears that current LTR plan, as depicted, would involve a transfer for all riders travelling from North Seattle (and beyond) in order to reach Sea-Tac airport. Not ideal for travelling to/from the north end.</p>
NORTH KING COUNTY	<p>50 billion dollars? Way too expensive and grandiose. I have been a strong supporter of transit, but this is ridiculous. We need a breather to assess whether or not the existing investments are worth the extremely high taxes. (We are on a fixed income - and I have limited mobility).</p>
NORTH KING COUNTY	<p>Equating cost with any approximate assurances of ease of traffic congestion (not travel time) could help the costs of this project appear reasonable to voters worried about govt spending. \$17/mo for _____.</p>
NORTH KING COUNTY	<p>"I want a #TunnelToBallard and the #WestIsBest route in Interbay."</p>
NORTH KING COUNTY	<p>Your pricing suggestion is ridiculous and untrue. Stop with the darn trains and tunnels already. Wasn't the idea of dense development to enable people to work close to home? If that's the case then none of this is necessary. Stop pricing us out of our homes and leave us alone.</p>
NORTH KING COUNTY	<ul style="list-style-type: none"> <li>- I applaud that ST is setting a big vision, and I'm excited how far we have come in the region to be able to propose such a big transit vision.</li> <li>- ST \$ should not be used for free parking to store cars.</li> <li>- ST funding should be more progressive. I'm sick and tired of every government agency in WA shrugging their shoulders that the state does not (currently) allow an income tax. If we all the agencies seeking taxes worked together to get an income tax in WA state, everyone - residents and the agencies - will be better off.</li> <li>- This plan is quite complex. I'm in the industry and I'm a transit advocate, and I find the plan hard to get my head around. This will be very hard for the average person to get their head around. You should include the summary description form Q13 at the beginning of discussions about ST 3. The map is too complex to stand alone as an intro to ST3.</li> </ul>
NORTH KING COUNTY	<p>Please consider adding procurement systems that would enable you to prioritize domestic content including based on the lifecycle carbon emissions of the materials used during the building process. This will improve the environmental impact of the project and support US jobs. I also support the use of Targeted Local Hire during the building process.</p>
NORTH KING COUNTY	<p>Light rail first. Seattle first. Buses later</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	Asa long as the transit agencies continue to have multiple redundant bureaucracies and fail to address abuse of the retirement system I have trouble supporting the waste. Also any trains at grade are just plain dumb. Downtown to SeaTac and beyond going down the Airport Road right of way would make it faster than the bus service it replace.
NORTH KING COUNTY	We need to build ST3 from Seattle outward.
NORTH KING COUNTY	It makes more sense to implement a state income tax to fund this long term, large scale transit project. Continuing to increase sales and property tax is an insufficient solution that impacts low and middle income individuals unfairly
NORTH KING COUNTY	I think additional costs for retired, older people should be less than those still earning much more money than most older people earned when working themselves. Housing property taxes have gone way up in the last 5 years, and more \$200.00 for transits is too much more taxes.
NORTH KING COUNTY	I am a longtime transit user who has lived in Seattle and Chicago. I strongly support Seattle Subway's proposals to improve the ST3 plan. I think ST3 should be delivered on a faster timeline if at all possible. I think it is critically important to develop to shovel-ready status 1) light rail from Ballard to UW/Children's and 2) light rail from West Seattle to Burien/White Center/SeaTac, in anticipation of future funding becoming available. PLEASE DO NOT BUILD AT-GRADE LIGHT RAIL THROUGH INTERBAY. The at-grade section in Rainier Valley never should have been built; elevate if necessary. Elevated works fine in Chicago and New York, it can work here. Freeway alignments are a TERRIBLE idea; they waste walkshed and are unpleasant stations to wait at. I'm very disappointed in the decision to go down I-5 in Federal Way as opposed to 99. Thank you for what you're doing, but please plan for what will work best in 40 years, not what's politically popular now.
NORTH KING COUNTY	What about highway 99 corridor? Light rail or more busses at rush hour. This is a whole death of central Seattle that doesn't seem to be in the plan  What about light rail over 520 to Redmond
NORTH KING COUNTY	How can we complete this all sooner than 25 years?! Traffic is insane in Seattle and the Eastside as you know.
NORTH KING COUNTY	This is a ridiculous plan that encourages urban sprawl and people living far from work. Focus should be on central Seattle area before ever going so far north and south. This plan only benefits those who live very close to a station. We have no service between Broadway and Husky Stadium stations right in the center of Seattle. Ridiculous.
NORTH KING COUNTY	I only somewhat oppose #13 because I am not happy with our state's tax structure. but if that is what we have ...
NORTH KING COUNTY	We're decades behind construction of fast, convenient and reliable mass transit system. Not mentioned, but should be incorporated into the mass transit plan are shopping and social gathering plazas for MT users. These are used to attract drivers from their automobiles in Europe and help finance the MT system thru commercial rental fees.
NORTH KING COUNTY	Needs to be done in West Seattle sooner

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	This is the first time in my life that I will vote against a transportation funding bill. It is time that all those pie in the sky planners start thinking about new revenue sources such as a State income tax. This piecemeal funding of important infra structure is not working. We already have a 9.6% sales tax which hits the poorest people the hardest. All those skyscraper millionaire developers have to either put up or shut up. In the future variance and settling for a pitiful number of affordable housing should come to a sudden halt. Until the Chamber of Commerce realizes that they too need to support tax reform, they will not get free ride on the cost of infrastructure. It will take more than a small percentage added on to the already burdened people to make Seattle a world class tourist attraction.
NORTH KING COUNTY	I'm sorry to see that this project would be so heavily funded through regressive sales and vehicle excise taxes. I would like to see funding for projects such as this one supported more heavily through property taxes, gas taxes, and tabs that take miles driven and age/value of the vehicle into higher consideration.
NORTH KING COUNTY	The plan could easily be outdated by the time it's able to be implemented. We need a transit solution now as well as seeking options for the future that fit with the technology we will have at that time.
NORTH KING COUNTY	You are offering service all over the place, while the service to Northeast Seattle has been ruined. Yet, the lion's share of the cost has come from neighborhoods like mine in View Ridge - Wedgwood, Bryant. I continue to pay with no added benefit. And in the end, I will lose my home to horrendous tax increases. If you are a Seattleite trying to get even from downtown Seattle to a Seattle neighborhood, it takes you longer than if you live in Kirkland, Bellevue or Redmond. And these bicyclists you cater to are thrill seekers and speed demons, with no laws and codes to follow. I oppose it all, until you can come to your senses and be logical about my money that you are throwing away.
NORTH KING COUNTY	Faster faster faster even if it costs more.
NORTH KING COUNTY	I selected "very urgent" for all questions for a reason. We have a transportation crisis in Seattle right now. The city is growing fast. Traffic is getting worse and worse. Buses are packed and standing room only. We should have been doing most of these proposed projects years ago but it's better late than never. We need an all-of-the-above strategy.
NORTH KING COUNTY	See whether some projects can be dropped and timelines tightened. But overall, this is an important project. Public communication needs to emphasize taking action now because it will only be harder later.
NORTH KING COUNTY	All sounds great
NORTH KING COUNTY	Need to add WIFI support throughout light rail! It's crazy to think people will want to be disconnected during tunnel transit....

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	Light rail is a great service in the long-term, continued improvements in BRT are needed throughout the City and region in the short-term and long-term. The light rail to Ballard is flawed and should include a station in Fremont. The Sounder rail system seems of limited utility and potential especially with the frequent disruption due to landslides and rail issues. The use of property taxes to fund this measure is not ideal, and make this more regressive and further amplifies the housing affordability issues. We live in a very small, sustainable house in Seattle and have two orca cards and one car for our household that we drive less than 3,000 miles per year; however, we will be paying twice as much as someone living in a significantly larger house with multiple cars driving 10X as many miles per commute (our commute is 3 miles). Why not use a standard fee per household rather than based on assessed value (assessed value is pricing people out)? Why not impose many of these taxes on developers and employers? Why not charge a nominal fee for parking at Park and Ride stations (daily or annual permit)? I cannot park anywhere for free and pay almost a dollar per mile for my commute, our household pays subsidizes other's unsustainable lifestyle choices. There are many people (even dual-income professionals, let alone elderly and families) that will be priced out of Seattle if the property taxes are used to fund EVERYTHING!
NORTH KING COUNTY	1) is it REALLY going to take 25 years to finalize 2) what is AVERAGE adult? What income bracket?
NORTH KING COUNTY	Lightrail speed is #1 priority
NORTH KING COUNTY	Light rail should be heavily prioritized.
NORTH KING COUNTY	While I support this plan I don't see a remedy to existing neighborhood traffic congestion or a method to improve access to it. Due to very low housing density, topography, weather and distance to services or jobs, most will still choose to drive a car. I would contract with Uber to operate shuttle buses at a cost similar to Orca card rates to bridge this last mile. The big bus system run by Metro simply doesn't meet the mobility requirements of most to reach ST3 lines. The social equity bonus would be the elimination of food deserts for those without cars.
NORTH KING COUNTY	Completing the Graham Street station should happen sooner, since a large portion of the south end of Seattle is not being served and it is an historically under-served community.  Secondly, ST3 should line up with Metro better. The south end buses do no feed into the light rail. The number 50 bus is the only bus that feeds the light rail and it actually loops to West Seattle and is constantly delayed. We need more REAL feeders. For future planning I hope that you work in tandem with Metro and come up with coordinated and well thought through connections.
NORTH KING COUNTY	I want a #TunnelToBallard and the #WestIsBest route in Interbay. But 22 years is way to long!
NORTH KING COUNTY	Why aren't there more park and rides along light rail?

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	You should keep light rail in King County before putting a token effort in Snohomish and Pierce county. West Seattle, Ballard and East Side picking up Renton and other large cities along 405. I suggest you drop this total plan and break it into three different plans unless you want to have the whole concept fail! Have King, Pierce and Snohomish fund their own plan and what they are willing to pay for.
NORTH KING COUNTY	I am noticing, there is no easy access between Ballard and Northgate. We should not go backwards to access the link. Time-time-time
NORTH KING COUNTY	I daily rode over-crowded smelly buses daily from Fremont to Downtown Seattle for over a decade. Now that I'm 65 years old I can no longer ride a bike nor get groceries or to the Dr. without a car like many aging Boomers --- just stop reducing many 4 lanes roadways to 2 lanes or into bike-lanes & increase more flexible cost-effective Uber car & bus service. WSDOT is an incompetent joke & SDOT has trouble filling the patches on top of the even older potholes. Let's increase taxes & our country's wasted 18 Trillion \$ debt to our grand kids instead of spending tax \$ prudently!
NORTH KING COUNTY	I am very excited about these improvements
NORTH KING COUNTY	The potential to have dense urban development and produce more housing around our light rail corridors is crucial for our region to grow and accommodation the needs of the current residents. Not including any of the provisional stops along the currently planned service would be a misstep in creating more housing affordability and reducing our regional dependence on cars. Bypassing these opportunities is a loss in terms of the value increased development will create for the county in property taxes alone. While there is a cost to install these stations initially it's significantly lower than not building provisional stops in the first pass and realizing the need to add them later. Seattle is on the path to grow and become a much larger city. We need a transit system like other "real transit" systems. Building a system separate from vehicle traffic that works like New York, Paris, or Berlin is crucial to our future. It's silly to miss these opportunities because of cost now when the potential benefit is so great.
NORTH KING COUNTY	Providing mass transit options for the greater Seattle area should be a priority. Right now, there is always traffic on 1-5, 1-405, and 1-90 because people just drive, but this could be alleviated if there were more reliable transit options. In addition, providing parking for the areas outside the Seattle center is critical. I live in Seattle and for the most part don't need to use a car to get around, so there's less of a need for parking. But people who live in the suburbs will likely drive to the transit centers and need a park and ride to park their cars. It should be free parking, too.
NORTH KING COUNTY	It was always intended for Ballard to have improved transportation along with their development over the years. The transportation has gotten worse, while development continues on a large scale.
NORTH KING COUNTY	Any property taxes should be based on property value not a straight per person/property amount. Million \$ homes should pay more than \$200K properties, etc.
NORTH KING COUNTY	I will be unable to support a plan that takes as long a this one does to get service to Ballard and West Seattle

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	To build confidence and support for the plan, address promptly deficiencies created by recent changes in transit service. The new Link stations at Capitol Hill and Husky Stadium, while desirable and certainly appreciated and heavily used, have had a negative impact on transit between the University District (west of the UW campus) and downtown. The express bus service that ran on University Way was eliminated. Route 66 was eliminated. Sound Transit's northbound Route 512 does not stop at 45th between 2:30 and 7:00 on weekdays.  If efficient transit service could be restored promptly for travel between the University District and downtown, my confidence in the planning process would be enhanced and I would be happier to support the draft plan.
NORTH KING COUNTY	You ruined my commute to West Seattle after you separated the C line from the D line. Now I have to take 3 buses in order to get to work in the morning from Queen Anne to West Seattle.
NORTH KING COUNTY	I'd pay more to have it built faster!
NORTH KING COUNTY	The reason I indicated that I never use public transportation is because where I live it is cumbersome. I would absolutely use the light rail system regularly if there was a station at NE 130th! Thank you!
NORTH KING COUNTY	Item 4 above misleads - actually says that "Light rail operates in its own right-of-way, separated from traffic." But some proposal from Ballard to Downtown would be on surface streets. The route from Ballard should NOT NOT NOT be on surface streets. Needs a tunnel under ship canal and the alignment that avoids destruction of limited roadway. And if you're going to do it do it sooner.
NORTH KING COUNTY	Property taxes already too high. There is no sunset clause. This plan is taxes forever. Insane usage of taxes with no end in sight.
NORTH KING COUNTY	I strongly oppose using property taxes to pay for this proposal and will oppose the proposal should it rely so heavily on this means of funding.
NORTH KING COUNTY	Please speed it up. Seek expedited SEPA and permit review in each city. Put Light Rail where the people live, not in the middle of I-5. Follow thru on the Graham Street Station which was originally part of Phase One. Please.
NORTH KING COUNTY	I hate the Seattle bus system, it costs as much to bus round trip as it does to park downtown. Busses are never on time, standing room only after the first few stops and take twice as long to get anywhere. I'd rather take light rail.
NORTH KING COUNTY	I feel there is no mention of housing units at all stops. The 130th street stop has no space for High rises .If those were not in the plan I feel it would be more compatible with our neighborhood as we will be seriously impacted by traffic from Bitter lake , Broadview Blue Ridge on the West and Lake city on the east
NORTH KING COUNTY	bad decisions on top of more bad decisions. re-take the "rail" lines from the dog walkers. Set up a fund: If it the dog walkers and bikers want it back, they can donate to the fund. Place back the rail lines that were in place: re-take the land that was sold to developers at a loss for the people that NEED park and ride. Replace viable bus routs that have been removed, and straighten out the BAD MESS call "u-district".

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	It needs to be completed FASTER! 22 years before light rail is available in Ballard is unacceptable.
NORTH KING COUNTY	<p>Ballard to Downtown:</p> <p>&gt;Running LRT at-grade between Expedia and Dravus is unacceptable. Traffic disrupts Central Link on MLK every week.</p> <p>&gt;A movable Ship Canal crossing is also unacceptable. We need to invest in a transportation alternative that is never subject to the delays that movable bridges cause for all the Ship Canal bridges in Seattle.</p> <p>We must not repeat the mistake of hamstringing a regional line (like in the Rainier Valley) with at-grade stretches and movable crossings. We must preserve the ability for Link trains to run uninterrupted and at 3 minute frequencies for the future. This stretch will eventually carry ridership from the 45th corridor, Crown Hill, Lake City, and the Lake City Way corridor to the city center. No sense in value engineering here.</p> <p>Everett:</p> <p>When moving forward with different option treatments of Paine Field, keep TOD potential in mind, as well as the lack of walkability between stations and employment sites in the S Everett Industrial Center. In order to be effective, any employment or commercial density that a transit line seeks to serve needs to largely be within walking distance of the station in question. For most industrial employment in S Everett, there would have to be shuttles run in order to make a transit commute viable. At that point, why not just run LRT on Evergreen and have Boeing or whoever run nonstop shuttles? That would be a solid compromise. The nature of industrial development is that it is designed for truck and car access, making it closer to suburban than urban in terms of transit use character. The product of this kind of planning can result in the disappointing performance of Santa Clara VTA's light rail, which for the most part doesn't feature very much employment density that is within walking distance of its stations. In contrast, the North Everett LRT extension features a plethora of trip origins and destinations within walking distance.</p> <p>The I-5 alignment would save money and time, but would reduce the number of potential TOD areas by avoiding the redevelopment space rich Evergreen corridor. I understand that the Everett Mall area is has good redevelopment potential though. Also, when considering a Paine Field spur, work to avoid the operations and frequency pitfalls of BART to SFO that resulted from making that line a branch instead of part of a unified line with a transfer to their air train. Requiring a transfer at Everett Mall instead of making it a branch from the spine would help avoid that problem.</p>
NORTH KING COUNTY	Increased bus transit in Seattle is destroying streets; there is need for more money for street maintenance and repairs.
NORTH KING COUNTY	ST3 needs to rely more on user fees and less on property taxes to finance this expansion especially since the proposed plan is highly linear and does not grant equal access/ease of access to all users
NORTH KING COUNTY	Bus rapid transit needs to be faster, more convenient with as many dedicated rights of way as possible.
NORTH KING COUNTY	please add light rail to connect West Seattle sooner than later!!!!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	I would like to point out that the overall plan mirrors historic Seattle racial biases. Both routes and modes of transit are preferential toward white communities. Washington DC subway system developed the same way - designed to service all surrounding areas, but mysteriously the route to the black area of town lagged far behind. I choose to live in the south Seattle / Renton area where I could enjoy a more integrated environment. I work in Bellevue and have the misfortune of tolerating overcrowded buses, scarcity of routes I am sure is in part due to the color of my transit partners skin. The cost of the plan would be much more tolerable, in fact I would gladly pay more if it weren't for the fact that I am paying for better transit for a population that is already more advantaged (higher socioeconomic, predominantly white) than my neighbors. I will pay the same as a Microsoft traveler so that s/he can enjoy a lovely train ride to work while I wait for my late, overcrowded, aging bus. The racism here is blatant - I am ashamed and angry.
NORTH KING COUNTY	The amount of and expense for parking structures in proposed plan is completely ridiculous. I'm not going to pay \$80,000 a parking place so someone in the burbs doesn't have to take a bus.  The proposal delay all the Seattle projects to build massively underused service to Everett and Tacoma. The city would be better off going it alone.
NORTH KING COUNTY	Graham Street NOW!
NORTH KING COUNTY	I think at some point in time, Washington state needs to embrace change in the tax system- you cannot expect property and sales tax to fund everything.
NORTH KING COUNTY	My concern is for income levels below \$30,000 salary annually being able to support the tax/and or afford to use the necessary transportation. I believe their should be written into the plans a graduating scale for those who learn less that 30K to be exempt from added taxes outside of sales tax such as property or auto tax, as well as discounted fairs. The Seattle Metro has been in need of an effective affordable transportation system that catches it up with Western Europe.
NORTH KING COUNTY	Please visit dc and ride their metro. This what Seattle should have done. The double decker bus is great no more tandem busses, they are slow and are why the traffic is so bad. They cannot make turns with out backing up the traffic. The transit link cars are badly designed for travelers going to and from the airport. No space and place for luggage. The small place assigned for luggage allows luggage with wheels to move around car, while link travels. Check out the luggage racks in trains going to and from London airports.
NORTH KING COUNTY	Ballard should come first
NORTH KING COUNTY	The 25 year timeline is absurd. Seattle and the metro area continues to grow, traffic is always congested. We should have had the foresight to improve transportation decades ago but we didn't. Now we need to move ahead quickly to try and ease the transportation problems in the area. Many major metros have well developed light rail....but not us.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	How's it take 22 years to get a subway line to Ballard?!
NORTH KING COUNTY	Needed light rail 10 years AGO. Waiting 22 years for light rail to Ballard is UNACCEPTABLE.
NORTH KING COUNTY	I really think we need to focus on the downtown corridor before moving farther south or north. The Ballard to downtown and West Seattle to downtown are the most crucial components and should be prioritized as the next steps
NORTH KING COUNTY	Major businesses that employ and utilize our business friendly environment in the Puget Sound benefit greatly from these proposals to improve transit yet there's no mention that there will be any sort of financial contribution and commitment on their part when these entities are some of the biggest stakeholders with a much larger resource base to help support these infrastructure projects. Why are the local residents always being placed on the hook for footing the bill with property taxes all the time? I'd like to see more language in these proposals that proportionately divides funding between all the stakeholders and not place the financial burden solely on local residents through property taxes.
NORTH KING COUNTY	The time line is way to long. There are doctors who will ride the first runs of these that haven't even been born yet.
NORTH KING COUNTY	While I no longer live in Seattle, I maintain a property there and have a strong interest in the future of the city. Public transit will never get cheaper to build, and it is the only way to "save" the region. It must be comprehensive and connect every point. Otherwise it will not attract the riders needed. After all, why take the bus/train when I can drive there just as fast? Or worse: take the train to Station X, only to be stranded because there is no connection to my final destination?  I currently live in an area with excellent public transit, to the point where it has been three years and I still do not feel the need to own a car. I have great hopes that Seattle can be a shining example of how urban density, well-connected transit and outlying towns can all work together to create a unique and liveable environment.
NORTH KING COUNTY	Lower income households are moving further and further south in King County and into Pierce County, with longer and longer commutes. Transportation services should prioritize this population. Developers are making a financial killing in the current housing market. Property tax increases should come with the proviso that they cannot be added to rent.
NORTH KING COUNTY	Would the Seattle Streetcar not be an option anymore if the Ballard to Downtown light rail is approved? A Ballard to Fremont to Downtown Streetcar would be something that could be done faster than the Ballard to Downtown light rail project and get people moving sooner.
NORTH KING COUNTY	I think that connecting west Seattle and Ballard should be prioritized ahead of some of the other projects.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	<p>I'm not convinced population justifies light rail for the portions beyond Seattle. Bus rapid transit seems better suited, quicker to implement, more economical and less vulnerable to blockages or terrorism at stations.</p> <p>I'm also unsure of effects of this on promoting urban sprawl and wonder if it will contribute to that.</p> <p>And I'm also concerned about growth reducing quality of life and suspect this of being something which will lead to more growth and just worsen things. It might be better to find ways to limit growth and influx of more people.</p>
NORTH KING COUNTY	<p>I prefer a bus rapid transit expansion to light rail. I still cannot get from my east Shoreline home to Edmonds without taking 3 buses. I can't get to Lake Forst Park or to Kirkland without driving. It is difficult to get to Greenwood on bus from my house. I am committed to not driving b/c GLOBAL WARMING IS HERE, so I do not go anywhere except to local Shoreline stores and library 2x/week. THE METRO BUS SYSTEM IN SHORELINE IS WOEFULLY INADEQUATE AND HAS BEEN SINCE SHORTLY AFTER I MOVED TO THIS SMALL CITY,</p>
NORTH KING COUNTY	<p>Stop with the increased property taxes!!</p>
NORTH KING COUNTY	<p>I strongly feel that the plan should be focused on building a legitimate rail system within the city of Seattle. The Ballard and West Seattle lines should be the first projects to receive time and money, not the last. Once the city has a decent system, traffic will be reduced, it will be the envy of the region, and there will be much more suburban support for the funding of light rail extensions and bus extensions outside of the city. I fear that with this plan, it will lack the momentum to really transform the region.</p>
NORTH KING COUNTY	<p>Keep going! I encourage you to persist though you'll encounter opposition. The Puget Sound area needs your leadership and vision to continue to make this one of the most wonderful places to live in the US!</p>
NORTH KING COUNTY	<p>Cost is way too high on a per mile basis and take too long. why not bid some of the lines out to the private sector?</p> <p>sounder transit will not work unless later trains can run. last train from downtown at 5:45pm... seriously</p>
NORTH KING COUNTY	<p>Just do it. We've put this off too long, and now we're in crisis mode.</p> <p>My only concern is that this not be a regressive tax. How about using money from those 405 express lanes to fund this? If someone has enough money to waste on those, then they should be putting in an equivalent share.</p>
NORTH KING COUNTY	<p>Make sure light rail gets to West Seattle.</p>
NORTH KING COUNTY	<p>Look at Atlanta's Marta rail stations. Plenty of parking. One of the most frequent complaints i hear from co-workers why they won't take the light rail is that there's not enough parking by the stations and taking a bus to the station would add an unreasonable amount of time to their commute.</p>
NORTH KING COUNTY	<p>Find another funding source. License bikes and raise fees. Do not count on home owners for everything !</p>
NORTH KING COUNTY	<p>Go back to the drawing board and identify essentials that are cost-effective.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	Prediction: if west seattle is not helped soon, don't count on our support of still more plans that never seem to consider our increasingly difficult situation.
NORTH KING COUNTY	No open-ended tax plan, it should be limited to 20 years. The parallel tunnel in Seattle is inefficient and wasteful, and if built should be farther away from the existing tunnel. Ballard is very well served by transit now, and can wait for ST-4, the north/south corridor to Everett is much more important and deserves more service.
NORTH KING COUNTY	It's all important! We need to have better transit in the great Seattle area for environmental reasons, traffic congestion and safety. Please keep this movement going for the health of our city and state.
NORTH KING COUNTY	Get it done faster.
NORTH KING COUNTY	Please find a way to build NE 130th Station in ST3 . . thanks!
NORTH KING COUNTY	We need a station at 130 Ave ne please don't disappoint us.....
NORTH KING COUNTY	I believe that a fitting source of revenue for these and other mass-transit and capital-improvement projects, which benefit everyone, would be a new slate of taxes that match today's economy. For example, state or regional income and capital gains taxes; a tax on financial transactions; a tax on personal services; taxes on obesity-causing soda and candy and wasteful bottled water; and a carbon tax. I urge PSRC to propose and vigorously pursue tax reforms like these.
NORTH KING COUNTY	Roads are cheaper
NORTH KING COUNTY	Don't offer free parking in some counties/cities for mass transit and make others pay. Residents are already paying a Zone fee every year just to park at our own homes due to a LARGE amount of congestion by commuters parking on our blocks to take mass transit.
NORTH KING COUNTY	I believe that there is an over-emphasis on public transit initiatives and spending, and an extreme under-emphasis on improvements to the existing old, obsolete, and crumbling infrastructure that makes up our public roadways and bridges. I am appalled at the amount of public money being spent on such projects as the tunnel to replace the Alaskan Way Viaduct. This was a very expensive solution to a transportation project when there were cheaper, and likely more effective solutions such as just replacing the viaduct with a newer more modern elevated roadway. I can only assume that the tunnel project, along with these proposed light rail expansions in ST3, have more to do with politicians' legacies than with efficient, effective solutions for improving transportation throughout the Puget Sound area. I also feel that there are more important issues for my tax dollars to address, such as education, even filling in a few potholes once in awhile. I would urge Sound Transit to withdraw its proposal and let the taxpayers money be put to other uses.
NORTH KING COUNTY	Thank you for adding the BRT options to the plans. I would love to use transit more often but getting to the stations and the time involved in transit becomes too much. We love the link between the UW and downtown and have used it several times already. I am so ready for this expansion to public transportation!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	Not a fan of the increase in sales tax, as all sales tax is regressive and disproportionately places a burden on lower incomes, and would rather see other taxes increase, but I know that's a battle that's been going on for ages.
NORTH KING COUNTY	I strongly support transit development throughout the region, but as a senior citizen on a fixed income, I worry about increases in my property tax. Seniors need a break and we need to improve our transit system. Please find a balance for senior citizens!
NORTH KING COUNTY	Please raise the funds via income tax. This ensures that the poorest amongst us are not hit as hard as the wealthiest.
NORTH KING COUNTY	We in the North of Seattle need light rail near 130th Street. I also work in Kenmore so I need to take a bus from Lake City to Kenmore everyday!
NORTH KING COUNTY	Figure out a way to pull in your timelines. We need these projects now.
NORTH KING COUNTY	Building a massive suburban light rail system seems sort of bizarre. You're counting a lot on Metro to provide the useful service in Seattle. The map makes this look basically like commuter rail, just on a different platform. I guess it's not really what I thought light rail was 'for.'
NORTH KING COUNTY	More east/west transit IN SEATTLE. More north/south routes that cover & connect King, Snohomish & Pierce counties for ONE LOW FARE rather than the current county separation that costs riders way too much. Fire Mayor Murray and Seattle Transpo Director Scott Kubley. Get rid of STP and ANYONE associated with them. Reduce cost. MOST of all: IMPROVE CURRENT DRIVING CONDITIONS FOR SEATTLE DRIVERS. The region CANNOT survive on transit and bicycles alone.
NORTH KING COUNTY	Cost of living is so high and on the rise in Seattle - increased taxes are really going to hurt lower income families and individuals.
NORTH KING COUNTY	There needs to be parking at every major rail station. There also needs to be a local shuttle service to take people near rail stations directly to those stations. Relying on existing bus routes is not working. Also, you need to consider removing buses from the tunnel downtown seattle as this doubles and tripples the train travel times.
NORTH KING COUNTY	Don't spend \$ on parking or parking structures. Buses to stations are a better investment than parking garages.
NORTH KING COUNTY	Ballard is one of the fastest growing neighborhoods in Seattle. We cannot wait 22 years for better transit service, particularly when our roads are not being updated to accommodate the increased car traffic, due to all the new residents and horrible transit service, in our area.
NORTH KING COUNTY	Two comments: 1) The timeline is too long to meet the growth needs of the area. It has to be sped up with more projects being done in parallel. 2) We need a graduated income tax to support this initiative to ensure that we don't add yet another regressive tax burden to those who can't afford transit as it is.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

<p>NORTH KING COUNTY</p>	<p>I STRONGLY support us going to the ballot with a bold and ambitious ST3 plan and like ST2 I want to campaign hard to make sure it passes. But the current draft makes that very hard to stomach.</p> <p>NE 130th St Station needs to be fully funded in the plan. It's cheap compared to other parts of the plan and can better serve Lake City and Bitter Lake. These are areas that NEED transit service badly and it's an equity issue.</p> <p>The order of the projects is crazy. Ballard needs to happen first. You need to prioritize projects based on ridership and need.</p> <p>Ballard (and everything else) has to be grade separated and built right. If you're not doing that you might as well not do it at all. We should be building a mass transit system that will last 100 years and not cutting corners.</p> <p>When we're looking at a new line (like Ballard) you should strongly consider automated trains.</p>
<p>NORTH KING COUNTY</p>	<p>Please if possible do not build future light rail to be in conflict with automobiles, as was done on Rainier Avenue South, where there have been a number of accidents. Another lesser concern is the slow speed at which light rail can travel on those routes.</p>
<p>NORTH KING COUNTY</p>	<p>The roads that the Rapid lines are on were not built for buses. The buses are destroying the roads and the homes along the road. I support buying buses that are designed and built for the roads they are on. I am sick of the buses shaking homes. I am concerned that the building support for roads is to have the buses "go faster". Please purchase buses that are designed for roads, you would not put a heavy train on a light rail system why is it OK to put a heavy bus on residential road</p>
<p>NORTH KING COUNTY</p>	<p>It seems like an awful lot of money and an awfully long timeline for the small subset of people who are committed to riding mass transit. I understand that more people would use it if it were even easier in certain respects. But our region is so geographically constrained that virtually any trip is bound to confront odd "moves" that require time-costly transitions between forms and lines of public transport. Metro Transit's recent upheavals of bus routes are a disaster. I would frankly rather see Sound Transit help fill in the BUS gaps here and now, rather than invest so much time and resources into improvements that might not buy many of us very much at all WRT simplifying and speeding our trips around the region.</p>
<p>NORTH KING COUNTY</p>	<p>I think development of this is great BUT the eroding of single family neighborhood through upzoning areas around these stations is terrible and worsens crowding</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	Where I live in lake forest park it's a 1.2 mile walk (bike) with no shoulder and no side walks and poor enforcement of traffic speed limits to catch any type of transit... Therefore I have a hard time supporting any transit taxation especially considering I am close to retirement and will be on a limited fixed income... You will tax me out of my house and not provide with an alternative transportation method. Here's an alternative... CHARGE MARKET RATES FOR STREET PARKING... IN SEATTLE WHERE I WORK 2/3's OF THE ROADS AND SIDE STREETS ARE BLOCKED BY FREE AND/OR HEAVILY SUBSIDIZED STREET PARKING... THOSE STREETS SHOULD FOR TRANSPORTATION....
NORTH KING COUNTY	<p>West Seattle needs to be the highest priority for light rail completion. Our transit options have been severely limited in the Admiral district for people wanting to get in and out of downtown outside the commuting hours.</p> <p>It been very helpful to have a bus that delivers people to the West Seattle water taxi, especially given the hill in the Admiral district. With the light rail station planned for Delridge area (under the West Seattle Bridge) it would be incredibly helpful to have a similar bus that would serve the Admiral district and bring people from the light rail up Admiral to Olga and other bus stops currently in place to the Admiral Junction.</p> <p>Having to go to the Alaska Junction for a transfer up California to the Admiral junction adds 20 to 40 minutes to your commute.</p> <p>Living less than 2 blocks from from a 56 and 57 bus stop on Admiral, I've been able to get downtown during the day in about 20 to 30 minutes. Since the major changes to buses in the last couple of years, if I want to head downtown to appointments, I can't get back to the Admiral district during the day unless I add about 45 to 50 mins to my commute. In order to get downtown outside commuter hours, I now have to walk a 1/2 mile to Admiral and head south (the opposite direction I want to go) for a mile to the Alaska junction on the 50 and then transfer to the rapid ride. This can add almost an hour to my commute.</p>
NORTH KING COUNTY	To long, shorten the time period. 25 years is to long to wait for something that should have been done decades ago!
NORTH KING COUNTY	Brt on shoulder sounds very unsafe.
NORTH KING COUNTY	There should be a gas tax for the project rather than property taxes.
NORTH KING COUNTY	That timeline just seems really long
NORTH KING COUNTY	<p>Populations move--rails don't. Just look at where downtowns used to be!</p> <p>Buses are flexible--rails are not.</p> <p>Rail lines cost more, serve less people.</p> <p>Taxes are for GENERATIONS--yet NO service!! that's slavery!!!!</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	I moved to Seattle in 1968! And every year these same questions have been asked and answered ... West Seattle is like the forgotten child. Think I'll jus' might be Dead by the time anything really happens in Seattle. Which one of you voted in the 'Boston Tunnel aka Seattle Tunnel ??? And wash't there a much better way to achieve the solution without excavating soft clay/sand glacier ....?? You answer to the money + developers. Our urban village on California /Alaska Junction now have canyons of no sunlight.
NORTH KING COUNTY	This survey is poorly done. You talk about importance but measure urgency. These are very different concepts. Also, instead of having people rate routes, there should be more focus on the types of transit and better information on their relative costs.
NORTH KING COUNTY	I feel like the timelines are too long. 25 years to complete the project seems like priorities might not be the same at that point. I understand that building the lines takes time but I feel like it could be looked at to be finished faster somehow.
NORTH KING COUNTY	Try to make connections possible ASAP so cars are NOT needed. Building more parking lots just encourages more car use. We need service that gets us from home to our destinations without use of cars.
NORTH KING COUNTY	More provisions for lower income access, now and in the future.
NORTH KING COUNTY	N/a
NORTH KING COUNTY	With the speed that the Puget Sound region is growing, we cannot afford to complete the ST3 plan in the 25 year timeline. It needs to be decreased significantly - 10-15 years max. Also, perhaps a state income tax ought to be proposed if we are wanting to fund the project in the decreased timeline. No increase in the sales tax or property tax, both of which have been proven to put more of a burden on the poor.
NORTH KING COUNTY	Bike infrastructure needs to be a priority. All of the work within the city of Seattle must happen much faster than outlined in the draft.
NORTH KING COUNTY	replace old rail systems w/bullet trains and i'll agree to property tax increase. the gov't. has been laboring on this and collecting taxes on overkill the last 50 yrs along with all the funding the fed. gov't has supplied there is no reason for NOT upgrading our infrastructure NOW>
NORTH KING COUNTY	1. I have heard many complaints about the recent reduction in Seattle bus service, and the difficulty of taking mass transit to the UW Link Light Rail Station, which combine to make mass transit a less favorable option than previously. 2. We are being asked to fund a plan that has a very long timeline. So much will change in that time period, including, most likely, the adoption of autonomous vehicle systems.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	We need to prioritize the poor & working people over shopping trips to Redmond. There are HUGE stretches in URBAN Seattle with poor-to-no transit connections. Take care of the low-hanging fruit of the needed south Seattle stations then work on cross-city and suburban access to urban jobs/schools. And since Seattle Public Schools is relying on Orca cards to get kids to school, how about making sure they can get there without taking multiple, infrequent buses with a mile walk on steep hill to get there (Columbia & Hillman City to Asa Mercer Middle School, which is 10-15 min by car and an hour+ by bus-bus-dangerous walk last time I checked)! Thank you for doing such a great job seeking community input on these projects.
NORTH KING COUNTY	Ballard and West Seattle need a better system into the city.
NORTH KING COUNTY	Much too expensive--taxes too high for too long.
NORTH KING COUNTY	I will not support a project that leaves Ballard commuters-- the area with the highest users of public transportation--and therefore the tax payers that have most consistently subsidized public transportation--to wait for a long time before light rail or Sound transit improvements come to Ballard. I will vote against this proposal unless significant improvements are made affecting Ballard and West Seattle and bringing light rail and faster public transportation to these neighborhoods. The Rapid C and D--which are not rapid at all and which have been plagued by poor planning on the part of Sound Transit--do not count at all.  significant improvements are made affecting Ballard and West Seattle.
NORTH KING COUNTY	Get it done.
NORTH KING COUNTY	\$200 is a heavy tax burden for less affluent residents, so make sure some of the major improvements will reach areas that service all types of people and not just the increasingly congested but affluent Seattle neighborhoods
NORTH KING COUNTY	The light rail should be the highest priority and the bus service should be the least priority. The bus system here in the Seattle sound area SUCKS ASS. Only a rail system makes sense. All components of the rail system should be connected.
NORTH KING COUNTY	how can you get light rail to west seattle since we go over the water, is what i would like to know, and how is the traffic going to be effected while it being done, we are screwed with 99 is closed , it effect us more then anyone , how are you going to not screw with the commute if that is being built , It takes me an hour to get home from the Sandpoint Area to West Seattle and I already work a 11hr day not counting the commute.

NORTH KING COUNTY	<p>Our region is predicted to grow a lot. I'm strongly in favor in general of measures that would increase non-car options and enable us to grow in a healthy way. I'm not very excited about anything included in the current ST3 package.</p> <p>Ballard -- Ballard to downtown is huge. There's clearly a lot of demand for service and improvements in speed, frequency, experience, and dependability would provide value to a lot of people. Changes that should be made to this plan:</p> <ol style="list-style-type: none"><li>1. Have Ballard/UW as part of ST3. Ballard-downtown has greater ridership, Ballard-UW improves the network. Most fast/frequent transit around here is oriented north-south.</li><li>2. Completely grade separated. Make this fast, dependable, and keep it from messing up surface street traffic. For Ballard to downtown, do a tunnel rather than a bridge.</li><li>3. 22 years is way too long. Clarify what happens if we don't wait for the second downtown tunnel to hook in Ballard. Are there work arounds?</li><li>4. Plan this for the future (seconding what Seattle Subway said on this). Design with the assumption that you might eventually expand north and/or east-west.</li></ol> <p>West Seattle -- How would you get from west Seattle light rail to Alki beach? Please partner with Seattle to make sure an inviting pedestrian connection is built into the plan.</p> <p>Issaquah -- If we need to cut something, I think really good BRT would be acceptable for Issaquah right now.</p> <p>1. I'd love to eventually have Issaquah/BellevueCollege hooked into the light rail network. I'm really glad the current proposal has been updated to have Issaquah go to Bellevue instead of Wilburton. Station should be in downtown Issaquah. Since the bulk of the proposed light rail line follows freeway -- I think in the short term we could provide similar value at a much lot lower cost if we did dedicated bus infrastructure right and spent the extra money on greater frequency, longer service and/or other projects. I occasionally catch the bus from Issaquah and the things that would really make a difference to me would be -- Frequent, dependable, fast, easily understandable, comfortable service that includes downtown Issaquah. The ST3 proposal doesn't include downtown Issaquah currently and everything except for comfortable service could be met by really good BRT.</p> <p>2. Maintenance -- What do maintenance costs look like long term?</p>
-------------------	--

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

<p>NORTH KING COUNTY</p>	<p>I am very put off by the time line. I will retire before the plan is finished. I will likely move from the area because of the expense of living here. While I think Seattle really needs something of this scale, I am not inclined to add \$400/yr to the \$160/yr that we just approved through car tabs for something that I will not see the benefit of.</p> <p>Futhermore, while I have strongly supported for the past 23 years, I am tired of paying more for transit while sound transit makes my commute worse. Last fall my bus was kicked out of the tunnel because of sound transit. This change should not have been made until the northgate link opens. Thanks to sound transit, I am spending an extra hour in transit each week, which equates to 50 hours per year. In regard to the ULink, I feel that sound transit is forcing NE Seattle to serve it's needs, by forcing buses through the very inconveniently located Husky stadium. Not efficient. Sound transit serves itself, not north seattle.</p> <p>Finally, I have found enough of the sound transit staff arrogant and rude. Specifically, I am referring to the closures around the Roosevelt station. Sound transit was a very poor neighbor in suddenly blocking left turns from E-bound NE 65th 12th. Sound transit obliterated the bike lanes without safe alternatives. These closures were done with very minimal outreach. A friend who works in the area has had intolerable shaking of her workplace/home, again with no or minimal notice. NOTE: A great webpage is not outreach and is useless when no one knows they need to look at it. (Northgate has good outreach.) Finally, I had a co-worker on the East-side along the route who lives in a house along one of the proposed lines. Sound transit was only proposing to buy 1/2 of his lot and would have run a train very close to his house every 3.5 minutes. In addition, this plan made it impossible for him to sell his house. In this last action, sound transit came across as a sociopath.</p> <p>Finally, both the NE 130th ST station and parking garages near the link stations are necessary for me to even considering a yes vote. However, right now, I only feel like sound transit serves itself, not the people who actually need to get places.</p>
<p>NORTH KING COUNTY</p>	<p>Light rail from South Seattle to UW has transformed my commute and cut the uncertainty of traffic out of the equation. I no longer have to wonder if I have to leave an hour early to make it to lab on time because of traffic. I previously had to rely on the bus which is subject to these irregularities. Rail expansion and express bus lines/shoulder lanes, assuming they would equally impact other commuters, should be top priority.</p>
<p>NORTH KING COUNTY</p>	<p>Who benefits the most? They should pay.</p>
<p>NORTH KING COUNTY</p>	<p>I would like to eliminate the additional Sales Tax since it further harms low income people (I'm wealthy) who must spend their entire incomes on essentials to their living -- and instead put a business tax on all businesses doing over 2 million dollars a year in gross business since they benefit so much from being able to move their employees, stock, goods, products, etc. We truly need to fund this in a more equitable manner -- please!</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	As an interested person and without accurate knowledge of the current and anticipated demographics of our region I do not feel qualified to comment on specifics of the ST3 plan. From my home in Lake Forest Park I would love to be able to move about the Region without the need of my car. Thank you for your hard work. This is an incredible undertaking.
NORTH KING COUNTY	I would support funding through car tabs/gas taxes that in some way push the cost onto those that choose to drive in single occupancy vehicles to work every day.
NORTH KING COUNTY	We should tax business and industries who benefit from these infrastructure improvements that move employees around to pay for this, not increase property tax and car tabs tax.
NORTH KING COUNTY	This survey is misleading, I used to use sound transit daily but due to safety concerns at both Henderson and Othello, I have switched to driving. Safety isn't even part of this survey. The closest thing is parking. If there were parking available near these stations then there wouldn't be quite as much walking needed through "hotspots" identified by the Seattle Police Dept. I am a transit supporter and am profoundly disappointed by the loss of the 7 express bus and the inability to use light rail relatively close to my house because of safety (shootings and muggings).
NORTH KING COUNTY	Why it will take so long? Light rail should be prioritized and completed within the first 10 years or less, it will Make Seattle a greater city for living
NORTH KING COUNTY	Instead of funding through sales tax increase, fund more through vehicle and gas tax increases. I don't own/use a vehicle. I think like funding for public transit should come fro those that choose to contest the streets with private vehicles. Vehicle taxes could be pro-rated based on vehicle value and gas efficiency.
NORTH KING COUNTY	I'm concerned about funding. The \$200 per adult AVERAGE is misleading. As a lower income home owner my costs could be over \$75 a month, \$900 a year. I'm also concerned about sprawl from consolidating the entire region via transit. I would prefer more local transit improvements so people can meet their needs closer to home. It is already quicker to get to the jobs on First Hill from the suburbs that it is from the south part of Seattle via transit.
NORTH KING COUNTY	Build Ballard and West Seattle light rail first. I work in the MLK Corridor keep light rail of the street, either put in the air or under ground. The MLK neighborhood suffers greatly from the on grade service you put there, don't make that mistake again.
NORTH KING COUNTY	Build it now, fast, hurry! Look how crowded all the buses are already now everywhere
NORTH KING COUNTY	Why is it taking so long to complete even the first leg of this plan? 17 years is a very long time.
NORTH KING COUNTY	Our use of light rail now is limited due to essentially no vehicle parking near the stations. We are not within walking distance and bus access is very limited. How does an individual start ones trip. We would use rail to the airport if there were long term, moderate priced parking adjacent to the station. We know parking lots aren't popular to build, but until we find more alternatives it's very frustrating . Thank you.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	Please look at all possible ways to improve the bus network, not just create a light rail network. Having a reliable and comprehensive bus network, with separate bus right of way, preferential bus treatment, BRT, etc, seems to me to be more cost effective and more quick to implement than a full light rail network and could meet our transit needs more fully as a region, rather than relying on expensive rail capital projects. Additionally, it is essential to use a racial equity lens and ask communities what they want in terms of transit and transit oriented development when prioritizing and creating projects to ensure that our transit network is truly serving the needs of all communities in the Puget Sound. Thank you for the work you are doing to build our very essential regional transit system.
NORTH KING COUNTY	Reliance on residential property tax is fair to a point - other economic interests who benefit from better traffic flow, access to employees and added value to their property in denser areas also need to find the expansion to keep incentives aligned. I'd love to know more about how commercial and multi family property taxes or payroll taxes on/near the systems catchment area contribute to the \$50b total. That's not discussed a lot.
NORTH KING COUNTY	Ballard to Downtown light rail must be grade separated along its entire length, not run in the street's median at grade like through Rainier Valley.
NORTH KING COUNTY	Future plans should include funding from businesses and the large and growing "renter" population versus continually relying so heavily on residential property owners.
NORTH KING COUNTY	I just want to make sure there are more stations in Shoreline specifically for the light rail, as it would be so nice to have for this community.
NORTH KING COUNTY	What serious consideration has been given to using the recently abandoned 520 bridge for light rail and buses? We might regret tearing something down that is an existing lake crossing.
NORTH KING COUNTY	The timeline is a complete joke. The projects are glacially slow. I will retire before these projects are done. Get federal or state funding and work with Boeing and Microsoft to strong arm the legislature.
NORTH KING COUNTY	The Freeways are inadequate for the traffic we have now, none of this is going to ease our traffic now. We need solutions. I'm tired of paying for partial solutions. Please come up with a real solution to moving people to and from work in a faster manner. Instead of tearing up the roads and increasing congestion for 1 HOV lane in each direction, how about you take our money and add 2 or 3 lanes in each direction and then maybe by the time you finish the mass transit solutions, traffic won't be so bad.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	<p>I am a "senior senior" and a property owner, who once had a bus line past her house, My services go down, my taxes, up. I believe that there needs to be some relief in these and constantly other additions to the taxes of elderly property owners especially in areas like West Seattle which is really getting paralyzed with in the influx of new people, cars, people walking not the streets, etc. Though this proposed plan sounds thorough, it is long over due, and the costing is unfair to those of us who will never see these in action, yet our taxes go up and up. The former pleasant ambiance of our districts, like WS and Ballard, which I have enjoyed all my life, is already being jammed with newcomers overloading transportation, and jamming our streets, yet not paying their share. Something is very wrong with this picture. Minimally, I believe that the costs, if this huge thing passes, need to be more broadly spread....like big fees to the developers who are eating up our views and sunshine with their huge, largely unsightly buildings with minimal inside parking. What are they adding in exchange for what they are taking away from us? If I were to select a place to live again, much as I love so much about Seattle, especially West Seattle, I would never buy here. When I can no longer drive, I will have to walk more than 2 miles up and down hills. to get to a grocery store or to a bus line, and don't know how I would get to my down town doctor's office. This new program would not alter that, so more thought needs to go to the neighborhood transportation infrastructures, not just these huge, expensive, many years long projects. How about, minimally, in the interim, giving us back some of the small, feeder bus routes eliminated in exchange for huge, expensive, traffic clogging C busses, always jammed...which is why I use them so seldom...also...they don't serve my home area nor go where I need to go. It's bad enough to have to deal with this stupid tunnel and the discombobulation that is accompanying it including other activities being allowed to continue (like special "runs" and ball games, when the viaduct is out of use.) This city does not coordinate its potentially conflicting programs well. Just considering the additional driving confusion that will go on with the years of construction of this huge set of plans outlined in the proposed program, besides what we already have, is simply impossible to comprehend. Too late to move to one of the islands now!</p>
NORTH KING COUNTY	<p>\$200 annually is an extremely conservative estimate. The cost is probably much more than that, especially by year 25.</p>
NORTH KING COUNTY	<p>I live and work on Vashon island, a 10 minute drive from my workplace, so rarely have personal need for mass transit. However, I strongly support improvements for the economic, environmental, and social health of our region. I have a son in his 20s who is in need of improved transit to commute and survive in the metropolitan area.</p>
NORTH KING COUNTY	<p>The light rail is priority, as it does not share the road. However, the phasing should start in downtown Seattle and move outward from there, and downtown Bellevue moving outward from there.</p>
NORTH KING COUNTY	<p>Should work to do this faster--17 years is too long. And why no discussion of Bellevue to downtown Seattle or Redmond to downtown Seattle?</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	Not only do we need to build mass transit, we need to be sure that people have many ways to get to the stations besides driving. We need to be sure that people can not only commute but that we create a region where car ownership is optional, particularly for people in poorer neighborhoods.
NORTH KING COUNTY	Please also consider to implement earlier times of the Metro buses on weekends. I have to be at work at 7 Am and the earliest bus on Saturday and Sunday is 6:41. I have been late occasionally due to the bus being late. Thank you.
NORTH KING COUNTY	If you wanted light rail in this region, you SHOULD have done this YEARS AGO!!! Today it is way to expensive, HEY ST why don't you RAISE everybody's wages to \$75 / hr I mean EVERYBODY!!! AND get EVERYBODY JOBS!! INCLUDING THE HOMELESS!!! That way we can afford all your [explicit]!!! And we can afford all the skyrocketing rents! And we can get people off the streets into these Hoity Toity apts. That cost \$20000 a month STARTING!!! That is NOT AFFORDABLE!! The word Affordable is a SNAFU!!
NORTH KING COUNTY	We DESPERATELY need more parking at the Montlake Terrace station! If the plan is to have more ridership there HAS to be additional parking, LOTS of additional parking at that station. It is full by 8a.m. already. It's hard to imagine the strain on that neighborhood streets would be in addition to the riders of the train and buses. The footprint for adding more parking to the existing garage + adding another garage to the parking lot are baked in. I'm not sure what the issue is (besides money of course) but it is a HUGE oversight.  Also the timeline for the Ballard - downtown Seattle + West Seattle - Downtown really needs to be looked at and shortened drastically. The negative impact to the areas economy if it isn't will be enormous.
NORTH KING COUNTY	The project should take half the time. This is urgent for our region and we need to double down now.
NORTH KING COUNTY	I am not in favor of paying for a transit system I will never use. We live in King county only 5 months out of the year, spending 5 months in Arizona and 2 months traveling in our RV or around the world. The increase tax and government interference has caused us to consider seriously to sell our home in Shoreline and move our summer home outside the Puget Sound area where it is less expensive to maintain. As much as we have loved the area, you have priced us out of our home.
NORTH KING COUNTY	1. Much much faster/earlier implementation of LR link to Ballard.  2. UW-Ballard LR extensu N/spur  3. 100% dedicated and barricaded bike lanes.  4. Expansion and support of pronto bike service, ditch the helmet requirements and add electric assist bikes. Very inexpensive to support this relative to all other transit investments, even if it operates at a loss.
NORTH KING COUNTY	Get shoreline light rail done before anyone else!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	Stop adding more bus lanes at the expense of drivers. We pay for a significant portion of the roads, don't make them unusable for cars.
NORTH KING COUNTY	please add some way to keep the worst of the bums under control, one reason why several people I know will not ride the buses now.
NORTH KING COUNTY	<p>There should be less focus on bus transit, and a full-on focus on rail services. Bus transit should be limited to shorter regional loops, or run east-west only to connect parallel rail lines running north-south. Buses are also a huge part of the issue with traffic - mixing large vehicles, with smaller vehicles, wreaks havoc on the roads in Seattle - speaking from experience.</p> <p>22 to 25 years as the longest part of the expansion seems highly unreasonable. These projects, if focused on fully, should not take that long. If the bus transit was not an aspect of this project, the timeline could potentially be cut short, drastically.</p>
NORTH KING COUNTY	Too much continued added property tax only proposals. This places unfair burden on property owners whose values have escalated will beyond their income increase, and particularly retirees on more fixed income. State needs to get it's act together and develop income tax instead of so much property tax. There will be even more requests because of the courts order to the legislature to fix school funding. I and many friends will continue to vote no for any more transit increases for based solely on property owners. thanks for the opportunity to express my feelings, shared my many others.
NORTH KING COUNTY	We need to invest in high speed rail from Everett to Portland!
NORTH KING COUNTY	Timeline too long and tired of everything relying (partially) on property taxes. I was a bus rider for years when lived in Ballard and Eastlake in Seattle, but now I am in West Seattle and the bus commute became hard with transferring downtown to get to South Lake Union. Not until recently did the Rapid Ride C show up next to my office. But with a sick elderly mother, I feel the need to drive to be available to her quickly when needed.
NORTH KING COUNTY	Charge higher ticket for transit instead of levy for home owners
NORTH KING COUNTY	<p>Balled to downtown light rail needs to happen much, much faster. The neighborhood has added or is about to add some 5000 units of housing over the last 8 years, and bus service has been about even, with some areas severely reduced. If Ballard were to get significant improvements (not just fiddling on the margins with Rapid Ride) before I reached retirement age, I'd be a strong supporter of this program.</p> <p>I don't get the value of link between Federal Way and Tacoma. It's a lot of distance to cover, with few people living there. Development has already outpaced growth in many other areas. I would put this one off for ST4.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	I'm concerned about how a link light rail will get to West Seattle. If it uses surface streets and the existing bridge then that's terrible because it's going to really hurt people who need to drive, especially on weekends. The RapidRide C works for now - if there were more of those for now until a more comprehensive light rail expansion could be made to WS via digging underground I'd be more supportive of that. Also: I'm concerned about access to downtown from West Seattle when the viaduct goes down - aside from maybe the light rail expansion, I don't see what addresses that.
NORTH KING COUNTY	Costs should be paid for my corporations and businesses not from the middle and working class
NORTH KING COUNTY	This survey is super tedious, but I think public transit is important.
NORTH KING COUNTY	I'm concerned by the proposal to add new permanent taxes to fund these transit options. I believe we should be (1) assessing temporary taxes to fund the transit build-out and (2) gradually shifting a share of existing transportation taxes that maintain legacy transit (vehicle infrastructure) toward maintaining the new transit infrastructure, and (3) supporting operating costs primarily through use fees, which for riders replace their vehicle gas, insurance, and maintenance costs.  Also, I didn't see any options for mass transit between the Eastside and Seattle, which is where the greatest unserved need is.
NORTH KING COUNTY	REMOVE parking lots from suburban stations, it is a huge waste of money compared to the benefit provided per transit rider. ADD more rail projects in the urban core of Seattle. REMOVE transit from places that whine about it. I would also fully support efforts to remove cars ENTIRELY from our roadways in favor of any kind of transit, whether it's bus or train. Kick them off the road and literally force them to use transit if they want to get to work. Sorry, not sorry.
NORTH KING COUNTY	West Seattle bears the brunt of other traffic that's important to the region including ferry traffic from Vashon & the Peninsula, industrial traffic from the Port of Seattle and SODO (FedEx, etc), yet Sound Transit has not deemed West Seattle a priority. As a home owner I already paid for a monorail that didn't materialize and which also destroyed part of my neighborhood as small businesses were displaced for it - for nothing. If West Seattle is low on the list then we need to be given preference in other ways - ie: reduced fees for the water taxi until light rail is in place.
NORTH KING COUNTY	Please build the West Seattle rail faster! And Ballard's too! Also please add an extra lane on the East bound West Seattle Bridge on ramp that connects to North bound 99 for buses only. That single on ramp takes forever. At the very least, let the buses drive on the shoulder on that on ramp. Thanks and keep up the great work!!
NORTH KING COUNTY	Build it faster please. Thanks!
NORTH KING COUNTY	Please consider having the 21X or 116 stop on Avalon & Yancy when the C line is too full to stop. Especially when both the 21X & 116 have empty seats.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	Why aren't corporations that are causing the influx into Seattle paying into the transit expansion. Why do the poor and working class have to pay for this expansion? If major players: Amazon, Google, Tableau, Expedia were to contribute to transportation, perhaps the time for expansion could be decreased by 1/2.
NORTH KING COUNTY	Because of the timelines of these projects and the aging population in the years ahead, every effort should include enhanced access for disabled riders including shortened walkways, ease of access, increased handicapped parking at stations, etc, nowhere in your draft proposals do I see any increase of services for disabled. I think this should be considered and included
NORTH KING COUNTY	Very ambitious and I hope it gets done sooner rather than later!
NORTH KING COUNTY	More train and light rail please!
NORTH KING COUNTY	The addition of new stations on the light rail has increased issues related to timeliness and reliability. There appears to be a significant increase in delays and interruptions in the service. It has made it so that I think twice about using the light rail on situations when I am required to be punctual, like going to the airport. I would like to see a plan to address these issues, especially if link light rail will keep growing. In addition, I do not understand why the # of cars have not been increased on the trains now that more people are riding. The small # of cars together with the delays make it so that some trains are so incredibly packed that it does not feel safe to be on the train. I am in support of growing light rail, but I am starting to wonder if that growth can be sustained after witnessing what has happened after adding just two stations.
NORTH KING COUNTY	Light rail should extend all the way to Burien from West Seattle.
NORTH KING COUNTY	These projects should be done in half the time proposed at a minimum.
NORTH KING COUNTY	\$17 is a lot to ask each person to spend - what if they don't use it? how are low income people supposed to be able to pay for this?
NORTH KING COUNTY	let's get with the future seattle!!
NORTH KING COUNTY	Why can't the money come from somewhere else besides my property taxes? I have had my taxes go up by about \$2K in the past 4 years and I won't vote or support anything this is going to continue to increase them I may lose my house if they continue to go up to pay for these transit expansions. Every year there is something new added to them. Instead of adding more bike lanes and variable speed signs get the WA DOT to allocate some of that money to these projects. I am planning to retire in 5 years but if I can't afford my property taxes because of all these transit expansions I will not be able to do so. I would show more support for these projects if you would find the money somewhere else. The state and city waste a lot of money on unnecessary projects.
NORTH KING COUNTY	I would prioritize infrastructure within the city limits first, and then expand to outlying suburbs and nearby cities.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	<p>The city of Seattle is in dire need of transportation improvements in the IMMEDIATE FUTURE, not 20-30 years from now. Slowdowns downtown affect everyone, and congestion on the roads makes it difficult for people driving, walking, cycling, and taking transit. Since the highest concentration of people is found in downtown Seattle, focusing on improvements here should be most important, and prioritized first. For transportation improvements in the suburbs, I would recommend implementing BRT or ST Express Buses in the short term, to connect transit hubs to existing light rail infrastructure.</p> <p>Finally, transit oriented development is very important and parking is not. Parking should be minimally subsidized by this plan, IF AT ALL - providing parking is a HUGE cost, and those who drive should pay to park, at least a few dollars a day. I support limited free parking at transit stops because it takes up space that could otherwise be used for development, which could increase tax revenue, development, and housing supply!</p>
NORTH KING COUNTY	<p>An elevated light rail to Alaska Junction would have to wind between several 'walls' of condos along Avalon and Fauntleroy, effectively running trains through several dozen living rooms and bedrooms. Has the resulting drop in property values been factored into the tax revenue projections?</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

<p>NORTH KING COUNTY</p>	<p>Projects that should be added to ST3 plan:</p> <ul style="list-style-type: none"> <li>- Planning for and construction of a light rail transit line (dedicated r.o.w., or on-street, but NOT in mixed traffic) in a corridor connecting Mt. Baker Station with Capitol Hill Station via Little Saigon, First Hill/Seattle University, Broadway corridor.</li> <li>- Planning for and construction of a light rail transit line in a corridor connecting Mt. Baker Station with University of Washington Link Station, via the Central District (23rd Ave E, or MLK, with stops at Jackson, Cherry, Union, and Madison).</li> <li>- Planning for and construction of a High Capacity Transit (Light Rail, or BRT with dedicated lanes and off-board fare payment and comparable service frequencies (6 min. peak) connecting the Lake City Hub Urban Village in Seattle, with the North Link Light Rail Line (options include connections via 125th/130th to a new North Link Station at 130th, or via Lake City Way, Northgate Way, and 5th Ave NE to the Northgate Link LRT Station. This second option could be extended with available funding to connect with the Ballard Hub Urban Village and Ballard-Downtown Seattle LINK via Greenwood and Crown Hill).</li> </ul> <p>Projects that should NOT be included in ST3:</p> <p>Sound Transit subsidized commuter parking. To the extent that it is valued by transit patrons, parking accessory to stations can be funded by local governments, the state, or user fees. As Sound Transit is the ONLY state created agency dedicated to funding mass public transportation, and the region's appetite for transit service vastly exceeds the state authorized funding authority of the agency, the agency should dedicate the entirety of its available funding to its primary mission of moving people (not storing private vehicles). One key question the Sound Transit Board should ask in considering the merits of budget line items dedicated to parking facilities and services is: For that (X) amount of funding that might be spent on parking, how many additional ST express bus service hours could we put on the street each year, and how many additional public transit passenger trips could be provided?</p>
<p>NORTH KING COUNTY</p>	<p>Spending a gazillion dollars on parking is a huge waste of money. The whole point of transit is to give access to people who can't afford to drive and to discourage people who can from driving by giving them other options. Spend more on actual transit and perhaps promoting car pooling or coordinating local bus service to planned stations. I strongly support transit, I don't drive at all, but if ST thinks that putting in a ton of parking is a real solution for ridership, I would strongly consider not voting for ST3 and certainly not phonebanking, etc., as I did for the MoveSeattle levy. I will not pay \$200 for a plan that prioritizes private storage for people who refuse to consider the other options they have.</p>
<p>NORTH KING COUNTY</p>	<p>Quicker.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - North King County

NORTH KING COUNTY	<p>Advance the West Seattle new bridge over the Duwamish River design and construction. Pull it out of the long range project and start it ASAP. Use it for BRT then convert to light rail. Share costs with the Port of Seattle who could use it for T5 trains.</p> <p>If light rail goes to the West Seattle Junction, the terminus must be under ground or stay at the Junction edges. Do not impact the historic fabric of the West Seattle Junction.</p> <p>I support the Delridge option previously listed as a candidate project in Dec. 2015.</p> <p>I support the shaving time off of projects, including transit as permitted use. TOD is not a permitted use and needs corresponding review.</p>
NORTH KING COUNTY	FASTER. PLEASE!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

Subarea	Additional Feedback - OTHER
EAST KING COUNTY	The Ballard/West Seattle projects are way too down the pipeline and should take priority over Paine field and especially link connection to Tacoma. And I live in east / southeast king county so they wouldn't help my commute. But supporting greater density in Seattle should be a regional priority
EAST KING COUNTY	Sounder rail is convenient and effective for commuters on the suburban periphery, such as southeast King Co. But many of these commuters face two issues: (1) can't reliably find parking at rail stations and (2) can't get to rail stations by car due to traffic bottlenecks at the urban edge. Must address both issues to capture more commuters as rail riders.
EAST KING COUNTY	<p>ST3 spends too much money for too little gain too far in the future. A substantial chunk of the money is wasted. Link to Everett and Tacoma is pointless. Link is too slow for long distance travel and too few people live anywhere along those routes. Similarly, Bellevue to Issaquah is equally a waste - after Factoria most of that area is forest! Buses, with improvements to direct access ramps, would be substantially more cost effective.</p> <p>Additionally, as a resident of East King in Bothell, I see zero reasons to vote for this plan. 405 BRT is just increasing frequency and adding lipstick to the current system. I would never use light rail to Issaquah. There are no good projects here. And while East king revenue is close to that of North King, the sum of the projects here (including all of 405 BRT and 522 BRT) cost less than the extension to Everett. So much for subarea equity! I see zero reasons why Link to Everett would benefit me.</p>
EAST KING COUNTY	I drive everyday as a full time realtor. WE NEED THIS EVERYWHERE...sooner than later please
EAST KING COUNTY	Light rail is a waste of money and is a poorly planned out solution. It is commonly used by people for free meaning the burden once again sits on the tax payers. If you look at what people are using a light rail to/from the airport is heavily underutilized due to its frequent stops and improperly managed security. We continue to throw money at poor solutions versus working on expanding and solving how people choose to commute.
EAST KING COUNTY	I would happily pay double or triple of the proposal per year per household to get a robust and reliable transit system in Seattle and surrounding areas.
EAST KING COUNTY	Do it faster! Fewer people will vote for a measure that they'll pay for now but not see the benefit of for decades. People will pay more to expedite building.
EAST KING COUNTY	<p>I do not support the use of property taxes for ANY transportation plan.</p> <p>If it has a property tax element I will vote NO every time.</p> <p>I do not support a transit system that requires hiring drivers, their salaries and their pensions.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	This package is really too expensive for the perceived benefits (with respect to light rail you are just substituting bus customers to light rail) and the period of time way, way to long. Most of us will be dead by the time the work is completed even though we are paying for it!
EAST KING COUNTY	Once again, NE King County, specifically Bothell and Kenmore is left out of any decent improvements in service. The plan is to put buses on 522, which I commute on a bus daily right now and it is miserable. The cities of Kenmore and Lake Forest Park have been allowed to close the bus lanes for months on end due to road work and the buses get stuck in general traffic lanes. I see no advantage to BRT on 522. I will still be stuck in the same lanes as always. Why don't we get a choice of light rail or a train? We didn't even get the promised park and ride garage in Bothell. None of the buses leaving from the Kenmore or Bothell park and rides take advantage of the toll lanes to go directly to Seattle. We are forced to use highway 522. Unless someone can convince me that there is something new and better in this package for NE King County I probably won't vote for it. You aren't even holding a meeting about it in NE King County - the nearest meeting is in Redmond. I'm so tired of being ignored by the transit planners. My buses are stuffed to the gills everyday so I know that there are plenty of folks like me looking for a better option. Please, please take another look at NE King County and try to do better for us.
EAST KING COUNTY	What frustrates me about the current system is when mass transit gets stuck in traffic (busses, Seattle Street Cars). Mass transit should have dedicated lanes and traffic signals on highways and municipalities.
EAST KING COUNTY	I currently take an express bus from Canyon Park to Bellevue but there is not adequate parking. Lots of money was spent constructing the walkway over the freeway from the parking lot to the area to catch the bus to Bellevue but if you can't find parking, what was the use. Need to build a parking garage
EAST KING COUNTY	Bellevue (especially factoria, eastgate, areas) need more options to downtown, Chinatown or capitol hill. I used to catch the 211 on the freeway busstop near factoria mall to capitol hill with other employees that works on the hill (Swedish hospital, harborview and SU) but the services times were cut and then the 211 was cut. Now I ride the 550 at S Bellevue P&R which is always crowded around 6am-8am and walk to cap hill.
EAST KING COUNTY	We should increase the capacity of park and rides to enable more use of public transportation and vanpools.
EAST KING COUNTY	I have just located a job closer to home so that I no longer have to commute via ST 545 each day. The traffic is so horrendous and the buses so packed, that I spend upwards of 2 hours each evening standing in a dangerously packed bus. We need to get shoulder driving for buses approved ASAP, so that we can keep people moving.
EAST KING COUNTY	Need more high rise parking (fee and no fee options) for those using light rail but require a small commute to get there can choose to park near a transit center and utilize the mass transit systems for a bulk of their trip. You cannot eliminate auto use 100% and shouldn't try. If there is traffic congestion due to automobiles, address the current roadway issues to improve auto commutes. Look at other cities who improve their traffic flow with highways designed to actually flow traffic swiftly into and out of high volume areas. Widen the roads for autos, add light rails in the center of the highways, and bus lines in the shoulders. Puget Sound's traffic issues are not caused by excessive autos, it is poorly designed and maintained highways and roadways.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	If the plan was so cost effective you would not be required to take road use money and additional bonds to pay for it. When we get the 405 mess with tolls because they want to force us into in efficient, slow, time consuming, dangerous mass transportation so Everett Metro can up it's ridership I don't want any part of it.
EAST KING COUNTY	When are you going to add light rail to Renton and Kent
EAST KING COUNTY	Please add light rail that connects to Kirkland. At a minimum to downtown Kirkland near 85th but Juanita and Totem Lake, especially with the new development happening in Totem Lake would be great.
EAST KING COUNTY	I support the need for increased transit but do not support the means you propose to finance it. Too much of the financing is being placed on the backs of home owners, many of whom are senior citizens, retired and on fixed incomes (like me). Spread the burden by increasing sales tax more. Those who can afford to buy more will afford the sales tax. People like me are already trying to make ends meet and stay in our homes while we are overburdened with escalating property taxes, and ultimately forced to sell and relocate from our long time homes.
EAST KING COUNTY	Ridiculously slow and way too expensive.
EAST KING COUNTY	The ST3 plan should cancel the Sounder from Everett to Seattle because it is always blocked by landslides. The money saved should be redirected to getting light rail to Everett faster.
EAST KING COUNTY	You're building a whole new bridge across 520 and there's no room for a train to Kirkland?... Rapid buses? Super fail.
EAST KING COUNTY	Park and Ride lots for BRT are most important. Park and Ride for Light rail stations are most important. ST must be accountable for spending. Audits are necessary. Must be transparent in votes. \$200.00 per year is not true. It is much more. Tell the true story
EAST KING COUNTY	Please also prep for upcoming self-driving cars. Humans are now way to distracted which is one of the key reasons why traffic is so slow. People in all vehicles constantly change lanes which slows traffic. Also, way to many semi-trucks constantly change lanes too. Semi-trucks should never be allowed to be in the fast lane which right now they constantly are in that line. Thanks!
EAST KING COUNTY	For many years I opposed transit taxes for projects like this, but in the last two years I've come to realize I was wrong. I'm a HUGE supporter of this plan. Full steam ahead!
EAST KING COUNTY	Please prioritize parking. My community is not currently served in ST3, so I would need to drive to a parking lot to use transit. Please keep this top of mind, otherwise people like me will continue to be stuck on the roads.
EAST KING COUNTY	This plan is ambitious and complex for the average citizen to comprehend. I wish it was more clearly broken down. I think top priority should be given to fast light rail links between major hubs. Second priority should be given to key bus routes, ensuring service is frequent and can bypass other commuter traffic snags.
EAST KING COUNTY	25 years? even 8 years is way too long and shows this plan can't be taken seriously.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

<p>EAST KING COUNTY</p>	<p>I am deeply concerned with the timeframe and the lack of projects. I would prefer fewer projects delivered more quickly, prioritizing those that do the most to offer alternatives. For me, that is UW to Ballard light rail in a tunnel within 10-15 years, Ballard to downtown in the same time frame but without elevated sections that interlines with UW-Ballard, all-day expansion of Sounder including at least some weekend service, adding 130th and Graham stations and working on integrating express and BRT buses on corridors such as 522. On 405, a branched BRT implementation that served more endpoints would be better than a 405-only system. Lake City deserves something (like making 522 BRT go along 145th, or even a light rail branch). There needs to be medium-term relief for Belltown and South Lake Union. 20 years is too long for these commitments. Spend more to get stuff done quickly.</p> <p>Getting to Everett is not important to me. Rail should not divert to Paine Field. Light rail to Tacoma is inferior to buses and Sounder and should only be considered if subarea money is left after those priorities. More light rail is a waste on the Eastside, but if built should interline with East Link through Bellevue and serve suburban downtown cores rather than wastelands like Totem Lake.</p> <p>If the timeline and project list are not drastically improved, I will vote no on this package. I have voted Yes for every transit proposal going back to 1988. This is too much money to not make better priorities, among them doing the right things much faster.</p>
<p>EAST KING COUNTY</p>	<p>I would love it if the 542 ST Express bus started at the Bear Creek P&amp;R. Since many of us commute to UW from the Sammamish Plateau we have to clog up downtown Redmond to catch this bus. Even better would be more reliable service off the Plateau straight to UW. I have to drive to the Redmond transit center in order to make my hours/commute work.</p>
<p>EAST KING COUNTY</p>	<p>25 years is way too short of a time span. I understand the need to construct, test, and roll out these transit systems but the demographic that will use these light rails aren't 5-year-olds, they're middle-aged. If there was some way of cutting the time in half or less (maybe double the funding?) it should certainly be done. I will happily pay \$34 per month if it meant a faster light rail, and I am sure others will too.</p> <p>Another thing: rail should not be at-grade. It should be above or below, but not on the streets. Do we want to keep traffic as it is or are we truly trying to solve traffic issues here in Seattle? Hopefully, I'm just misunderstanding what at-grade means here.</p>
<p>EAST KING COUNTY</p>	<p>I only wish that there was an under-60 minute option (other than single-occupancy vehicle or vanpool option) included in the proposed ST3 plan to get me from my home in Kirkland (98033) to and from my work in (west of I-5) Mountlake Terrace (98043)!</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	<p>Please consider improving freeways in addition to this. The biggest issue with the freeways are forced merges. If roads could be retrofitted so that no two lanes are ever force-merged drivers will have less opportunity to brake which means less potential for traffic buildup.</p> <p>Also, please improve parking first where possible because that is easier to do and can incur all the pain up front.</p> <p>Also, please consider funding with as little interest as possible. People might pay more if they know it's to save money. Maybe even potential to kickstart fund some of these projects which could gauge interest? Like "if we meet this dollar goal on this portion we will bring it to the public 12 months earlier" or something.</p> <p>Also, consider the possibility of near field communications within a bus so that riders with the app can "tell" the bus driver things like "rear door" or "please turn on the AC" without the awkward yell etc. it would make for a more inviting experience for many potential riders and there are many things that could be done to curb and disincentivize abuse of such a system.</p> <p>Good luck!</p>
EAST KING COUNTY	<p>I resent the priorities that always focus on Seattle as getting the best and the most. Seattle already has a fully functional mass transit system whereas outlining suburbs don't. There are more people in Seattle who function quite well without using or even owning a automobile. Therefore, I am more in favor of development of mass transit (not just buses) between suburban towns than within the City of Seattle. I think this will provide businesses the opportunity to locate elsewhere than downtown Seattle. In general, I'm in favor of more even distribution of commerce activity in the Puget Sound. I think having Seattle as the central attraction is outdated. The ST3 plan needs to be revised to better accommodate such development. I also think that nothing I've said in the above is worth a plug nickel to those development the plans. They have already decided what they want to do and information from these survey's is used in such a way to validate their I intentions. Sorry for such negative views, but those are the realities I see in this process.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	<p>I resent the priorities that always focus on Seattle as getting the best and the most. Seattle already has a fully functional mass transit system whereas outlining suburbs don't. There are more people in Seattle who function quite well without using or even owning a automobile. Therefore, I am more in favor of development of mass transit (not just buses) between suburban towns than within the City of Seattle. I think this will provide businesses the opportunity to locate elsewhere than downtown Seattle. In general, I'm in favor of more even distribution of commerce activity in the Puget Sound. I think having Seattle as the central attraction is outdated. The ST3 plan needs to be revised to better accommodate such development. I also think that nothing I've said in the above is worth a plug nickel to those development the plans. They have already decided what they want to do and information from these survey's is used in such a way to validate their I intentions. Sorry for such negative views, but those are the realities I see in this process.</p>
EAST KING COUNTY	<p>My commute is pretty good as is with the commuter bus. I mostly face troubles when I'm trying to get around town with the local bus services. I would love to see more done to improve reliability of the local services that will really benefit more people for all kinds of trips. Also, I've heard buses will start getting cut as the light rail finally makes its way north; I get the sense that will only make my current commute into Seattle longer if I have to change to the light rail. Why not make the buses faster! They are pretty good once they get into the express lanes and the carpool lanes.</p> <p>Thanks for asking my opinion on this stuff! It feels nice to know someone wants to know about your experiences and what could make things better for you.</p>
EAST KING COUNTY	<p>This survey was difficult for me to fill out because after living in Kenmore for 48 years I have seen builders come in and fill the area with multiple family dwellings to enlarge the tax base without any regards for our road capacity, or park and ride parking capacity. Adding bikes lanes on Juanita Dr has made things even worse. Money hungry investors have caused overcrowding in this area and there is no going back so we are forced to go with rapid transit which I do not want either but now there is no choice :(</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	<p>I agree with the principle of fast and smart transportation. But, I consider the 'light rail' options that we already have in King County a bit of a joke. They are NOT fast, not well connected, don't have good/enough parking in many stops. -- I'd like to see all main cities to have large central areas w/o car circulation, trams or buses circulating around those areas and connecting commercial and major employment areas, and well defined nodes of transportation within and between cities. FAST BRT between cities on all main highways, and on large and comfortable buses. Additionally, buses should have priority to cars during about 2 hours of each rush-hour period. // I am not convinced that TOD next to freeways is the best way to do urban development. TOD along Bus lines or Tram lines near commercial areas seems a better choice to me. Check Tram lines in Montpellier, France. // Finally, provide fast alternative North-South transportation EAST of I-405, and multiple East-West connections on the Eastside. -- AND, preserve and create new safe non-motorized routes, ideally very green, around the Puget Sound areas. So far, many politicians seem to be hypnotized with using the ERC right next and parallel to I-405 sometime in the future, as a solution to future transportation congestion.</p>
EAST KING COUNTY	<p>Light rail is not the transit solution of the future. Asking for funding and planning for adding light rail 25 years into the future is a mistake. Light rail is much more expensive and takes more time to implement than BRT, and it does not allow for flexibility if needs change.</p> <p>And I am appalled that Sound Transit still wants to run light rail across the I90 floating bridge. The tunnel is narrower than what would be allowed if a new tunnel were being created today. Loss of the center express lanes will cause more, not less, congestion. Narrowing the car lanes across the bridge to allow for HOV on an added outside lane will make travel more hazardous. Then there's the potential damage that the weight and vibrations of trains can cause to the bridge - I have yet to read that your engineers have solved all of the remaining engineering obstacles, not to mention the fact that this has never been tried before on a floating bridge.</p> <p>BRT in the express lanes across the bridge is the best choice - it can accommodate buses and cars and carry more people than light rail. This plan would be much less expensive, more flexible if things change in the future (no tracks needed), and could be put into operation much more quickly with much less disruption.</p>
EAST KING COUNTY	<p>I am considering supporting ST3 as a direct result of ST3 activity being on 405 vs the Kirkland Trail...thank you for listening to the public.</p>
EAST KING COUNTY	<p>None of these projects is self-sustaining. Until all of them are, no expansion of the existing system should be undertaken. We are already extracting too much money from the automobile to finance public transportation, so that moneys are not available to maintain the existing system of roads.</p>
EAST KING COUNTY	<p>I don't think it should cost that much I do think we need it</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	At the beginning of the survey you defined what light rail was. This made the responses to that section done with knowledge. Since you did not define Sounder Commuter Rail or BRTs the responses for these sections were skewed due to many people responding without the necessary knowledge.
EAST KING COUNTY	Building the 'spine' from Everett to Tacoma should not be a central priority nor should the construction of additional parking structures. There must be an increased focus on delivering high quality transit, quickly, to existing corridors (Ballard, South Lake Union) as well as pursuing an East-West rout connecting the UW to the Ballard line. No Paine Field diversion. All further light rail investments must be grade separated. The plan must not be so focused on geographical scope, but focus on achieving maximum ridership and greatest levels of efficiency. Further focus should be given to improving rapid ride to bronze, silver or gold service standards.
EAST KING COUNTY	I would love to see rail down the 405 corridor. Not sure I want to invest so much in Seattle and not the east side. 405 makes sense as it is visible and commuters see trains and are more inspired to ride. Bus, not as much. I was not a fan of the old proposal for bus on the Kirkland trail as all it did was move people past where I live. With the original proposed stops, I would still have had to drive to the s Kirkland P&R to take a train to Bellevue rather than walking down to the trail to catch a bus or train.
EAST KING COUNTY	<ol style="list-style-type: none"> <li>1) There is not plan to provide last mile access to some residential areas in Bothell (like the north creek area where we reside).</li> <li>2) There is no mention off expanding existing and adding new park and ride options near Bothell (near north creek which is exploding in terms of new houses). This is the primary reason (the inability to park our cars near transit) why we don't take mass transit and it is most cheap and common sense option to facilitate more people from using mass transits.</li> <li>3) The timeline for these projects doesn't even make sense. The economy is going to be drastically different in the coming 25 years (with UberCommute like options). Whatever is chosen to be implemented, should be implemented in the next 10 years.</li> </ol>
EAST KING COUNTY	It's simply too expensive. My property taxes are already outrageous. I'm retired and can't afford more taxes. Property, sales, and excise taxes put too much burden on low income people. We need an income tax. Even if we get more transit, the fares are too high. Buses are better than light rail. Cheaper, faster to bring online, and more flexible routes and response to future technologies. This plan is too longterm. I might be willing to pay more for a few years, but I'm not willing to sign up for 25 years' worth of high taxes. I'd rather put my money towards Metro buses. ST's plans and infrastructure are too grandiose and expensive.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	As a home owner, I keep getting taxed to fill the various needs of the community/state. We as a state don't have enough money for our educational mandates, to repair and replace roads and bridges, etc. The infra structure of the state is in very sad shape. Look at our parks. We now have to charge people for their usage. Our city, taxes home owners via levies to make up the lack of state funding. We did that in the 1960's for schools back then too. It caused disparity then and it still is a problem. Don't get me started on how the state universities are hurting for funds. We need a state income tax and not all these additions to the property tax. If I buy a new car that is more efficient and produces less pollution, I am punished with a high tax. As you have probably guessed by now, I don't care for the way this next Light Rail expansion will be paid for. I lived in the suburbs of Boston for 7 yrs. and know that rail and buses work well. But the way you want to pay for this expansion doesn't sit well with me. I am a native Seattlite who now lives on the Eastside.
EAST KING COUNTY	Get it done faster. 25 years is UNACCEPTABLE
EAST KING COUNTY	It should be explained why the plan calls for the Renton/Tukwila areas, which have lower income/minory populations ,to be served by bus whereas the Issaquah/Bellevue areas with their wealthier neighborhoods are being served by light rail.
EAST KING COUNTY	This should have been started about the time I405 was being considered. It was talked about but shelved because it be too expensive and take to long. Now the price is astronomical and will take forever.
EAST KING COUNTY	I feel that grade separated light rail lines must be essential for all projects in order to receive the full benefit of their capacity, speed, and reliability.
EAST KING COUNTY	This survey didn't mention connections to the ferry system which is how I get to work.
EAST KING COUNTY	Increase taxes now to generate funds so that we are not waiting 25 years to complete this. We need it now.
EAST KING COUNTY	Pedestrian bridges or tunnels accessing rail stations can be built to conclude more populations and ease their access
EAST KING COUNTY	Do not put Light Rail on the Cross Kirkland Corridor now or ever. This corridor is critical to quality of life issues for the people of Kirkland. Light Rail would kill the view corridor for so many homes (many of which are in the 1-3 million dollar range) along the corridor. This would be the only Light Rail system in Seattle which would be within 50 feet of many residential homes and would be within feet of a bike and walking path. This would present tremendous liability to life and property.
EAST KING COUNTY	Having used public transportation in countries like Japan, I just want a reliable and speedy system. The most important issue is that the system is fast. Trains must be able to match or beat driving times or people will not see the purpose of it. Having taken the light rail from the SEATAC to the International District, I found the first half pleasantly fast but the latter half too slow(in town).
EAST KING COUNTY	I have supported all the other votes for light rail can not support the new plan for the following reasons no plan for light rail that support Renton, Newcastle areas we already have tracks along 405 let utilities the track and give Eastside light rail. I am tiered paying for the west side time to support the east side with light rail

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	I do not want transit on our Kirkland Trails. I feel we have the freeways and we need to utilize that. Please keep the trails for people and bikes. thanks
EAST KING COUNTY	I truly support mass transit and a variety of plans. However I am sad to see that an additional light rail station near Boeing Access Road is not immediate. For those of us who live in Southeast King County options are few in terms of a rapid ride to downtown Seattle. I work at UW and it takes me 1 hour and 45 minutes to get to my location on campus (this includes 10 minute walk) if I don't use my car at all. This is a distance of 21 -24 miles based on the distance I might travel by car. If I take my car I must go very, very early to get a parking space at my preferred transit parking lot in Renton. If I have my husband take me, so I can go later to work, then he comes and picks me up because I am never sure that the bus I ride home to Renton from UW, will get to the Park and Ride lot where I can pick up the last bus of the day that goes within several blocks of my home. I would like to take the Light Rail downtown but our closest station in Tukwila also fills up rapidly. Is there any plan to build a garage on the two open lots? I wish we actually had a station nearer Southcenter. In a city it may be okay to build around the Light Rail station and discourage use of cars but some of us still live outside of Seattle, etc. and I truly feel we are overlooked. Maybe it is due to how many of us use mass transit but we probably don't use because of the time involved. I have been away but am going to try my bus from home to the tunnel and then light rail to UW since it is close to my work location. I will be checking out the time for this system.
EAST KING COUNTY	What about the rail line that runs along Lake Washington? Could that be used for transit in the future?
EAST KING COUNTY	The most important thing I see is a light rail system between East Side and Seattle. There are only bridges or going all the way around the lake and it's strange to me that there wasn't anything built on the 520 bridge as the bridge was being built for light rail transit.
EAST KING COUNTY	Bellevue College is an important factor in the light rail expansion. It should be referenced instead of Eastgate. There are more than 30,000 students who attend Bellevue College. Sound Transit utilize access to UW and Tacoma Community College. It is poor marketing to ignore such a large population.
EAST KING COUNTY	I live in Kirkland, the population of Kirkland will pay as much as \$350,000,000 into ST3 over the next 15 years, my share of that personally is significant to me! In exchange we will get a parking garage, a bus stop in the middle of a freeway that no one can use, and bus lanes that will require displacing businesses all along 85th in downtown between 3rd and 6th and possibly taking space from Peter Kirk Park. SOT's single minded pursuit of preserving the trail, however admirable, is going to come at tremendous cost to Kirkland's tax payers. We need light rail to move people through Kirkland and get the cars off our roads.
EAST KING COUNTY	NA
EAST KING COUNTY	Light rail: too little, too late, too expensive, too inflexible - classis 19th century technology. 25 years? Really?! Washington DC Metrorail (entire system) took 10.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	As a community would there be other opportunities to help raise some money for the project. How many business would be willing to help create ST3 with the amount of attention ST3 is receiving? Can we make commercial space available to certain type of business to operate at the stations (food, espresso, bakery, convenience store. etc.) I'm sure companies would love to support or buy sponsorship of trains to help reduce initial costs or long term maintenance costs. This survey is about the planning of the project but it is important to have the full expectations of maintenance costs going forward as part of the expansion. The real goal is to bring together the communities of the Puget Sound region for a healthy, exciting, vibrant local economy that extends beyond Seattle.
EAST KING COUNTY	Please consider increasing the priority of East-West light rail along the I-90 corridor. Eastward population expansion is dramatic (take a look at Snoqualmie Ridge, Issaquah Highlands, North Bend) and it's only increasing. Now is the time to address this, not 25 years from now. East-west traffic on I-90 affects everyone in Seattle, just as I-5 traffic does ... I-90 is one of the main corridors for commercial traffic into and out of Seattle.
EAST KING COUNTY	Need to find ways to speed up design and construction.
EAST KING COUNTY	I supported ST1, recognizing that we were way behind the curve in using mass transit to get people around the region and even though there was nothing in it for my city. I also, grudgingly supported ST2 and again was greatly disappointed that there was NOTHING for Renton and the 405 corridor between Renton & Bellevue! I cannot support and will argue against ST3 because there is ABSOLUTELY NOTHING in it for the 405 Renton/Bellevue or Renton/Seattle routes. We have been paying in for years and have nothing in return. BRT through Renton is a joke! It doesn't go into Seattle or Bellevue. I am appalled that you choose to do NOTHING in the most congested area of the State!
EAST KING COUNTY	An underground light rail link along the 522 corridor is necessary. The east-west traffic between 405 to I-5 is a nightmare since the tolling of the 520 Bridge. The weekend traffic is even heavy as people are going even further out of their way to avoid paying a toll fee. I don't see this as something that will resolve itself with time. The tolling of 520 has been imposed for some time now and traffic just gets worse. An underground light rail link would alleviate this problem. I know the cost of going under ground will probably send many laughing but light rail along surface street is a terrible idea for efficiency & safety. The cost cutting measure to put the light rail on surface streets in south Seattle is a prime example of a not so good decision for long term betterment of the community. Our region is growing faster than planning can keep up. Action sooner is better. Surveys are appreciated but improvement projects need to happen sooner. Thank you!
EAST KING COUNTY	I lived in NYC for 15 years. I appreciate the importance of an excellent public transit system. Ours needs to have parking tied to it, and the sooner built, the better.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	this should have been done 25 years ago. As a country we should have had high speed rail from Tijuana to Victoria 40 years ago, and all across the country as does every other developed country. We should have had a circumferential highway around Seattle through Issaquah 15 years ago, so that all of the North South traffic does not go through downtown Seattle. Unbelievable lack of planning, foresight, responsible government and responsible voters. This is a nice plan, just decades too late. Toll ALL local highways.
EAST KING COUNTY	Parking structures that provide suburban residents (who don't have easy access to local transit) the opportunity to access and utilize BRT along 522 is a critically important component of the plan. Thank you for being bold in laying out a truly regional plan/solution to our traffic gridlock.
EAST KING COUNTY	A mass transit system should have been built at least 50 years ago. The puget sound region must incorporate a total regional system now before the region turns into a Los Angeles parking lot and before it is impossible to build a complete transit package due to costs and existing structures.
EAST KING COUNTY	Make sure the Ballard-Downtown line is not subject to traffic in Interbay, such that if it's a surface line, it doesn't deal with any intersections. Otherwise go grade separated. Ballard to UW line should not be studied, it should be a priority. Seattle needs transit yesterday. Opening of U-Link shows the demand. "Fast track" Seattle projects over suburban projects, which will have far less ridership
EAST KING COUNTY	Light rail system in next 7 years, if not forget about it. Who cares about 25 years from now. My children may also not use it. Its 7-10 years of nothing. Dump the 25 yr plan.
EAST KING COUNTY	Time lines for the heaviest density areas should be accelerated even if that mean increasing taxes more
EAST KING COUNTY	None of the proposed projects are useful to me. I won't be getting anything for my tax dollars. Voting no, as of now.
EAST KING COUNTY	25 years to complete? Are you kidding me? Why so long?
EAST KING COUNTY	This package costs too much and takes too long for the few worthwhile projects it has.
EAST KING COUNTY	Honestly do whatever you want as long as more light rail gets built
EAST KING COUNTY	Parking is most CRITICAL thing right now. You can't accommodate the riders that want to use ST train and light rail in the south end as it is because you haven't allowed for enough onsite parking. I have a hard time showing support for expanded services when you're not addressing the parking issue that you have right now. Temporary parking plans need to be in the works and put into action before anything else.
EAST KING COUNTY	Stop inviting people to the Puget Sound! It is crowded already and we don't need more people in this region. Why should we pay more and more taxes, because you are exited about welcoming more and expanding the population? Enough is enough!!! NO MORE TAXES!!!
EAST KING COUNTY	Insufficient attention to bicycles: routes, safety, etc. Make bicycling to work, shopping, and/or school a safe option for everyone - male, female, all ages - more than just the current enthusiasts, and you reduce how much heavy transit we have to build.
EAST KING COUNTY	Light rail along 405 between Lynnwood to Tukwilla

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	Light rail costs too much per passenger served, takes way too long to build, is way too slow (unless it's in a tunnel or fully elevated but those of course are very expensive) and can't serve very many people. It's a huge waste of money.
EAST KING COUNTY	I am still hurting from the loss of the monorail project that could have been done by now with less of a traffic impact than light rail has. I hope that a limited monorail project can be integrated into this to serve areas too dense for light rail, such as west seattle and ballard.
EAST KING COUNTY	The need for more bus routes that are along I405 and I 5 make the most sense to help with the transit, less costly and can happen much faster. We need more parking to make it easier for commuters to use. I take the 255 from South park and ride twice a month, but don't have to be downtown early in the morning. I end up having to park in private home neighborhoods due to no parking spots at the new parking garage. Obviously Sound transit did not allow enough extra parking for that spot. It needs another tower of stalls at the spot. I am sure there are other bus stations that are in need of this too. We are better off evaluating the BRT and getting that right first before spending huge amounts of money on light rail. It needs to be accessible to freeways so it is easy to park and get on and off. We are so far behind with rail that it will take us 20 to 30 years to get this done. Lets try and see if we can come up with a fabulous bus transit system first. We are already taxed very high in our state and this is a big burden on home owners who may not use it on a regular basis.
EAST KING COUNTY	Sounder Rail should be expanded with much larger parking lots and more frequent trains. Buses should go to the Sounder Rail or light rail stations, not to downtown Seattle. We need fewer cars and buses on the freeway. Light rail is already overcrowded and dangerous. Light rail should be elevated and automated with more cars running for longer hours. Buses should be community buses meeting light rail, here again, not driving into downtown Seattle. Not more buses, smarter use of the system we have. Buses should be for local transit to shopping, medical and rail stations.
EAST KING COUNTY	Light rail is extremely expensive and a waste of taxpayers money. Puget sound does not have the central destination core population anyway near those on the East coast. We are too spread out for it to work. In Los Angeles the taxpayer subsidy for each and every light rail passenger trip is more than \$23. At \$7,900 per inch of light rail, it is way too expensive and will not deliver any reduction in traffic congestion.
EAST KING COUNTY	Complete the ERC study and support using for rail or bus option to serve eastside communities
EAST KING COUNTY	Light rail needs to Renton from MLK needs to happen for Boeing employees. Boeing is a major employee. The plan includes Everett and Boeing field but not Renton. Loop rapid transit trains around the end of the lake up to Bellevue
EAST KING COUNTY	Get light rail to Monroe....
EAST KING COUNTY	UW to Ballard!!!! Are you guys [explicit] stupid? This would be unbelievably useful! Also, if you do insist on Ballard to Downtown, which would also be great, at least make sure the line is completely grade separated. Waiting 22 years for a low quality light rail line to Ballard would be awful. Also, light rail extensions any further north, south, or east are stupid. Everything that far away is extremely low density, with very low transit ridership. It does not make economic sense to build a light rail line out there

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	We should have done this decades ago. We blew it when we had the chance to get light rail decades ago, and now we are paying the price. I have seen the traffic increase dramatically in the last few years and this has decreased my quality of life as well as making me consider leaving this area.
EAST KING COUNTY	Although I love buses, light rail is needed because it is separate from car traffic. Buses get delayed by traffic. Until we can have BUS ONLY lanes throughout the city, I vote for light rail.
EAST KING COUNTY	Please improve BRT by giving it its own lane and priority through traffic lights.
EAST KING COUNTY	Please complete as soon as possible. A light rail system is already way overdue in our area.
EAST KING COUNTY	If you build it they will come. WA, King Co, Seattle, has spent enough money on STUDYING the process, problems, environment etc. It's time to start building.
EAST KING COUNTY	Transit in Issaquah is pretty horrible, and can be improved. I feel Issaquah Transit Center is way under utilized, mainly I feel, for the fact that it lacks easy transport to Bellevue, and very sparse coverage by bus to Seattle. Having a light rail system in Issaquah will improve this greatly that I may be able to take a bus every day to Bellevue. Currently, it takes me 90 minutes instead of 15 minutes to commute from and to Issaquah to Bellevue.
EAST KING COUNTY	Parking parking parking! If you want people to use the sounder and light rail systems the way they are designed, you need about 3-4 times more parking spaces than we currently have. No expansion of the lines until you expand parking first!
EAST KING COUNTY	Issaquah to downtown and downtown to the airport! We need light rails!
EAST KING COUNTY	Timeline to completion is making me strongly oppose this as I will most probably be too old to use the system by the time it's done! Also, very disappointing that just a handful of years ago Issaquah not only pulled it's tracks from Issaquah to Redmond but also paved the area and now, we want to add more trains? so much for forward thinking in city planning...
EAST KING COUNTY	Hate to see a 25 year delay in getting Light Rail to Issaquah. Why bother waiting that long? By then, you'll need it all the way to North Bend. Waaaaaay too long a wait to reduce traffic in the I-90 corridor.
EAST KING COUNTY	Make it easier for east side commuters to get to and from Bellevue
EAST KING COUNTY	More busses are desperately needed from eastgate P&R to/from downtown Seattle. They are standing room only, and often some waiting for the bus can't board due to overcrowding.
EAST KING COUNTY	Need to do a much better job of serving all of Renton and it's outlying communities such as Fairwood and Benson Hill with this system. If we don't have neighborhood business to get to the rapid transit lines and there isn't parking available so we can commute to a station then how are we supposed to utilize the rapid transit system?
EAST KING COUNTY	Less drunk drivers on the road if rail was easier to use
EAST KING COUNTY	Projects should be respectful of existing green spaces. I believe that expansion can be achieved without losing and/or using existing natural spaces. Leaders must be mindful that once a green space is altered to accommodate mass transit that it is lost to future generations. This is important as our region is identifiable by its natural beauty and I don't want to be associated with the loss of this beauty.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	Huge waste of money. Light rail will be barely used.
EAST KING COUNTY	Please expedite light rail to Issaquah. 25 years is way too long to wait, and Issaquah's growth is exploding.
EAST KING COUNTY	Light rail to Issaquah needed way sooner than 25 years!
EAST KING COUNTY	We desperately need a light rail on the Eastside connecting us to downtown Seattle. Especially Bothell and surrounding cities.
EAST KING COUNTY	I've looked all over the website and can't find a definition of "Bus Rapid Transit." What is the difference between that and ST Express buses? I love the idea of light rail and commuter trains, but the buses aren't that great/frequent/reliable, especially on the sprawled east-side. People won't give up the freedom/flexibility of their cars until there is an easy to access (including many times to hop on transit) option to get them where they are going. I have no idea if BRT does that because I can't find anything that tells me what it is or how it's different. The 405 corridor definitely needs something, but I was hoping for light rail, not more buses. How would BRT actually help?
EAST KING COUNTY	We are seriously considering selling our home in Lynnwood and leaving the Puget Sound area due to the traffic. We are in our late 20's / early 30's, we leave for work at 7am and get home at 6-7pm 5 days a week -- what kind of life is that?
EAST KING COUNTY	If Portland can do mass transit as efficiently and ahead-of-the-curve as they have, what's been the hold-up for King County? There isn't even bus service in my area (Sammamish, E Lake Sammamish).
EAST KING COUNTY	The problem isn't transit, it's growth! The area is full. Done. Stop the growth. There's no more room for more people here. We don't have the housing to support more people. We don't have a stable electrical supply as it is. We don't have surplus water (see last summer) for more people. We don't have access to high speed internet if one chooses to not live in uber high density urban communities. Schools are full. The livability of this area is non-existent and the traffic situation is simply a system of a much bigger problem. And even if one agrees with this misguided plan, it needs to be put through and executed today. Not eight to 25 years from now. Need more busses? Why the heck does that take eight years? And finally, this may come as a shock to guys, but those of us who live outside of the city limits here on the Eastside don't exactly live in the boonies. When it comes to services, we get next to nothing. But when it comes to funding, we're expected to pay up. I'd love to be able to take transit now and then, there is no service available to reasonably get me anywhere outside of early morning and evening. I can't take transit to an appointment in Woodinville late morning or early afternoon. I can't take a bus on weekends. When I checked on bus service to get my son from Redmond to U Village last summer, I proved to be faster to drive. I could get him there and come back home in less time than it would have taken him to have taken a bus.
EAST KING COUNTY	How about we stop adding capacity to the transit system and stop building so people can't move here. Let's pay people to LEAVE the area.
EAST KING COUNTY	Why can't we speed up the timeline. Why does it take 25 years to get light rail to Issaquah?

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	I am frustrated with the lack of adequate parking at the Tukwila/Long Acres Park and Ride. The parking spaces are filled daily by 7:20am, making it nearly impossible to consider catching the 7:40, 8:14 and 8:49 am morning trains. This is unacceptable as it puts me in the position of having to drive as a single occupancy vehicle on average twice a week. I'm considering giving up my fully paid Orca card and taking the parking subsidy option offered by my employer. Sitting in traffic is not ideal, but it beats the frustration of being forced to drive due to inadequate parking at the Soundef station. I know this is also an issue at other Sounder locations.
EAST KING COUNTY	Punishing only taxpayers by charging large fees for use, in addition to high taxes for development for the services that will be used by low income passengers for free is not fair. Your idea that you can tax me out of my car is ridiculous. Transit service will never get me to work in the same (or less time) than it takes me to get there by car. I routinely check transit service when I need to cross the lake. It takes much much longer on the bus and costs much more than driving and paying for parking. Why would I want to take the bus at higher cost in time and fees? That's just silly.
EAST KING COUNTY	Repurpose vanpool budget towards mass transit.
EAST KING COUNTY	I saw a ratio of 10 out of service double decker buses to 1 bus in service on my way home from seattle to lynnwood. What's with all the empty buses? Also, I think we need more 511/ 512 buses from lynnwood to seattle. It's like riding a tuna can in the morning, and when the bus gets to edmonds , there's no more room for people on the bus. Also, if you are going to charge more, can you guys build a bus shelter at westlake center? There's always someone smoking there or pouring down rain and tons of people.
EAST KING COUNTY	All your projects cost too much and take too long to implement. The problem with buses, trains and carpools is that they don't stop by your daycare it schools, etc in your way to/from work. Our lives don't work in a bus or train schedule. Give us better roads and stop tolling us to use them.
EAST KING COUNTY	Look at Boston. Why are we not up to speed with that system?
EAST KING COUNTY	25 years is way too long to wait. I would be more supportive with faster timeline even at increased cost.
EAST KING COUNTY	Please make Issaquah a priority in the next 10 years... Not 25 years!
EAST KING COUNTY	This plan does NOT reduce congestion on our roads even by Sound Transit's own analysis, so stop advertising that it will. It will cost MORE than 200 per year for most families. I would rather see a focus on improving bus service and routes such as double decker buses and increased parking capacity at Park and Ride's. Let Seattle pay for more trains if they want them. I do not see a need to have trains going to Issaquah or Redmond. ST1 was a disaster and poorly planned. ST2 was a very large tax increase and ST3 is absolutely ridiculous. Why can't Sound Transit stay within the current budget to make improvements and get Federal Funding? Seattle and King County both have 5 year 2 billion dollar shortfall to repair and maintain its roads yet there is NO plan and when I ask the my elected Council Member Dembowski he has NOTHING to say. Last, why does the Everett to Seattle Sounder still run? It is a giant money loser and closed 50+ days per year and it farebox is about 15%. Please kill this proposal now. I will absolutely be voting NO!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	you show us a map, but the freeways aren't on it. I do not want the bus on the kirkland trails. We have the freeways and we need to utilize them for transportation. Leave the trails alone!
EAST KING COUNTY	BRT is acceptable for Eastside, but rail would be better. New Renton Transit Center should ultimately be served by rail connection. Maybe in ST4? Also, 25 years to get to Everett is unacceptable!
EAST KING COUNTY	I have tried the current light rail. It is a failure. It is slow and there is no parking at the stations. Show me a plan that has FAST and FREQUENT trains with plenty of access to the stations and I will listen.
EAST KING COUNTY	It is absolutely unbelievable that the decision was made to go across I-90 instead of starting with the primary North / South routes of I-5 and I-405. I absolutely oppose anything that does not include light rail between the intersection of the airport going all the way up I-405.
EAST KING COUNTY	PLEASE Include Issaquah!!!!!! I drive to work because I work in Sodo and right now it is easier to drive - but I HATE driving and would love public transportation
EAST KING COUNTY	Bothell Kenmore area traffic 24/7 is a mess!!! No parking at Kenmore park and ride, so please add spaces. We all avoid 405 it's a mess!!!!
EAST KING COUNTY	Any transit plans should keep buses and rail on established roads/freeways.
EAST KING COUNTY	Would like the timelines sped up. I will be retired / dead by the time several of these proposals will be implemented.
EAST KING COUNTY	I do not support more people moving to this area. you have failed to support any efforts to provide for more cars to move more quickly with more freeways or widening roads for cars. if fact you keep reducing the number of lanes on many roads. I will never support your raising taxes for high priced low capacity transit projects including your overpriced and poorly managed tunnels and your inept management. you have lied to the public twice about the costs and timelines of your projects and I will not support another until you are held accountable for your failures.
EAST KING COUNTY	A key premise for supporting ST3 seems to be the goal of a life without cars (see several of the support statements above). I think this is very unrealistic. There will be cars on the road far beyond the completion of ST3 or ST4. They may electric, or they may be hydrogen powered, but they will exist. Parking needs to be expanded and also not priced so high that it cannot be effectively used. Also, don't sell "products getting to market" as a reason for light rail and BRT.
EAST KING COUNTY	Washington State has never finished one project on time, on budget, with reliable contractors or leaders! I've lived in many places with light rail and fine public transportation. They (the government) did not "hound" the residents about "environmental causes" everyday, paying out of sight taxes (we the middle class always get Hit!), it never ends. We are paying for all your mistakes on projects like the "Tunnel", 520 bridge, the constant light rail breakdowns now (and slides), no one takes responsibility, just increases the taxes. A lot of us are tapped out paying for all of your causes!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	Timetable is WAY TOO SLOW!!!! Other cities like Dallas have build larger systems much faster. What is wrong with this city!??
EAST KING COUNTY	No transit on the cross kirkland corridor please.
EAST KING COUNTY	we should move ahead and make the first phase 4 years instead of 8 years. This is taking too long and it is long overdue.
EAST KING COUNTY	Replace the BRT system on the plan with an additional Light Rail line going South-North along the Eastside from around Ashway Station to Sea-Tac. We don't want a bus system, we want Light Rail too. The traffic on I-405 is abysmal during rush hours, and many residents of the Eastside actually also work on the Eastside and rarely venture into Seattle. Sound Transit needs the support of the populated Eastside (Bellevue, Renton, Kirkland etc) and as it is, the current plan only offers us a new bus service, which hardly seems attractive, given the increase in taxes we will have to pay. Also, many major companies have their headquarters/offices in the Eastside, such as Microsoft, Boeing, T-Mobile, and passengers from Sea-Tac would appreciate a direct line to these areas, instead of having to Light-Rail to Westlake and transferring to the Eastlink line.
EAST KING COUNTY	Please move the vanpool designated parking spaces to closer to the train platform at the Tukwila Sounder Station as the vanpools don't use them way in the back of the lot. They only park up front so 5 spaces get blocked and unused every day.
EAST KING COUNTY	We have many people living at Redmond Ridge that need a reliable weekly all day bus service now. At present the bus service 224 only operates 5 days each week between 6:00 am and 7:00 pm. Limited bus stops, no park and ride at the ridge. Between Duval and Redmond park and ride that takes in some of Trilogy.
EAST KING COUNTY	Please keep developing our community and remembering all the people who commute in the Eastside. Redmond to Bellevue can sometimes take 2 hours, and that's just ridiculous! Thank you for your efforts!
EAST KING COUNTY	The disabled community relies heavily on public transportation, and as I am a person that uses a wheelchair and absolutely loves how accessible the light rail is, strongly supports immediate expansion of every aspect of the light rail system so myself and others belonging to the disabled community have better access to our our state.
EAST KING COUNTY	I would like to know statistics on how many people actually ride per day, and what the cost per day of the light rail is. No point in spending billions more on something no one uses.
EAST KING COUNTY	We need relief now, please consider expediting short and long term plans aggressively. 8-25 yr plan sounds brutally slow for the current situation.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	<p>Thank you for adding projects serving the SR 522 corridor!</p> <p>Suburbs and less dense communities need parking at the transit stations. Reducing parking may work in very dense areas in Seattle where walking, biking and/or bus service to transit hubs are more viable. But in the suburbs these options are much more limited. People won't use public transit if they have difficulty getting to and from the transit hubs. And every car that parks at a transit hub is a car that does not clog up the freeways, and brings people into the transit family.</p>
EAST KING COUNTY	<p>Do NOT ever put rapid transit buses or light rail on the Cross Kirkland Corridor. This is totally unacceptable. Keep these on 405 where they belong. If you put them on the Cross Kirkland Corridor I will completely oppose these projects and vote against any funding for them. But put them on 405 then I will support them. The Cross Kirkland Corridor is off-limits to Sound Transit in any form.</p>
EAST KING COUNTY	<p>You state the reasons, you describe the projects. But the latter doesn't solve the former</p>
EAST KING COUNTY	<p>Just BUILD IT ALREADY! We voted YES in the sixties!</p>
EAST KING COUNTY	<p>I believe there will always be vehicle congestion on our roads, regardless of how much transit gets built. So I disagree that there will be fewer cars on the road if ST3 projects get built. Cars will always fill the roads they are given (author Jeff Speck calls it "induced demand"), and therefore there will always be traffic congestion. It's really about creating alternate modes of transportation like BRT and light rail for those of us who don't want to sit in traffic.</p>
EAST KING COUNTY	<p>My opposition is based on the absolute lack of credible and believable budgets and proposals. Most of the projects that are proposed are boondoggles....over budget, under delivered, hugely wasteful and horribly planned. We need smart people, who actually drive on the roads to plan this stuff. SoundTransit3 needs to be rethought, rebid and redone in order to get something that makes sense. How come we can build rail lines and not roadways? Have I missed something???? You know, my last visit to Santiago Chile was somewhat of a surprise. Yes, they have mass transit, BUT they've added new freeways in just a few short years. What's their secret? Has anyone visited Chile to ask?</p>
EAST KING COUNTY	<p>YOU guys need to do a better job of sending info about this plan into the community. Position is as keeping up with modern cities, as we are an extremely technologically advanced city, why is our public transit system such a joke? This project also needs to get this out of publicly elected officials' hands, as every time its voting season, the support behind this project will change. It needs staunch supporters who are in it for the long haul.</p>
EAST KING COUNTY	<p>Roads are the ONLY answer. Your project is a money sucking scam and an attempt at engineering all of our lives. It will cost over \$300.00 per vehicle for car tabs under your plan. Our property taxes will go up. The sales tax will go up. Your plan is doomed to fail because we want roads, not mass transit. Your financial figures are inaccurate and in general you are lying to us. I will fight this with every breath I have, I will preach your deception to all who will listen. We will prevail and your project will be religated to the dustbin of social engineering where it belongs. Roads, roads and more roads. That's what makes America great. Always has, always will.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

<p>EAST KING COUNTY</p>	<p>In general, this whole plan addresses ALL areas/regions, and I feel like when you ask individuals for their opinions, they will want to talk about their own areas. I've been wondering if each "area" (however you are to define that) should be addressed separately? Like, instead of the ST3, it could be the "South End Improvements," "East Side Improvements," "Seattle Improvements," "Seattle to Eastside Improvements," "North to South improvements - on the eastside and westside separately," etc. Then each "area" would be paying taxes based on what "area" they are in and what the relevant improvements are to their area.</p> <p>I would be much more likely to jump on the "campaign" bandwagon for improvements to my "area" or "areas" which concern me: "Eastside Improvements," "Seattle to Eastside Improvements," and "North to South Improvements - on the eastside." I would whole heartedly (strongly agree) with those improvements and be willing to pay for those improvements. But, you through in stuff I do not care about at all (especially the south end stuff and the seattle side stuff), I don't want my taxes to go up for that, you know?</p>
<p>EAST KING COUNTY</p>	<p>The plan is too large for the average person to comprehend. The cost of the plans appear to be understated. There are other factors that will mitigate long term traffic patterns that include relocation of employment and residence. Much of the urban growth has been mandated by the State's Growth Management Act, which discourages "urban sprawl." Local governments continue to approve high density residential development without adequate parking for cars. Will the ST3 plan serve the need, or will it be the designer of the future of growth of the three counties? Already, real estate prices are going up in the areas where ST3 transportation is planned.</p> <p>What I would like to see, is the plan broken down into a series of smaller projects that will be presented to the voters for approval. If the complete project is approved in November, Sound Transit will have almost infinite autonomy to do what they want without much accountability.</p>
<p>EAST KING COUNTY</p>	<p>A complete disappointment as a resident of Kirkland. Kirkland does not get anything other than a bus in our lifetime. Based on project timelines even the next generation of of residents of this city will not have anything. So why should Kirkland (or even Bothell) support this and be taxed more - we are already being taxed for ST2 without anything to show in Kirkland? While this urban part of the city will not have anything yet we are considering remote locations like Issaquah for rail link - why?</p> <p>Also ST should not call a bus service to be a rapid transit. I travel a lot internationally and do not see other cities of Seattle size/potential around the world using buses as a predictable means of connectivity. A plan that describe bus service as the only future means of rapid connectivity for Kirkland into 2040 and beyond makes it impossible to vote yes. I might as well start bicycling to Bellevue to get lightrail from there and for that I do not need ST3 or new taxes.</p>
<p>EAST KING COUNTY</p>	<p>None of these plans address the desire to have freedom to change personal commuting plans as we please, when we please, where we please even if it means taking longer.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	Vehicles using roads should be metered just like utilities, the more you use the more you pay. It is time to realize like it or not we are going to have to pay out of our pockets to relive this gridlock.
EAST KING COUNTY	I would like to see more consideration of PRT options (Personal Rapid Transit) through suburbs as feeders to light rail. I would like to see MORE attention to bicycles. I would like to see Sound Transit support light rail along the 405 corridor instead of BRT. Light rail from Renton to Everett or even Marysville would be fabulous (yes, I know it would be expensive). You would double the cost if we got projects in half the time, at least as far as I'm concerned. You MUST provide parking and better alternative ways to get to stations.
EAST KING COUNTY	why doesn't someone support building affordable housing closer to where all the people work???
EAST KING COUNTY	The people in Issaquah really need light rail sooner!
EAST KING COUNTY	I moved to Seattle from Chicago. I rarely drove in Chicago -- I hopped on the "L" or I hopped on a big train. Could be a blizzard and I knew I could get to work. It opened up the options I had for changing jobs -- I didn't worry about transportation or long commutes. There is going to be a battle -- the rich people on Mercer Island are going to fight tooth and nail against having light rail go through their area. The same thing happened in Chicago when they wanted to extend the Blue Line from Jefferson Park to O'Hare through Park Ridge (wealthy community). They delayed but they lost. Guess what? Murderers, robbers and rapists did not come out from downtown Chicago to their pretty little community to wage mayhem. Seattle is in desperate need of great transit. It can't grow without it and quality of life will suffer.
EAST KING COUNTY	Just do it. As soon as possible so every one will benefit from saving time and money.
EAST KING COUNTY	Buses are not that efficient for long distance travel. For Bothell and Kirkland areas, I would support light rail over bus with the light rail taking a route to SeaTac. If I have to take luggage to SeaTac airport, it is easier on light rail than by bus. Right now, the bus system does not meet my needs for long distance travel.
EAST KING COUNTY	The cost is too high. When are we going to start making people riding bikes pay for road improvements, i.e. bike lanes. Lets make the people riding the buses/light rail, etc pay for the improvement instead of adding more cost to property owner. It appears we are already paying too much for bus service and the service is getting worse as they continue to cancel bus services and routes.
EAST KING COUNTY	Provide less parking the cities and maybe the single occupant driver will realize that taking transit is cheaper and easier.
EAST KING COUNTY	It would be nice to have light rail instead of buses to connect Bothell/Woodinville/Redmond to Bellevue and Sea-Tac. Just like in Europe or Washington DC. You don't need a car! How wonderful that would be!!
EAST KING COUNTY	the better the transit system is, the more that people will use it and the less traffic there will be. needs to be easy and quick. beefits everyone regardless of if you commute via mass transit or sit in your car
EAST KING COUNTY	I believe that biking trails and transit should be separate due to safety issues.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	Stop the Waste and Lies that are SOP from sound transit. Worked for st and know of the waste and LIES. We the people can't afford to keep the Gravey Train Going. From what you first proposed many years ago, to what we have has cost way to much. To many overruns. We can't Trust You Anymore... We can't afford You anymore...
EAST KING COUNTY	<p>Since you were sh shortsighted as to give up the rail right of way from renton to woodenville I will never support spending tax dollars to support acquiring transit corridors you gave away.</p> <p>Also work on your mail program to get the name of the resident correct. mailing to my father in law who has never lived here seems like one more example of your inability to master even small tasks. why should I support giving you billions to waste?</p>
EAST KING COUNTY	You now want to raise taxes again to do some of the things you promised to do years ago, but didn't do, and still ran ridiculously over budget to do poorly. What about doing what voters over and over again day we want, which is NOT to force us to give up the flexibility and convenience of cars, and improve the roads? Is "raise taxes to build expensive systems people don't use" your only answer? For every passenger riding, for example, light rail, what was the cost to build the system? I believe it cost taxpayers something like \$40 for every person riding today, each time.
EAST KING COUNTY	The Seattle Times & news on T V stations said you want 50 billion dollars for this 25 year plan & the average increase on our property taxes will be about \$400.00 per year. You want to add an increase on license tabs. I am retired & on a fixed income. I cannot afford this \$400.00 per year increase on my property taxes & I am sure my taxes will go up for schools too. I am tired of out of sight taxes in this state. I am also sure the price tag will go more than 50 billion dollars before this project is completed. I will not benefit from the 25 year plan, I will be dead. If you need 50 billion dollars over 25 years, increase the price for those who ride the transit. Those who use it should pay for it, not every Tom, Dick & Harry.
EAST KING COUNTY	Please build in phases and tax the residents in the region you are building for. I don't want my taxes to pay for development in places I will never likely go. This plan is too monstrous to set a tax for all at once. Happy to pay taxes for improvements in my area (Bellevue), but why should I pay for Tacoma or Everett?
EAST KING COUNTY	<p>We've lived in Bothell for 42 years and have NEVER been able to use public transportation for work. My wife taught off of Rainier Ave. S. and I taught in Shoreline. Buses would have added three hours to our day and with meetings 2-3 times a week both in the AM &amp; PM how late we would have gotten home, plus coaching after school. Metro stopped seven blocks away and hasn't run that route in decades. Community Transit started four blocks north of us going north only and quit that decades ago also. Our property taxes just went up \$42.50/month and now you want to add another \$17.00/month. We didn't receive a COLA again this year from SS. Two years ago a transit vote was soundly defeated despite the threats, crying and fear tactics of Dow Constantine. Funny how money was found and everybody survived. We will work very hard to defeat this boondoggle. [name and phone]</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	<p>Is it feasible to put heavier costs on those persons who choose to use their cars, even when transportation services are available in their areas? I believe that getting this up-front right from the start will encourage people to begin thinking about the entire carbon overload from our roads. Quality of life and our hope for remaining alive on the planet should be extremely important parts of this message.</p>
EAST KING COUNTY	<p>I like the idea of public transit but am disappointed in this plan.          There needs to be some sort of transit between Renton and Seattle. I spend 2 hours a day on that commute, as do lots of my coworkers. Taking the current bus would double my time going to work, and it doesn't run late enough to bring me back. (And I work 12.5 hour shifts, so I'm already losing sleep just spending 2 hours in the car).          I'm also frustrated that Renton is just (hopefully) getting a better bus. Everybody I know who has tried the Rapid Ride has thought that it isn't worth the money spent on building it.          I'm a little confused how Sumner, Puyallup and Fife are getting the Sounder or Light Rail and Renton is just getting a better bus (that doesn't go to Seattle). Do we have less money?          Also, I think that your fliers were probably too expensive. We didn't need two of them, and it's thicker paper than all the mailings from my union and the political ads that I get, and I'm guessing that the thicker paper cost more money.</p>
EAST KING COUNTY	<p>Would like to see the cost born more by users than just property tax, and/or to place more burden on drivers/cars/trucks. Also the notion that folks that live closer to the city, generally have higher property values, so will bare the expense more, while it is FOR the folks who have added to urban sprawl that this is being built for i.e. I-90 not so bad until Sammamish and beyond got built out. When I moved to Kirkland there was 4 lanes to I-405, and now there are 10. The extra lanes have not been built for me, I was satisfied with 4. Employers should contribute, too. I'd like to see a move to mandatory use of public transport for any workers who just leave home, go to work, and return home day after day. Lastly, Seattle has enjoyed the benefit of the Burke-Gilman trail for years, and yet, I have heard of NO PROPOSALS to convert to light rail. Finally Bellevue, Kirkland, Woodinville have an opportunity to be linked by a pedestrian SAFE TRAIL and there is only talk of motorized transport on the corridor. I see the corridor as an asset if maintained for pedestrians and considered an extension of parks, and an inconvenience if used for public transport based on the number of crossings of major transportation linking surface streets/avenues. Let the pedestrian corridor be the vehicle for getting folks to transit stations on better routes. THANK YOU!!</p>
EAST KING COUNTY	<p>In the beginning of this article you say that this service will cost the individual about \$17.00 per month which I find to be hardly true!!! Right now I only ride 2 days a week and I spend \$40.00 a month easy on Sound Transit services, including Metro, which is ridiculous! That's why I oppose this plan! The voters passed the Monorail years ago which would have meant clean air, no traffic, fast connections, no congestion! Did Seattle learn anything from the voters? No, they never do!!! This whole survey and article is a joke as far as I'm concerned and I don't like being deceived!</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	Increase the levy and do more faster! Light rail should come to Kirkland - all the tax revenue that would be generated for companies wanting to be near Google it's ridiculous not to. 22 years to get light rail to Ballard??? I really think you could sell a higher levy - this is light rail not funding a bus system with \$80k a year average employee salaries - this is something people want and want now!
EAST KING COUNTY	I'm opposed to using sales and property tax increases to fund the expansion.
EAST KING COUNTY	Service to Issaquah is needed now -- gridlock on I-90 every weekday. Move it up in prioritization. Furthermore, reconsider the route through Bellevue and place a direct I-90 route from Issaquah to Seattle in addition to Issaquah to Bellevue. As the region expands on the Eastside to Snoqualmie Ridge, the population base is employed in both Bellevue and Seattle. Update your needs survey to capture current data for residents of Issaquah/Sammamish/Snoqualmie Ridge/North Bend. The buses are currently full, the need is great for expanded service.
EAST KING COUNTY	Do not do it.
EAST KING COUNTY	Disappointed that Renton, East Kent, and even North into Woodinville are left with just bus service, and even outlying areas (such as Fairwood, Maple Valley) are left with nothing. After 25 years, I've never seen a plan that can motivate me to take transit to work (I can drive twice as fast and mass transit can get me there).
EAST KING COUNTY	No rapid transit on the Cross Kirkland Corridor. Don't destroy wetlands. Don't pretend the access can handle buses, rail and also walking and biking safely. It cannot be done.
EAST KING COUNTY	I would strongly support taxes or levies to increase funding in order to complete this expansion in a shorter time frame
EAST KING COUNTY	We need something NOW, not 25 yrs from now, BEFORE all the construction goes in infrastructure should be in place! What good is a busline if there is no road for it to drive on from the neighborhoods, got to get to the transit center somehow. Infrastructure first before more housing developments. Live off Filbert rd in Lynnwood, estimating with all the planned development with no changes to roads that it will take an average of 5-8 minutes to get on to filbert during commute times. Can't see where any of these projects will help.
EAST KING COUNTY	We already pay a lot of taxes. Snohomish County sales tax is now highest in state. Why do you need to charge increased tax. Spend money you have now more wisely and efficiently.
EAST KING COUNTY	Focus on improvements for automobile transportation, trains are a 19th century solution to a 21st century problem.
EAST KING COUNTY	I live North of Woodinville off of Highway 9. We have no bus service along Highway 9. I would take the bus to Woodinville and Seattle if I had service on Hwy 9. Why can't service be extended along Hwy. 9 North of Woodinville to Snohomish?
EAST KING COUNTY	There is a strong need to solve transportation issues in this area but I will not support the initiative if it includes, yet another, property tax increase.
EAST KING COUNTY	Until the users pay the majority of the costs I strongly oppose any plan.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	<p>Renton was not even mentioned in the brochure received in today's mail. There appears to be no strategy to ever include Renton in light rail; bus rapid transit is a weak long term alternative. You need to provide details and commitments on how the Renton rapid transit solution will speed residents' trips to primary employment centers including Downtown Seattle, Everett Boeing plant and the commutes of other folks into the Boeing plant in Renton.</p> <p>I never use transit to get to work because it would take 1-1/2 hours from home to Eastgate in Bellevue (a 20 minute drive). There needs to be a companion plan with Metro for eastside commuters heading up and down the I-405 corridor.</p>
EAST KING COUNTY	<p>Microsoft, Amazon, Expedia, Google should pay for the extension to their companies. Or you should call this a "tax to work". Just like the stadiums, do these multi-billion companies have nothing to contribute except "providing jobs"? They have created this traffic congestion!</p> <p>An alternative that might be cheaper would be for tax payers to "give" hundreds of acres in Snohomish, Mt. Vernon, Puyallup, Sumner, Issaquah, to these companies. These companies can use computers any where. Wide distribution of major employers would make use of the roads in every direction, north, south, east and west. Not everyone wants to commute to Seattle or the Eastside. Directors, how do you know you are right? Was building I-5 through The middle of Seattle the right thing to do, 50 years ago? Cramming everyone into high rise Seattle or Redmond the right thing to do?</p>
EAST KING COUNTY	Light rail in bellevue should serve Bellevue Square Mall
EAST KING COUNTY	People want individual transport. No one wants your stupid light rail.
EAST KING COUNTY	More 268 bus frequency is needed from fall city to Seattle. On Every single 545 bus in the morning and afternoon, please are standing and bus is jam packed. Need more 268 express buses in the morning and evening during office hours.
EAST KING COUNTY	Need to include rail along the I-405 corridor
EAST KING COUNTY	I would prefer it if money was to be spent on highways. I don't think enough people will use this to justify the cost.
EAST KING COUNTY	<p>One very important factor that hasn't really been touched upon in the current proposal is how people get to mass transit. Public transportation to mass transit has to be improved as well. Yes, adding additional parking is one way of doing it, but space will always be limited, and there isn't enough parking at the mass transit spots even today. The major reason why we currently do not use mass transit more frequently is that it is always extremely difficult to find parking (unless you go really early in the morning) at the transit center. We live in North Redmond. To walk to the nearest bus stop, at a brisk pace, takes about 15 minutes. The bus runs infrequently and it is hard to know when it is going to be at the bus stop and then it takes an additional 15 minutes to get to the downtown transit center. So, optimally timed, it takes over 30 minutes just to get there, best case scenario. Too long to make this a feasible transportation alternative for us. So please consider improving the transportation infrastructure to the mass transit centers to make it possible for more people to take advantage of the new proposed transit plan. Thanks.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	I moved to the Seattle area in 1990. There was talk then of a regional rail system that just never got off the ground. I grew up in the New York City with subways and commuter rail systems. It takes a generation to grow up with this to see the value in it. Unfortunately, it's 26 years later and we're still debating the creation of a world class light rail transit system. If we started then, it would have been completed by now and at a fraction of the cost. I support whatever it takes to get us out of cars all the time and into a safe, clean and comfortable mass transit system.
EAST KING COUNTY	no matter how many buses and /or light rail train you add, it will not be enough to compensate for the continued growth of passenger cars using the interstate and state highways. WE NEED MORE HIGHWAY CAPACITY FOR CARS EVERYWHERE. I-405 from Tukwila to Bellevue has been at/above capacity for years, yet no additional capacity has been added or - it appears - is even planned for. Same comment for I-90 driving to/from Eastern WA; on any summer weekend it is awful, we need more lanes between the Pass and Ellensburg NOW. Rapid Transit can at best only benefit a relative few, we need capacity added to the Puget Sound area highways NOW.
EAST KING COUNTY	There is not a majority of the people in all these areas that would use of benefit. Acknowledging there is a traffic issue, this transit system would not answer the problem. the cost of 50 billion is outrageous, especially when Seattle has not finished projects in allotted time or been fiscally responsible in the past. Too much money especially for those retired , elderly or fixed income trying to live in this area.
EAST KING COUNTY	Really more opinions than I'm allowed according to your drop down menu. 1) Why on earth are you not including the Renton Highlands? Why just busses and not light rails? Where do you think the poor folk who need this very service actually live? I'm 50/50 in support as you are not considering this. We have a minimum of 3 mile travel to get to the nearest bus to Bellevue. That is insane. Have you ever tried to get a teen, let alone a child to walk 3 miles to catch a bus to school? 2) Though I'm pleased to see that Renton is on the plan AT ALL you aren't thinking it through. Again, the 50/50 commitment. Why is this going to take so long? When you were going to get money for the transit lanes it happened virtually over night. But when it actually helps the citizens you drag your feet? I'm not convinced you are in it for the people.
EAST KING COUNTY	No one can project costs etc and plan that far out. This is more of a good guess. If your wrong who pays. Yes, we the tax payer. No one is ever accountable for lack of performance. Your current track record of being on time on budget is very very bad. I object to so much money on a project projected out that far. Issues change over time as well over such a long period. These are the reasons I will not support the project. Come back with something more palatable.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	<p>I dont see relief on 405 northbound even with the use of rapid transit. North and Southbound 405 needs more creative planning to include more than just buses. Rush hour traffic from Everett through Tukwila is overwhelming. I dont see people out of their cars using buses.</p> <p>Also 167 north and southbound is a complete mess during rush hour too. I can appreciate that Sounder trains run but they too are full and not always convenient. I'd like to think that all of King County is considered not just Bellevue, Ballard, Issaquah, Kirkland and West Seattle.</p>
EAST KING COUNTY	<p>I understand the believed need for light rail, but I would like for the committee to be more open and honest about actual costs of not only building out but also operating. Why not have this system pay for itself, like the toll road on SR16, by having those riders that use this system pay for it vs. those who do not. I use to be a very heavy rider of your system and found the buses to work just fine (even on a busy transit route like I-90). Replacing this with a priority line that will require separate infrastructure, equipment, etc. makes little to no sense. Unless you can better explain the ridership on the existing lines and how much those riders pay for the total operations of the rail line, I see no reason to have tax payers fund another program like this.</p> <p>Also -- I would like to see much more transparency on question #14. Please tell me ([email address]) what an "average resident" in puget sound is?</p>
EAST KING COUNTY	<p>The sooner the better!</p>
EAST KING COUNTY	<p>Are there no available federal funds to help pay for this? My house, like neighbor houses, is high enough in value that it is a struggle to pay for tolls and a much higher property tax and increasing bus fares on Social Security. Unfortunately I've had to skip too many events because of the toll on 520 and the bus fare, given the amount of waiting time and lessened bus service to Bellevue in evenings and on weekends. I hope I can move back to Seattle, but moving is also a huge expense, so it's feeling like a constant dilemma. I know Bellevue is changing and the wage discrepancies are getting wider, so it feels worse for me and others in the same situation who try to stay active after retirement.</p>
EAST KING COUNTY	<p>I would support transit if the organization in charge had a reasonable track-record of efficiency and effectiveness. Sound Transit does not, therefore I do not support giving them additional revenue to squander</p>
EAST KING COUNTY	<p>Explore other methods of financing the work, so we don't keep increasing sales tax to pay for everything.</p>
EAST KING COUNTY	<p>Although I support light rail, what you have planned does me absolutely no good. I live in Newport Hills and all we get is BRT? It would be nice to have light rail to take me to the airport, downtown Seattle and Bellevue, and Issaquah. The timeline is horrendous. I'm retired on a fixed income and won't live long enough to see any benefit. I find it difficult to support paying taxes on something that I will never see the benefit.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	The plan for light rail expansion does nothing for those of us living South of Issaquah and East of hwy.167. Maple Valley, Covington, and Four corners are not even on your map. Four Corners is one of the fastest growing areas in the county and your plans are reaching out 25 years. We can't even get a four lane highway from Covington and Maple Valley to Four Corners. The light rail expansion is strictly a Seattle, Bellevue, Tacoma, Everett program with a few others along the way. As I received your survey request I assume you are expecting people in my area to help foot the cost. This is totally unfair. Those cities receiving the so called benefit should bear all the cost. According to the Seattle Times the property tax hike would be \$400 for a \$ 400,000 home. This is a far cry from the \$200 your putting out there.
EAST KING COUNTY	Shuttle routes should be included going from light rail depot to neighborhoods reducing need for parking lots and single car occupancy once the station is in place.
EAST KING COUNTY	All of these improvements should NOT be funded by property tax. They should be funded by the very people that use the roads and various forms of transit. The taxes should be paid by gas tax and transit ticket sales.
EAST KING COUNTY	It is extremely important that Renton is connected to light rail in Seattle as well as to Bellevue as commuters live in Renton but go to Seattle, Bellevue, Redmond, & Everett. Renton and south king county must be included.
EAST KING COUNTY	With the increasing growth in the Puget Sound area, I don't think BRt can meet expectations. A more effective use of buses might be to service the light rail stations.
EAST KING COUNTY	Add a link light rail station in Renton TC, and have the link route go between Renton and Bellevue TC.
EAST KING COUNTY	I feel that buses driving on the shoulders of highways is very dangerous. Where would cars that have broken down or are involved in minor accidents go? The shoulders of highways are strewn with debris that could be kicked up by buses and tossed into the driving lanes and possibly into open windows of cars. Then if someone in a car sees a bus do it they are likely to try and drive on the shoulder themselves creating confusion and more dangerous situations.
EAST KING COUNTY	Finance of construction should come from revenue generated from shipping, aviation, trucking, commercial rail, oil industry and other businesses. Not the pockets of Washington citizens. Our budgets are already strained from a mindset of solve revenue issues by taxing citizens.
EAST KING COUNTY	Keep trains and buses off of the the Kirkland Cross Corridor Trail. This should not be a part of "mass transit" Maintaining greenways in communities is critical to a healthy community. Enhance the use of I405 and existing high volume traffic corridors to satisfy mass transit needs.
EAST KING COUNTY	The timetable to complete this is just ridiculous. Bonds should be issued ASAP of this passes to ensure funds are avilabke to pay and begin to build Light Rail sooner. In 17 years, I'll be retired and won't need light rail to take me to work!! King County needs rapid transit NOW!!!
EAST KING COUNTY	Light rail south from Bellevue to Renton is missing. It's so obviously a need!
EAST KING COUNTY	Lets build faster! Need car drop-off lanes at stations, and more bike access on trains, buses and trails to connect transit to regional trails

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	I am not opposed to increased taxes to fund transportation projects. I am concerned with the shown lack of proper budgeting, proper planning, and oversight.
EAST KING COUNTY	You all already wasted tax payer money with the toll lanes on I405 and charged us after we payed for the road development with the tax money, which came from us...figure out a better way to pay for these projects. Also, if we don't use the service why is everyone responsible to pay for it when the tax money is badly spent already...wages are not keeping up with the costs of the taxes...which again only slightly improved the traffic...
EAST KING COUNTY	I don't even have bus service in my neighborhood - I have to drive 5-10 miles to get to a bus. Bus service needs to expand to the rural areas to be useful and not just commuter. Maybe on-call or something. Mini vans.
EAST KING COUNTY	I feel pretty strongly that we need to prioritize the highest areas of traffic in the most highly populated areas, which I would think would lead us to needing to solve our west side to east side traffic first, and then north/south through Seattle, vs extending from the edges of Seattle and Bellevue to even farther out, where driving is more common and less impactful on traffic.
EAST KING COUNTY	We need a good and fast rapid transit system, with trains and or buses running every 5-10 min. Just like in every big city in Europe.
EAST KING COUNTY	To date Sound Transit is over budget, poorly thought out and in conflict with other plans put forth without a comprehensive tie in. Wasted money better spent on other option to date. Riders moved per dollar spent is ridiculous
EAST KING COUNTY	I strongly support better public transportation.
EAST KING COUNTY	Get it done!
EAST KING COUNTY	I come from a major city in Canada and do not own a driver's license, so I strongly rely on public transportation. I think it is great that the ST is pushing hard for these plans and encourage more growth throughout our wonderful expanding region. I do think that the RT from Lynnwood to Renton really should be light rail since the 405 gets really crowded throughout the work day. Light rail might be more expense and takes longer to complete but it is really the best option for multiple reason in the end.
EAST KING COUNTY	This plan is the most ridiculous plan. If you believe that no light rail is needed from Renton to Eastside try driving 405 any time of the day. there should be at the minimum light link light rail not in Tukwila but near the Boeing plant. What job base is Issaquah that needs this service? This is about appealing to the most likely voters nothing else. This plan is short-sighted and I will get out the vote against this sad proposal.
EAST KING COUNTY	Be sure to build enough parking at light rail stations so people can actually use them!! Otherwise coordinate local buses well. For example the #196 bus in Edmonds gets to the station 20 min before the train leaves in the am. Too early.
EAST KING COUNTY	Get rid of HOV lanes and open up more driving lanes! get rid of buses and light rail
EAST KING COUNTY	No plan for light rail from eastside into Seattle?

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	I'm in Renton. This is apparently the no man's land of transit. I would take the bus, or rapid transit, every single day if there was an option. However, trying to get from Renton to Boeing on Marginal Way, across from the flight museum, is ridiculous. I'd have to drive to a park and ride, take a bus to Seattle, or to the Tukwila Station, and then take a bus to work. Instead of 15 minutes it takes me to drive, it would take me an hour+. I have seriously considered moving to either the Tukwila station area, or downtown Seattle just to be able to take public transit.
EAST KING COUNTY	The board decided to spend millions upon millions for the Seattle to uw project. Light rail belongs above ground no matter what the disruption. With the money wasted already you could have built an additional 10 miles if not more of light rail above ground. The corridor in downtown Seattle, underground, is even suspect. But that is done and so is UW. Now place more above ground. you cannot always appease everyone and we seem to want to be politically correct and listen to our voters but sometimes you h\just have to do what is right for everyone and not just a few. Put together a real cost effective plan and I do not mind paying the freight. I have not looked at the boards salaries but I would assume they are outrageous. Place light rail above ground where it belongs and more people will ride it. Look at what other cities have done and it works. Get off your liberal butts and do some good work. Inconvenience is part of life deal with it. 1 hour in traffic stinks. The more people see light rail whizzing by them the more likely they will change there the way they look at things. Light rail in Seattle is 50 years late. BART took the initiative and received horrible feedback at the beginning but it works. People are lazy let's do something about it. Everyone proposed health but everyone stays in their cars.
EAST KING COUNTY	RE: Question 8. I think building commuter rail "across Puget Sound" would be a bad idea.
EAST KING COUNTY	Why oh why is there not light rail for the 405 corridor?
EAST KING COUNTY	We need light rail everywhere. Even the rapid rides for buses are a joke. Do long of routes. Takes forever to get anywhere.
EAST KING COUNTY	projects should be funded and built sooner
EAST KING COUNTY	The easier it is for people to access transit, the more they will use it. It needs to be convenient. This includes knowing that parking will be available at P&R's and frequency of transit. Once they use it, they will love it!
EAST KING COUNTY	ROADS ROADS ROADS.
EAST KING COUNTY	You need more meetings to spend more money to decide to have more meetings? Get nothing done! I voted years ago for light rail and now 25 years to get anything done. Heck with you , I've been here my whole life. I'm moving.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	This plan is extremely flawed. Rail is very old technology. It is restrictive, expensive, and is not worth the time and money. There are better solutions. The statement about trains not taking away from roads is a lie. I-90 is being taken over, build your own bridge. By the time all this is done it will be completely obsolete. WSDOT and SDOT are politically controlled by the few. Its goals are control, tolls, extortion and survival. Trams, monorails (does not take hardly any land) ferries, roads and even air are more efficient. The money and time ST 3 requires is robbery. Nothing you do comes under budget or within the time frame. I can move out of the county, but the younger generations are going to be burdened with your short sighted, expensive, out of date, solutions. The whole agency is a failure. I used to work and drive in Seattle for thirty some years, now I avoid it like the plague that you WSDOT have turned it into. I and my friends will vote hell no.
EAST KING COUNTY	We need to pay for this if we ever expect real, reliable transit service in the greater Seattle/ Tacoma/ Eastside area.
EAST KING COUNTY	As usual, Newcastle and Renton Highlands and Factoria seem to be missing in all this grand scheme of things. Notice the blank area on your own maps. I need a bus and parking for trips to Seattle during various times of day and not just early morning going and home at 5 pm. I need bus service to SeaTac Airport so I can leave my car at home, safely in my garage for a week or two. I need the Eastgate and Mercer Island transit centers to actually HAVE parking. In my mind, People in Tacoma or Orting live there because they want to and I do not want to subsidize them. I live close to 405 because I worked in this area. I resent subsidizing those who end up having better commuting options than I have and at my expense.
EAST KING COUNTY	We take the ST 545 bus to Mariner and Seahawk games. We appreciate the fact that we can leave the driving in our crazy traffic to the good folks of ST!
EAST KING COUNTY	In general, the Puget Sound area should have had much more rail service along time ago. I live in Renton and work in Bothell. As things are now, it isn't worth my while to take the bus. I would have to get up much earlier than the already early time I do get up. If you develop a bus system that can get me to Bothell by 6 am or so, I might be interested. But if it takes 8 years to develop it, I'll be retired by then. My preference would be rail from Renton to Bothell.
EAST KING COUNTY	Focus on bus transit which is dynamic and can change with the times. Rail is static and many times as expensive. As we are learning from the BERTHA tunnel the most expensive solution is not necessarily the right decision.
EAST KING COUNTY	not interested in making it easier for the area I live (mercero island) to be a more convenient target of big city crime. we have enough burglaries and theft as it is.
EAST KING COUNTY	The taxpayer / voter would be downright crazy to vote for \$50 Billion in taxes for a 25 year project. If it has to be done in phases, then fund in phases. Perform first! Prove yourselves with the money already voted!

<p>EAST KING COUNTY</p>	<p>The plan is entirely Seattle-centric. Those of us living on the eastside are expected to pick up the bill, but will not have light rail or any other "real" transit service for a quarter of a century or more? If you were serious, the light rail system would have been built along the eastside first in order to encourage and promote mass transit. After getting the suburbs connected from Everett, down the entire eastside to Tacoma in the south, then you'd build spokes into Seattle. You'd build major amounts of FREE public parking at each stop. This would encourage people in the suburbs to use the transit when going into the city for work, shopping and entertainment. As it stands now, like usual I watch my taxes go up, and my services go down while those renting, and not paying property taxes in Seattle reap all the benefits. I've lived and traveled in major cities with excellent mass transit systems. What is proposed now is a line-your-friends-pockets "non-public transit" system. I see politic and massive waste taking place. The tree hugging mentality that everyone can and MUST ride a bike or walk is not realistic. Even the new 520 bridge should have been built miles north, not just four miles north of the 90 bridge... but that would mean upsetting the wealthy elite on both sides of the lake. The county government and port authority both want to social engineer people out of their cars. I'm sorry, but it's not realistic. Some of us must travel for work to locations not served regularly or reliably by mass transit. Every time it rains I hear on the news how the rail system is shut down again from another mudslide. On 405 the idiots think a toll road taking two lanes makes sense, all it did was make traffic worse. Open all the lanes up... 5 lanes flowing would get us where we need to go in good time. Your proposal to let buses drive on the shoulder... what if a car is broken down and in the area. That simply means the buses will have to keep forcing themselves back into another lane, further slowing traffic. Based on the biased manner in which the questions were written (they were very leading and pointed towards only one "politically correct" solution. I know those who wrote it want the result to justify their poor decisions, poor planning, and bloated offices. I actually support the idea of affordable mass transit, but as long as you keep playing politics, picking my pockets and making it clear you are pandering for Seattle city votes, you can be sure I will not support your plan. So much so that I not only recently sold a property I owned in Seattle, but I am in the process of selling my two remaining properties in order to relocate out of Washington State. I've been here for 20 years and during that time all I see is the "we know better" crowd try to force their ill-thought-out solutions down everyone else's throats. If you keep this up you are setting up this great area to become the next Detroit, where everyone thinks they can get everyone for nothing and those with the ability to get out before the collapse will do so faster than you think. Brag about the growth, but you know Boeing is leaving the region within the next 10 years and the hightech companies are all building outside campuses. Seattle is overly impressed with itself and thinking they can create a west side rail system and leave the rest of the region out in the cold will only fuel the brain drain that has already begun.</p>
<p>EAST KING COUNTY</p>	<p>Plan will take too long - due to age, I will not be able to enjoy the benefits of the program. There has been talk of this for over 20 years and now another 27 years to complete. Why have trains and buses. Train should be added and sooner than planned</p>
<p>EAST KING COUNTY</p>	<p>All I hear is talk, surveys, excuses, etc. The problem is this topic has been talked about for the last 50 years and not much has been done about it, and now development is such that new transit development becomes incredibly expensive. How about we actually build some of these projects?</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	Make sure that opportunities for those with disabilities (DART, ACCESS) are part of your planning--many of these individuals cannot use "traditional" mass transit but need to have and are entitled to have equal access to transportation options. I see nothing in your plan about this population. The current system is already stretched to the max...please include them.
EAST KING COUNTY	Too expensive.
EAST KING COUNTY	Don't trust you with the money
EAST KING COUNTY	I think this is a poorly designed survey, how can I possibly know what people in Tacoma will need for transit, when I live and commute in the north sound? You should quickly hire a proper survey company to design this and get a better handle on things. It appears to me that you are more interested in knowing which areas will be the squeaky wheels, not necessarily who would be best served by improvements.
EAST KING COUNTY	The people who use mass transit should pay for all of this nonsense. STOP TAXING THE REST OF US FOR THIS [explicit]!
EAST KING COUNTY	Puget Sound needs more light rail. Buses are terrible. They are still competing with vehicles on the road and adding to congestion.  Why is there no plan for a light rail line to Renton?
EAST KING COUNTY	I think the BRT and light rail should be on 405 from Bellevue to Redmond.
EAST KING COUNTY	There needs to be more service to Sammamish, and more parking available at RTC since there isn't service to Sammamish.
EAST KING COUNTY	We need projects to improve roads and increase parking.
EAST KING COUNTY	Renton needs light rail!
EAST KING COUNTY	Why can't light rail go over 520 instead of 1-90? It really doesn't seem to make sense in the long run to support access to and from the Eastside into Seattle.
EAST KING COUNTY	The ST3 choices wrt the Cross Kirkland Corridor are appropriate given the dubious cost-effectiveness of BRT on the CKC, the risk of controversy affecting approval of ST3 and the risk of environmental / community damage. It's best to focus on the better transit proposals that have been included in ST3, without any BRT on the CKC. As Kirkland residents, our use of transit will certainly increase with ST3, and the regional impact of ST3 will improve Kirkland traffic movement.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	I think that we should include more trains than buses. I realize that the tunnels and tracks involve more investment. However, more people would be willing to board a train to take them around than those who would board buses. Buses can also get stuck in traffic. Trains won't. Also, I imagine that the region will likely add more than just a million people in the next 25 years. However, if it is a million, I imagine that that will be an addition of, conservatively, 350-400k cars. If that's the case, there will be much more than 500k people riding trains. Also, the buses we are discussing adding will be stuck in traffic that is much worse than now. 350-400k more cars would make traffic unbearably impossible especially as one would enter into downtown Seattle as well as Bellevue.
EAST KING COUNTY	the expansion to Issaquah should be extended to North Bend; it's already a location for commuters who can't afford closer real estate.
EAST KING COUNTY	Quit taxing my house for the lazy people who rent and will not work.
EAST KING COUNTY	More parking at transit centers-- this is important because the transit system getting riders to the transit stations is not well developed--and until that happens, potential riders will be driving to the transit station hubs to participate in transit options.
EAST KING COUNTY	Why the fuss over Boeing Access road? Very few employees at Boeing work in Seattle for riders to support rapid transit. After all most of the plant has been torn down.
EAST KING COUNTY	alleviating the traffic from Bellevue south on 405 is a huge area of improvement needed
EAST KING COUNTY	We desperately need light rail over rapid buses. We need to get more cars off the roads and encourage people to use mass transit. Right now buses still sit in traffic on the freeways and is not making a significant impact on congestion.
EAST KING COUNTY	We understand that approval and payment will need to start 20 to 25 years before anything is built. However, if the approval for the funding of the project includes mass transit on the Trail, we cannot and will not vote for the ST3 proposal in November 2016 and will actively work to defeat the ballot measure. We support mass transit on I-405 including an 85th Street inline station and ask you to not put a trail segment in your plan or on the ballot.
EAST KING COUNTY	Stop taxing the property owners! Start taxing the people that do not own property and the people that use mass transit or any other service. Your budget should include funds for the future held in a separate fund on the books and be used for projects like transit. It is all about budgeting and being conservative with other peoples money.
EAST KING COUNTY	The timeline of this is far too slow for me to support it. I'm all for the expansion of mass transit, but not at this pace.
EAST KING COUNTY	Put this total package away and build roads for cars. This transit system comes from nowhere and goes nowhere and will not serve many people. It is a total boondoggle.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	<p>Your proposal while helping the commuters who live on main corridors and commute into the most populated areas does nothing to help those in the more eastern parts of the three counties. No matter what you do many, many people will still find it necessary to commute by car due to time, lack of convenience of transit availability, lack of parking at the transit lots, and the necessity of having a car available for work related requirements. You can only carry so much with you on transit, so transit is not convenient for running errands, shopping, etc. We still need highways to move people as it will be many, many years before we will give up our cars. Your tax proposals as usual will put the burden on the middle and low income people, and when all is said and done, we will still have to pay to use the transit, and at what cost. We are already being taxed to death in King County, and especially in Seattle, how much more can we us middle and low class citizens afford. Every utility bill, property tax bill and auto license already are accessing us for TRANSIT. TRANSIT is not the only agency requesting us to commit more tax dollars. How much can we all afford? The powers that be really need to look more at these lofty plans before coming to the people to ask us for more. Of course, it is the voters with nothing that will support your lofty goals, as it costs them nothing in taxes - it just costs the rest of us to support them. Sorry, but you need to consider the needs of all of us that live outside the major city limits. We are tired of paying for the needs and wants of those that choose to live in the major cities. Oh, and have you considered the cost to retirees, and soon to be baby-boomer retirees who live or will live soon on fixed incomes, and in most cases will not even be around or capable of making use of these transit projects when completed.</p>
EAST KING COUNTY	<p>East to west access in Seattle/Eastside is very important. Strongly support the future investment study (and later development) for the yellow dotted line on the map indicating a route between Ballard and Kirkland/Bellevue areas using 520.</p> <p>Any way to show early wins from this investment will help with additional asks in the future - delivering on BRT and light rail stations asap will show people tangible benefits.</p>
EAST KING COUNTY	<p>It would cost me much more than \$200 and I would not live to see the benefit</p> <p>Takes way to long, and Eastside is late in the process</p>
EAST KING COUNTY	<p>I think that your \$17 a month is way off, according to other figures. Light rail doesn't help me at all, I can't use it for my job and shouldn't have to pay so that others can ride it. If they want to ride it let them pay for it. This plan will be late, over budget and a failure just like the NEW 405 mess, the tunnel project and most everything else that has been proposed lately. Widen the freeways and get rid of the metered ramps!!</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	Just please, please, get something done. I am embarrassed every time I travel to another medium/largish city with decent public transit and think what a mess it is to try to get anywhere, especially from the suburbs. Something has to be done or the quality of life here will continue to deteriorate with traffic. Don't get discouraged! Keep at it! Thanks for the opportunity for input.
EAST KING COUNTY	Concerned that the cost per passenger mile for light rail is incredibly expensive and capacity is incredibly low. Overall the entire plan seems to be inefficient and costly. Would support more bike friendly options and enhanced bus service.
EAST KING COUNTY	Too expensive, forced taxes on people who don't want it or use it. Taxation without representation. If this were such a great idea and supported, this would be privatized.
EAST KING COUNTY	Any kind of mass transit that can help reduce traffic is welcomed. LONG OVERDUE!
EAST KING COUNTY	The worst thing about using public transit in our region is trying to make connections from north/south routes to east/west routes. This plan looks like all north/south, all the time. You've clearly decided to punish all of Bellevue for Kemper Freeman's resistance to transit, so 520 gets nothing. Sounder has been so unreliable due to landslides that it's next to worthless for daily commuting. Light rail from the airport to downtown, then switch to the bus to get to Bellevue takes 3-4 times the amount of time it takes to drive, including taking the shuttle to an outlying parking lot to get your car. Your reliance on property tax to pay for the project means that the folks who are least served by the proximity and availability of transit pay the most. You shrank the available parking at Evergreen Point P&R and made the Yarrow Point/Clyde Hill stop a smooch and ride instead of a park and ride. As it is, using transit to get from Bellevue to my job at the UW takes twice as long as if I drove my SOV. I do it anyway because it's the right thing to do and because it saves me ~\$3000/ year in parking, bridge tolls, and gas, but I still have to drive to the P&R to catch the bus.
EAST KING COUNTY	i LIVE IN THE NORTH AREA. IF YOU WERE TO BUILD A TRAIN LIGHT OR HEVY FROM MY HOUSE TO WHERE I LIKE TO GO WITH YOUR MONEY AND I RIDE FOR SUBSEDIZED RATES I WILL SUPPORT. TO DAT YOU ARE BUILDING IT SOMEWHERE ELS AND I DO NOT PARTICIPAT IN IT. YOU DO NOT HAVE FIRM DATES OR A FIRM BUDGET. IF WE APPROVE THIS MONSTROSITY YOU WI9LL OF COURSE NOT MEET YOUR DEAD LINES OR BUDGET. YOUR PAST IS SELF EXPLANITORY.
EAST KING COUNTY	These projects need to include East to West Seattle including everything from Redmond / Sammamish to West Seattle proper, and while North and South traffic is often addressed, we have conjection on the primary arteries and side roads on this side of the lake, too.
EAST KING COUNTY	Property taxes are already hurting seniors. I will oppose ANY significant increase in property taxes.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	Sound Transit needs to demonstrate better accountability for tax dollars and better project management before it needs another dollar of taxpayer money. Seriously, continuous transportation projects create traffic nightmares, and completed projects don't seem to deliver the promised benefits. Transportation costs, either through direct expense, taxes or operating subsidies, keep going up while transportation continues to be a worsening problem. Let's see a master plan rather than a series of one-off and mostly disconnected projects.
EAST KING COUNTY	Why would the majority of revenue not come from fuel taxes? Secondarily sales and use taxes. Putting the burden on property taxes simply does not make sense.
EAST KING COUNTY	put rail on the Cross Kirkland Corridor. That is it's original use and what it should be used for now. We don't need to add to the mess that I-405 is already.
EAST KING COUNTY	A now-retired vendor who tried to do business with Sound Transit, ST did not demonstrate the internal controls or a decision making process to allow ST to efficiently use tax monies approved by voters. Cloaked behind an appearance of fairness, I found ST to be an "old boys club" that constantly talked about it's fairness, but ultimately always returned to do business with the "old boys". I make these comments not because I am bitter having not received ST work (it didn't affect our bottom line 1 way or another), but solely based on my personal observations. I doubt the culture of ST has changed.
EAST KING COUNTY	Where is the support for putting in these various short and longer light rail lines? I'm not for giving you the right to tax us without some control over how well the money is spent.
EAST KING COUNTY	Asking for billions of dollars for light rail is premature when Metro buses are standing-room only, no longer serve my minor arterial on the Eastside, and have unexplained hourlong gaps in the evening leaving downtown. MORE BUS SERVICE NOW! Also, I will vote against these REGRESSIVE sales tax and property tax increases until we have an INCOME TAX.
EAST KING COUNTY	I have seen no information about changes to the Sound Transit District. Will the taxing district be expanded?
EAST KING COUNTY	I would support even higher taxes to get this done more quickly. Additionally, ST3 should focus more on light rail/commuter rail and less on BRT. The proposed light rail should include tracks to Kirkland from Bellevue/Overlake to help alleviate the nightmare that is 405 at rushhour. In general, light rail will always be a better option than buses, and it'd be easier to support massive expenditures on developing the infrastructure for more light rail, because it ultimately yields a more reliable option.
EAST KING COUNTY	The basic plan is good. The problem is it's time line. 25 years is way to long. The time line should be around 15 years maximum.
EAST KING COUNTY	My neighbors and I are very disappointed that Kirkland isn't part of the light rail plan. It makes perfect sense to have it come this direction rather than veer off to Redmond first.
EAST KING COUNTY	Expand Bus service - not rail
EAST KING COUNTY	Traffic here is absolutely crazy. I feel trapped in my house

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	I live on the Eastside. I have lived in Seattle and Issaquah for 50 years. For years now I have paid taxes to support light rail, but I have only used it twice. Others in Seattle and the west side have been using it for years, but only paying the same as me. Now I am asked to pay another \$5K (\$200/year for 25 years) to watch others get big benefits while I get next to nothing. When the taxes finally stop (if they ever do), then I'll have had 25 years less benefit than someone on the west side so has been able to use these services for the entire time they were paying. The taxes are the same everywhere, so why are the benefits being rolled out over such a long time by area. If MS wants light rail why don't they pay for it? Why no BRT to Issaquah in the first phase? Tacoma has Sounder transit to Seattle now and will get Light Rail to Seattle (two rail solutions) before Issaquah gets anything. It seems crazy to ask people on the Eastside to continue to pay for services that are only really helping those on the west side. I'd love to take advantage of light rail on the west at times, but it is too much work given the lack of transit to Issaquah.
EAST KING COUNTY	Stations should have adequate parking for commuters. The Redmond Transit Center is too small and poorly designed with cars having to u turn/back up if lot is full.
EAST KING COUNTY	I have NEVER used Sound Transit...train or bus. Let those who use mass transit pay for it. I'm retired, living on Social Security, and my wife and I should be exempt on paying higher taxes on our home to subsidize others who are earning more than we get from Social Security, and have more money than we do. This is a common sense issue. However, Government, be it Local, County, State, or Federal only want to gouge us tax-payers and yet have NO accountability. The Tunnel downtown is Exhibit A for Government waste with no accountability...WAY OVER BUDGET...WAY BEHIND SCHEDULE. TRUE OR FALSE?
EAST KING COUNTY	To solve traffic issues mass transit options must be easy and convenient. A combination of buses and light rail is required.
EAST KING COUNTY	Renton contributes 40 million a year and all we get is BRT? And in 8 years!!! Come up with a better plan that can be implemented sooner.
EAST KING COUNTY	I have no faith that this plan will ever work or if so supported would ever be on budget. This would be a monument to a very few and never be paid for by the people using it (which it should) and would be so highly subsidized as is our ferries, bus, trains and go lanes . No faith at all in our current GOD FATHERS !
EAST KING COUNTY	PLEASE PLEASE PLEASE make these surveys easier to complete. You can write city and service names as many times as you want, but I've still been at work all day, I'm TIRED, and my reading comprehension isn't great. I want to share my opinion. I don't want to squint at my screen trying to make walls of text make sense. For a specific example: At the end of the day I can barely remember to eat dinner much less keep 20 options in my head at once. Accurately evaluating them and picking 2 is very difficult. Please invest in some user-experience experts to redesign your surveys.
EAST KING COUNTY	This survey is slanted / bias. Questions are based on the premised that I have support for the plan. I DO NOT SUPPORT THE TRANSIT GROWTH PLAN.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	De-emphasize dedicated rail for rapid transit. Instead, increase bus service and decrease it's cost to passengers. More people would ride busses if the cost were less. Plus, busses provide greater coverage for more people. Rail only benefits people who can afford to live close to a station.
EAST KING COUNTY	The connection between Kenmore P&R to South Lake Union is extremely poor. There are only 4 buses in the morning and 4 in the evening. Kenmore P&R needs to be expanded as it is impossible to park there after 7:30 to 8am.
EAST KING COUNTY	Please consider bringing light rail to the eastside sooner than 25years. It is extremely frustrating that with how much growth Issaquah and Sammamish have seen in the last 3 years that we are never considered as important as Redmond and Bellevue to get added service when the buses are incredibly full during rush hour and not as many buses as available like the 550. Why do I have to wait until my retirement to get light rail from Issaquah to Seattle?? Seriously frustrating.
EAST KING COUNTY	Why have you left Renton completely out of the mix. Sick of paying taxes and having absolutely no benefit. Tell me how any light rail is going to benefit me. No parking and would have to take 2 buses to stations.
EAST KING COUNTY	Thank you for asking our opinions. You have my full support for ST3.
EAST KING COUNTY	Accelerate the timeline for completing the Everett portion of the light rail plan.
EAST KING COUNTY	If you guys don't get this going ASAP stop all the building. I am all for growth but you have to find a way to get the traffic moving before you keep adding more people. It is out of control!
EAST KING COUNTY	<ol style="list-style-type: none"> <li>1. the existing service to Sea-Tac is terrible - try fixing that first - make it direct from Seattle to airport and faster than taking a car. I've taken it several times and ABSOLUTELY NO ONE HAS EVER GOTTEN ON/OFF on the Rainier Valley stations - why do you add 30 minutes of commuting for somewhere no one goes?</li> <li>2. the signage at the airport is confusing and terrible and I speak English - it shows no respect for tourists or immigrants - especially the buying tickets on 2nd floor to go to 3rd floor - move your pay stations</li> <li>3. the long, wet, ugly walk from airport to train station is shameful - and too long for most seniors - get moving sidewalk, paintings, heat</li> <li>4. Once you provide decent service for what you have, I would be interested in expansion - but not until</li> </ol>
EAST KING COUNTY	HOV lane extended to Issaquah Highlands Exit 18 on I-90
EAST KING COUNTY	I don't think this project has been fully thought through by all interested parties. For example I have seen no information as to how the users of this system are paying for it.
EAST KING COUNTY	Keep building parking garages large enough to handle thousands of cars. Many you now have are not large enough.
EAST KING COUNTY	I believe the numbers do not match the expense. The expense I also do not believe really know what it will be!!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	The sales tax rate of .5% would increase the sales tax rate to 10.4% in Mill Creek, which is the highest sales tax rate in the nation. According to a 2008 article in the Seattle times, "Sound Transit's plan says the agency's board of directors would reduce the sales tax when Proposition 1 projects were paid off, but there is no legally binding date for the tax to end." However, rather than lowering taxes, those taxes continue and increase. I would like to see an analysis that compares the cost of light rail per mile vs other areas that are building light rail. I support the concept of light rail, but I think this is more expensive than comparable systems in other areas of the country.
EAST KING COUNTY	Stop TOD housing and get to moving people who already have moved to the outer parts of the various counties to afford to live. Get those people in from the edges of the counties to their working and shopping areas, don't continue to penalize them by taxing them to pay for others to live in new TOD housing. Leave the framework for TOD housing in place and only build those units after AFTER the transit systems have all been built and are operational.
EAST KING COUNTY	Let Microsoft, Expedia, Amazon and Google pay for this [explicit]. I'm not going to give it a [explicit] dime. Why don't you people get real [explicit] jobs instead of being nothing but a pack of leeches living off of people with real jobs. Everyone I know is voting no. [explicit] you all.
EAST KING COUNTY	A lot of us will not live to see the first or second phase yet we have to pay for it.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

<p>EAST KING COUNTY</p>	<p>I am a federal civil servant. I strongly support mass transit initiatives and expansion. I strongly oppose the ST3 plan and all projects because I live in Sammamish and commute to Renton; and in two years will have to commute from Sammamish to Des Moines due to reduced federal physical footprint initiatives (consolidating a number of federal buildings out of Renton to Des Moines). The light transit expansion from Issaquah to Bellevue was obviously designed for the tech industry and does not benefit me. I would have to travel west, then north, only to get south. Same with express bus service; ST3 does not work for my needs; as a result, I oppose the ST3 plan. As a result, I will continue to use privately owned vehicle; as painful as the 405 is.</p> <p>Has a study been done or can a study be funded to assess demand for light rail or express bus from Issaquah through Renton to Seatac. A southwest / northeast line that would serve populations, generally speaking, in these areas: Renton, Newcastle, Issaquah, Sammamish, Carnation, Fall City, Snoqualmie, North Bend, etc. You would forecast population growth out to the east and assess demand.</p> <p>There would be two (2) added light rail stations: Issaquah and Renton. I would have offered just one (1) new light rail station at Issaquah because you could run the line from Issaquah to Tukwila. But the Tukwila station and park and ride are over capacity and won't be able to accommodate growth. You could spill growth and demand from the Tukwila station, east to a Renton light rail station. Additionally, maybe this could provide a lot of relief on 405 from Tukwila through the Renton curve - a terrible congested area of 405.</p> <p>This new Northeast / Southwest line would serve eastern population areas for both personal and professional needs. SeaTac for personal and professional travel needs. For professional needs primarily Boeing but I don't know what other sectors such a line might support. It would help some federal government like me but this might be insignificant. In short, the study would assess, what are the commuting work demographics that clobber I-90 East / West (into the city) and I-90 East / West to I-405 South.</p> <p>To try and not be selfish, has anyone studied the work demographics commuting on N-405 in the morning (form Tukwila, Kent, Auburn???) and where does it go (Bellevue?). This traffic is opposite my traffic route but I feel so sorry for northbound 405 traffic in the morning and southbound in the afternoon. I would sacrifice all my suggestions just to implement a solution here. Maybe build a light rail bridge (elevated): Tukwila or Renton to Bellevue that extends over Lake Washington or follows 405 N /S.</p>
<p>EAST KING COUNTY</p>	<p>All I care about is adding light rail from Issaquah to the airport.</p>
<p>EAST KING COUNTY</p>	<p>Until you make the reduction of traffic congestion a priority, can handle the upkeep on current roads (potholes, painting, etc.), and make 405 lanes more useful without tolls, I honestly do not think you are in a position to request support on other projects.</p>
<p>EAST KING COUNTY</p>	<p>When describing the pricing as \$200/month, it's unclear if that means \$200/month while the project is being constructed, for \$200/month forevermore. I'd be more likely to support the project knowing that it costs less after the expansions have been completed.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	Your plans have little to no consideration for disabled people .. or the elderly. There is NO way I can do all that walking .. or take a bus to get to a RT station. The consideration is for the young and healthy. As for your completion dates, I'll either be dead and gone by the time you get the first part done or on a severely limited income - so why should I give up that sort of increase in taxes??
EAST KING COUNTY	The continuously increasing tax burden from the cumulative total of many resources the government takes advantage of to tax are regressive to business and oppressive to individuals. We need state legislators and county and city leaders who are willing to slash the fat from current budgets, and work creatively to re-purpose revenue streams to enable, evolve, and grow various rapid and mass transit projects. Over 40% of my extremely high property taxes are supposed to have been voter approved. I personally know of no one who voted for programs which raised their taxes, and I know many people in industries from all over the Puget Sound, so it must be government, education, and social services who are voting to approve their own self serving programs.
EAST KING COUNTY	Stop syphoning our tax base and pay your own way. Sound Transit should exclusively fund itself.
EAST KING COUNTY	Like most surveys, you construct it in such a way to support whatever you had wanted to do anyway. 1. What does it mean to ask people in Redmond if they support service to Ballard. It becomes a popularity contest. Of course Ballard will vote for Ballard and Redmond for Redmond. 2. Questions like 12. & 13. have something to like and something to hate for everyone so how do you use results - garbage. 3. Biggest issue is coming clean on cost/benefit. \$200 per person per year is \$400 per couple per year. If you assume 25 years to complete and likelihood of some inflation (3%), this is over \$14,000 outlay for program that will be done after many of us after we will be gone. So question becomes what benefit will 70 year old Eastside resident get for the \$14,000 we would shell out?
EAST KING COUNTY	Either more parking for those of us that use transit or additional neighborhood buses that will get us to the bus stations. The frequency of #550 from Bellevue to Seattle is greatly appreciated.
EAST KING COUNTY	Seattle to the eastside is a must!
EAST KING COUNTY	I think if this is something we should have done 20 years ago. We do not have money and the tax payers cannot afford anymore taxes! The government needs to start living within their means.
EAST KING COUNTY	Issaquah should not be last in line. The I-90 corridor is important yet is always last on the list. It should be moved up in time

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	Thank you for sending me a notice about this survey in the mail; I just can't figure out why you sent it to me. Maybe it was a mistake. You see, I'm a white male and from the pictures of people on the flyer, you only want the opinion of people of color. Let's see: We have a black ,male in a suit and tie, an Asian woman with her Asian child and on the flip side you have a brown skinned woman with a completed survey. Under the rules of the "new racism" you score 100%! Congratulations! I don't see myself represented at all. So, I guess I was right. You don't want my input at all, do you? In fact you probably just want all white males to disappear - just like on your flyer.
EAST KING COUNTY	I strongly support light rail and subway type transit instead of investment in buses. Every other major city that I like has superlative train or subway service, and Seattle lags behind for reasons that elude me. I feel that over time, Seattle should have a system comparable to New York, London or Paris, that makes cars less important to the average person. This is a big picture opinion, not an opinion about specific projects.
EAST KING COUNTY	Your plan shows nothing about light rail coming through Renton. Our section of I-405 through Renton has been designated as the most congested section of freeway in our state. Why does Renton always get excluded from a mass transit plan and you still want us to pay for it?!? A rapid ride bus service won't work unless you're going to build a separate road for the bus to travel on that can go as fast as light rail!
EAST KING COUNTY	Please don't discontiue service into Lake City. I transfer there to my job. Cutting service would mean a 20 block walk at 6 in the morning!
EAST KING COUNTY	Exactly how much higher do you think property taxes should be. There has to other ways to pay for projects that the average person can not expect relief until 20-30 years hence
EAST KING COUNTY	please don't raise our property taxes any more! fund this from bonds that get paid back through fares collected by riders of the new transit system.
EAST KING COUNTY	I know that this will not matter one single iota, but I must say it anyway. These, and all previous, Sound Transit projects are a complete waste of taxpayers money! Sound Transit is a corrupt organization in my opinion and any construction activity is politically motivated. The original light rail project was and is such a waste of money that further extension or continuation of it exemplifies that corruption and political motivation. This goes along with the STP. The viaduct should have been fixed and monorail systems should have been put in place rather than creating (what has already been) a disastrous tunnel and light rail (vastly cheaper and lower overall impact)! Projects such as these that, to people whom you haven't fooled, are clearly for profit, NOT for the public's benefit!!!
EAST KING COUNTY	Please lets stop talking about it and just do this, this is been a painfully slow progress. Portland did a much better job of getting light rail going.
EAST KING COUNTY	We are relatively new to the greater Seattle area and are constantly amazed at how area has expanded with housing developments everywhere but very little having been done on local roads to accommodate increased traffic load. It appears developments just happened in a very hap-hazard fashion with no local planning or consideration on the traffic impact. From what we understand there is no assessment associated with new developments to help funds the associated increased traffic congestion. This has been a common practice in some communities for years.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	Much of the cost has been given to tax payers who seldom use or even have access to most of the light rail. Why should those same tax payers have an additional tax to pay for still more light rail that will not really benefit them. There needs to be another way to pay for this, it is not fair to make those tax payers who cannot benefit from the light rail responsible for its cost.
EAST KING COUNTY	I have lived here 25 years, and I have yet to see anything that seems to come in on schedule and on budget. I find that leadership pretty much does what it wants and doesn't really consider the consequences or the cost. I have also watched projects that never were explained until they were irreversible, like the Mercer Mess- prettier, but no increase in capacity. Light rail across I-90, So far only decreasing capacity. Also, no re-guard for the wetland or the trees, that were supposedly protected by ordinance. Downtown parking- also decreased capacity. Big Bertha- need I say more. I don't trust the process or the financial accountability.
EAST KING COUNTY	Your number don't add up. If it cost \$48,000,000,000 divided by residents in the benefit district of 3,000,000.00 equals \$592.60 per year for every man, woman and child in the benefit district. This is only for the project links and does not include the annual operating subsidies. As of 2015 you are only recouping 6.285% from the fare box The remaining 93.715% comes from federal grant or taxpayer subsidies. The economics don't work for the the tax paying public.
EAST KING COUNTY	Explore other funding options than generic sales and property tax increases, such as adding a fee to license tab renewals or adding an extra tax to new car purchases.
EAST KING COUNTY	There's plenty of economic viability in Seattle to support improved transit infrastructure. Traffic is one of the greatest problems this area faces - the sooner we acknowledge this and invest, the sooner we begin to solve the problem. The ST3 plan described above takes place over 8-22 years. That's disappointingly long. Look around: there's plenty of money building high rises all around us. So there's plenty of money here. Transit infrastructure shouldn't be lagging 10-20 years behind this growth. It should be in pace (or ahead) of it.
EAST KING COUNTY	It is CRITICAL that you provide quick & easy mass transit options from downtown Seattle to SLU, otherwise, all the other investments in rapid transit to downtown will not be useful to the people commuting to the companies that are growing the fastest. Try to figure out ways to implement this plan faster, since we are incredibly behind on needed investments, and make sure you are thinking about the ultimate convenience of the rider. My previous experiences with Sound Transit have been terrible (slow, dirty, unreliable, many stops) compared to riding Community Transit. Make sure you are ultimately providing a service that is significantly superior to cars, because you are asking commuters to give up independence & convenience to ride the light rail/bus system.
EAST KING COUNTY	with all the gas taxes I already pay, 520 bridge tolls, 405 and 167 road tolls I pay, it's going to cost me another \$200 a year? I see road projects near my house take much longer than planned and going over budget, we need better leadership and accountability for our money.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	Both the stations and the transport vehicles should be accessible to people with disabilities; beyond mobility, clear communication access should be implemented including both induction hearing loops and captions. One must be able to see the captions for them to be effective and people must be able to know how to access and be able to benefit from hearing assistive technology. There is no 1 solution; an integrated approach must be taken. Additional supports include ADA signage, maps of stations, highly visible station signage and way finding information. We are facing a huge demographic shift. We need to be designing with accessibility in mind as it benefits everyone. Workers will be in the work force longer and need to be able to commute easily and independently. Design for the population of people with disabilities vs the singling out a few. Consider multiple people will be accessing the ramps at the same time, that many people will be on the transport vehicle, platform or station at the same time.
EAST KING COUNTY	I-405 must be given priorities....it is impossible now and i really don't see a resolution here.
EAST KING COUNTY	Two words. Light Rail, Light Rail, Light Rail, Light Rail. You are so far behind the curve in this regard and I feel an aggressive and comprehensive plan needs to be made to address it.
EAST KING COUNTY	Fixed rail is an antiquated inflexible technology. Using rapid buses/vans accomplishes the stated goals better and cheaper.
EAST KING COUNTY	I am retired & on limited income - I CANNOT AFFORD ANY MORE TAXES ON MY HOUSE!
EAST KING COUNTY	Since I live on the Eastside, none of these projects mean much to me. I would be much more interested in light rail that will take me from either Redmond or Issaquah (Eastgate) directly to the sports stadiums. Other than that, I avoid Seattle completely due to traffic congestion and parking frustrations.
EAST KING COUNTY	Connect Redmond to the light rail line faster
EAST KING COUNTY	We NEED BRT on the Cross Kirkland Corridor!
EAST KING COUNTY	It would have been helpful if the survey included a concise rationale for the various projects. I don't believe that the average resident/transit-user has sufficient background information to make an overall, informed judgment about the comparative urgency of these projects.
EAST KING COUNTY	We need light rail across lake Washington thank you for getting it done as soon as possible.
EAST KING COUNTY	More ORCA stations!! There should be at least one at every park and ride. Difficult to refill your card with so few machines available. SIMPLIFY the system overall. Your online public transportation search SUCKS. It is way too slow and often says routes don't exist when they do. Look at Hopstop. Overall, make it easier and friendlier to use. You need to push on this. Seattle is way behind other major cities when it comes to public transportation. And traffic here continues to get worse every year-- 8-15 years is way too long to implement this system. New York City's public transportation is stellar compared to Seattle.
EAST KING COUNTY	Bring light rail to the east side!
EAST KING COUNTY	Additional parking needs to be addressed NOW. The bicycle issue is nonsense - this is not a bicycle friendly city as much as Clown Town wants you to believe.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	There is no way to improve 405 traffic and bothell is totally left out only option left is to pay daily \$20 toll to use it. Its not a fair plan for Bothell/Mill Creek paying extra on top of 405 tolls.
EAST KING COUNTY	Western Washington roads need far more improvement than Mass Transit currently. The transfer of funds from road/infrastructure category to Mass Transit has severely affected the usability of the current arterial road framework within the state.
EAST KING COUNTY	Quit wasting money on the horribly inefficient soundtransit boondogle and silly bike provisions. Instead, build roads to accomodate the growing number of cars.
EAST KING COUNTY	We just moved here, but I have been around public transportation for most of my life (NY, Boston, European cities). I also lived in Denver area for the last 15 years. We built a successful light rail system. We loved it!  I would visit definitely visit more places and go to downtown Seattle more often if we had more public transport. Traffic hinders us from doing a lot here.
EAST KING COUNTY	\$50 billion? You're out of your minds. And the tax to pay for this boondoggle <u>never</u> expire? This is criminal.
EAST KING COUNTY	Any transit plan should focus on encouraging drivers commuting to big employment centers such as Boeing Field, Microsoft Redmond campus to give up driving and instead take the light rail.
EAST KING COUNTY	I would like to see more Park and Ride lots and/or more parking at the existing lots. Currently, they are usually over capacity at peak times and fill up way too early.
EAST KING COUNTY	I prefer local buses to nearby transit stations, and bus connections from there to outlying areas (we already have that and it works well for me). Why have a commuter train when I have to take a bus to get to it. I've never had the need to take a commuter train.
EAST KING COUNTY	I'm a big advocate of transit so I want to see ST3 pass, although I would say I'm only somewhat supportive at this point because the cost seems high, especially considering the long (25 year??) timelines for some of the projects. So my suggestions to gain support are: 1) try to decrease project timelines 2) use marketing to show that we had a chance to build this infrastructure in the 60's and like us now, we have to consider the benefit vs. the cost. If we don't bite the bullet now...when will it happen? Would we not jump at the chance to go back to the 60's and re-vote? 3) give us a timeline of when these taxes would end. I feel like you're adding at least \$400 per year to my taxes but I have no feeling those taxes will ever end. They must, right?  Another reason I'm only somewhat supportive is that I live in Issaquah so at \$400 per year * 25 years = \$10,000 before I see any direct benefits? I'll also be 71 years of age before that project is delivered.
EAST KING COUNTY	Widen the highways to allow for more passenger vehicles and limit the ST3 to 1/4 the cost proposed.
EAST KING COUNTY	BRT is a stopgap, Light Rail is the solution. No BRT investment should ever cause Light Rail projects to be deprioritized or cut.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	All parts of this comprehensive plan are extremely important for the continued growth of our state. I have a bias based off of my location but I feel the areas of Issaquah, Issaquah Highlands, Sammamish, Downtown Bellevue, Eastgate and Downtown Redmond will benefit massively from opportunities to use modernized light rail. The rate of growth in the areas seems to rise every year. I will continue to spread the word about this plan amongst family and friends.
EAST KING COUNTY	The Seattle area is distinct and different from areas like SF, NY, Boston, Chicago. Light rail should NOT be added - it takes up space that should be used for car traffic to reduce congestion. The only benefit of buses & rail are for people who work in downtown Seattle. All of the proposed projects in ST3 will not significantly increase ridership and decrease freeway traffic. Freeway traffic MUST be addressed by adding additional non-toll lanes!
EAST KING COUNTY	Nothing should be done unless you figure out how people can park closer to these stations. Right now I cannot take transit as the lots fill up by 7:15. I cannot be to a lot by 7:15. You would have a lot more riders if you made more parking spaces and/or garages.  People want to take transit and cannot!
EAST KING COUNTY	Please consider bring light rail to the Eastside sooner than 25 years. That is very disheartening. There are many folks who commute from Sammamish/Issaquah to Seattle and it takes more than an hour and 45 minutes to get back home at night. I dream of light rail getting me home in an hour like it takes me for my morning commute. Trust me, if it was affordable, I would be in the city. I realize the politics of the folks with money in Bellevue/Kirkland are making it very difficult but I am from NYC and I miss light rail because I know how good it can be!! Please bring light rail to the Eastside sooner!! There has been a great deal of growth south of Bellevue and the buses are very crowded. Light rail would help this congestion and bring more work-life balance instead of spending 2+ hours commuting. Mucho thanks for letting me voice my frustration for all the people who has no money/no say.
EAST KING COUNTY	You should indicate where the light rail or rapid bus lines replace/preempt abandoned rail lines that currently or in the future will serve as pedestrian/bike trails (e.g. Kirkland Connector). What is going to happen with the Bellevue - Renton railroad? Why no light rail on the existing rail bed from Bellevue to Renton?
EAST KING COUNTY	I live in King County. Why should I be taxed to benefit Snohomish and Pierce County commuters ?
EAST KING COUNTY	Renton should be added to the light rail plan. Yes there is "rapid" transit but here is no true rapid transit unless the buses get their own lanes. If there is a plan for rapid transit to include its own bus lane between Bellevue and Renton then it will work. "Rapid" transit gets stuck in the same traffic as everyone else so unless it has its own lane, it's fake rapid transit.
EAST KING COUNTY	No resolution on getting to transit centers/link rail via bus routes, such as several cancelled in Sept 2014, such as route 250.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	The need for more lanes for cars is a greater need then forcing people out of their cars into mass transit. Not everyone's life and careers mesh with mass transit. It hasn't worked on 405 with the paid commuter lanes. The state is wasting taxpayer money on paying for the few to ride buses from the eastside to Seattle.
EAST KING COUNTY	Why add more, when what's there isn't even being used? In Bellevue, Sound Transit isn't adding helpful infrastructure, it's messing up our city.
EAST KING COUNTY	To be honest, i am not likely to support anything that doesn't include light rail from the Eastside to Seattle. To not even address this is short-sighted, irresponsible, and foolish. Don't believe me? Take a drive in traffic sometime. This should have been done prior to building the new 520 bridge.
EAST KING COUNTY	Bring light rail to Issaquah
EAST KING COUNTY	My family and friends use sound transit daily. I strongly oppose increase in property tax, sales tax, and the unending taxes. NO! NO! NO!
EAST KING COUNTY	Seattle is way behind the progress of cities such as Atlanta, San Francisco, San Diego and Singapore. The city of Naha Japan has been building an elevated rail for only about ten or so years and is likely far ahead of the late coming efforts of the King county transit system. I have first hand knowledge of these systems and can attest to their efficacy and utility. The automobile is an American aberration and any progressive municipality is striving to make them obsolete.
EAST KING COUNTY	There needs to be more parking in the Tukwila station for the Sounder train. The parking fills up by 7:30am. It needs more parking so more people can use the sounder train at a later time in the day. Basically more parking at all station (sounder, park and ride and light rail)
EAST KING COUNTY	Get it done, or this will become a less desirable place to live for everyone. We want to be on the forefront of urban management, not the laughing stock.
EAST KING COUNTY	None of the proposals are something that I could ever use to get to where I work or shop. I am simply being asked to subsidize someone else's transportation.
EAST KING COUNTY	It's vital to have proper bicycle paths for safety near all stations and major roads. I hope this is included in the final project plan.
EAST KING COUNTY	You will be driving senior citizens from their houses. You should exempt anyone over the age of 65 from having this cost added to their property taxes. Chances are considering how efficient you people are that we will never get to use it. There will be cost overruns, delays, and mismanagement on every project. Look at your track record. You people are not to be trusted. I don't see any taxes on bikes--let them pay instead of being freeloaders.
EAST KING COUNTY	The Eastside is growing like crazy - new neighborhoods are popping up in our area like mushrooms! I think it would be important to connect the Bellevue station with Seattle as soon as possible to help reducing car use to commute into the city. My husband used to commute by bus, but gave up because he got so frustrated with busses running late and being overcrowded at his station.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	Multiple alternative plans should be provided which removes less popular portions of the plan in order to deliver the more popular portions sooner. Then survey the support for these alternate plans in order to determine which plan to put on the ballot.
EAST KING COUNTY	Please make a light rail from Lynnwood to Seattle ... Sooooo many commuters live in Lynnwood and commute to Seattle , Lynnwood needs a light rail very bad.. I would STRONGLY support this... Thank you !!!
EAST KING COUNTY	Unfortunately, I live just outside the proposed expansion area. I would have no way to get to any place on the plan unless bus service to the expansion area is improved. Steep hills and unsafe roads rule out biking to the expansion area as does time of day (too dark) or bad weather. Since I live outside the expansion area (and work outside the expansion area) I would not be very happy having to pay an extra 200 a year. Though I support the project, it's going to take too long, I doubt bus service to the expansion area will improve, and I don't understand why it is so expensive.
EAST KING COUNTY	We are strongly opposed to any plan to put bus or light rail on the Kirkland Trail. The Kirkland City Council has Been ignoring the largest majority of Kirkland citizens in our intention to maintain the Kirkland Trail as a recreation Trail without any bus or light rail service. The 20 million dollars that Sound Transit has offered for an "Evironmental Study" To the city of Kirkland should be withheld and used for other ST3 projects.
EAST KING COUNTY	I'm more supportive of busses than light rail. Buses are cheaper and more flexible than rail.
EAST KING COUNTY	I think the most important part is light rail that links the eastside with downtown Seattle.
EAST KING COUNTY	Not a single thing being proposed will help traffic where I live or provide any additional transit opportunities beyond the few that are useless today. By the time anything gets to Redmond, my kids will have kids and I'll probably be dead. not much use then. All this is much too little and will be way too late to help anything. I've lived here for almost 20 years, and in that time, almost nothing has been done to alleviate congestion. You should be ashamed. Putting your head in the sand not a good option. Oh, yeah, and you want to impose taxes on the same people that you've slapped huge fees on to use bridges and freeways to as a fund raiser. something in all of this really stinks. seems to be over indexed on a small minority.
EAST KING COUNTY	Add a light rail to renton
EAST KING COUNTY	I have a problem with funding. It sounds like only homeowners would be paying. Many non homeowners would be utilizing the services. Do not base monies on owned homes but residents of the state instead to include renters, store owners, manufacturers etc. All those who benefit from a work force should pay a share of this funding as it is for their benefit as well.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	<p>The major issue I have with any rail option is it fundamentally inflexible. If there is a cause for the train to stop (eg - accident, breakdown) there is no alternative route in where a wheeled vehicle can reroute to a different ROAD. If traffic patterns change because a business moves or is created that draws commuters to a different area that the rail does not go, then you have empty trains and no easy way to reroute vehicles on rail where as vehicles with wheels (eg - buses, cars) can quickly and easily use existing roads.</p> <p>By restricting general purpose lanes you are constricting traffic flow causing jams. By implimenting tolls you are restricting use. A prime example is when you tolled 405 you "forced" traffic to I-90 adding 20mins to my commute !</p> <p>I also have a fundemental problem with you creating lanes for buses (eg - 2nd and 4th AVE in downtown Seattle) and the buses weave in and out into the general purpose lanes causing backups and lack of flow. Either confine the buses to their lanes or open them up to general purpose. Or fix the problem that causes them not to stay in their lane. The problem is general traffic stuck in their lane attempting to turn right while pedestrians are crossing - the fix is to either have all-walks that then allow the right-turner to freely turn when it is green or give them a free right with a green-arrow. Plus the buses have all of 3rd AVE to themselves. Why do you not just move all buses to 3rd AVE from 2nd / 4th ???</p> <p>Actually looking at the causes of our traffic problems will go much further than just building rail or tolling or variable speed limits on freeways because it costs a ton of tax payers dollars and sounds cool, but doesn't solve any of the true causes !</p>
EAST KING COUNTY	<p>Make it happen sooner than later so that once people have the good experience of using light rail and bus transit they will support future development. It is vital important for the future. Short sight in the past resulted in today's mess. Don't repeat the same mistake.</p>
EAST KING COUNTY	<p>I think the focus should be years ahead of where we are now, instead of just trying to play catch up. At the rate Seattle is growing we need to think years ahead of these plans. To me light rail is the smartest investment in that as it will continue to allow our area to expand without causing commute issues.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	<p>What a terribly designed survey! Many of the questions require a single response for very different transport systems, and seem designed to force either support of light rail or rejection of all mass transit solutions, so that those who oppose light rail but support other more sensible transit solutions have no voice. It seems designed to force responses that can then be used to claim much more support for light rail than is really the case. Light rail? Hmm...lets see. Do we want a 19th century rigid transportation system that is literally set in concrete and steel on only one very narrow route, that requires the population to adjust to it rather than adjusting to the population, and is astoundingly, astronomically expensive to build? Or do we want a road and highway system that can better accommodate flexible transport (i.e. buses) that can adjust to population trends and needs, is quicker to implement at a tiny fraction of the cost per rider, and that will accommodate the real future of mass transit, which is individualized smart/self driving vehicles that can be used by all citizens, not just fit, young adults transporting only themselves? There is really no question on which way to go - for what has been poured into a light rail system that actually costs hundreds of dollars for each rider per trip (if the data was presented honestly), a completely free bus system could have been provided that really serves the public. But that would not satisfy the "edifice complex" of the transit planners, and would not make us "just like London, New York and Paris" (whose systems were built before modern bus transit was possible.) But I waste my breath...</p>
EAST KING COUNTY	<p>Local corporations should pay for the bulk of the ST3 cost. They benefit the most by having quality, fast transit. Citizens should pay at the most \$50 a year. Microsoft, Boeing, Amazon, etc, should pay the rest.</p>
EAST KING COUNTY	<p>it makes more sense to invest in buses since they can be moved to where there is demand. Using fixed rail is too expensive and takes too long. Further, taxpayers end up subsidizing it FOREVER. if memory serves, there are only 2 or 3 rail systems in the WORLD that show positive cash flow. Try charging fares that recoup the cost of service!</p>
EAST KING COUNTY	<p>Multiple bids should be assessed and looking for opportunities to decrease the time of construction.</p>
EAST KING COUNTY	<p>The vast number of different systems in place now, IE Metro Transit, Community, Everett, Sound all operating and eating taxpayer money and with appears to be overlapping services I question this along with the missteps in planning that took property for the West side rail extension then sold that property. I have paid RTA taxes and road use taxes on vehicle registration along with gas taxes and had nothing to show for it for years. I live in South Snohomish County and the available transit schedules have NEVER fit my needs.</p>
EAST KING COUNTY	<p>Focus on proper light rail / subway. Buses are a band aid.</p>
EAST KING COUNTY	<p>Keep buses and rails off the trail. The trail should be used for bikes and pedestrians only. link this with the Burke Gilman and you can have an amazing network. Incentive bicycling to work.</p>
EAST KING COUNTY	<p>There does not appear to be any parking access to light rail stations in Bellevue. If this is the case, you have just eliminated good access to the light rail system of one of the largest cities in the state. If this is the case, it is very disappointing. Good parking in many locations is essential to support use of light rail.</p>
EAST KING COUNTY	<p>My only concern is that while many in our area can afford the \$200/year taxes, there are many who are living at or below the poverty line. My hope is that those folks would be excluded from the additional taxation</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	I strongly support any transit especially lite rail/ Sounder. My daughter is blind and having to rely on the Access Shuttle because the bus or train routes don't go where she needs to go, which is exhausting. She lives in an adult family home in Bellevue and works in Seattle. all her doctors are at Virginia Mason in Seattle so it would be nice if she could have transportation that would allow her to use some of their satellite offices. I live in Spanaway in Pierce County and the Sounder has been wonderful for her to come home on the weekends. I have to drive her back up to Bellevue because there isn't a train on Saturday or Sunday's. It would be great if the train could run more than weekday rush hours. One of the reasons my daughter lives in Bellevue is because the transportation where I live south of Spanaway has only one choice-a car. I was especially excited to see on the plan that Orting may be a possibility. It is still far from me but we need a way for those commuting from this area to Seattle to get there without driving. I bought a Chevy Volt-electric car, because I have to drive back and forth to see my daughter in Bellevue. That helps with emissions but I am still another car on the road. thank you for listening.
EAST KING COUNTY	Look for other funding opportunities to reduce the tax burden per person, such as increasing the fare or selling access to bus lanes to certain, very limited, commercial vehicles.
EAST KING COUNTY	Do not feel that the dollars spent are being spent wisely. Cost per mile is too much. If you have to have light rail, run it down the existing freeways/ right of ways and run busses to the stations. More bang for the buck. Tired of paying for something that I don't use now, and probably will never use.
EAST KING COUNTY	I am old. I would never got to or return to a deserted bus stop. I would be comfortable departing from & returning to a well lighted rail station like they have in in San Fran, Sacramento, Dallas, etc. The Eastside needs to get on board.
EAST KING COUNTY	Main concern is the size of the overall project package. I also have never understood why we need light rail, commuter rail, and BRT all serving similar areas between Seattle and Tacoma. Why not pick one mode and do it well rather than piecemeal.
EAST KING COUNTY	PARK & RIDE LOTS SHOULD BE BUILT FIRTS ASAP. Especially along I-90. They are needed now, especially with South Bellevue P&R closing and Eastgate and Issaquah P&R ALREADY over capacity. Freeway flyover stops for busses/rail should be a must and the P&R lots should be designed with that being the main way transit will serve the P&Rs.
EAST KING COUNTY	Good, clear web site. Sounder, light rail, rapid transit, metro... they all use different lines but the same road? It can be confusing, so thanks for making it all clear. For example, 522 from Seattle to Bothell UW. Metro is expanding their lane now through Kenmore. Where would light rail go? Above ground? Add yet another lane next to it?
EAST KING COUNTY	On phase 1 Sound transit had to cut miles and doubled costs. The Brooking Institute rates Sound Transit as one of the top 10 most inefficient light rail providers in the nation. The north Sounder line reportedly costs \$98.00 for a \$3.00 fare. This organization has continually had a history of mismanagement, cost overruns, and total disrespect for the tax payers of Puget Sound region. I live on Tiger Mountain. I have no bus service and must travel the gridlocked Hobart Issaquah road anytime I need to go someplace. Traffic congestion improvement by road improvement should be the top priority for this region.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	I support any projects that enhance our way of life and make getting around our area easier and more timely. Ideally, I would like to see light rail used all around the sound, with buses taking people into neighborhoods from the stations. Why can't we use highway medians for light rail traffic with pedestrian bridges at stations. I've watched our traffic increase and roads get wider, without any benefit to commuters. Build it and they will use it!!
EAST KING COUNTY	Taxing vehicles / property. If you increase vehicle registration fees - this will cost more than estimate above. I have multiple vehicles - many for recreation / seldom used and this proposal does not benefit me
EAST KING COUNTY	Currently, Park N Rides (I can speak for Lynnwood and Mountlake Terrace) are overflowing , buses crowded, and getting worse. More parking at transit centers and at least for me would like 1 more 413/435 bus to leave from Mountlake Terrace at say 8:15 and 8:30. Would like a similar bus route to leave from Lynnwood that starts dropping off in the International District and heads north.
EAST KING COUNTY	Probably won't live to see it all.
EAST KING COUNTY	Too much money is spent on transportation, meanwhile our quality of life suffers. No money for education, mental health, etc. I strongly disagree with your estimates of cost. I believe the average taxpayer would be paying substantially more for this outrageously expensive and time consuming plan. I'd like to see your math.
EAST KING COUNTY	We are a few decades behind the times for non-car transit options. I am glad we have a region-wide plan.
EAST KING COUNTY	Emphasize light rail over buses. Take buses off the roads in favor of light rail. Defund buses and put the money to work building light rail systems.
EAST KING COUNTY	add Samammish City connections to light rail plan
EAST KING COUNTY	Buses don't belong on Kirkland cross corridor. Light rail maybe if they can still provide for walking trail and biking trail. Those have to stay.
EAST KING COUNTY	This is way to expensive for who it serves. many paying the most won't see the improvement or be able to use it in 25 years when it's done.
EAST KING COUNTY	The timeline is too long. I'll be dead in 25 years.
EAST KING COUNTY	Issaquah-Sammamish areas should be prioritized earlier in the plan
EAST KING COUNTY	We need these improvements sooner. North Eastside (Kirkland and up) needs light rail. Absence of East-West light rail leaves Ballard and West Seattle isolated for too long.
EAST KING COUNTY	No rapid transit, no rail, no buses on kirkland trail. Will oppose st3 if trail is impacted.
EAST KING COUNTY	I do not support any plan that raises property taxes.  I do not support rail infrastructure.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	while I support light rail in general as a long term solution, I think routes need to be located along and in major freeway corridors and then link from there with buses to neighborhood. I strongly disapprove of any transit along the CKC trail in Kirkland, or from Bellevue to the South Kirkland Park and Ride, ever. The cost vs. benefit is just not there. Remove the environmental study from the ST#, this is a waste of money. Any expenditures at this time exploring or designing routes along the CKC and Bellevue to Kirkland trail would be a reason I would vote AGAINST ST3
EAST KING COUNTY	Please find a way to make the project done by at least 2020
EAST KING COUNTY	Puget Sound is rich in business -- from biotech to high tech to aerospace. Should not these companies, who profit from the workers who commute along these routes, help pay for the plan? Boosting sales tax places too much burden on poor people. For example, Boeing received 8.7 billion in tax cuts to keep the 777 production here. But no one thought to tie that to job numbers? Boeing jobs bleed of Puget Sound to states with "right to work" laws. Businesses, like Boeing and Microsoft, should help fund infrastructure improvements like this. They are huge beneficiaries of improved transit.
EAST KING COUNTY	Talking about bus transportation....not enough people use the buses!! Takes a lot of money for a few. Figure something else that would work better. You have that capability. Get someone with VISION and ALL THIS COULD BE DONE MUCH FASTER IF EVRYONE WOULD JUST WORK AT IT A BIT HARDER!!!
EAST KING COUNTY	Bicycle integration is great for me.
EAST KING COUNTY	Do not put any High Capacity Transit on the CKC Trail Remove the environmental study between Bellevue and Bothell via the CKC Trail Remove the proposal of mass transit from Bellevue to South Kirkland Park & Ride If all of these are not removed, I will actively work to defeat ST3 in November
EAST KING COUNTY	Do not put any High Capacity Transit on the CKC Trail Remove the environmental study between Bellevue and Bothell via the CKC Trail Remove the proposal of mass transit from Bellevue to South Kirkland Park & Ride If all of these are not removed, I will actively work to defeat ST3 in November
EAST KING COUNTY	Do NOT disrupt the Cross Kirkland Corridor. It's hard enough getting people off thier butts to work out and removing easy access for them to get out and about would have endless negative effects for a lot of people.
EAST KING COUNTY	The light rail across Mercer Island is an unmitigated disaster and is unfair to Mercer Islanders.
EAST KING COUNTY	The biggest barrier to transit use now, for me, living in Sammamish, is lack of parking at transit sites. The Iss Highlands P&R, Iss TC, and MI P&R are all completely filled by 9:00 am. I have heard the same is true for Eastgate. As retiree, I would prefer to use transit whenever I travel to downtown Seattle or Bellevue. But now, when I try to find parking at 10:00, it's a hunting process. Please keep this in mind as stations are planned.
EAST KING COUNTY	Need to see transit improvements quicker. Support improving BRT and utilizing existing infrastructure.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	taking too long to implement these projects
EAST KING COUNTY	The survey covers too many projects, especially the part where the respondent is asked to pick the two most important. There are simply too many choices and not enough information to make an objective selection. I would suggest to put projects into categories and then asked to choose the two most important categories. The individual projects within certain categories could be ranked based on their survey responses.
EAST KING COUNTY	I'm OK with busses using the freeway shoulders to stay on better schedules. However, these shoulders should have much better signage and unique striping to warn/notify motorists avoid accidents. People do not currently expect to get passed by a big bus from behind on the shoulder and sometimes wander over or use the shoulder assuming nobody is barreling down it. Also, your survey asks how many members of my 4 person household use mass transit. My answer is currently 1 - however with a better proposed system, the answer would be 4. You might want to ask the question "how many members of your household would use mass transit should your priority improvements get implemented".
EAST KING COUNTY	This plan may serve the typical commuter, but it does little to serve the general population or those without other transportation in outlying areas. It would be much more cost effective (much less than 50 billion!) to make buses free, add service routes and times, and allow buses to use the carpool lane and shoulder. Free service and more routes would result in more riders and less traffic.
EAST KING COUNTY	I am all supportive of expanding and extending public transit system, which is long overdue for our growing city and should be developed sooner than later. However, I'm NOT supportive of compromising our natural beauty to make way for new transit routes, such as having transit stops on or near Cross Kirkland Corridor - it's one of the best feature of Kirkland where residents, families, kids, pets can enjoy for many recreational activities without the concerns of passing by cars and fumes. The Cross Kirkland Corridor should be protected and alternative sites are to be explored for such expansion.  Sincerely [name]
EAST KING COUNTY	Rather have better and more effective road network with cheap parking. Much lower overall cost and much more convenient.
EAST KING COUNTY	The Issaquah plan should be on a faster plan. I90 is a parking lot most of the time now and we need improved services before 25 years.
EAST KING COUNTY	Get more funding. DO more trolleys, streetcars and fewer buses. Raise auto rates higher.
EAST KING COUNTY	Allow folks to donate to building the improvements
EAST KING COUNTY	I dislike having a general sales tax to pay for transportation. I agree that traffic is bad, but for that amount of additional money, I need some guarantees that it's going to help traffic. I want to see an accounting for every penny that we're currently spending on transit to make sure that we raise taxes by the absolute minimum, and priority should go toward raising taxes first on gas, car purchases, road tolls, etc., not general taxes.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	This will take too long. By the time the project is finished we will need to expand them again. Tax us! let us get things done.
EAST KING COUNTY	Kill ST3 completely because it's just another taxpayer money pit. Sound Transit has never delivered anything of value to the residents of South Snohomish County or North King County and never will.
EAST KING COUNTY	Keep buses on 405 not on the Kirkland trail. I will support the bond issue providing there are no buses or trains on the trail
EAST KING COUNTY	We are both retired and will probably be dead by the time it is completed. A waste of tax dollars for us.
EAST KING COUNTY	It's about time we got serious about transit. Should have done this thirty years ago, develment might have been different.
EAST KING COUNTY	Forget Bus and focus on cost effective,fast efficient rail services.
EAST KING COUNTY	Just think we should get the rail up and running along 405 and 5 corridor and across the bridges... I 90/520
EAST KING COUNTY	Do it faster!!
EAST KING COUNTY	Protect our trail!!!!!!
EAST KING COUNTY	Please...no transit on the Kirkland Trail. No train between Wilburton and South Kirkland....this makes no sense
EAST KING COUNTY	I'm fed up with subsidizing a system that does absolutely nothing for me at a tax rate that's punitive given the value of my house. Your estimates of what it'll cost are deceptive. How about telling us what the actual cost will be per \$1000 assessed value. I cannot afford this. I'd like to be able to afford to retire.
EAST KING COUNTY	I am OPPOSED to ANY Rail between South KirkInd and Totem Lake on the CKC
EAST KING COUNTY	By the time you idiots figure this out we will have self driving uber cars everywhere and won't need any of this
EAST KING COUNTY	Capital spending on improving bus access, number of buses and improving travel times by bus should come first because they cost less and buses are more flexible in all ways. That is why most cities got rid of street cars ( light rail) decades ago.
EAST KING COUNTY	The sales tax increase is the hardest part to swallow. WA is already ranked as the state with the most regressive taxes in the nation ( <a href="http://www.itep.org/whopays/WP5AppendixB.pdf">http://www.itep.org/whopays/WP5AppendixB.pdf</a> ). The additional sales tax will hit lower income people the hardest, making us even more regressive than we already are.  I think it would be much fairer to have it all collected as property taxes. (Even better would be an income tax, but until we follow Oregon's lead and replace all our existing sales taxes with an income tax, nobody will go for a new income tax just to fund one program.)
EAST KING COUNTY	It is hard to take the survey when we don't have info on the amount of congestion in the different areas to prioritize so I selected I don't know most of the time. If you really want our best informed opinions, could we get more information on this? We see cars "parked" but don't know where they are coming/going and which lines would be more advantageous to build out first - except our own experience which is what would benefit ourselves most.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	I think it will be critical for the ST3 package to show early wins for the communities on the east side of Lake Washington to gain their full support. I also think demonstrating the implementation benefits will be crucial for all people. Our park and ride lots are getting full and that can be a very real disincentive for new riders. We need to make sure our P&R lots are built to accommodate the growth. We need to show people how great the bus and rail system really is for everyone.
EAST KING COUNTY	I think for this area to really turn into the modern tech hub that people want it to be, the light rail projects are the most critical.
EAST KING COUNTY	STOP!
EAST KING COUNTY	Low income families should be exempt from bearing the cost of any of these projects.
EAST KING COUNTY	Buses are not rapid if they are stuck in traffic. They need dedicated lanes. We need more light rail on the east side of lake. It should be higher priority than going to Everett or south of Tacoma.
EAST KING COUNTY	No transit in Kirkland cross corridor trail. Ever.
EAST KING COUNTY	Need many more parking spaces at Tukwila Intl light rail station.
EAST KING COUNTY	This is such an important plan for our region. Traffic is worse than ever before, and while we have a robust network of buses, rail systems and trolleys, they don't actually connect with each other, which makes it challenging to get around the city of Seattle and from the city to the Eastside (on some days, I can ride up to 6 bus routes!). In my opinion, this can't happen soon enough!
EAST KING COUNTY	The time line is way too long. We are choked and businesses are suffering. Finally, I understand hwy 9 will finally have bus service. Please consider a connector between Bothell-Ev hwy and hwy 9 on heavily traveled 228th St. SE.
EAST KING COUNTY	There is a huge gap of transportation down Maple Valley Highway which would greatly improve access from suburbs and ridership I believe.
EAST KING COUNTY	We need to use all reasonable methods to help reduce traffic in our region. We are 25 years behind on this and should move as quickly as possible.
EAST KING COUNTY	Some of the questions on the survey are very misleading. Lumping bus service expansion with light rail is a perfect example of this. Also, your cost estimates are way lower than everything else I've heard. Just look at your figures. A 1% vehicle excise tax on a \$30,000 car is \$300 per year, 50% more than you say the total tax will be, on average. I think investing billions in a 19th and early 20th century technology is absurd, especially as numerous companies are logging millions of mile in self-driving vehicles. New technology will leave these trains in the dust.
EAST KING COUNTY	Plenty of parking and access to transit stations must not be overlooked. Spend a little now to make things more convenient.
EAST KING COUNTY	Please find a way to speed up this plan...I am 65 years old and can't wait this long!!!
EAST KING COUNTY	More and better transit is needed between Redmond and Downtown Seattle

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	Looking at the time frame for completing light rail projects leaves me in dismay. It didn't take nearly this long to build I-5 from Seattle to Everett including buildings being demolished. More people would be enthusiastic about this if they thought they would still be working or going to school or university by the time it was completed. I am all for the light rail project but much sooner. People in this region have no attention span. Use some urgency like it was Century 21 or I-5 or Metro; the cleanup of Lake Washington.
EAST KING COUNTY	Abandon the light rail and improve bus system. Light rail is too expensive. Light rail should have been implemented 30 years ago. Now Atlanta has our system (rapid transit). Do a better job of spending tax dollars. How about a tax decrease?
EAST KING COUNTY	Unfortunately I've watched the gov. overspend on so many "priorities", coming to the now defunct middle class for more money and having the projects either fail or cost much more than anticipated. I watch the few morning buses that have people in them and then they are almost empty. While you are cramming more people in for tax purposes, we the public are suffering with traffic so you can boast your reasoning for more transit. No parking at transit entry's (this isn't Paris where we can walk a 1/2 block for access), it's so shortsighted and this whole thing is a mess. I'm not willing to pay more for light rail into our small towns. Let high tech companies pick up the costs....they are the ones bringing in so many people! Go get the companies that are hiding their tax dollars out of the country but us middle class don't have the money to add to your "wish lists".
EAST KING COUNTY	Do not put any transit on the Kirkland cross court or trail if you do we will actively work to defeat the ballot measure
EAST KING COUNTY	We need income tax. We need to stop regressive taxation.
EAST KING COUNTY	I live in Kirkland - I get nothing but higher taxes - why should I support this? For years we have had crappy bus service and getting to downtown Seattle on the bus SUCKS - overcrowded and more often than not late - especially going home. Need to see better service before I support something like this. Sorry - WAY too expensive.
EAST KING COUNTY	I'm very concerned about the constant noise the trains will make in my now peaceful & quite neighborhood in Bellevue as they run from about 4:30 a.m. to 1:00 a.m. I'm dreading the construction we will be dealing with for the next 8 years too. I wish it wasn't happening. I think the above ground rails are going to be an eyesore too.
EAST KING COUNTY	Light rail. Not buses.
EAST KING COUNTY	We need to catch up to other large cities... thank you for attempting to do that.
EAST KING COUNTY	1 Why will old 520 bridge not be used to reduce congestion? 2 Rduce all tolls to \$1 so traffic patterns will return to normal. 3 stop adding bike lanes in seattle. This bogs up all traffic. Seattle's weather isn't conducive to bike riding most of the year.
EAST KING COUNTY	I live in the Alderwood Manor area (ZIP 98021). Progress has brought us close to 100 closely-packed new Homes in the past 5 Years, yet we only have one bus line (the 120) and while 120 service has vastly improved, it could be expanded to include the new neighborhoods - currently, anyone wanting to take the 120 from our now densely populated Suburb must walk 15 minutes to the nearest bus stop. We need a bus that serves the everyone out here - that 15 minute walk is awesome in Summer and dreadful in Winter. Please consider it...

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	<p>Parking! Parking! Parking! At the transit hubs.</p> <p>In order to change behavior, eliminate the uncertainty of not being able to find a parking place after 6 am, so people will drive to the park n ride instead of clear downtown. One missed appointment (frustration and damage) due to a full PnR, and that person will never try again - they know parking will only get worse. They will pay the money and drive downtown.</p>
EAST KING COUNTY	<p>Train technology is 150 years old. It is expensive to build and has not met initial projections. We need to think progressively and realize that technology can be utilized to reduce traffic. For example, employers and employees should both be incented so that employees live near their work locations. Government employees should show leadership by using 'Go To Meeting' or similar technologies instead of traveling to meetings and conventions. Our public facilities should offer free conference rooms equipped with technology so that video conference meetings can be facilitated. All of these technologies, and more, are available or rapidly becoming available and are more environmentally friendly and less costly than building more trains at an incredible cost for years and years to come.</p>
EAST KING COUNTY	<p>the 522 corridor badly needs rapid transit and better access to rail--and much expanded parking at the PNRs.</p>
EAST KING COUNTY	<p>Need to accelerate! Bus improvements need to happen now. Need to charge bicyclists for using roads to commute. Should require a special license. They are out of control!</p>
EAST KING COUNTY	<p>no mass transit from Bellevue to So Kirkland Park and Rise; remove the environmental study between Bellevue and Bothell; No high capacity transit. If not removed then I will work for the defeat of the STS in November</p>
EAST KING COUNTY	<p>Tax me and all the other well off people in the area. Spend enough to help us catch up with many other areas in the USA and around the world. Develop much more bus service to all communities and between them.</p> <p>Increase ridership and reduce pollution and traffic.</p> <p>[name] Kirkland, WA</p>
EAST KING COUNTY	<p>I'm slightly disappointed that it's going to take 12 years to get the light rail to the east side. I think that should be a priority especially with the amount of tech jobs on the east side.</p>
EAST KING COUNTY	<p>Washington State is in dire need of a progressive tax structure. Those that most depend upon efficient infrastructure, should shoulder most of the tax burden</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	Taxing all residents in the region is excessive for projects they will never use. Those who use the systems should be the ones who foot the bill. I vote against excessive spending and the resulting addition to our taxes quite regularly - and I'm a liberal voter! Yes, it's become that bad! I won't vote republican anytime soon .. this seems like a way for taxes to pay for things that corporations should be taxed for! If people were able to afford to live and work within the same communities, traffic would be reduced. Let these corporations build nearby parking and provide bus services for their employees. A free ride for them at the expense of the communities they should be supporting! At least Microsoft provides some buses for their employees!
EAST KING COUNTY	The funding is weighted too heavily on property taxes. This excludes renters in their fair share of the expense. The average \$200 you quote per adult is misleading. Using your numbers, I calculate significantly higher cost per adult in my household when factoring in the property tax increase.
EAST KING COUNTY	Projects are costly and should be planned out and paid for by the business that use them and even the sporting events that contribute to the congestion. Why should every taxpayer pay for those things that only a few people use.
EAST KING COUNTY	This may be alleviated with the light rail plan but I would use public transportation more often if I knew it would not be a hassle to get home in the evenings. Currently when I attend events in Seattle I often drive because if the event ends at the wrong time or the bus is too full I might have to wait an hour for the next bus.
EAST KING COUNTY	South section of 405 is overloaded. Rapid transit buses are not the solution. Build light rail.
EAST KING COUNTY	We need this in the Puget Sound area as traffic has gotten out of control. The taxes will hurt but the longer we wait the higher the cost will be.
EAST KING COUNTY	You fail to support those who live in the Kenmore, Kirkland, Woodinville and Bothell areas. And don't tell us we get busses!!!! I used to be for sound transit but their decision making and past track record of promises is worthless to my generation... point being the federal way extension.
EAST KING COUNTY	How about building some roads to increase capacity! Not everyone can ride the bus and most do not want to subsidize others who do. Make the riders pay for their own transportation and see how many ride the mass transit.
EAST KING COUNTY	Fund transit via the gas tax - that way you reward carpooling. Taxing people who own vehicles turns the transit debate into a non productive class warfare argument. And the reality is that everyone needs to own a vehicle.
EAST KING COUNTY	I strongly support increased public transportation. However, it is abundantly evident that there is a great deal of corruption in the spending of the tax dollars allocated to this cause. I would support an increase neutral third-party auditing of where this money is going, and what it is used for.
EAST KING COUNTY	Need high capacity transit on old rail right of way east of Lake Wash soon.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	Thanks for the efforts. I really feel this program is 25 years too late. There has been too much immigration into the US. We should have expanded the freeway system and limited immigration long ago. Quality of life is seriously on the decline due to overcrowding. We should integrate rail where efficient, and it should be self funded. The motorways also need to double capacity. Progressive cities like in Texas take action quickly. I would like to see us do the same. Thanks.
EAST KING COUNTY	The reason why MOST people strongly oppose paying for any new anything, is because most of the money ends up in the pockets of crooks, costing too much, and never completed on time if at all (i.e. Monorail expansion project, etc, etc). Your questionnaire did not attempt to address this lack of trust and the tax payers getting their money's worth. Too many see our nation heading towards a 3rd world corrupt nation (fascist democracy) where bribes and cheats are a way of life while tax payers are forced to pay more.
EAST KING COUNTY	Though buses are cheapest and easiest to institute people are less likely to ride them then the link or train. The bus is for poor people. It's a stigma, true or not, it will keep people from using the bus. Also, using a bus in traffic makes me want to be in my car. At least it's mine and I choose the passengers. I hope it works but I want the light rail. I would use that everyday, even get rid of my car. I won't for a bus.
EAST KING COUNTY	WASDOT King county government create projects with huge overruns costing taxpayers billions of dollars politicians and government officials along with corrupt contractors filling their pockets you guys are 30 years behind
EAST KING COUNTY	Add light rail over 520 bridge
EAST KING COUNTY	Do not put any motorized transportation on the Kirkland trail. Please take this off of any further proposals..
EAST KING COUNTY	I want Light Rail to connect to Renton.
EAST KING COUNTY	I support most of the objectives, but I do not support financing transit with a sales tax. Washington State has the most regressive tax structure in the country. Financing transit with sales tax revenue will worsen the situation.
EAST KING COUNTY	Where are transfers among trains required? How to tell how long total trip would be; for example: from Issaquah to downtown Seattle during morning rush hour? In this example, how many changes of vehicle are required?
EAST KING COUNTY	Timeline needs to be shortened significantly
EAST KING COUNTY	Would like to see the sounder run on weekends. At at least during the summer.
EAST KING COUNTY	Please do NOT use the CKC trail for any high capacity transit! Remove the environmental study between Bellevue and Bothell via the CKC trail. It would be a waste of money. ANY transit would disturb the environment. Also remove the proposal of mass transit from Bellevue to the South Kirkland d Park and Ride if it even touches the CKC trail.  I will actively work to defeat ST# if these are not taken off the table, even though I do believe strongly in transportation improvements. They are needed, but not at the expenses of the CKC Trail and the environmental destruction using this trail would casue.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	It is very important that the financial analysis of this project be correct. At this point I have lost faith that projects can be built on time or on budget. I would rather you under promise and over deliver. Cost overruns and delays make me and others less likely to fund mass transit projects. The \$200 per adult seemed low given my perception of history.
EAST KING COUNTY	Please reconsider Kirkland and going forward with plans on the Kirkland Corridor Trail. I use the trail daily for my commute but strongly support a mixed use. I've met with some on the "save our trail" folks, and I don't think I met one that has to be anywhere in the morning. Please don't let a group of self-interest retired people sway plans away.
EAST KING COUNTY	Build more freeways for those of us who use CARS and do not rely on public transit , for a number of reasons... Stop taking away freeway/ roadways / parking for "CARS" in favor of tains, buses, bikes! Not everyone can ride a bike to work or get to their work destinations public transportation routes... Safety on public transportation is a very big concern for many of us. That is another reason many prefer to provide our OWN transportation and not rely on public subsidized transportation... Thank you.
EAST KING COUNTY	Asking east king county residents to pay increased sales tax to subsidize a system that disproportionately benefits downtown Seattle (in economic terms), and does not deliver meaningful service improvements for 25 years (or ever, if previous ST initiatives are a guide) is totally unreasonable. Issaquah is woefully underserved already. Offering no improvements until an imaginary 2041 light rail extension is foolish and remarkably short sighted. Redmond continues to grow explosively and its major employer (Microsoft) is the most sustainable driver of our region's economy. The proposed service extensions again fall a day late and a dollar short. I am a consistent supporter of public infrastructure projects, but this plan is pathetically short on real value for my community, and in its current form I cannot support it.
EAST KING COUNTY	Do not put any High Capacity Transit on the CKC Trail Remove the environmental study between Bellevue and Bothell via the CKC Trail Remove the proposal of mass transit from Bellevue to South Kirkland Park & Ride If all of these are not removed, I will actively work to defeat ST3 in November

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	<p>The failed I-405 Express Lanes project MUST be rolled back. It has done nothing but cause trouble, take money away from our region, and unfairly hit those who are already poorest in time and money. The very idea of running bus service on the shoulders of I-405 is a stopgap measure that is dangerous and inappropriate. The 405 Express Lane project needs to be completely re-evaluated, the HOV allowance changed back to 2 person, and the usurious toll schedule reduced to reasonable levels.</p> <p>Additionally, more parking is needed at nearly every Park &amp; Ride and Light Rail station. If these locations fill up early in the morning, people are then unable to use the mass transit options available and must drive themselves. Insisting that by limiting parking people will walk or ride their bikes is a fool's gambit, given the hills and weather in this region - I'm not about to walk 1.5 miles in the rain to get on a bus to head downtown to a professional job, and few others are willing to do that either.</p>
EAST KING COUNTY	<p>Do not place light rail on the eastside rail corridor - this area is well served by a bike path and not a light rail.</p> <p>Get bus rapid transit (BRT) service on I-405 between Lynnwood, Bellevue and Renton live ASAP -- waiting 8 years for this is far too long the traffic on I405 needs to be addressed now.</p>
EAST KING COUNTY	Bike and pedestrian services must be included
EAST KING COUNTY	I don't understand what factors are involved with how long it will take to complete these proposed projects. Is it merely just an issue with funding? I would support increased funding to shorten the time needed to complete these needed projects and expand them further around Puget Sound
EAST KING COUNTY	<p>It really troubles and distresses me that we continually operate in a defensive mode rather than proactive - government and our medical field. Putting "band-aids" on things or "putting out fires" is such a waste of time and resources - and usually doesn't even solve the problems! If more forethought had gone into original planning, we would not have to be doing so much expensive backtracking. Like how about limiting developers so that we don't later have to deal with ridiculous amounts of traffic??!? The numbers of condos and apartments going up is crazy, AND (at least in the outlying areas) probably many occupants have 2 cars to a unit. We need to STOP THAT!. We obviously need to move forward with where we are, but I think that needs to be looked at, too. Along the same lines, asking to reallocate the Kirkland Cross Corridor after the fact is ridiculous on so many levels. First, if the land belongs to Sound Transit, why in God's name did they allow a walkway to be built on it??? It is a pretty standard principle of getting people on your side, not to give them something and then take it away. Better not to ever give it. I am so tired of wasted dollars on wasted and poorly used planning time and the big hindsight need to react. I sometimes wonder about the IQ of the people on these committees...</p>
EAST KING COUNTY	Tired of the Eastside getting short-shift and low-priority re light rail projects compared to the Seattle/Westside projects.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	Costs are completely out of line with fiscal reality, the timetable is too slow, and the department doesn't have a good track record in delivering projects on-time and on-budget. Before voting in favor of an initiative like this I would have to be comfortable that the funds will be managed responsibly.
EAST KING COUNTY	Parking is extremely important if people are going to use these services. Having no available parking at transit centers forces people to drive and negates the purpose of the system. I have lived near and used 6 different transit centers (Ash Way, Lynnwood, Canyon Park, Mountlake Terrace, Renton TC, and the Tukwila International Station and all of these locations are lacking in parking and often fill up before 7:30am with many people still looking for parking. This is unacceptable if people are expected to use this system. No one wants to add an hour or more to their commute by taking surface busses just to get to their main line.
EAST KING COUNTY	More rail will not solve the congestion problems of densification and will cost billions that could be used for road expansion.
EAST KING COUNTY	No transit of any kind onCKC Remove environmental study btw Bellevue and Bothell via CKC Remove proposal of mass transit from Bellevue to S Kirkland P&R If not removed I will actively work to defeat ST3 in November
EAST KING COUNTY	It isn't clear exactly where in Bellevue this station would be (I'm sure it's listed somewhere in the documentation, it just wasn't obvious). That would impact my perception of the plan, given Bellevue's size.
EAST KING COUNTY	Light rail is definitely not compatible with pedestrian/bike trail on the abandoned eastside rails running parallel to I-405. Combining rail and trail has not worked elsewhere including Europe. The best place for light rail transit is on pylons down the center of I-405 where it can connect with fly-overs at the various P&Rs. Light rail can efficiently go 60 mph along with other traffic on I-405.
EAST KING COUNTY	Sound Transit should pursue stronger penalties against people who violate laws that impede public transit. Several times a week along Howell St and Olive Way, cars block the bus only lanes. A bus full of dozens of passengers can't zip down these streets because of one person failing to obey the law.
EAST KING COUNTY	I cannot express how totally ineffective Sound Transit is. I have lived in many cities with rapid transit that works so well. Your uneducated plans for an area that is so broken up physically is unbelievable. Your plans for funding \$50 + bil. is out of sight and with no timeline for ending the taxation, is criminal!! I am so glad to learn the Federal Gov. is investigating ST for fraud. (talked with an agent) I am embarrassed how other states are viewing our totally inept DOT and Sound Transit fiasco. Is there a "sound head" at all in Sound Transit???

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	I will have to move is any of this Bull dung passes as my taxes will be too high for me on a fixed income to keep my house. I know, you do not give a damn about little things like that.
EAST KING COUNTY	I support getting effective mass transit in the Puget Sound region. I will rely on the people who have intimately researched the traffic flows to make the best decisions.
EAST KING COUNTY	I would be more supportive if I had confidence new money would actually go to fund the project.
EAST KING COUNTY	More and expanded park and ride lots are needed throughout the current transit system now.
EAST KING COUNTY	Please do not consider putting any High Capacity Transit on the CKC Trail. Also, could you remove the environmental study between Bellevue and Bothell via the CKC Trail? I would definitely ask that you remove the proposal of mass transit from Bellevue to South Kirkland Park & Ride. I plan to do what I can to work to defeat ST3 in November, if the above are not removed. Thank you.
EAST KING COUNTY	ST needs to slow down, stop for a moment, and ask the basic question of the evaluation of a 'Do Nothing" Alternative, or a BRT/bus only alternative. You have not asked the basic question.
EAST KING COUNTY	I moved here in 1975 and there was talk of rapid transit then. I felt then, and still feel, that rapid transit (rail) should run along I5 ( at least Everett to Tacoma), and along 520 and I90 from Seattle to Redmond and Issaquah. Bus transport should support this by going from stations outward. This is logical and covers the major transportation routes. Look at Japan, Europe, Boston, N.Y., Philly, and San Francisco. It works. Why are we making up other routes?? And buses on the shoulder?! Horrible! What about breakdowns and police work!!!! Where are they to go?
EAST KING COUNTY	Really want light rail from Bellevue to Seattle!!!
EAST KING COUNTY	Need more buses and less light rail. Buses cost less and routes are flexible.
EAST KING COUNTY	It needs to be completed quicker. The region is growing at a much faster pace than whet you have planned for.
EAST KING COUNTY	Renton needs more frequent, more reliable and quicker bus service!!! I take a Bellevue bus most days because Renton bus service is so horrible

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	<p>I support ST3 (E02) Rapid Transit on I-405. I am absolutely opposed to any motorized HCT (bus or rail) on the Cross Kirkland Corridor. I urge Sound Transit in offering \$20 million dollars to the Kirkland City Council for an environmental study to use this money to evaluate the feasibility of putting HCT (bus or light rail on I-405. The citizens of Kirkland want the Kirkland Trail to remain as it is for our local enjoyment. Again we will support ST3 on I-405 but not on the Kirkland Trail.</p> <p>We do not support ST3 HCT Bus or Rail on the Kirkland Trail. The \$20 million dollars that Sound Transit is offering to the Kirkland City Council for an environmental study should be used to evaluate the feasibility of putting Bus or light rail on I-405. We agree to support ST3 for the ST3 E-02 - Bus or Rail on I-405, but together with many other local Kirkland citizens we will vote against ST3 for any plans to put motorized, HCT, transportation on the Kirkland Trail.</p>
EAST KING COUNTY	<p>The plan is too slow in providing needed services. In 25 years, the proposed modes of transportation will be outdated and obsolete. Very poor planning!</p>
EAST KING COUNTY	<p>light rail is needed on 405 Renton to Bellevue its pointless to leave that gap.. buses do nothing to help and add to the already epic traffic congestion. it is consistently the worst traffic mess in the area</p>
EAST KING COUNTY	<p>I have seen other metro services add light rail at a much faster pace than this state. I have heard about light rail since before moving here in 98. Bellevue and Seattle still don't have services that support building the structure for parking to catch light rail or bus schedules that make it easy to navigate the system. Web support and navigating change of services, buses and times need to be made more user friendly. The few times I have used services were confusing and hard to navigate connections if you could get service at all coming from the eastside. Even the 'experts' had a hard time finding ways to get me where I needed to go.</p>
EAST KING COUNTY	<p>I strongly suggest to finish and pay for current expenditures, Then look at what has happened, and then make plans. Look Listen learn...</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	Light rail is slow. Cut the northern and southern most routes. Need to get heavily populated Ballard and West Seattle online more quickly. Not utilizing Kirkland connector is a waste. Immediate need to expand and build parking garages at all major park and rides. Should include public/private with lots becoming multi-story garages with apartments/market rate through nonprofit housing groups. Think south Kirkland. Include more parking than S Kirkland. It could use another garage in lot space.
EAST KING COUNTY	<p>I understand that the various stages of bringing about transit projects like this take a long time and that there really aren't many places where the time frame can be shortened, but the Eastside needs decent mass transit now. It shouldn't take an hour to go from near the Totem Lake area to Tukwila and vice versa, but there are several times during the day when traffic gets so bad that it easily takes an hour to travel that distance. I've had to go through downtown Seattle if I want to take mass transit from the near Totem Lake area to Tukwila on the weekends, which is frustrating and generally leads me to borrow my wife's car instead. The most convenient bus route for me to take from near the Totem Lake area to the University of Washington is the 277, but it only goes Westbound in the morning for a few hours and Eastbound in the afternoon for a few hours. That makes it difficult to stay after classes and participate in activities as a commuter student. The 540 has a better range of times, but requires me to take the 238 first, which adds more time to the commute. The 255 is even better with the times and goes much later into the evening, but then I have to get picked up at Kingsgate Park &amp; Ride because other buses have stopped running, not to mention it takes the longest. And so I am desperately wanting better transit options now, but am stuck knowing that it will be over a decade before they really come to me.</p> <p>I didn't use to think so poorly of Seattle's mass transit system because I came from a small town. But after living in Yongin-si, South Korea just off the Bundang subway line (about an hour south of Seoul via the subway), I've come to realize that Seattle's mass transit system could use a lot of improvements in reliability, coverage, and operating hours. Between King County Metro and Sound Transit, you at Sound Transit have done the better job with service expansions, especially the light rail. So please keep up the good work. But please also do what you can to bring transit improvements sooner rather than later. Because the Seattle area needs these improvements now and the growing population will only make the existing transit problems worse.</p>
EAST KING COUNTY	The only reservation I have is for the sales tax. Sales taxes are regressive and we already have some of the highest in the country. I'd be happy to see that tax come from anywhere else (though not increased bus fare).
EAST KING COUNTY	Loose all plans for anything bus related. Step it up and just lay the groundwork for anything rail related. Especially on the eastside. Renton to Lynwood line would be nice. Run another line across 520 as well. Move the timeline up. Cut it by 2/3. Get it done. Kick a [explicit] hole in it if you have to.
EAST KING COUNTY	Keep buses and light rail OFF the East Rail Corridor and Eastlake Sammamish Trail - there are few Greenways left in our backyards and tons of cement roadways-use them for light rail and buses as SAVE our endangered species, these greenway trails!! People move here for nature, not transit!!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	We can't keep putting off light rail in favor of buses just because it is more expensive. Our region wouldn't be the transit mess it is today if people had been willing to spend the money 30 years ago
EAST KING COUNTY	Parking needs to be addressed at future stations and current park and rides. As it is, there is not enough parking at the Kenmore park and ride or the Lynnwood park and ride. People can't use the transit service if they have no way of getting to it (because there's no parking!).
EAST KING COUNTY	There is no good connection from Kirkland to Seattle! Light rail should reach Kirkland!
EAST KING COUNTY	timelines are too long and they need to consider improving highways and roads too. Also, they should relook at their plan to use express lanes on I-90 bridge for light rail only. There should be a way to keep the existing highway and have light rail on top.
EAST KING COUNTY	I'd like to see folks come up with other means than property taxes to help fund these types of projects.
EAST KING COUNTY	Remove ASAP the Transit Center from downtown Renton. Makes downtown unsafe, especially after dark. Has increased the costs of our police department and our local and Property taxes.
EAST KING COUNTY	Do not put any High Capacity Transit on the CKC Trail. I believe the HCT should be run along I-405 instead. <ul style="list-style-type: none"> <li>•Remove the environmental study between Bellevue and Bothell via the CKC Trail</li> <li>•Remove the proposal of mass transit from Bellevue to South Kirkland Park &amp; Ride</li> <li>•If all of these are not removed, I will actively work to defeat ST3 in November</li> </ul>
EAST KING COUNTY	2 Things: I believe the region would support a higher 'levy' or tax, if it meant a quicker completion of the projects. If a new station opened once every 18-24 months, the excitement, in my opinion, would garner additional support. Lastly, I would like to see more coordination with all the different transit services.
EAST KING COUNTY	Stop spending so much tax money on traffic/transportation programs that hardly work (i.e., 405 tolls, unnecessary light rail routes, etc)
EAST KING COUNTY	Increase parking for the rail systems that are in place (especially the Sounder in Tukwila) and extend the rail system to Renton & Maple Valley.
EAST KING COUNTY	Any way to speed it up would be beneficial. We are grossly under performing in the area of mass transit for a city of our size and employment make up.
EAST KING COUNTY	I am against mass transit on CKC trail. I want to remove the environmental studies and oppose mass transit via CKC trail. I will actively work to oppose any of the above actions in November.
EAST KING COUNTY	CHANGE THE NAME OF BELLEVUE/WILBURTON STATION BACK TO "HOSPITAL" STATION!!!
EAST KING COUNTY	I am pleased that the Cross Kirkland Corridor is not being considered for development in the ST3 package. It makes more sense to have buses running on shoulder lanes of 405 for a rapid transit plan.
EAST KING COUNTY	It seems expensive, but we desperately need it. Go for it.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	It's wonderful that the ST3 plan is so extensive, but we need more! After the ST3 plan is approved and work begun, further research and planning should be done to fully connect the greater Seattle area through light rail. The rapid bus plans are a good stop-gap while waiting for rail to be built, but not sufficient long-term as Seattle grows. Please work hard to develop plans for further expansion of the light rail with additional stations, parking, and bike/pedestrian access.
EAST KING COUNTY	Stay off the trail!
EAST KING COUNTY	No High Capacity Transit on the CKC Trail
EAST KING COUNTY	The train projects should include restroom facilities on the trains or on the route. The trip from SeaTac to downtown Seattle is difficult for those with medical conditions. We are asked to pay for a system that we cannot practically use.
EAST KING COUNTY	I am most in need of northeast Bellevue to university area in a timely manner
EAST KING COUNTY	<p>I am strongly opposed to Sound Transit destroying the CKC Trail by adding High Capacity Transit. The argument that the trail won't be affected is bullcrap - a nice walk with your family and dog will be ruined by the rushing and noise of a disgusting polluting transit car.</p> <p>I strongly support removing the environmental study between Bellevue and Bothell via the CKC Trail, as well as the proposal of mass transit from Bellevue to the South Kirkland Park &amp; Ride.</p> <p>If the above items are not removed, and the high capacity transit on the CKC trail is not removed, I will ACTIVELY work to ensure that CT3 is defeated in November.</p>
EAST KING COUNTY	I wish this timeline could be finished sooner due to the rapid growth of the region and the giant quagmire that has become traffic in the region. I know there are many projects to consider but I do hope you take particular consideration at expediting rapid transit on the HWY 522 corridor even prior to light rail coming to the Shoreline area. The traffic has increased exponentially along this route due to toll-fee avoiders. Having a rapid transit system thru this corridor with service to downtown would have a huge impact on the traffic in this area and along both 405/I-5. We residents of these fast-growing regions appreciate the acknowledgement of this traffic influx and do hope you will take measures to reduce the traffic here! Thank you!
EAST KING COUNTY	I am against light rail and buses on the CKC.
EAST KING COUNTY	Do NOT (NOT) include the Cross Kirkland Corridor in any plan. It is a TRAIL, not something for mass transit of any kind. No light rail, no buses. Period. If it is included in the plan, we will vote NO in November.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	Funding: WA state and local regions need to fairly tax and collect corporate taxes instead of giving corporations tax breaks and other incentives to lure corporations to our state. Also we should subsidize via lower interest loans to worker coops knowing that loans to these businesses will result in company paybacks and future taxes paid to state and local regions. Continued higher taxation of citizens of this state only exacerbates the transfer of wealth from the middle class to the wealthy. Many of us are seeing our incomes decline and cost of living rise. I am retired on social security and I did not receive any COLA this year.
EAST KING COUNTY	Please do not use the CKC trail right of way for any TRANSIT. DISCONTINUE the study of Bellevue to Kirkland via the Trail Right of way.
EAST KING COUNTY	JUST BUILD IT!!
EAST KING COUNTY	Please do not put any trains on the cross Kirkland corridor trail and do not spend ANY \$\$ on the environmental study between Bellevue and Bothell using our trail. This is an awful idea and I will mobilize to fight it. So also please remove the mass transit proposal from Bellevue to South Kirkland Park & Ride. If this bad idea continues I'll continue to fight. Loudly.
EAST KING COUNTY	Do not put any High Capacity Transit on the Cross Kirkland Corridor (CKC) Trail Delete the environmental study between Bellevue and Bothell via the CKC Trail Do not consider mass transit from Bellevue to South Kirkland Park & Ride Do not fund with sales tax or property tax
EAST KING COUNTY	I know you are limited in your funding options given our state's archaic tax structure, but I wish more burden could be put on the developers building huge multi-unit dwellings on the Eastside and less on the proportionately shrinking home owners. Property taxes are already very high, and those huge apartment buildings add lots of commuters.
EAST KING COUNTY	Emphasis should be placed on expanding light rail.
EAST KING COUNTY	I am concerned there is a shell game here. I don't take bus to SLU any longer because there aren't any. The i90 busses to downtown are standing room only and keep getting reduced. Where did they go? Money being revoked and a lack of planning for expidientual tech growth in Seattle...this growth isn't happening at the same pace in Tacoma and tech folks aren't moving there. Stop revoking funds just to ask for more later. You can ask how the voters "feel" in studies like these but where are the actual commuter numbers? All I see is bike information and parking reduction notices flowing from city transportation teams... Your citizens are families too, not everyone can ride a bike and there aren't busses to take. I have little to no trust in the analytical abilities shared thus far, no demo data has been shared in this survey either, how are your voters supposed to support it??????

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	This is very expensive if it will add \$200 a year per person on an ongoing basis. Especially if we don't all benefit relatively equally from it. Also, when will the expense be charged to residents? I will oppose being taxed \$200 for at least 8 years with no service while waiting for projects to be completed. That's is entirely too long. There has to be a better & faster solution. I'd be willing to pay more for a quicker solution, but 8 years is entirely too long to wait. Our priorities and needs will have changed by then. This is not a helpful solution if it will be 8 to 12 years. Additionally, it's unreasonable that Kirkland to Lynnwood would not get light rail when that is one of the worst commutes.
EAST KING COUNTY	I would pay more to speed the project up even more.
EAST KING COUNTY	light rail ON 520!
EAST KING COUNTY	I lived in San Francisco a long time, and everyone used public transportation. It has been a shock to move to Kirkland and see how dependent everyone is on their car. I think there is a stigma against using public transportation for them. I suspect it will be difficult to get people onto the buses, like it will lower their status. They'd rather sit in an expensive car in crawling traffic on 405. On a different note, I'm glad to see the mention of bicycles, I just wish you'd mentioned it more. I ride my bike to work within Kirkland.
EAST KING COUNTY	Please stop increase in homeowners taxes for public rail projects. People who use these services should pay for them.
EAST KING COUNTY	We need light rail and it needs to be built as quickly as possible.
EAST KING COUNTY	Should have put light rail on the 520 Bridge to ease congestion. In addition, people using the 520 bridge should not have to pay such high amounts if they are sitting in traffic. The tolls should be lowered when in congested areas because what the heck are we paying for if the new roads aren't providing us a freedom from congestion?? The rates should reflect the congestion of I-90 bridge. When that bridge is congested, the rates go up on the 520 bridge...but if you're sitting in congestion on the 520 bridge, the rate should be lowered reflecting a very poor design and inability for the 520 to handle the congestion, with reason.
EAST KING COUNTY	Would like to see rail to Renton; spend far less time and money on buses and focus on rail.
EAST KING COUNTY	There is no scenario in which I, or residents in my area would see tangible benefits from any of these proposals. None of these are destinations I would benefit from. As it is, transit service takes 2 hours to get to my most popular destinations that take 20-30 minutes by car, requiring multiple transfer's. Fix that and I would be more willing to support these expansions.
EAST KING COUNTY	I will never use this--so don't want to pay for it!
EAST KING COUNTY	Consider the building of subways instead of surface projects that crowd out roads, other forms of public transportation, and land. The greater Seattle Area only have so much land. Put subways in your long term plans. Better invest now with our tax dollars instead of waiting for cost to go up in the future. Eventually, with a crowded population, we will need to build the subways; better start thinking and talking about them. They're also very convenient and fast.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	I-405 through Kirkland is a quagmire during rush hour traffic and even mimics rush hour on weekends. With 600 homes going in off 160th and another 200 west off 132nd, this is going to get worse.
EAST KING COUNTY	You people are morons Take out the express lanes and make them buss only lanes. This way there is a reason to take the bus, busses would run on time and be a viable option. Or, take out the express lanes and put a light rail system in its place.  Way to go this long without thinking about how to handle traffic, especially with the large number of Asians that can't drive in this area.
EAST KING COUNTY	we need more busses to get from sammamish to seattle that come as far as the sammamish park and ride
EAST KING COUNTY	The projects should be completed in the next 5-10 years.
EAST KING COUNTY	Run main lines from Olympia to North of Everett 405 167 520 i90 explain to the people that the cost may seem high but when you have these projects the workers spend much needed revenue in these areas. Everyone from business owners to dish washers get a bit of the action. Fuel stations ect ect
EAST KING COUNTY	Serve Snohomish County sooner.
EAST KING COUNTY	later buses to the east side (after midnight). Then I could mote reliably bus into the vcity in the evening for karaoke/clubbing and not have to leave early.
EAST KING COUNTY	There should be an optional bond that people could approve to accelerate all the building options.
EAST KING COUNTY	Build new lanes on the freeway to increase capacity. Light rail is a waste of money. I will be dead by the time your thru.
EAST KING COUNTY	1. Do NOT turn the Wilburton Rail Right of Way into a mixed use corridor. Per the FEDERAL RAILS to TRAILS ACT, this corridor is intended for TRAIL purposes only. NOT mass transit, trains, buses, or utilities. 2. Do NOT run light rail near the WILBURTON TRESTLE (a protected site), or near the sensitive estuary at the confluence of Richards Creek, Kelsey Creek, and Mercer Slough. These are sensitive tributaries to Lake Washington and home for bald eagles, numerous waterfowl, terrestrial wildlife, and delicate vegetation. 3. If ST3 wants to run light rail to connect Issaquah to Seattle and Totem Lake, run the train along I-90 and connect to ST2 near the South Bellevue Park & Ride. 4. Remove the environmental study between Bellevue and Bothell via the Eastside Rail Corridor. 5. Remove the proposal of mass transit from Bellevue to South Kirkland Park & Ride.
EAST KING COUNTY	Issaquah

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	First improve and upgrade the roads on I-5 especially in the Federal Way, Fife, Tacoma are. The roads are in disrepair. And the corridor between Newcastle and Redmond is a messes. Improvements need to be made to the S curves in Newcastle and at the 167 interexchange. The so called improvements in Bellevue with the new Toll roads have worsened the commute not improved it. Not everyone rides a bus. It is an inconvenience in my perspective and in my career.
EAST KING COUNTY	If you want cars off the road and are trying to socially engineer residents you need to make it easy to use and a time saver. If you want people to use link light rail - they have to be able to find parking. Link Light Rail needs to be available for all King County. KC is way behind in creating a viable transit system that is user friendly, not only for publicity.
EAST KING COUNTY	25 years is too long to wait. Promises made now will not be kept in a quarter-century. Reduce completion time for your plans to 5-year plans and provide light rail service connecting East side cities. Stop trying to connect small outlying towns to Tacoma and Seattle, or designing light rail to serve big companies and institutions only. It needs focus on general use between cities, mostly on East Side.
EAST KING COUNTY	Speed it up. Even at higher costs. Parking should be private. There should be housing above P&R's & retail on the sides.
EAST KING COUNTY	I would prefer a higher priority on the I-405 corridor. Why not light rail from Renton to Bothell (or Lynnwood)?
EAST KING COUNTY	The CKC Trail is not environmentally suitable for the increased burden of transit (or light rail).
EAST KING COUNTY	I don't support a full package bill by taxpayers - I might support a package that includes: contributions from those companies with direct access (boeing), taxpayer component, developer contributions to help with transit oriented development. I don't want to see just a taxpayer package.
EAST KING COUNTY	Could you please include plans to promote more people to bike to places? Thank you.
EAST KING COUNTY	Please make sure that parking at stations/park & rides is a priority. It does no good if people cannot find parking at the park & ride. Additional buses at least from Snohomish county are needed badly. I catch the 532 in Canyon Park at 6:15 in the morning returning to the transit center for the ride home around 4 or 5. I have not had a seat in over 6 months. We are standing room only and turn people away because there is no more room on the bus.
EAST KING COUNTY	I will vote against ST3. I live East of I405 and South of I90, which gets left out except for a bus route I would never use. I am retired, on fixed income, my property tax is twice what I paid per year for mortgage, tax and insurance when I bought the house, and will not live to see any of this completed.
EAST KING COUNTY	No bus or trains on CKC Trail, keep as pedestrian and bike Drop the environmental study between Bellevue and Bothell via the CKC Trail Drop mass transit proposal from Bellevue to South Kirkland Park & Ride If all of these are not removed, I will actively work to defeat ST3 in November
EAST KING COUNTY	why should I pay for something that I will never use?
EAST KING COUNTY	Fix the freeways and highways for cars.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	Light rail to Renton. ..
EAST KING COUNTY	The timeline for completing the proposed projects are ludicrously long and way to expensive! I will NOT be voting to support this expansion.
EAST KING COUNTY	Too bad tax can't be based on mileage per year through DMV tab renewal so users fund rather than property taxes
EAST KING COUNTY	ST3 is a waste of money, just like all of the other ST levies. deliver nothing on time, everything over budget, and full of [explicit].
EAST KING COUNTY	This is extremely important for the health of the region. Make it happen.
EAST KING COUNTY	You simply cannot be trusted with this project or the high sum of money involved. All the leaders of this fiasco should be fired and replaced with competent elected replacements.
EAST KING COUNTY	#1 priority should be the light rail connecting Seattle and the Eastside!
EAST KING COUNTY	\$200 annually is a Lie. First, tell the truth about the real cost and then ask the survey. Car tabs alone will be \$200 per car. Now add in increase in sales tax and property tax. Let's not overlook the cost of inflation and the overrides between now and 2041. The transit authority will come a beggin' at least 5 more times before it is done. Speak the truth...just once. PLEASE.
EAST KING COUNTY	No to light rail on Kirkland corridor, yes to busses on 405!
EAST KING COUNTY	STEAMROLLER OVER EVERYTHING! Keep expanding transit options! we all win when it's easier to get around. Fight the NIMBY's!
EAST KING COUNTY	I-405 from Renton to Bellevue needs extra attention. A 10-mile commute from the Renton Highlands to downtown Bellevue can take 2 hours on a bad day. The bus takes an hour, at least, and doesn't run often enough to make commuting for work easy on a bus. More needs to be down to facilitate transit into Bellevue from Renton and Kent, and other lower income suburbs. Or give people who are simply traveling through Renton/Bellevue need to be given ways to travel and stay off of 405 to open it up for those that must make that commute.
EAST KING COUNTY	Rapid transit funding takes money away from maintaining our roads and freeways and I5 is in desperate need of improvement and the need is critical. Our transportation needs can not be met by ST3 only. It should focus only on the most traveled corridors and use an integrated solution that relies on both rapid transit AND improved freeways.
EAST KING COUNTY	Thank you for bringing additional transit to the Eastside. We are one of the fastest growing areas, and are eager to be connected.
EAST KING COUNTY	I think by not using current infrastructure of the current rail system that runs along I 405 from Renton north bound is a huge waste! BRT feels like a joke. The current tollway slowed commuters way down and made traffic more horrendous, so that buses could at least make their rapid transit speed of 45 mph. Didn't seem to meet the needs of the people. Seems more people would utilize a rail system than a bus system and now that bus stop locations have been Deminished it makes it harder to get utilize bus transit. Build a rail system on current rail path along I 405, it is highly necessary.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	I fully support adding better public transportation within Seattle and also it's suburbs. In the long run, I think trains and light rail should be a priority over buses. Train and light rail is easier to navigate, has no negative impact on traffic, and is more efficient.
EAST KING COUNTY	Consider shifting the construction schedule to finish projects more quickly. 25 years is too long of a wait to connect issaquah with light rail.
EAST KING COUNTY	By the time you get this 25-year plan built it will be obsolete. Build faster! Include light rail from Renton to Lynnwood.
EAST KING COUNTY	I can't read the descriptors on my phone so I selected other. Why the hell is there no light rail going up and down the 405 corridor?? The right away was there for the taking you stooges!! Now you suggest more busses to travel on lanes we don't and won't have. You guys are super lame. Just look at where traffic is the worse and add rail there!! Start from Seattle and Bellevue and work your way out. You can't even connect Renton to Bellevue in a sensible manner. Look at a map...the cities are next to each other. Stop worrying about the idiots that want to live 20-40 miles from work. Who care about the guy who lives in graham and works in Seattle? Not me...they should move closer to work. Don't encourage sprawl.  Don't tax my property. Make the riders pay a fair share and use gas tax for the rest. Tax the rich, tax the rich, tax the rich. You guys are a broken record.
EAST KING COUNTY	Are you trying to lay too much on the voters at once? Historically, the public seems to like a smaller pill more often rather gulping down the whole bottle. You will have more success laying this out over 3 different votes. Look at the history. This even applies to school district asks.
EAST KING COUNTY	The more, the merrier, the faster, the better. Seattle must lead in transitioning more cities to rely on public transportation and making green travel the norm. Thank you!
EAST KING COUNTY	Businesses will begin to leave the Puget Sound area if we don't commit to a plan. More Eastside projects would be good... Kirkland stop on light rail?
EAST KING COUNTY	I do not support paying for transit with property taxes or car tab fees.
EAST KING COUNTY	Rail and Light Rail need to be prioritized. BRT means more vehicles on the pavement - this is not viable in the long run. Seattle is a leader in so many things. Unfortunately, the voters are often selfish and short sighted. The individual car is not the solution, it's the problem. We must provide viable alternatives, sooner rather than later.
EAST KING COUNTY	I believe the state needs to find a different taxing authority for these projects. Instead of a regressive sales tax burden, there should be an income tax. Since these projects mainly benefit future commuters, not current property owners, a more creative tax on businesses or commuters needs consideration. It is unfair to put this tax on current residential property owners who will probably have moved or be too old to use anything but the shorter-time line on the shoulder-use buses.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	I live in Kenmore and my top three priorities for ST3 are: Bus Rapid Transit (BRT) on SR 522 and NE 145th Street ◦Additional 300 stall parking structures along SR 522 - one in Bothell, one in Kenmore, and one in Lake Forest Park - to provide access to BRT ◦Light Rail Study for future SR 522 light rail
EAST KING COUNTY	25 years is unreasonably long.
EAST KING COUNTY	I believe that improving public transit will only help Seattle/surrounding areas. If transit is more effective and more easily accessible, people (including myself), will be more likely (and able) to use it! I strongly support public transit improvements of all kinds!
EAST KING COUNTY	this plan should have been done adn completed 20 years ago
EAST KING COUNTY	Enough with the buses, build some rail along, I5, I90, and 405 (all of it!). I will not longer support measures that have bus as part of the solution.
EAST KING COUNTY	I really hope parking is a strong component at all stations outside the city. This is still a car dependent area. I know from personal experience that the south Kirkland and south Bellevue park and rides are useless after 8 am, as they are filled to overflowing with commuters. If you want people to use the buses, build more parking! Also please consider partnering with car to go, or a similar service. A city dweller could take a bus / rail to the burns, pick up a car, and continue the rest of the way to their destination (probably not easily on transit). Alternately, a suburban type could take the bus / rail into the city for an evening event, and afterward, take a car to go back to their park and ride in just minutes, instead of waiting an hour or more for a return bus home - late night service to the eastside is crappy, which makes sense as the volume isn't there.
EAST KING COUNTY	My concern is the cost. What is the ridership going to look like and cost of ridership? This plan is also very drawn out with little to no impact short term. As a resident of Kenmore it takes me 45 minutes to get 1 mile due to all of the tolls and construction. I see no benefit yet and would like this also addressed.
EAST KING COUNTY	I like light rail not a fan of rapid buses,I may not understand them though. Are they like light rail in the sense, only on Highway with hubs to get on off at not getting on city streets? I'm guessing staying on hov lanes. Whatever you do if there is no free parking at hubs people will not use them.
EAST KING COUNTY	Build all light rails first. Building them shouldn't take too long! We need them now!
EAST KING COUNTY	Increasing sales tax is regressive and affects poor people more than the rich. An increases in sales tax should not be used to fund ST3. Instead, increased property taxes and motor vehicle excise taxes should be imposed.
EAST KING COUNTY	I want a bus to replace the 250 bus from Overlake Transit to Overlake Park and Ride to Seattle
EAST KING COUNTY	Please provide secure parking at the UW station.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	Why do we need links to Tacoma and Everett? We need more actual space on the light rail and more parking, not extended routes. It's already miserable now that we added a couple more stations. Renton needs more parking and transit, it's heavily utilized.
EAST KING COUNTY	The staggering lack of parking planned for rail as well as buses is a huge problem. The cost at \$200 per adult is far too high for the low level of services planned. In short, add substantially more parking immediately to all existing rail line centers, and add longer trains. Buy and run more buses immediately. Cost sensibility is critically important.
EAST KING COUNTY	consider using existing railroad right of ways that are now utilized as bike and walking paths
EAST KING COUNTY	I have a really hard time believing that this proposal will cost the average adult driver only an extra \$200 a year. I don't have any confidence that this will resolve our traffic woes. Invest in more buses and commuter trains while WSDOT should build more highway lanes. We need a balanced approach, not a fantasy of light rail. Residents are hurting financially just to make ends meet let alone pay for something so massively expensive. I vote "no".
EAST KING COUNTY	The oppressive government of this region will, of course, shove this solution down our throats. It doesn't really matter how we vote or what these surveys say. You will lie and cheat to get what you want.  I am looking very much looking forward to moving back to the eastern US once you make it too horrible to stay here. It's getting pretty close! Crack addicts everywhere, no values whatsoever. It's a fetid and horrible place to live.
EAST KING COUNTY	Remove multiple fees when changing buses or light rails in one journey. A quick bus ride down down can quickly turn more expensive than parking downtown for two people if you have to make a connection.
EAST KING COUNTY	I am all for these projects as long as they do not take away from great pedestrian and bike pathways that allow for outdoor recreation (i.e. I strongly oppose any transit addition to the cross Kirkland corridor).

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	<p>Plan priorities, schedule, and construction funding: Let's be sure to consider (are these 2012 publications still current?):</p> <p>Thinking Outside the Farebox: T4 AMERICA (Transportation for America) Creative Approaches to Financing Transit Projects <a href="http://t4america.org/wp-content/uploads/2012/08/T4-Financing-Transit-Guidebook.pdf">http://t4america.org/wp-content/uploads/2012/08/T4-Financing-Transit-Guidebook.pdf</a></p> <p>Innovative Funding Sources for Transit September 10, 2012 <a href="http://www.apta.com/mc/annual/previous/2012/presentations/Presentations/Team-Two-Innovative-Funding-Sources-for-Transit-Final-Report.pdf">http://www.apta.com/mc/annual/previous/2012/presentations/Presentations/Team-Two-Innovative-Funding-Sources-for-Transit-Final-Report.pdf</a></p> <p>Beyond the above, don't forget the tried-and-true: lottery! Develop games for each of the light-rail segments, e.g., Redmond, Issaquah, etc., start them NOW, and let the construction scheduling formula be determined in part by each community's participation. Continue these games for the duration of paying for the segment, especially by selling the game pieces at the stations, and even on the rail cars.</p>
EAST KING COUNTY	<p>The current proposal is too focused on the city of Seattle and light rail. Pierce, Snohomish, and the east side of King County get little benefit but yet have to pay the same amount. Bus service is far cheaper and is much more able to shift as employment and housing areas shift and grow. Light rail should have a place but the cost and very long build out period make it impractical.</p>
EAST KING COUNTY	<p>Why do always go after property taxes instead of everyone that would be using it... All the apartments being built to jam up the roadways to begin with? I live the buses and transit but the years and property taxes suck!</p>
EAST KING COUNTY	<p>Accelerate the timeline. 25 years is ridiculous to wait for light rail in a region with these resources that is growing at this rate.</p>
EAST KING COUNTY	<p>Waste of tax payer money. Has yet to reduce traffic on I-5 or I-405. Even spending 155 million on north 405 traffic is still bad. The light rail system should have started going north as far as the money would have funded . Not making the first part go to the airport. Did nothing to relieve congestion, north or south . Really the airport? Paine Field would have made more sense.</p>
EAST KING COUNTY	<p>Keep mass transit on I 405 and I -5 do not put them on city trails especially the Kirkland corridor trail</p>
EAST KING COUNTY	<p>Do the Issaquah light rail line first!</p>
EAST KING COUNTY	<p>We need to speed this process up. We do not have 25 years to wait!!</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	I strongly suggest you separate out the 3 issues; Light Rail, Bus Rapid Transit & Commuter Rail and make them stand-alone issues on the ballot for the voters of this State. I strongly oppose the expansion of Light Rail. It's a mode of transit that will be obsolete before it's finished and the cost vs. the benefit is staggering.
EAST KING COUNTY	I'm strongly for public funding of extensive transit options. I wish the greater Seattle area to not suffer some of the problems the San Francisco bay area suffered from in not adequately planning for growth, which disproportionately affect poorer folk. Good transit options and allowing for city growth are among the better ways of heading off some of these problems before they become too acute. Thank you for the work that you do.
EAST KING COUNTY	light rail from redmond to downtown seattle direct.
EAST KING COUNTY	Parking is essential at light rail stations, particularly on the east side. if one has to drive to the station, parking must be available.
EAST KING COUNTY	Raise taxes higher TEMPORARILY go get the funds to build out ST3 faster! Even the bus transit it too far out!!
EAST KING COUNTY	Light rail coming from the north (Northgate, Shoreline, Edmonds, Lynnwood) NEEDS to have stops in South Lake Union. Stopping at the Convention Center simply isn't good enough. South Lake Union will soon be the employment center of Seattle. It's silly that I'll need to ride link rail PAST my office building only to catch a northbound bus back to SLU.
EAST KING COUNTY	I have no faith in Sound Transit's ability to complete these projects in a cost efficient manner. Authorizing Sound Transit to raise our taxes in any way is a bad idea.
EAST KING COUNTY	Extending light rail to Redmond through Bellevue is the wrong approach. Why would anyone take light rail for 45-50 minutes when they could take an express bus in 20-25 minutes. Light rail is needed across SR-520.
EAST KING COUNTY	Better late than never. Let's do it.
EAST KING COUNTY	I do not notice anything particularly helpful to Newcastle. The South Bellevue park and ride is always full in the morning, as is the Mercer Island one. Those are our only options.. Most people just give up. A bus comes through on Coal Creek Parkway taking a long time to get to the Bellevue park and ride, where a transfer can take you downtown. And from the Newport Hills park and ride, you can get to the U district at certain times in morning. I wish a bus would come down Duvall and Coal Creek (same road) and just get on the freeway and go downtown.
EAST KING COUNTY	Please do not put transit running on the Kirkland corridor. Keep it on 405
EAST KING COUNTY	Do not put light rail or buses on the Kirkland corridor. Transit in that area should be run on 405
EAST KING COUNTY	Anything that doesn't go from Redmond to Seattle directly is pointless for many people.
EAST KING COUNTY	As a retiree living in the north end of Renton (3320 Aberdeen Ave NE) no bus comes anywhere near my home. The parking lots are full before I ever leave my home so I'm not able access mass transit. Worse, bus rapid transit forces my wife and I out of diamond lane to speed the bus. For me its a negative. When I look at where my sons live they won't have access until I'm long dead so there is no inducement for me to support this plan. Considering the car haters have reduced the number of parking lots there is no likelihood that I'll be able to benefit from the proposal

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	The whole plan is a day late and a dollar short. 25 years - seriously? Puget Sound's transit options are an embarrassment for a supposedly metropolitan city.... why does the plan not cover the new 520 bridge? The commute from eastside to Seattle is already intolerable, and this plan does not solve that unfortunately....nevertheless I am in favor as we need to do SOMETHING.
EAST KING COUNTY	Linking east side is crucial. Can't wait for 15 years to happen. We live in the US and projects in other parts of the world don't take this long to complete. Speed up or give up!
EAST KING COUNTY	- Extension from Overlake to downtown Redmond should be moved up.  - Bus rapid transit seems like a waste of money. Why bother? You're still mixing it up with surface traffic. I don't support BRT.
EAST KING COUNTY	I think light rail needs to go down I 405 from I 90. Then down Hwy 167.
EAST KING COUNTY	Bellevue to Seattle please
EAST KING COUNTY	What about Kirkland? Please develop the former BNSF railway to include light rail with bicycle/pedestrian access. I would love to be able to commute from Kirkland to Sea-Tac airport and Olympia!
EAST KING COUNTY	Needs to be completed much faster.
EAST KING COUNTY	Please remember those of us who use public transportation exclusively. Local routes are a necessity for us. I don't own a car... so if I go, it's on the bus, or the train, or...
EAST KING COUNTY	Can't afford this project - my taxes would be so high I would probably have to sell my condo. I would vote No!
EAST KING COUNTY	More parking at light rail stations. The parking at the Tukwilla station is a joke. It makes using light rail almost impossible at times, and if you can't rely on it, then why even try?
EAST KING COUNTY	get it going.....the puget sound region is behind 50 years compared to other major cities.....get big corporations to help foot the cost (msft amzn sbux f5 amgen etc.) because they won't benefit in the future if no one wants to move here because of gridlock
EAST KING COUNTY	The Cross Kirkland Corridor needs to stay unchanged, without buses running along it.
EAST KING COUNTY	Why so slow? Look what Los Angeles did in a much shorter time frame. You need to look for money from other sources, most transit users are not home owners but renters, yet you want homeowners to own the lion share burden to pay for regional transit. This is a heavy burden that adds to rising home prices making home ownership in our region unaffordable and disproportionately affects seniors and families with children. If you are going to also charge a tax on motor vehicle then you better create the opportunities for car owners to utilize transit. Not building adequate parking at light rail hubs particularly in the suburbs defeats the purpose to get us out of our cars and onto transit. Voters will not agree to pay for these urgently needed expansions if they cannot see the value in the associated cost. Be smart if you want voters to buy in to pay for these expansions, do not over burden vehicle and homeowners. More user taxes and a head tax (capturing renters) or the promotion of a Statewide income tax would be more appropriate and fairer taxing mechanisms.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	I am worried that the comprehensive nature of this plan will doom it to failure and we definitely need SOMETHING to help with congestion. Perhaps if you break off the pieces of greatest need (where traffic flows are currently the worst) into a separate package then folks would be willing to pay for it. By trying to give something to everyone the package gets even more expensive and, I think, is in danger of failing. I acknowledge that folks who would not receive service in their area are not going to be inclined to want to pay for it. So I am not sure what other alternative funding sources are available that would not penalize those folks.
EAST KING COUNTY	Light rail is the most expensive, least efficient and least flexible means of transporting people. Using railroads to transport people has always been a losing proposition. In the 19th century, when railroads were at their zenith, J J Hill who built the Great Northern Railroad said that "the passenger train is like the male breast, neither functional nor ornamental". Hill didn't use the word "breast", his term was far more colloquial.  Buses are practical as is Uber and jitneys. Rail is not.
EAST KING COUNTY	All of these plans sound great. However, what is frustrating for me is to live 6 miles from my job and not be able to take transit because to do so requires a commute of at least an hour when the very expensive drive only takes 20 minutes. This is because I live by the 520 bridge and work at UW. I cannot understand why there are no plans to put a train or light rail across 520. At present everything is centered on East Bellevue. It actually takes me longer to get to East Bellevue and the I 90 bridge than it does to just drive to work. There are no Park and Rides nearby that access frequent transportation options 7 days a week, meaning that no matter which way you slice it, you have to drive or Uber to get into Seattle evenings and weekends. I am sure these plans will be great for people who live and work in targeted areas. Meanwhile I will continue to pay hugely for "upgrades" on the 520 that have not benefitted me in the least.
EAST KING COUNTY	If you're going to increase service and want more people to use them. You HAVE to add more parking. Parking is a deterrent right now.
EAST KING COUNTY	We should focus exclusively on light rail to reduce congestion and environmental impact as a result of gasoline vehicles. Why such projects take decades when they took much shorter for countries like China? We should be able to do better than this preferably within 8 years to complete all the light rail projects proposed above. Take that as a challenge.
EAST KING COUNTY	Quit improving service to areas that are already well served e.g., Seattle and spend more on the eastside I 405 north south from Renton to Bellevue and beyond that are seriously underserved now. Put the old rail line from Renton to Woodinville to use for transit.
EAST KING COUNTY	I'm wondering if it would make more sense to invest that kind of money in automated driving systems and other improvements to hasten the arrival of  A viable self-driving transit system. Rail may become obsolete by the time these projects are done.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	Not sure why ST has an all (Rail) or nothing perspective on the CKC in Kirkland. Seems disingenuous to suggest only trains will work. While Kirkland is expected to pay \$20M or more per year and AGAIN get nothing! How do we extract ourselves from the RTA boundary, please?
EAST KING COUNTY	Do not put the bus route on our walking path in Kirkland. I am Very Strongly Opposed to this as it has become a huge benefit for Kirkland Residents, making our area a healthy place to live. Exercise is good for the body and mind. This path helps everyone in Kirkland!!
EAST KING COUNTY	Sick of increasing tolls, REDUCTION of general use lanes on 405 is stupid and obviously not in the best interest of the majority. Even exit lanes were removed and it is worse than ever! In any event, it reflects very poor management and citizens are predominately pissed-off. 405 has been made worse and cause too many fender benders and accidents, which makes the lane reduction even worse! I passed FIVE on the way from Kirkland to Kent. The State is jeopardizing our safety so they can take away from us and add a new tax. We ALREADY paid for all of this now we are being punished? And you want more? No way! Most citizens can't afford the tolls. \$10 to go to Seattle is ridiculous. \$10 Kirkland to I-5 is bureaucratic abuse. WA has high taxes and I don't believe they have been used well. Taxes are ever increasing at a rapid pace. We are not stupid. I don't care what you call it, every increase to our cost of living imposed by the government is a tax. Officials do not respect their roles as fiduciaries and custodians of OUR dollars. I might be more supportive IF the State had not screwed up I405 and 520 so badly. This is just more taxes on top of decades of unsuccessful projects that do not service the citizens of Washington State. Don't build on our Cross Kirkland Corridor walkway and park. Noisy stinky buses will ruin it for everyone here. Unscrew the 520 and 405 mess and you might find less resistance to other "improvements."
EAST KING COUNTY	25 years is way too long to get light rail to Issaquah. By that time I will be retired. 10 years seems more reasonable.
EAST KING COUNTY	The bus routes detailed in the plan should be replaced with light rail. I believe the most urgent part of the plan is developing light rail between Seattle and East Side/Redmond!
EAST KING COUNTY	I don't think Sound Transit should have so much say in this project. These stations, either light rail or bus stations are not good unless there is a parking lot for cars. Otherwise, how do I get to one and use them? I live a long and don't have the luxury of someone dropping me off and picking me up. I think there needs to be more police at some of the more dangerous locations.
EAST KING COUNTY	Let's do this!
EAST KING COUNTY	Please share data analysis behind these proposals, and expected ROI. It currently appears made up. I'd love to receive it via ktropin@gmail.com
EAST KING COUNTY	Having a light rail option to Redmond would really help with 520 access issues.
EAST KING COUNTY	The build out will take too long. I would be willing to pay more money if it was done sooner. We have absolutely gridlock and need alternatives that keep us off congested roads.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	Existing services are inefficient and poorly managed. Until Sound transit has a publicly elected board and the county level services are fully integrated I will not support any measure to increase funding to ST or any other transit.  WSDOT, ST and the others running transportation programs in this region have failed to take appropriate measures to implement projects to address real and pressing needs. Instead we get ideological failure and work-programs that do little but extract money from the community with little actual benefit.
EAST KING COUNTY	More East / West options with increased speed should be the highest priority. i.e. the link from Redmond to Seattle or making the bus system more efficient. All options need more parking availability.
EAST KING COUNTY	Make it happen faster!
EAST KING COUNTY	Light rail to Ballard should be completed within 5 years.
EAST KING COUNTY	Like projects to be done quicker. 12-15 yrs is forever. Traffic is killing us now
EAST KING COUNTY	Find some leadership and get it done!
EAST KING COUNTY	I will vote NO on ST3 if there is any mention that rail or BRT will be added to the Cross Kirkland Corridor. The CKC needs to remain a trail SOLELY for pedestrians and bicyclists. I strongly believe that adding the bus station on 85th St. and increasing buses on 405 will accomplish the transit needs of the area, so there is no need to ruin the trail that is enjoyed by so many people.
EAST KING COUNTY	Connecting the eastside (Kirkland, Bellevue, Redmond) is extremely urgent and needs to be recognized as a priority. 405 is the "other freeway" that parallels I-5 to move people north and south along either side of Lake Washington. There are major commuters that congest these areas that need to be dealt with to ensure the livability of these cities. What is going on with 405 between Lynwood and Bellevue is horrendous and cannot be dealt with with current means. BRT has to be functioning at higher levels and Light Rail needs to get established to start making a difference in people's transportation habits. Right now - it is so arduous to think about not driving a car that it doesn't make sense - this needs to change so people have choices. Right now, they don't.
EAST KING COUNTY	lets move forward!
EAST KING COUNTY	this virtually skips Sammamish, north bend, will not make it easier commute for those of us who live in Sammamish. At this point I work on first hill, I have to take 2 buses to get to work, a 25 minute commute by car, takes me an 1 hour and 15 minutes. The light rail should go straight along I-90 corridor from North Bend right into Seattle, no stopping in Bellevue.
EAST KING COUNTY	Sooner rather than later amigos; this is a long time coming
EAST KING COUNTY	The cross Kirkland corridor should be used for light rail and perhaps busses in the short term. Transit trumps trails.
EAST KING COUNTY	Rapid transit buses should be the priority. They are the most efficient and the least expensive option.
EAST KING COUNTY	most important is park and ride at light rail stations
EAST KING COUNTY	Better late than never.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	Goods and services do not move via rail or bus. Everything stocked in stores is delivered by truck via roads. Plumbers, electricians, and construction workers needs to use stocked vehicles via roads. Sales reps with carloads of equipment to demonstrate and samples to distribute cannot use transit. Many thousands of people work in these types of jobs that will never be suitable to use transit. We need roads and we need them to be maintained. For those who choose to live far from where they work, buses are a better option and are more efficient and much less expensive than light rail.
EAST KING COUNTY	The walking, biking corridor just east of Lk Washington Blvd in Kirkland should be left as is. Thousands of residents use the trail for recreational activities year round and it would devastate property values and the quality of life for residents who enjoy the serenity it brings to urban living. I-405 is a far better solution.
EAST KING COUNTY	The only way I would support more transit for me to use is if it could get me from Bellevue to Bothell in the same 30 minutes it now takes me to get to work everyday. To get from my house to work takes 3 buses and several hours. To me that is not rapid transit.
EAST KING COUNTY	Do not put any High Capacity Transit on the CKC Trail Remove the environmental study between Bellevue and Bothell via the CKC Trail Remove the proposal of mass transit from Bellevue to South Kirkland Park & Ride If all of these are not removed, I will actively work to defeat ST3 in November
EAST KING COUNTY	Convenient parking so you could use the service. I have to walk about 3 miles. If I use your service there is no place to park a vehicle and have to park in reseed risk street and still have to walk a mile,
EAST KING COUNTY	What you should be planning is a railway system that people can take CONNECTED, if not from Everett, at least from Bothell, to Kirkland, to Bellevue, to Tukwila, to Kent. Trains are better than the buses which can get stuck in traffic. You need trains. But your current plan starts and ends partly somewhere only. Plan for having a REAL project for once and not useless ones like the stupid lanes on 405 that cause more problems than good. Learn people. A real railway transit are like the ones in NYC or Chicago. If you want to help us, help us and don't just spend money to think you make yourselves look good.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	<p>The fact ST3 continues to maintain buses as an effective transit mechanism anywhere outside of the core of Seattle supports my contention that transit planners are hoping traffic gets so bad and if they dis-advantage 95%+ of the rest of the commuters (by making more not less transit lanes), residents of the Metro area will have to ride a bus or walk. I live on the Eastside and bus transit is so sparse and poorly designed, for me to take a bus anywhere I need to go would take 1 1/2 to 2 hours, one way. To perpetuate this as effective transportation is nothing short of moronic.</p> <p>The current ST3 plan SHOULD include major NORTH-SOUTH light rail on BOTH sides of Lake Washington; also, nowhere in this plan do major transit elements interconnect except at Seattle hub sites. I consider this to be an egregious failure for a 25 year plan.</p> <p>I find ST3 to be another ill-conceived and bungling attempt at transportation that (1) has not even a minute chance of achieving even minimal transportation relief nor effectively providing even a basis for future transportation needs, (2) will cost 10's or 100's billions of dollars in taxes that could be used for worthwhile projects and programs, and (3) only serves to bolster the opinion of many that those who are in 'control' of our transportation future should be re-assigned to more menial non-decision-making jobs.</p>
EAST KING COUNTY	<p>The light rail systems that are currently built are not being used enough and are costing more money to tax payers than they are benefiting. There is no current benefit to spending 50\$ billion on a system that will not reduce traffic. People don't want to ride mass transit.</p>
EAST KING COUNTY	<p>I live on Mercer Island. I cannot use Mass Transit because the Park and Ride is always full of off-island parkers. I cannot take the bus to a Sounders game because by the time the bus is always full and there is never room for even one islander to get on. We need better service NOW.</p>
EAST KING COUNTY	<p>Expansion should be covered with existing LR taxes/fees. Build extra lanes for vehicles!!! This state seems to do everything it can to punish drivers who actually fund transportation projects.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	<p>Please stop... this is a boondoggle. Mass transit is used less today than in the '50s. Yes...we have growth but let the market decide how to best handle that. For example: if everyone worked from home ONE day per week, we'd reduce congestion by 20%. Or people move to be closer to their jobs. DOT spends plenty on the roads, there is a pretty decent mass transit system in place that is underutilized. Let the market figure this one out.</p> <p>If you must build something, find the money elsewhere. As taxpayers we are endlessly being nickel &amp; dimed. Our family estimates that between Federal and State taxes we paid about 38% of our gross income - it just never ends and you keep asking for more. This strikes me as a power/money grab for perpetuating 25 years of union jobs and Sound Transit 'make work' projects. And let's not even get into the governments inability to build anything on time or on budget. Frankly, it gets harder and harder to believe even the best intentioned of you.</p> <p>I vehemently oppose this proposal and will vote thus in November.</p>
EAST KING COUNTY	<p>Busses aren't going to do anything. Ridding the bus takes forever and the get stuck in traffic. I live in downtown Kirkland and hate taking the bus to seattle because it takes forever. .... We need the light rail up and down 405, I-5, 520 and I-90 Can't believe a new bridge was build and no rails were put on it.</p>
EAST KING COUNTY	<p>Why isn't light rail even planned for Renton and that general vicinity? It is quite a shameful slight for this area that needs the same transit options as Seattle.</p>
EAST KING COUNTY	<p>The timeline needs to be substantially shortened. Pick up the pace of development. Make sure the engineering, construction, and project planning provides internships and job training for state citizens of all ages. Look at the construction and engineering not so much as a sunk cost but as both a jobs creator (including job training) and infrastructure development.</p>
EAST KING COUNTY	<p>Issaquah rail needs to be higher in priority! Come on guys, 90 will not move by then.</p>
EAST KING COUNTY	<p>As a region, we need to do all in our power to make Metro work better before spending one more penny on Sound Transit, other than building out the I-405 north/south solution; we should create a wide range in end-point consumer interchange options at every Metro and Sound Transit stop, create extensive parking around every Sound Transit interchange point, and work to integrate car sharing, and bike parking to link to all Metro and Sound Transit buses.</p>
EAST KING COUNTY	<p>I'm not sure this survey really provides for meaningful feedback on the plan. It seems designed specifically to support the plan, and not to understand how people feel the ST3 plan will affect them. This project is enormous in scope (hooray!), but it also heralds years of construction-related congestion, increased taxes, and nightmare commutes that can have a profound impact on the quality of life in our area. The survey didn't address any of my immediate concerns - mitigation for the impacts caused by this expansion.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	I'm a strong believer of bus rapid transit on 405. That has to be a cheaper solution than developing a new rail structure on the Cross Kirkland Corridor. If transit were to occur on the Cross Kirkland Corridor, then I would no longer support for the above projects.
EAST KING COUNTY	whole plan need to be redone you mist the boat we on the east side are paying a lot of money to help make down town Seattle commute a lot better as we on the east side sit in traffic on 405. We have a rail road line running from Renton to Lynwood let put the bridge back in over 405 and start using it for light rail. No more support from this side of the lake until you start giving us the service we are paying for.
EAST KING COUNTY	I do not trust giving ST 50Billion in one vote
EAST KING COUNTY	These projects are way too far out. Get these going much sooner. Very strong supporter of transit, but waiting 20 some years for some of these projects, is going to hard to get support from the average voter
EAST KING COUNTY	The time planned to extend light rail service to Everett and Issaquah of 25 years is ridiculous. Those connections are needed now. A 5-10 year timeline is too long as well. The longer Sound Transit delays building the extensions the more diificult and expensive it will be to build and develop. Sooner is better. No reason not to start constructing north and east side lines serving Everett, Redmond, Bellevue, Issaquah now and link them to the main lines in a few years. Same in the south with lines serving to Tacoma and JBLM. Start building the lines now, and connect to the main lines in a few years. Demand is already here. Build now. A comprehensive network of light ail lines will provide relief off I-5 and I-405. A single north south line from UW to downtown and Federal way while useful for those who live along that line is not a comprehensive network and has minimal effective use by the broader populace in reducing vehicle congestion in the high density areas. I don't use transit now because it doesn't go where I need to go. A light rail along 405 corridor, Everett to Bellevue to Renton and connections to Seatac, I would use all the time.
EAST KING COUNTY	Sound transit plans are too expensive and take too long for something that is slower than buses in general. It might be worthwhile spending all this money on building bus only lanes.  I'd strongly support transit and call it a worthwhile investment if the speed of light rail was at least 60mph on average if not higher.  As it stands, we pay too much for something that takes too long to build and offers very little overall value; it is faster to bus it down, drive or take a cab/uber than to take the light & slow rail.
EAST KING COUNTY	waste of money
EAST KING COUNTY	You need to build more parking facilities so people can actually use your transit system that we all pay for. Your little rail system won't do any good if we can't get to it.
EAST KING COUNTY	NO LIGHT RAIL ON THE CROSS KIRLAND CORRIDOR! NEVER.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	Light rail on the Eastside should be highest priority- not a 25 year wait.  Light rail in general should be the highest priority, with BRT as a stop-gap measure only that includes planned sun setting as light rail comes on line.
EAST KING COUNTY	Sound transit has proven to be an over zealous behemoth that cannot be trusted. The entire organization needs to be dismantled and redone with a structure that is representative of the all of the people paying for it - not just the socialists in Seattle.
EAST KING COUNTY	When will LR be extended from the University into Bellevue? This would allow my family and I to head to Seattle (from Redmond) more often.
EAST KING COUNTY	Spend tax revenue more wisely. Quit wasting money and there will be no need for new taxes.
EAST KING COUNTY	A joint plan that includes incentives for large companies to move operations into Renton, Tukwila and further south will help spread traffic flow and relieve congestion. If businesses continue to move into the Bellevue and Seattle core, you will see middle class and upper middle class workers pushed further out of Seattle and eventually out of the state.
EAST KING COUNTY	We're taxed enough already. What happened the money we gave you for this stuff?
EAST KING COUNTY	Thank you!. Its a bold and comprehensive proposal that will bring Seattle into the modern era!
EAST KING COUNTY	The plan should contain some wording, action towards evaluating the fitness of light rail in the 522 corridor, which is growing rapidly.
EAST KING COUNTY	I am a real estate developer now constructing Woodin Creek Village in Woodinville. Woodin Creek Village is located in the downtown pedestrian core adjacent to City Hall. It will include 1,000 new apartments and 75,000 sf of retail space when completed within 5 years. The first phase of 237 units is now partially complete and the first building with 75 rental units is now complete and totally occupied. When this project is complete, it will add about 1,500 new residents to downtown Woodinville. Right now, it is very difficult to access I-405 at rush hour and it will be getting much worse with Woodin Creek Village. I urge you to consider expanding commuter service to downtown Woodinville as soon as possible. The southern property line of the new development is adjacent to 171st Street, which is an existing bus line. Please don't hesitate to contact me at 425-885-1641 or at dreiss1947@msn.com for more information. Thank you for your consideration. Doug Reiss, Member, Woodin Creek Village Associates, LLC.
EAST KING COUNTY	In favor of rapid transit buses not in favor off light rail. Because you grouped these two together I have opposed most it it.
EAST KING COUNTY	I think it is all needed.
EAST KING COUNTY	More North-end light rail support for Kirkland, Bothell, and Woodinville would be great. Light rail should extend all the way around Lake Washington.
EAST KING COUNTY	This should have been done long ago. Let's get going!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	We are going to be driven out of our home due to ever increasing property taxes. We are on fixed income and we just cannot afford to pay any more. I assume all of these projects are going to have an effect. Just from last year to this year our taxes went up \$1600 from \$6300 to over \$8000. If this keeps up, in a couple of years our taxes will more that our house payment. We just cannot afford to pay any more!!!
EAST KING COUNTY	Need much more focus on rail and less on bus.
EAST KING COUNTY	Why isn't there a proposal for the Seattle to Issaquah-direct line? I ride the bus from the Eastgate Park & Ride and they are usually packed buses. This line needs to have improvements made especially with the expansion of houses and developments out eat of Bellevue. The proposal you have from downtown Seattle to Issaquah, doesn't help all the folks that use the I-90 corridor from Seattle.
EAST KING COUNTY	EXPAND SOUND TRANSIT DISTRICT TO PASS ALONG THE COST TO OTHERS THAT WOULD USE THE SERVICE. 25 YEARS TO EVERETT LINK RAIL IT WAY OFF BASE AND SHOULD BE REVISED TO NO LONGER THAN 15-17 YEARS IN LIEU OF THE OTHER ROUTES BEFORE EVERETT. EVERETT BOEING IS THE BIGGEST EMPLOYER AND EVERETT IS A MAJOR CITY IN SNOHOMISH COUNTY THAT SHOULD GARNER LARGER CONSIDERATION OF CONSTRUCTION TIME LINE. WHILE I DON'T USE PUBLIC TRANSIT I CERTAINLY WOULD GETTING TOWARD RETIREMENT AGE AND LYNNWOOD STARTING THE CONSTRUCTION OF A MAJOR DOWNTOWN DEVELOPMENT NEEDS TO HAVE MORE TRANSIT OPTIONS TO MOVE PEOPLE FROM THE ROADS TO THE PUBLIC TRANSIT (BUSES, LIGHT RAIL, EXPRESS BUS ETC). I AM FULLY APOSED USING PROPERTY TAXES TO THIS DEGREE BUT COULD BE SWAYED WITH MY MANY BOEING CO-WORKERS IF ABOVE WAS IMPLEMENTED AND SOUND TRANSIT BOUNDARIES WAS EXPANDED AND MAYBE COULD BE FOR PROPERTY TAXES IF HEAVILY REDUCED TO THE DEGREE IT CURRENTLY IS PROPOSED. ITS TIME TO LOOK AT BOUNDARY EXPANSION BIG TIME AND SPREAD THE COSTS. WHILE I DO FAVOR THE EXPANSION TO THE DEGREE THAT IS PROPOSED MAJOR TIMELINES OF SNOHOMISH TRANSIT (LIGHT RAIL/BUSES) MUST BE A PRIORITY FOR THE PUGET SOUND REGION TO GET MORE OPTIONS TO THE LYNNWOOD, EVERETT PATRONS.
EAST KING COUNTY	<p>Please provide realistic cost and timeframe estimates. The \$200 per year per person is wrong and misleading. For example, what would it cost for a family of four who has 3 cars, lives in a home valued at say \$800,000 with a combined family income of say \$150,000? I suspect the taxes would be significantly higher. I would propose you provide the taxes that folks would need to pay for all the various income levels, home values, car values etc. This way voters can make informed decisions versus being told a low-ball figure that really doesn't apply to many people.</p> <p>I would also recommend a gas tax as an alternative taxing mechanism. Gas prices are low and people would more likely support it. The Car Tabs is an expensive and flawed approach that is misleading giving its MVET based, the property taxes are unbelievably high and have nothing to do with transportation and sales tax are IMO the wrong way to go and will never pass. I myself would never support these taxes.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	Get these projects ( all ) done quickly and under budget! Its time to get it done. If we do not Expand to all heavy traveled areas then mass transit fails. Get this light rail added to more citys and it will get people out of their Vehicles.
EAST KING COUNTY	There is a large population that lives in South King County (Newcastle, Renton, Fairwood, Kent, Auburn) that could easily be transported via commuter rails on an existing right of way. Now is the time to nix "rails to trails" and keep commuter transit available to these folks! How many folks could be taken off the freeway if rail transit was provided between these communities to commercial centers such as Bellevue, Kirkland, Lynnwood and Everett.
EAST KING COUNTY	Why does every plan always include increase in property tax
EAST KING COUNTY	Perhaps those that use public transit regularly could bear the burden of cost of such projects rather than forcing those of us that cannot utilize the transit system, due to home/work locations and commute hours, to pay for it will into the future.
EAST KING COUNTY	The survey does not discuss the light rail across Mercer Island which should be higher priority or light rail along I405 which should be done and skip the bus lines
EAST KING COUNTY	Denver was able to biold a great rapid transit system over the yeArs. it's smaller than Seattle but its transit system is considerably better. They're not charging individual citizens \$200 per year. Juust adding sales taxrs endlessly is not the way to go! Add a state income tax if you need to, but dont keep endlessly adding sales taxes.
EAST KING COUNTY	The Eastside / Redmond links need to happen sooner, Redmond should not have to wait 4 yrs after MS get their light rail
EAST KING COUNTY	Projects should be funded by big corporations that are changing the transit needs of the community they are growing in (e.g., Microsoft, Amazon)
EAST KING COUNTY	Light rail on the 405 corridor not mor buses.
EAST KING COUNTY	No investments in transit are necessary. Instead the State should partner with tech companies to pass legislation enabling use of self-driving cars and facilitate development of infrastructure for self-driving cars. That infrastructure should be funded through direct taxation of self-driving vehicles.
EAST KING COUNTY	Public transportation is a joke in Seattle. These plans are all great and greatly needed however with these times frames. I feel it will be to little to late as traffic explodes. Please expedite all of this.
EAST KING COUNTY	Timeline: completion sooner for environmental and traffic reasons.  Cost: \$200 a year is a lot for low income families. Perhaps this should be reduced.
EAST KING COUNTY	to BUILD TRANSIT ON THE KIRKLAND CROSS CORRIDOR IS A HUGH MISTAKE. ENVIRONMENTALLY IT IS SUCH A SENSITIVE AREA . THIS IS NOT A GOOD OPTION

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	some day mass transit might be more useful to more of us, but for to long, the whole north west has been in the mind set of "get in your car and go". especially since mass transit has always been so limited in where it reaches, & even w/all the new plans, its still years away. i'll probably be dead before its really useful (63 now). then, there's the behind schedule & cost over runs, & now "big birthda" is goin shut down the 99 viadut for two weeks. w/all the problems its had, how can anyone have a confidence that any public & private authority has our best interest at heart when we heard all the time about no accountability when it comes to where the money goes.
EAST KING COUNTY	Make sure that there are incentives to finish projects earlier than planned. More oversight to avoid misuse of funds and corruption.
EAST KING COUNTY	This is long overdue. I'm from NY and used mass transit my whole life. NY was smart enough in the turn of the century to foresee the importance of tunnels, bridges and train service. This area still likes to think that it's a "small town" and it's far from that. Let's face the truth that this is a major bustling city and in desperate need of alternative transportation to help alleviate traffic!!
EAST KING COUNTY	the traffic on I405 through Bellevue will not be resolved without ALSO tolling I90.....having one bridge tolled and the other not is a "head in the sand" approach.....why has traffic changed dramatically negative through Bellevue?.....it is the tolling inequity that sends more commuters south through Bellevue to get to Seattle and north through downtown Kirkland to avoid 520.
EAST KING COUNTY	Expand transit on existing rail lines and in existing transportation right of way. Tunneling is costly and time consuming.
EAST KING COUNTY	A express from Renton landing to Seattle
EAST KING COUNTY	This survey is extremely wordy - how are you getting input from limited English speaking populations?
EAST KING COUNTY	i AM ABSOLUTELY 100% OPPOSED TO ANY LIGHT RAIL USING THE NEWLY CREATED CROSS KIRKLAND CORRIDOR. EXCEPT FOR THAT I AM IN FAVOR OF ALL OTHER PROJECTS BUT IN PARTICULAR THE ONES ON THE EASTSIDE OF KING CO BECAUSE I LIVE THERE.
EAST KING COUNTY	First, I don't like sound transit. Not happy you're taking this on. I'd rather you go - anyway. The Broadway light rail seems painfully slow. I don't care that it's a "consistent" speed. It's also consistently annoying. consistently in the way. consistently a poor choice. These are baby steps for a fully grown city. We need to grow TFU and have regular modes of traffic vehicles like subways. I've been to other cities in the world that are challenged by hills, neighborhoods, and other obstacles- they handle it. Frankly, I'm hoping you fail so we can choose something else.
EAST KING COUNTY	Improved mass transit and in particular the significance of the light-rail in bringing the region together can not be emphasized enough. This is the way forward and I will happily do my part to keep it moving forward.
EAST KING COUNTY	The problem I have with the plan is (a) how slow it is to develop and (b) the tax NEVER ending.
EAST KING COUNTY	Let the people who ride the bus, train, light rail pay for any improvement. Better yet charge people riding bikes a fee.
EAST KING COUNTY	Drop the DANGEROUS proposal to put Light Rail on the I-90 Floating Bridge !!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	<p>Pay off ST1 &amp;ST2 bonds before layering a third level of taxes for ST3.</p> <p>Avoid building new Light Rail lines/stations unless cities up-zone and improve streets to support increased density. For example, Issaquah is constrained by the urban growth boundary, narrow streets (Front Street, Newport Way, Sunset Way), so why are we spending billions of dollars for a dead-end light rail line?</p>
EAST KING COUNTY	<p>Tolls and usage taxes on roads are extremely regressive, because they punish working-class commuters disproportionately to the most well off. In addition, having to wait 20 or more years for many of these projects is absurd. It is time for Washington to institute a state income tax that can be applied as a progressive basis of income, and to put that money toward fixing our infrastructure and phasing out tolls.</p>
EAST KING COUNTY	<p>We've been paying for Sound Transit from the beginning. It was suppose to provide improved bus service to us before light rail became available. So far bus service has decreased so we have been getting less. Since light rail will never get to where we are and you are not planning parking to where we would have to go to get it, it is a flawed plan. We also won't vote for any plan which essentially writes a blank check where we would pay each year forever without any guarantees that anything will be done on-time or within budget.</p> <p>We have never understood why Sound Transit was separate from Metro and adds just another layer of government. Just is a waste of tax payer funds.</p> <p>The only time we ever use transit is if we have to go to downtown Seattle to go to jury duty. Otherwise it doesn't effectively get us to where we need to go. For example I tried to plan a trip from Redmond (not downtown) back to my house and the trip would have cost me over \$8 and would have taken 2 1/4 hours to complete because it routed me in toward Seattle and then back before routing me toward my house. I could have waked home in less time. So we are not in favor of any project or system which costs so much money and which we will rarely if ever use.</p> <p>We will be voting no and recommending others to do the same.</p>
EAST KING COUNTY	<p>Based on the past fiscal performance of sound transit, this plan is a complete and utter waste of money. Something must be done about oversight of funds before I will EVER support sound transit again.</p>
EAST KING COUNTY	<p>please stop lying, the UW station was years late and over budget. Resetting the schedule and budget does not mean you were ahead of schedule and under budget. I come up with nearly \$400 per adult, your numbers are not accurate. QUIT LYING</p>
EAST KING COUNTY	<p>please, make Redmond and Bellevue a priority!!!</p>
EAST KING COUNTY	<p>Coordinate projects with the East Rail Corridor proposals to develop the most effective, bang-for-the-buck mass transit system.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	Please read my patented plan for transportation improvement using light rail (monorail) on elevated pylons down the center of freeway, and using platforms adjacent to Park-N-Rides, with passenger walkways from the parking lots already in existence to the center platforms for ingress, egress of passengers. This way, there are no Right-of Way issues, land purchases..just a simple, effective, attractive means of improving transportation, and usership. Allows connection at Park-N-Rides to public transportation, and bicycle use as well.
EAST KING COUNTY	Adding more lanes to the entire length of I405 would be of more benefit to more people at a much lower cost per mile and be more affordable, and take less time to construct.
EAST KING COUNTY	I think businesses should also share the cost of this proposal. No information was given about cost sharing for businesses. Does this mean all homeowners carry the burden of paying for this?
EAST KING COUNTY	Bring light rail sooner in the I-90 corridor from Issaquah to Seattle. Object to our area being included in the tax when we have no bus or transit service near us. 405 Renton to Bellevue should also be a great priority
EAST KING COUNTY	Transit in WA will always be hindered by our lack of a state income tax. Property taxes and sales taxes are regressive, and everyone who reads a few books knows it. I am VERY pro-transit. I do not drive AT ALL anymore. But I'm not too supportive of us continually, brutally taxing the poor when we need something new in this state. I feel a state income tax is something transit authorities should be vocally and actively supportive of.
EAST KING COUNTY	Light rail needs to go across lake wa to Kirkland to redmond. This is a massive failure to this point. Use the old bridge pontoons to get this done.
EAST KING COUNTY	Strongly support BRT (electric buses) and walking bike path along the 100' right of way along the previous rail corridor from Woodinville to Renton.
EAST KING COUNTY	Why don't you invest in high density affordable housing so people can afford to live near their work and not commute so far. It seems like a no brainer. I am opposed because of the construction/traffic nightmares this will create and the fact that by the time this is done in 25 years, I will be retired and won't care about traffic. Why so long? Can't you hire crews to work around the clock? I will support this only if the busses and light rail come every 5-10 minutes around the clock and don't serve as commuter services. Also, please invest in smaller busses that come more frequently. The only time they get close to fill is during the commute and on the way to games.
EAST KING COUNTY	This needs to be done, and I hope this is the right way to do it.
EAST KING COUNTY	234 bus used to go directly to downtown Seattle from Kirkland/Kenmore.Now it doesn't. Bring it back please.
EAST KING COUNTY	I think the value of connecting the suburbs is undervalued.
EAST KING COUNTY	Keep ST OFF the cross Kirkland corridor!!!!
EAST KING COUNTY	Get it done faster!
EAST KING COUNTY	We need rail now!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	Suburbs really need additional support in terms of frequency and accessibility of transit services ie more express locations and times
EAST KING COUNTY	The plan has focused on North South routes and generally ignores the eastside. The car commute across the floating bridges has grown exponentially and the growth continues in Issaquah, Sammamish, Snoqualmie Ridge, etc, yet ST continues to ignore these areas.
EAST KING COUNTY	While I support the plan, the burden on tax payers is too high. Another financing option must be found or I will vote against it.
EAST KING COUNTY	Allow day passes across all transportation options. People shouldn't have to pay separately if they move from bus to train. That is discouraging to visitors and locals as they observe options for getting around the area.
EAST KING COUNTY	I am sick and tired of being left off the map, so to speak. The transit options in my area are horrible. I could catch a bus at the top of my street that would take me to downtown Seattle in 1.75 HOURS, or I could drive there in 30-40 minutes. Or drive to light rail and be there in 45-50 minutes including my drive time to the station. I feel like you keep adding transit in the same areas that already have pretty good transit options, while you completely ignore other areas. Your ballot measure is a big expense, and though I am pro public transit, I find myself so irritated that your planning ignores the Renton/Maple valley and Kent East Hill areas that I do not know if I can support it.
EAST KING COUNTY	1) The question about picking two top projects did not allow me to mention another that is critical - construction/completion of SR 522 BRT. 2) It is also important that the BRT system along 405 include frequent headways, several stations, and connecting Express Bus; 3) The LRT expansion to Everett via Paine Field needs to occur much sooner; 4) The Bellevue to Issaquah link is important to keep on the list
EAST KING COUNTY	London completed far more and far sooner. Do more, do more sooner.
EAST KING COUNTY	I find it difficult and very challenging to find parking at link light rail stations and would want more work and support on parking structures for the stations. What work is being done with current stations and future stations for parking. I know some of the current stations are in neighbor hoods but would want a solution or more options to park my vehicle.

<p>EAST KING COUNTY</p>	<p>1) Sound Transit should focus on light and heavy rail. If SoundTransit is going to get into the bus service through "express" or BRT routes than ST and the bus agencies in King, Pierce and Snohomish counties should be combined so that jointly they can be run more efficiently. I've never understood why my ST 545 'express' bus takes longer to get to and from Seattle than the 'regular' Metro 268 route. Seems odd to call a route express when it has more stops and takes longer.</p> <p>2) ST should focus on mass transportation and let the agencies and developers pay and be concerned about Transit Oriented Development. ST is spending enough on the transit infrastructure it shouldn't get involved in development. Besides with a fixed rail asset the higher density will occur over time, it doesn't need to be pushed or forced. With movable routes such as BRT and other bus routes TOD will not occur naturally and ends up being forced and may have a higher failure rate.</p> <p>3) Light rail is really needed along the I-405 corridor. More so than light rail out to Issaquah, Redmond, Ballard or West Seattle. While I know it would take longer (+20 yrs) to get the light rail ROW and infrastructure in place I think long term that the money is better spent on light rail, fixed infrastructure rather than spending it on improvements and stations for BRT that may or may not be required in 50 years when the light rail is built along the corridor. Think long term please. Your planning horizon should be looking at 100 years or more even though the phasing and planning may occur in 10 or 20 year chunks due to funding sources. The BRT expenses along the 405 corridor are a stop gap measure. Eventually light rail will be built along that corridor because of the volume of traffic (people) using the corridor 24- hours a day.</p> <p>4) I find it interesting that the BRT is proposed on the highway that is currently being tolled. Could it be that WSDOT doesn't want light rail along that corridor because it will take away from the vehicles that might be paying tolls?</p> <p>5) I think those that use transit should be paying more for it's use.</p> <p>6) Rather than telling us that the new funds will cost us about \$17 per month, state how much total we are paying since we are still working at paying off ST1 and ST2.</p> <p>7) With all the above said, I think that the light and heavy rail improvements you have made are excellent. I remember when ST was voted in and in danger of losing federal funding. I think ST has come a long ways. Congratulations and Good JOB!</p> <p>8) By the way, I remember as a kid going to an I-5 overpass in Mountlake Terrace in the 70s and waiting for a car to go by on the new freeway. I know what the traffic was like then, 40 years ago, what it is like now and imagine what the traffic will be like 40 years from now. 80 years from now if you quadruple the amount of traffic we have currently the only way we will be able to handle it is through a rail system or some futuristic air mass transit. Good luck with that!</p>
<p>EAST KING COUNTY</p>	<p>Parking at these park and rides is already pretty terrible. With the growth rate we are seeing, many people will not be able to utilize this system realistically. Mass transit really need to be rethought of as a whole and there needs to be easy ways for people to get from neighborhoods to these major transportation arterials. Otherwise there has to be a lot more investment into park and rides.</p> <p>It's pretty bad when park and rides fill up quickly after they were just redesigned. Almost like there was not planning for future growth.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	There is clearly the need and I want to get behind this but struggle to do so. I have very little faith that this type of project can be managed on time and on budget. All other recent project overruns prove otherwise.
EAST KING COUNTY	Kirkland is not included in these plans which would affect my family.
EAST KING COUNTY	Why is there nothing in these plans to increase parking at bus P&R lots???? So many of us would use ST rapid buses from eastside to Seattle but there is no parking after 8am at the latest on weekdays. This is really deplorable.
EAST KING COUNTY	This is an ambitious project but absolutely necessary to relieve congestion.
EAST KING COUNTY	i believe that busses are the best solution as busses can follow the population better than fixed rail.
EAST KING COUNTY	Your estimate on cost per household is MISLEADING! I love and use transit daily but you need to be truthful about the actual costs and the length of time you will be collecting these taxes.
EAST KING COUNTY	Absolutely opposed to the elimination of express buses between Seattle and Issaquah/Issaquah Highlands
EAST KING COUNTY	The bus lanes and commuter lanes operate on property that was taken buy eminent domain. The lanes belong to ALL commuters. The State has NO right to steal this property for "commuters" or people that can afford TOLL lanes. This is a penalty for the poor and middle class people. The transit project are NEVER done on budget or on time and never will be. Stop this nonsense. Get Elected People to oversee the Transit Authority.
EAST KING COUNTY	I think consideration of the culture of the greater Seattle area commuters would prove to help understanding needs without forcing underused services that costs a lot of unnecessary money.
EAST KING COUNTY	Privatize the public transportation system. Use the funds for law enforcement and teachers instead.
EAST KING COUNTY	The lead times are overwhelmingly long, the costs overwhelmingly high, and the benefits - miniscule and totally not worth the wait or the cost.
EAST KING COUNTY	The cost to the average adult is extremely understated and the timeline is 25 years for some areas, which there will be delays and cost over-runs. The tri-counties can even maintain the roads we have. My car is taking a beating every day going to and from work. The bridges and infrastructure is in terrible shape too. We road maintenance and a new direction on traffic congestion in Western Washington. This price tag, \$50B is way over the top!
EAST KING COUNTY	Purchase right of ways for future development. The cost of mass transit is stunning; both the initial investment and then the operational cost.
EAST KING COUNTY	As a bus rider, I want the region to focus on building additional roads and lanes. This will help improve bus speeds. The items you have proposed arent going to get those darn single riders to adopt transit. focus on the roads and make bus a more compelling ride by having efficient routes and speeds.
EAST KING COUNTY	Sound Transit is a money grabbing parasite. Stop stealing from the taxpayers and funding your silly little trains. What this region needs is more FREEways to move people between home and work. Quit trying to socially engineer our lives with your boondoggles.
EAST KING COUNTY	Cost is way too high. Rail is not as flexible as busses.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	The WSDOT program is a fraudulent group and needs to be shut down entirely. Our State needs to hire and pay independent contractors to actually finish transportation projects and not continue to tax our citizens over and over again for services we have already paid for with our tax dollars. WSDOT has failed at every project in monumental proportions and they have the audacity to continue to put forth programs with unrealistic time lines (25 years???) and indefinite tax increases to pay for their mistakes and continued mismanagement of this outrageous tax and spend arm of our state government. Obviously we need good transportation management in the entire state but I wouldn't trust WSDOT/ Sound Transit or whatever name they go by with one more dime of my money! Shut them all down...NOW.
EAST KING COUNTY	First, the project is unnecessary. Second, the \$50 Billion projected cost is ridiculously low. It cannot be done for that price. Third, the TAX will become permanent just as have other taxes. When the will of the people to have Charter Schools cannot be supported, then do not expect ANY support from me for other projects
EAST KING COUNTY	Total waste of taxpayers money
EAST KING COUNTY	Outlaw LOOT RAIL !!
EAST KING COUNTY	by my estimate this represents project costs in excess of 50 billion dollars. One does not know if these are current day dollars we are proposing for projects or for taxes for that matter. Of course there is no mention of this in your proposal which tells me something about the business management skills involved in this proposed effort. I have seen little to support any confidence that projects can be carried out in any meaningful and cost effective way. Recent experience with waste water facilities, Bertha and the floating bridge serve to confirm this position. Show us how you will do it and forget the rosy sales pitches. We have heard it all before and been disappointed in the management competence and the resulting outcomes,
EAST KING COUNTY	Poor management of money. This costs too much! Boeing, warehouse and other large family wage companies are leaving Washington State; road tolls, high taxes, excessive business regulations this is a bad place to do business! This expensive mess created by mass transit. People want to drive their Cars!!! Build more roads and no road tolls!
EAST KING COUNTY	Work on the major suburbs specifically the eastside areas first and then fill in additional.
EAST KING COUNTY	These added taxes are a rip off to the citizens of our communities. The initial tax plan was sold as bringing light rail to Snohomish County. Decades later we are being asked for a third set of taxes to do what we were promised in the first place. This has been a poorly designed, politically driven, program that needs to have people (politicians and bureaucrats) held accountable.
EAST KING COUNTY	As always you concentrate on Seattle You ignore north south and east west action that actually helps the most people. I'm talking the bottlenecks on I5 from Tacoma to Everett. And 405 Renton to Everett. Fix those first. The address east west coming into Seattle with more than simply replacing a bridge

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	No raising property taxes and sales tax and tabs to pay for this. We are already getting taxed to death in this state and country!!
EAST KING COUNTY	The whole light rail plan is stupid. Even if it were magically built overnight at zero cost, the number of riders would even cover the operating costs.
EAST KING COUNTY	Trains are the past. Stop wasting our money and look to something that will really work. BTW....it only took 6 years to build a railroad across the entire nation. Why will your stupid plan take so long? Hopefully we voters will reject this incredible waste of money!
EAST KING COUNTY	Work that will provide the most needed transportation should be done first. Items that are easy to do and provide the biggest transportation usage should be done first. The greater Seattle area is behind in rapid transit options. To get to my job from home without driving my car requires three different bus routes, which have too much time between them and I still need to walk .25 mile. At one time I did this, but then routes and times were changed requiring too much time to get to my destinations each way and there is only one time each way that works, so I have only 1 time option each way.
EAST KING COUNTY	Overall, I support transit in Puget Sound area. However, I am living in Renton area and there is no direct benefit for me to take advantage of any ST3 projects. I disagree with raising the rate on my property tax. It takes at least 15 to 20 minutes to the nearby park and ride and ST express bus station. The connection with KC metro buses is very bad in my area. Why would a person who live in an suburban area without direct benefit from Sound Transit pay the same increased rate on property tax. The most taking advantages from the ST3 projects are the one who lives in Issaquah, Bellevue, West Seattle, Lynnwood, Federal Way and or Tacoma. Even though I support the transit plans in Puget Sound, I may not consider voting for the ST3 unless the financial package is re-consideration based on the family who has the most directly benefit.
EAST KING COUNTY	More bus service to and from Kirkland along I 405 and NO bus, rail or other motorized transit along the cross Kirkland corridor.
EAST KING COUNTY	Make it happen sooner, like have it done in the next two years (not 25 years out, WTF???). Triple the amount of parking you think you need as that is one of my biggest frustrations is not having somewhere to park as it is. Make sure the light rail is highspeed and not worthless like the slow light rail to the airport.
EAST KING COUNTY	It would be nice to have all electric busses. They are quieter and pollution is getting worse every day.
EAST KING COUNTY	Corrupt,
EAST KING COUNTY	Make the city livable. Add bike paths and pedestrian side walks. Cheap and effective.
EAST KING COUNTY	Has the committee ever considered gondolas such as the kind used at ski resorts for mass transit. Although unorthodox, they are cheap to consist and operate, are safe, efficient and fast, can traverse all terrain, easily cross roadways and rivers, and have virtually highly available continuous capacity. I'd like to offer more details if interested. [email address]

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	Do not understand why including rail across the new 520 bridge was not part of the new bridge for a long term perspective
EAST KING COUNTY	I can't emphasize enough how important adequate parking is at transit stations. It can ve impossible some days for me to take public transit because I have yo drive there and then there is no parking when I get there. If I know that I will be time pressured I wont even try to go there first to park and will just drive instead. When I need to go to Bellevue I would love to take a bus, but there is no parking in Renton where I need to take the bus after 7am.
EAST KING COUNTY	Wa state is notoriously known for it's terrible public transit, I hope that these future plans are based on evidence and other successful transit models that will truly improve Sound Transit.
EAST KING COUNTY	Light rail should use existing freeway right of ways to maximize commuter convenience. 405 I5 and 522 would be routes I would use if I could jump on light rail. If I had to take a bus for 30 minutes to get to light rail I won't use it
EAST KING COUNTY	As a retired sr. I can not afford this project. Any help for seniors?
EAST KING COUNTY	Public transit in WA is always way over budget and behind schedule yet no one is criminally responsible. Transit is infrastructure (constitutionally mandated) and should be fully funded with all the other constitutionally mandated thing and then if anything is left over try to ask for taxes for the social services and homeless.
EAST KING COUNTY	The funding sources do not make sense - it should be a gas tax, so a consumer can pencil out the benefit of public transportation  There is zero connection with public transportation and 1) sales and use tax increase and 2) a twenty-five cents per thousand dollars of assessed value residential property tax increase
EAST KING COUNTY	The addiction to low capacity light rail is a huge flaw in this plan. We should be being on more flexible electric buses in the suburbs, which can actually reach neighborhoods where people live.
EAST KING COUNTY	I have tried to take express bus from MLT to Seattle to my office in Queen Anne. I am there 3x a week. 10 am-7 pm. I no longer take the bus. Here is why. 1. No parking in MLT park and ride. 2. Safety issues at Park and ride and Westlake Center. Drivers do not pull up close enough to the curb at Freeway Station. Bus floor is wet and have slipped trying to jump out. Driver said for me to come to front and she would lower gate. Bus is packed. I'm standing in the back of an overly crowded bus. So I am suppose to climb over everyone to the front? Seriously? 3. Cost is 12 dollars round trip. 4. Gas costs under 20.00 a week in my little car. Parking is free. No thank you. I'll drive.
EAST KING COUNTY	Stop with the social engineering already! I cannot afford to live here as it is with the continues unrelenting high taxes. If we needed all of this stuff, there would be a demand and that demand should be filled by the private sector only!
EAST KING COUNTY	Definitely add more parking spaces to stations, park and rides, transit centers, etc. Getting to the nearest hub is the shortest part if I were to commute by bus, and yet it takes the longest, but if the park and ride weren't always full I could bus much more easily to work.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	Fund it without increasing the sales and use tax.
EAST KING COUNTY	This week, Sound Transit is holding a series of "open house" meetings and are advertising them as an opportunity for taxpayers to give feedback on plans for the \$50 billion dollar tax-grab known as ST3.
EAST KING COUNTY	This is very expensive. Let the people who use it pay for it.
EAST KING COUNTY	Time frames are to long. You would get more support if you speed up completion of light rail.
EAST KING COUNTY	WA rates as the WORST state in the country for low-income workers, who pay 2x what the wealthy pay. WA has a horribly regressive tax structure. Some of us do not even have the option for mass transit, yet we are being taxed to death for it. DOT took lanes and exit lanes away on 405 to add a toll lane. That lane should have been used to ease traffic. The charges are FAR TOO HIGH and hurt lower income Washingtonians the most. \$10 from Kirkland to Lynnwood. \$10 to get to Seattle. It is the worst policy imaginable and hurts us. You should ALL be ashamed of yourselves for continuing to target the poor to pay more taxes. See: <a href="https://wallethub.com/edu/best-states-to-be-rich-poor-from-a-tax-perspective/11257/">https://wallethub.com/edu/best-states-to-be-rich-poor-from-a-tax-perspective/11257/</a> National surveys rank WA the very worst state to be poor and the very best for the wealthy. Shame on all of you.
EAST KING COUNTY	The public is not hearing the whole cost story. This is billions of dollars for little improvement in anything. Please use buses to improve transportation and the road infrastructure to go along with those improvements. You are continuing the public distrust. You have not fulfilled promises which the public has believed and not have had fulfilled. I will do all I can to see that this ballot is defeated.
EAST KING COUNTY	Light rail just doesn't seem to be working well here and is too expensive
EAST KING COUNTY	I think parking is a huge opportunity for the link light rail service. I first started riding the light rail when you had to pay for parking spots between the hours of 6 and 10 am. I'm curious to know what happened to that study, I think you'd be more successful if you charged customers (a reasonable amount) to park in the tukwila/angle lake lots and used that money to help fund other projects.
EAST KING COUNTY	The plan has many strong points. However, the system needs to integrate well with Metro buses. The state and area needs to support upkeep of buses to keep the bus connections working. As I try to expand my use of transit I keep running into buses that are not running (maybe the driver is sick, maybe bus broke down). We need a reliable system that works together as a whole.
EAST KING COUNTY	Prioritize rail rail rail. Buses suck. They are terrible and unsafe, I hated riding them for years. Replace your buses with a damned subway like any other rational major city.
EAST KING COUNTY	Bus rotation is slow and lack of parking at park and rides. I stopped taking transit because there wasn't enough parking.
EAST KING COUNTY	Transit, especially new light rail across Lake Washington, is something I'm more than willing to pay for in more taxes.
EAST KING COUNTY	Stop wasting our / my money on stupid bike lanes and worthless train routes that nobody will ever use and why do you always ask the public what they think, then you'll do what ever you want regardless of our feedback. Get your busses and trains out of my way.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	Yes - environmental study on CKC Yes - mass transit from Bellevue Wilberton Station to S Kirkland P&R Yes - high capacity transit on cross Kirkland corridor trail
EAST KING COUNTY	Fiscal accountability and legitimate project management is important to me. Some of the earlier phases of the rail transit system through Tukwila to the airport were not conducted with integrity. I know of one organization that created an agreement for a change in the route that disadvantaged another organization and dealing with the Sound Transit personnel left a bad impression on all involved.
EAST KING COUNTY	In the long run Puget sound Will be a better place to live with mass transit.
EAST KING COUNTY	I'm flabbergasted that you're suing south-east King County as a funding source, yet you don't give us any service other than some busses. I know we're not as [explicit] as Issaquah so that's why they're getting light-rail service, but at least pretend to be fair.
EAST KING COUNTY	I'm a full-time telecommuter, so I don't have to hassle with the "daily grind" of the commute. Nevertheless, I'm affected by terrible traffic congestion when I do drive, which is at least several times a week. People will get out of their cars when they see rapid transit actually being "rapid" (zooming along much faster than the car-bound traffic) and when it goes to places they want to go. Additionally, to the extent that transit-oriented development can be made part of master planning of all new urban and suburban civil engineering, then so much the better -- it will likely be used to a greater extent than if we continue with business as usual (planning that is not well integrated with long-term employment, population and demographic trends).
EAST KING COUNTY	What an idiotic approach. Why light rail from Bellevue to Issaquah? That would seem to be perfect for buses. What about light rail from the Eastside (Bellevue) to Seattle? I see it on the map but not in the questions. That has to be the highest priority. I understand that buses are cheaper than light rail but I think that it is a false economy. All that will happen is greater road congestion because of construction, lanes being removed, etc. it should just be light rail encircling the region like BART was supposed to in the Bay Area. And Bellevue to Redmond? Really??? Who needs that?
EAST KING COUNTY	People prefer trains over buses. Don't invest our money in crappy short term solutions. I'd rather wait for a better rail solution.
EAST KING COUNTY	Would like to see more done along 522, and to ensure less expensive options are available for people who receive low or no income.
EAST KING COUNTY	Sound Transit has not proven an ability to stay within budget and should start with a less ambitious list until it can get its act together and show that it can deliver on time and on budget.  ST3 allows continued taxation after completing all projects on this list. \$50B is false advertising.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	YES for bus rapid transit on I-405 NO for environmental study on the Cross Kirkland Corridor trail; instead do a study of light rail on I-405 No to high capacity transit on the Cross Kirkland Corridor trail
EAST KING COUNTY	It's not happening fast enough.
EAST KING COUNTY	retain direct bus service to Seattle from Issaquah/Sammamish. avoid/oppose travel to Bellevue then transfer to another mode to get to Seattle. No provision for direct travel to SEATAC airport from Issaquah/Sammamish. Proposed routes go to Burien. Requires 2 or 3 transfers to travel to SEATAC airport. This user will not support ST3 as written. Thanks for asking.
EAST KING COUNTY	Please keep all transit off the Kirkland Trail.
EAST KING COUNTY	I travel the I-90 corridor regularly and the bottleneck between Issaquah and 405 is terrible during the commuting hours and I strongly feel that some sort of rail system servicing that corridor will help to alleviate that. Growth on the eastside seems never-ending and it is only going to get worst.
EAST KING COUNTY	Bus Rapid Transit on I-405 No environmental study on the trail, instead do study of light rail on 1-405 No High capacity transit on the Cross Kirkland Corridor Trail
EAST KING COUNTY	Kirkland should also be included in the light rail plans
EAST KING COUNTY	Thank you Sound Transit for listening and including the SR 522/523 corridor in the final plan; <ul style="list-style-type: none"> <li>• BRT opens up the promise of light rail access to the north Lake Washington communities;</li> <li>• The parking garages are extremely important elements of access by our community to this transit corridor;</li> <li>• The sidewalks will, for the first time, open up safe access to this transit corridor for our citizens;</li> <li>• The early construction schedule is a win/win for the communities and Sound Transit, as it coincides with the opening of the North LINK light rail stations.</li> </ul>
EAST KING COUNTY	I wanted to express my support for BRT on Bothell Way to NE 145th. I live in Kenmore, and commute to work downtown on the bus. Addition of the ST522 route years ago helped dramatically, thanks for that! But it seems the buses are again at capacity--standing room only, no matter the time of day. BRT along 522 and 145th would connect the 522 corridor to the light rail spine and give public-minded and environmentally-conscious citizens an efficient transit option for getting to and from downtown Seattle and other regional job centers.
EAST KING COUNTY	Sound Transit is a huge government rip off of tax payer money and should only be used to improve more cost effective bus transit and save tax payers money. Quit lying to the public about being on budget and ahead of schedule. How about addressing what you originally promised but did not deliver
EAST KING COUNTY	Getting from (south, Fairwood) Renton to the city is miserable and takes almost 1.5 hours and multiple buses. Thank you
EAST KING COUNTY	Quit spending money on projects that have no value other than in your own imagination.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	Leave alone the pedestrian/bike trail in Kirkland. This is a highly used trail and very much appreciated and supported by the community. This should be taken completely off the table as a potential route for light rail. Thanks.
EAST KING COUNTY	I believe in doing away with the HOV lanes and making them mass transit lanes. That would incentivize riders to use transit. Now the busses are just sitting in traffic with everyone else. Taxes here are already in sane and development is growing at a rapid pace. Follow some of Portland OR LEAD and make it worthwhile. Ask business to contribute as a way to reduce their personal parking real estate and costs. This could be funded with out major tax increase if you get creative.
EAST KING COUNTY	I strongly support adding transit along existing highways. I strongly oppose adding any forms of motorized or mass transits along the Bellevue to Woodinville old rail lines (I.e. Cross Kirkland Corridor) as these are a regional gem! The opportunities for folks to commute using bicycles, or walking thru natural areas such as these is irreplaceable! The trend across our country of the great USA is rails to trails conservancy (railstotrails.org) and we would be missing out a great opportunity to participate. What would our country be like if not for Presidents Roosevelt and Wilson and their insistence on preserving natural areas for all to enjoy? We cannot use every speck of land to develop, we must keep spaces of natural lands that are easily accessible to mass people's and the rails to trails is an urban way to allow access to many citizens that may otherwise not have an opportunity of exposure to nature. These areas are truly a gem and must never be developed, as they will never be again if they are. Please do not consider any developments for mass motorized transits on these areas. I will not support any proposal of such or any politician that does support such a plan.
EAST KING COUNTY	Light rail from Issaquah straight to Seattle would be better than going through Bellevue!
EAST KING COUNTY	Kirkland cross corridor trail is for pedestrians and bikes keep transit to freeways and streets
EAST KING COUNTY	I teach in the Federal Way school district and we are currently battling large numbers of homeless students. Under the McKinney Vento law, they are allowed to continue at their home school regardless of the temporary housing address. We have students traveling upwards of an hour and a half on public transit trying to get from Kent to Federal Way. I firmly support increased public transportation in all neighborhoods, but I do think that this is also an equity issue too. Better, faster transportation in areas like Kent will help homeless students stay on track for graduation and the sooner we have that, the better.
EAST KING COUNTY	My strong support is tempered only by concern that metro bus service to get people from suburban homes to the ST services needs to grow also.
EAST KING COUNTY	Just support.. the commute by car is too long, let's support public transportation !
EAST KING COUNTY	Almost all of these projects will do nothing, very little, for my city: Sammamish. There is a huge emphasis in most of these projects for Seattle and Tacoma, which are completely without interest to me or my family or friends.
EAST KING COUNTY	Do not get near our Kirkland walking trails with any of this! Maintaining clean, environmental, serene walking trails is the most important thing to me. No more transit presence.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	<p>Light Rail needs to be the backbone of the system and do the long range - car traffic independent - connection.          --&gt; This is why I support the Tacoma, Bellevue and Lynnwood connection.          Within the city: Use buses to bring riders to the light rail or to the final destination.          Stations that are further out of the city: Use a combination of buses and parking for riders.</p>
EAST KING COUNTY	<p>I don't see why Issaquah/Eastgate has to connect through Bellevue to get to Seattle. I would take a bus or drive rather than have to stop in Bellevue, switch trains, and then backtrack. I think Bellevue should be a stop and the connection for changing trains should be at the 90 bridge. But overall- I support this plan.</p>
EAST KING COUNTY	<p>Project for light rail to come through renton should strongly be considered.</p>
EAST KING COUNTY	<p>Light rail takes TOO long to build, serves only a very limited part of the population and is not flexible. Tripling the car tabs fees and using property tax to fund transit will severely impact seniors who won't get much benefit from all the expense. If some sub-area wants light rail - let them pay for it. Bothell isn't getting [explicit] from all these taxes yet we pay through the nose. I'll be voting NO</p>
EAST KING COUNTY	<p>Expand highway lanes that the majority of people use and get rid of public transportation</p>
EAST KING COUNTY	<p>Not in favor of paying \$400 per year for 25 years for improvements that do not benefit the Eastside. Do the math....</p>
EAST KING COUNTY	<p>fix the service you have now before asking for more money. the route to the airport is slower than driving and completely wastes time going to locations that no one EVER uses in my 50 plus trips. get the sounder to the airport from downtown directly. Your failure to provide sensible service now makes me oppose your plans because you'll do stupid routes. Stay off trails and focus on I-405 where there is traffic.</p>
EAST KING COUNTY	<p>You need to establish more times and coverage of out lying areas, seven a week starting at 4:00am and finishing at 9:00pm. A separated route for Redmond Ridge to Redmond. Maybe Duvall - Redmond Ridge - Redmond only and a separate route from Carnation to Duvall then Woodinville. In Duvall both routes could transfer to each other. Several more bus stops and a better route is needed there.          Playfordba@msn.com</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	<p>First priority should be light rail across/parallel to I-90 connecting eastgate to downtown Seattle and Bellevue to Sea-Tec Airport/Amtrak. Then make sure there are adequate buses connecting the 2 Issaquah P&amp;R and people along the 405 to Eastgate. Then 167 needs severe help with mass transit. This should all be complete in the next 5-8 years. In 10 years buses on 405 should be replaced with light rail.</p> <p>Please study BART in California. You are making the same mistakes. Pleasanton, CA = Bellevue, WA. People coming in from East of Pleaston want to take Bart straight across to SFO and San Jose via San Mateo (where it could connect with the light rail). Then their is a horrible misalignment in times at the station where light rail switches to BART on the way to SFO making it quicker just to drive despite the worst traffic.</p> <p>I would think it would be best to start this project where the money is from a business standpoint. Allow those that own luxury cars be feed first, then allow them to feed the rest of the growth. Tab fees on vehicles with values over \$50k should be 20% higher than those under and cars valued over \$100k should have fees 30% higher than non-luxury vehicles. (Busses and trucks used for business/organizations/non-profits excluded.)</p>
EAST KING COUNTY	<p>I live on the border of Kent and Renton. I use to work in Bothell and the drive on the I-405 is the worst. Anything that can be done to help get people out of their cars and into public transit should be done. The traffic on 405 is horrible. The more options and stops you give people North of Kirkland would be helpful. Also I would not ride the bus because it took me through DT Seattle to get to Bothell and took longer on the bus than it did in my car. Took me almost 2 hours to get home many times. I live only 30 miles from where I worked that is unacceptable. Something must be done a soon.</p> <p>Also it is so hard to find parking in DT Seattle, and I love taking the light rail into the city. However, if there is no parking at the Tukwilla station I am SOL. There needs to be more thought about building stations with parking. You want people to take the transit well how are they to get there? Take more transit with transfers that take longer no, that is not realistic. People need to have places to park. I feel that if there were more parking around light rail stations you would get more people and new people riding rail. Or if you had BRT to the rail stations that would be a start. Also no need to go around the lake to get up north that is insane and a waste of time.</p>
EAST KING COUNTY	<p>Do not put any High Capacity Transit on the CKC Trail          Remove the environmental study between Bellevue and Bothell via the CKC Trail          Remove the proposal of mass transit from Bellevue to South Kirkland Park &amp; Ride          If all of these are not removed, I will actively work to defeat ST3 in November</p>
EAST KING COUNTY	<p>We vote on one thing, but then you ALWAYS change it into something we NEVER agreed to. Really tired of the deception, will not support future projects no matter how desperately needed.</p>
EAST KING COUNTY	<p>need to get to a full solutionsooner</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	<p>Generally we support Bus Rapld Transit on I-405 , but do not under any case want Bus or light Rail on the Kirkland Trail.</p> <p>Sound Transit SHOULD NOT OFFER \$20 million dollars to the City of Kirkland to do an Environmental Study for rapid transit. This is simply an oblique tactic to allow the Kirkland City Council (KCC) to spend time and money trying to put Bus or Rail service on the Kirkland Trail. The majority of citizens in Kirkland are opposed to any thought of motorized transportation On the Kirkland Trail. The citizen distrust of the Kirkland City Council extreme.</p> <p>ST should recall their \$20 million offer for a "environmental study" and use this money on some other project.</p> <p>If ST3 includes any Bus or Rail plan on the Kirkland Trail there will be many citizens voting against ST3. Sound Transit should be clear to the Kirkland City Council that ST Plan is for Bus or Rail ONLY ON I-405.</p>
EAST KING COUNTY	I just want a train to take me from Overlake to the airport.
EAST KING COUNTY	Your plan takes too long to complete. 22 years, ha, yeah right good luck with that.
EAST KING COUNTY	Cost too high. Very little benefit in the plan for Issaquah residents commuting into Seattle.
EAST KING COUNTY	Institute a program of user fees. The users should pay for the projects not the property owners by way of increased property tax.
EAST KING COUNTY	My concern is based on the HUGE \$50 BILLION cost and Washington's regressive tax structure. I'd like to see the plan pared down and more cost borne by transit users. Are low income citizens and seniors on limited income bearing the cost for highly paid tech workers to get to work? I very much like the idea of more public transportation, but I'm concerned about the equity of the financing.
EAST KING COUNTY	We have paid and paid and paid. Think your wasteful and little to no device on EASTSIDE. Kirkland.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	<p>I have yet to see anything in my zip code that makes it advantageous to use sound transit.</p> <p>When I want to use the light rail and get on in tukwilla there is no parking available.</p> <p>Taking a bus to the tukwilla station doesn't work during late night hours.</p> <p>Rather than building more rail on streets why not use the space between the freeway lane so everyone stuck on the freeway will see the train pass them and think about getting on the bus.</p> <p>I pay \$200 per year and get ZERO service I can use for my commute. I currently would have to walk a half mile to take a bus tha drops me off a half mile from my office. And the hours are limited.</p>
EAST KING COUNTY	<p>I use these roads infrequently, but when I do they are massively congested and I see the need for mass transit. My income is extremely limited. With the proposed tax increases, I would pay disproportionately higher for the improvements than someone who makes more money and uses these facilities every day for commuting. This state's residents comprise many extremely wealthy individuals and corporations that benefit enormously from the most regressive tax structure in the nation. It is time for a high-earners income tax and a closing of the loopholes and giveaways to corporations. This is the only equitable way to fund our desperate mass transit needs as well as infrastructure maintenance, education, and state parks. I am so sick of slipping further and further behind as I try to scratch out a living in this state as a self-employed individual with a disability that grows increasingly worse with stress. I need relief. One of my low-cost stress relievers is to go hiking, but I cannot drive to my group's weekday hikes because the TRAFFIC gets in the way. The last time I tried, 3 years ago, I was rear-ended on 405 in gridlock traffic and I lost nearly 2 years of productivity in recovery.</p>
EAST KING COUNTY	<p>Your missing a massive opportunity to not put light rail in sooner for the east/west commune from Seattle to the east side. Between Microsoft and Amazon you could take thousands of cars off the road monthly.</p>
EAST KING COUNTY	<p>Improve the cost/benefit of service.</p>
EAST KING COUNTY	<p>Please forge ahead and do not get discourage. You have my support and hope to live long enough to see this project reach my home.</p>
EAST KING COUNTY	<p>Please keep buses and other mass transit off of the Cross Kirkland Corridor</p>
EAST KING COUNTY	<p>increase bus service between Seattle and Snoqualmie Ridge &amp; North Bend</p>
EAST KING COUNTY	<p>Drop light rail and find better ways to move people with buses. Perhaps bigger buses, double decker or 80ft long buses. Buses are more flexible and less costly.</p>
EAST KING COUNTY	<p>The cost of this project is vulgar, as with EVERY project ran by king county, the cost projected is a lie and will absolutely run over projections as they all do, leaving the public to once AGIAN, get hooked paying an out of control expense, ran by politicians, crooks, cronies, and special interest groups raping the public coffers. This is nothing more than smoke and mirrors by sly greedy stakeholders ready to steal the max from us, the taxpayers.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	I am unsure if rapid transit will be enough to deal with 405 congestion. Wondering if light rail would be better long term solution. Also - parking structures need to be larger - issaquah highlands park and ride has already exceeded capacity... I don't think that planners expected it to be so busy. Build bigger than expected please.
EAST KING COUNTY	By t he time that you get all of this built, the technology will be obsolete and taxes will be out of sight for the average homeowner.
EAST KING COUNTY	Need to extend rail to Everett ASAP.
EAST KING COUNTY	The continued disposal of taxpayer money--MY MONEY!--towards commuter rail projects needs to end! It costs much too much, accomplishes nothing positive, and impedes travel which it purports to enhance. The only positive I see is that, if pursued, it might finally prove that the government does nothing well and lies to us while doing it! There is absolutely no way I will support these rail projects as I have lost what little trust I might have had in government due to what I have seen with Sound Transit, Tunnel Partners, Centurylink Field, Safeco Field, the homeless problem, hamstringing of the police, the Mercer Street project, and so on. If there were a way to vote NO more than once, I would stuff the ballot box. Not that we do that any more because it is easier for the elections to be stolen when we vote by mail!
EAST KING COUNTY	You've ignored our concerns every step before, why would we support anything you propose now? After the 520/405 & Bertha dig messes, we don't trust you in anything.
EAST KING COUNTY	Stop spending my tax money on this nonsense and fix the roads!!
EAST KING COUNTY	Talking per adult instead of the "normal" per household total cost allocation is an obvious attempt to hide the total cost. You should be using the Eastside Rail Corridor FIRST as it is now available and would be faster and cheaper to get transit on the 405 corridor. The Sound Transit track record is horrible -- over promise under deliver. Transit should have gone on the new 520 bridge versus taking away lanes on I90. We desperately need transit -- but those in charge are making pretty sad decisions...which is too bad.
EAST KING COUNTY	Given the history of Sound Transit to waste investments and delay expensive projects by years, it is my impression that the organization is bloated, expensive and irresponsible with its tax dollars. This money should be spent with upkeep and improvements on our existing highway/road system to cut congestion, improve safety and improve the intermodal interchanges and parking at existing ST locations. Fix this before you take another bite of taxes.
EAST KING COUNTY	In answering these questions, it is clear to me that I am not also hearing about plans to help cars get around. I love the idea of increased rail, but it seems secondary, or at least parallel to getting cars around better. Why is there no talk/campaigning around better freeways? We lost a lane on I405, not gaining lanes after a very costly highway 99 tunnel... need more then trains!
EAST KING COUNTY	Too expensive and not at all reponsive to need.
EAST KING COUNTY	Our region will never have the density to support light rail effectively so invest in BRT instead and let the State of Washington and our schools use the money to solve their unmeet needs.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	<p>You may receive many comments and not want to read one more, yet I feel compelled to share my experience. I work in a school district where an average home costs about 800,000. As my husband and I have both chosen professions in education we can't afford to live close to work, unless it's a 1 bedroom apartment. So for now we commute, M-F and it isn't pleasant. Eventually, we will have to figure out where we can do the profession we love, and be able to have to cost of living line up with our salaries. If light rail was already a reality, we would not have to consider leaving a district where we've fostered community relationships and networks with other teachers to support our students to the best of our coordinated ability. Light rail expansion creates opportunities that I believe people have not, and don't consider. We will use light rail and fully support it, even if we never get to use if for the advantage of our commute, some one in the future can. Also, this possible reality brings tears to my eyes, for the above reasons, and because my father worked for CH2MHill 26 years ago when there were discussions about adding light rail. He would be upset and sharing at home that it was something this region needs, yet it isn't happening. To see this dream come true earlier than the present would have been a gift this area so desperately needs, but if we don't do it now, I can not imagine the amount of negative impact over the next 26 more years there will be from people who simply can't get to where they want and need to be.</p>
EAST KING COUNTY	<p>Why is there no direct route from Issaquah or Eastgate to Seattle? I take the bus from Eastgate to Seattle and it looks like the route does not follow I90 but instead I would need to transfer in downtown Bellevue. In 8 years if it's ever done. I might as well drive which I don't want to do. The bus works better. So don't waste my tax money. Thanks</p>
EAST KING COUNTY	<p>There needs to be a transit station near Hwy 18 and Issaquah Hobart Rd SE. Issaquah Hobart road is bumper to bumper traffic every morning and every night. There are many accidents on 18 going to I90.</p>
EAST KING COUNTY	<p>What a waste of money.</p>
EAST KING COUNTY	<p>WDOT doesn't know how to do projects right and with approved funding they are always over budget. Some of the stupid mistakes they made on 405 tolling is yet one more sign they don't know what they are doing. Putting photo access signs as soon as driver gets to bottom of on ramps was just plain stupid. WSDOT thinks they play by their own rules and answer to no one. We are tired of paying over and over for your projects. You are breaking the backs of low and middle class and seniors. We can't afford to keep taking the hit. Bertha is a great example... So if you want to do something put into place a yearly license tab fee for all these bike riders to pay for their bike lanes. Also, for the people that want all of these improvements and use the light rail, sounder, etc let them pay for it. Done being taxed to death for everything in this state go back to the drawing board and make it better.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	Prioritize light rail and sounder service over bus expansion. These projects create permanent infrastructure based solutions that impact development and truly remove congestion from roads. Bus service is a band aid approach which does nothing to ultimately change habits or development patterns. As Portland discovered, Tri-Met had a lasting impact on overall development patterns and regional growth. My biggest fear is that by pursuing a short term strategy optimizing for bus service, voters will loose interest in funding the truly transformational rail infrastructure perpetuating the same old thing in the Puget Sound. I do not use public transit today because the current bus based solution is cumbersome, slow, and dangerous. By contrast, when I lived in Portland, I was a frequent user of Tri-Met light rail. In order for the system to work, it needs to have an adequate regional footprint, go big, go bold.
EAST KING COUNTY	Very little support for east siders like Lake Forest Park and Bothell. Let those that use it pay for it.
EAST KING COUNTY	You say approximately \$200 per yr. or about \$17 per mo. I believe these figures are WAY LOW and if this passes, people who can't afford \$200 extra per yr. will certainly not be able to afford what the REAL cost will be. We have good bus service in the Puget Sound area and I don't believe any of this is smoke and mirrors.
EAST KING COUNTY	I'm concerned about the Bellevue/Eastside link plan to buy city park property at the Mercer Slough and to drain wetlands. Seems counter to the notion of the public good.
EAST KING COUNTY	Would love to see light rail between Bothell & Bellevue.
EAST KING COUNTY	It's about time traffic issues and Transit was given priority.
EAST KING COUNTY	The area is expected to grow by another 1 million residents in the next ten years. It is extremely important that these routes get built as fast as possible. There is a lot of money in this area, middle and upper class residents will pay. Finding a way for lower income residents to contribute but not overcome a burden is important
EAST KING COUNTY	Just get it done
EAST KING COUNTY	Light rail from Kenmore to bothell/woodenville/redmond would complete and help aid the constant traffic that is I-405. Many of us commuters would love to take the bus or light rail but it reauires many transfers say from Kennmore to kirkland!
EAST KING COUNTY	Parking, there needs to be additional parking available at Light Rail stations. I find myself parking in neighborhoods but have to go beyond the "2 hour parking or by permit only" which is challenging. I would park at the Tukwila Transit Station but it is full by 6:40AM. Additional parking at the DT Renton transition station (off Grady) would also be very beneficial and it much needed. That lot also fills up before 7 AM.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	<p>You need to include a way for Kirkland and Totem Lake to connect with the Redmond/Bellevue train line. The most obvious place is the Cross Kirkland Corridor. I recognize the many voices of Save Our Corridor but there is no reason why the trail and transit cannot coexist. As this community grows, we need alternatives ways to remove auto use from growing. Not just for traffic reasons but of larger issues like carbon reduction.</p> <p>I use the 255 bus 4-5 times per week roundtrip. The line is very important but additional routes/modes are badly needed in Kirkland. Thank you for all your excellent work. Personally, I would vote for higher funding to get these projects done sooner and more projects completed.</p>
EAST KING COUNTY	<p>Fix the Highways and boulevards for cars and motorcycles who pay for everything and subsidize every other BS alternative project! I move to my schedule.</p>
EAST KING COUNTY	<p>This should have started 40yrs ago .every one is way behind the times.</p>
EAST KING COUNTY	<p>Keep Senior Citizens in mind when planning all this. Many use Buses to get around neighborhoods for shopping &amp; Appointments so keeping these at times that run often would be great. Also please keep in mind that these same people would like benches &amp; covered bus stops. I've noticed that the covers &amp; benches seem to be going away. Same with The train stations. thank you</p>
EAST KING COUNTY	<p>Redmond/Microsoft area is getting left behind and our bus service is crap. Look at the growth in Redmond and there is NO EXCUSE to not make improvements now</p>
EAST KING COUNTY	<p>My highest priority is making bicycle commuting safer and more attractive to people.</p>
EAST KING COUNTY	<p>I strongly agree with the light rail expansion and improving existing rapid bus systems including better access to the improving transit system. As a commuter I utilize the light rail because it's the fastest user friendly means to getting downtown Seattle. However, coming from Renton this means I still spend time and money commuting by car and though the train makes the best sense (also helps me save on Seattle parking) access is not as friendly. I get lucky parking near the train but with no disegnated parking and with street parking changing so rapidly with population growth and others trying to access the train the question becomes why is there not a better system. Lastly, the only thing I hate about the light rail is that even though it rides in its own right away the light rail affects street traffic and congestion at stop lights. I understand it's cheaper this way in respects to a subway system being underneath ground or above like the Mt. Baker station; it builds more congestion in areas it operates on the ground with other moving vehicles and if there's a feisable to avoid being on the ground with moving traffic this makes commuting easier for everyone.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	<p>Please look around transit-oriented cities around the planet and learn why they work, what could be improved and what lessons we (Puget Sound) can we apply here.</p> <p>Parking - do you want to devote (or mandate) space to the storage and movement of vehicles or space to homes, professional duties and leisure of people?</p> <p>Costs - these new Link projects have costs ranging from USD200 milion per mile (Angle Lake) to over USD600 million per mile (U Link). Light rail was supposed to be low-cost alternative to heavy rail. These costs per mile are higher than the recently opened USD15.4 billion, 140 mile-long Hokuriku High Speed Rail Line in Japan (USD110 million per mile). Please explain.</p>
EAST KING COUNTY	time lines are too long, most people aren't sure where they will be in 5 years
EAST KING COUNTY	Transit should encourage development near stations and along bus lines. Projects for additional parking and new lanes to highways that encourage urban sprawl should not be funded. Transit must be designed to reduce our carbon footprint, not extend the inefficient suburban model of development.
EAST KING COUNTY	<p>The plan looks good overall. The need to extend the schedule to build out the system is understandable, given the funding limitation imposed by the state legislature. Perhaps with additional federal funding or an increase in the allowed cap by the legislature, the time line can be shortened.</p> <p>The conceptual designs look like they minimize grade crossings. The ideal is to avoid pedestrian and vehicle grade crossing altogether. As plans progress, it would be preferable to make sure that any unavoidable pedestrian or vehicle grade crossings are designed to be made grade separated in the future if additional funding becomes available. Most important is to avoid compromised designs that can't feasibly be rebuilt later. That would include the 70' high drawbridge over the Lake Washington Ship Canal in Ballard. A tunnel under the canal will be a durable and much preferable design that should be adopted, even if it means extending the time line even further.</p> <p>It would be nice to see funding included to fix deficient designs in already-funded segments. That would include grade separating the entire line from downtown Seattle to the airport and building the downtown Bellevue station in the tunnel rather than just outside it. At the very least, the travel time from downtown to the airport needs to be reduced (and reliability increased!) through some redesign. Having the trains travel at 35 miles per hour along MLK Boulevard makes the trip too slow, and that will only get worse if two more stations are added on the route.</p> <p>Finally, one critical additional route – from Ballard to the University District – should be included in the ST3 plan. Again, extend the time line to accommodate its inclusion.</p>
EAST KING COUNTY	I find it really hard to support expansion of transit when the operating cost are so high. With a system as large as we have, why aren't our costs much lower? Why isn't our service level better? Instead of thinking about how to spend more money, why don't we focus on making our system more cost effective...

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	I live right on the trail. I STRONGLY OPPOSE putting a bus system on and around the trail. I have been in my home for almost 9 years and I won't be moving ever. A total overhaul has gone on the trail. 2when I moved the railroad was being used but eventually the railroad is done and taken the track out. The trail is WONDERFUL since then the trail was done and then the trail was redone and now it is perfect. I am on the trail all the time. My neighbors and I will get together and walk on the trail. I also don't want the bus on the trail because it would ruin the environment for the deer, birds etc. I live in Kirkland and I would hate out trail to be ruined on and around the trail. I live at 5404 Lake Washington BIVD. NE, Kirkland, 98033
EAST KING COUNTY	I cannot vote for a plan that effectively leaves Kirkland out. I do support HCT on 405 and I do support the spur from Bellevue to the South Kirkland Park & Ride. However, those proposals do not bring service to Kirkland, rather, you've abandoned us as part of the area's economy. I cannot vote yes for this proposal that effectively is taxation without representation. Kirkland has a brilliant master plan for use of the CKC for transit and you're yielding to the greenshirts. Shame.  Also note that the BAT plan for NE 85th in Kirkland is a complete waste of \$ unless you also fund the transit that goes with it, which is outside of your scope.
EAST KING COUNTY	even with improvements in light rail there needs to be greater support for people to actually get to the light rails. Currently in the plans people will still have to drive and park before they can get to a light rail. Even were I live now in Redmond there is no reliable access from my home to get to a transit station. I have to walk 3 miles or wait for a bus that only comes once an hour. That isn't not effective in terms of getting people to use mass transit.
EAST KING COUNTY	The region is long overdue in solving its traffic congestion and I strongly support these projects be completed as soon as possible. One of the highest priorities should be the development of transit oriented developments in conjunction with transit. People with lower incomes especially benefit from homes within walking distance of transit. Again--if at all possible, all of your proposed projects are essential for a thriving community and I would hope you could speed up your projected timelines.
EAST KING COUNTY	Light rail and sounder rail are great but expensive. If I have lots of money, I would go for it. Since I have limited resources, I think 75% of the fees should be pay by the people in live in that region and use them. 25% by the rest of the west wa residents. I live in Renton. I have been paying taxes for 15+ years and have not benefit from the light rail or sounder rail.
EAST KING COUNTY	I was a Safety Officer with KCM for over 30 years and very familiar with shoulder operation and not supportive. While collisions weren't the specific issue it was the "threat" of one that stressed out the transit operator. It may seem an obvious solution and not a "new" idea but it disregards the extreme effort on the professionals who are tasked to make it successful. Complete the REGIONAL elements (major capital improcements) first with supportive transit service "inside". Make business decisions not political ones.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	Sound Transit needs to be dissolved, and everyone fired. Sound Transit is not capable of spending tax dollars wisely, and cannot come up with a plan that works. We have seen the results over the last 15 years. The best solution is to stop immigration, and growth in the northwest. Immigrants flood our schools, clog our roads, and cost taxpayers billions of dollars. We can also do nothing. Dissolve Sound Transit, and let the roads clog up. Eventually people will move away, and go somewhere else. The taxpayers will save millions!
EAST KING COUNTY	Sound Transit must maintain subarea equity for ST3. Since no overall financial details are provided beyond individual project estimates, there is no way to evaluate subarea fund use. However, I will say that I don't want a single penny of East King subarea revenue going to support projects in another subareas. This is an issue of fairness; Sound Transit has had subarea equity for both prior phases (Sound Move and ST2), and so it would be unfair to those who have paid for building the core of the system without help from other subareas. The sole exception would be for a new transit tunnel in downtown Seattle, since that is a project with clear regional benefits (it would help capacity in downtown Seattle and enable the rail expansions elsewhere).
EAST KING COUNTY	I'm concerned about passenger safety (from criminal activity) on buses & light rail, and waiting areas.
EAST KING COUNTY	Although it's expensive, we need to do this. It is at least 30 years overdue. If our transit system were convenient, I'd use it often. I'd like to get away from using a car, if possible. But every time I want to use the bus system, for example, it's very inconvenient (3 buses and then a 45 minute walk ONE WAY). The only remotely convenient bus for me is the early morning rush hour bus from East Renton Highlands to downtown Seattle, and home in the evenings around 6:00 p.m.
EAST KING COUNTY	make the Everett to Seattle light rail project the main priority and complete in 5 years.
EAST KING COUNTY	These projects don't necessarily reflect real needs. The I5 corridor north and south are very congested during commute times as is I405, whereas I90 coming out of Issaquah is not. Spending as much money as is proposed to build light rail to this area would not have as much impact as north south improvements.
EAST KING COUNTY	Plan for financing the project is grossly unfair to those of us who seldom, if ever, need to use mass transit. I live 4 miles from where I work and do not use major highways or freeways for commuting. Those who use the system, and businesses that employ large workforces that must commute should bear the brunt of the costs. No way, no how does this plan benefit me proportionately to the tax burden you plan to place on me. I've made choices in my career and my choice of neighborhood to minimize my need for mass transit. While I do recognize that the system to some extent will benefit all, financing these grandiose projects should recognize that not all will benefit equally and therefore not all should be assessed equally.
EAST KING COUNTY	It is a start, concentrate on projects that can be effective and do not deploy resources studying options that require too much resource for the benefit (Kirkland trail was appropriate to leave out for example).
EAST KING COUNTY	It's important to me that the steps taken are not for the short term but for the long run. Having quality choices will help people to look into their alternate options. The current light rail from Seattle to seatac is slow and therefore is under utilized.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	<p>Parking is insufficient at the P &amp; R's! The success of our transit system is not fully shown or allowed as many of us that want to take the bus can not park at our P &amp; R after 7:30am as it is full with, in our case, off island users. Bellevue suffers the same problem. We want to use the transit system, we just can't find legal parking if we want to take the bus after 7:30 am. It is a big problem.</p> <p>BFS - Mercer Island</p>
EAST KING COUNTY	<p>Please utilize better technology to make it easier and faster to see how to use mass transit (schedules, routes, etc)</p>
EAST KING COUNTY	<p>It is embarrassing that there are no plans to run light rail across or around Lake Washington. The solution is very simple. Light rail from the airport to Bellevue via 405. Light rail across 520 into Redmond. Light rail across I90 to Issaquah. Eventually connect both Lynnwood to Everett via I5 and Bellevue to Everett via 405 and I90. How was not apart of the new 520 bridge? I don't even use 520 but how could we spend billions of dollars on a new bridge and think a bus system is the answer... Amazing.</p> <p>- Sincerely, a frustrated tax payer</p>
EAST KING COUNTY	<p>I am now 80 and still driving, but I am unsure that I still will be making my own transportation decisions at the time the first project is completed.</p> <p>However, in 1965-66 I was employed by Parsons Brinkerhoff Tudor Bechtel in San Francisco, the joint venture engineering consultants to the Bay Area Rapid Transit District (BARTD). I typed the specifications for the cut-and-cover subway on Market Street, and I was the reference librarian, gathering information from other rapid transit projects in other cities and countries. The Greater Seattle Area is 50 years late implementing light rail transit. It's about time! {;o)</p>
EAST KING COUNTY	<p>I think it's critical to add more transit options on the Eastside (Issaquah, Redmond, Bellevue et cetera) because now there is a lot of traffic that causes pollution, more likelihood for accidents, and waste of fossil fuel.</p>
EAST KING COUNTY	<p>I'm 69 and scraping by on SS. As much as I'd like to see improvements in public transportation, I can't afford even \$17 a month. I don't go out often, and when I do, I use my car. The ideal public transportation would be a system that allows one to get rid of one's car (not unlike New York's subways).</p> <p>Unless people can get to public transportation quickly and easily, they will likely opt to use their cars.</p>
EAST KING COUNTY	<p>Given the massive problems we face in the state - education and climate change we should focus on mass scale BRT with electric buses and redirect all other funds to education and mitigating climate change</p>
EAST KING COUNTY	<p>Expand current light rail, Seattle to the eastside</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	I support increased transit options, and will vote in favor of it, almost no matter what the details are. However, I feel the proposal needs modifying because it seems too expensive. The way you've presented it, two parents and a college student living at home would be paying a lot! Does the added tax burden start right away? Will it be phased in?
EAST KING COUNTY	No environmental study on CKC
EAST KING COUNTY	No bus or rail transit on Kirkland trail. We have to have open space SOMEWHERE. Use 405 for rapid bus.
EAST KING COUNTY	I welcome expansion of public transportation, and don't mind getting taxed for it. The problem I have with the plan is that the good stuff (light rail) is going where rich people live. Light rail across mercer island to Issaquah. Great, they have good schools and future light rail. Redmond, Bellevue...same thing. I live in Renton, I see rapid transit as a consolation prize for the rich areas getting light rail. If this passes, I will be getting taxed and still need to drive a car everywhere I go. unless I move I'll be subsidizing rich neighborhood convenience. I think the people that need great transportation are those pushed out of the city due to gentrification. Thanks.
EAST KING COUNTY	I have three comments: First: BRT should be changed to light rail for the affected areas. The bus won't have the kind of effect and will not get the return on investment that the light rail will achieve. It also has the appearance of favoritism. The Woodinville to Lynnwood corridor has received very little traffic investment (405 expansion lane expansion) already and then to give them buses instead of rail just looks bad. BRT should NOT be part of this plan! Second: The timeline is too long. The goal should be to have all of the projects done in the next 10 years. Third: I don't commute because I work from home, but travel a lot for business. I would definitely take the rail from my address to the airport and to sporting events given the opportunity. I now take the bus from Kirkland to UW games.
EAST KING COUNTY	I'm not a frequent transit rider now, but if light rail existed between Bellevue/Redmond or Bellevue/Issaquah, then I would be.
EAST KING COUNTY	Mass public transit is the route to reduce pollution, congestion and dependency on petrol. This is proven by all European countries, where we came from, and is best serving a growing city like Seattle. Investment now will solve huge problems in future.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	<p>Rather than using all this tax (and debt) money for building buses and trains for an urban area with a population density 3 times lower than more relevant cities like Hong Kong, use the money to build huge freeways and remove government regulation so that we attract the massive population necessary to invest in all this infrastructure. Put a free trade, no customs fee zone somewhere around the Puget Sound. It worked for Hong Kong and other Chinese mega cities. Also, make our current routes more efficient. It was common for me (when I used transit) to see buses like the 240 crammed full and skipping stops, while huge commuter buses to Seattle go half empty. Get some sort of electronic tracking device on buses that measures ride capacity so that the big buses go on the routes where demand for their service actually exists.</p> <p>Hong Kong has a good infrastructure because they attracted a huge population that likes a business friendly environment. Do the business friendly environment first, then we can talk about increasing infrastructure.</p>
EAST KING COUNTY	WOuld strongly support the ST3 plan that benefits the most needy population.
EAST KING COUNTY	Find the money other places rather than taxing more. Make some damn budget cuts. Or how about our 10+ yr senators get some money from the fed gov.
EAST KING COUNTY	Although not included in the study, I am strongly opposed to use of the Cross Kirkland Corridor for either light rail or bus traffic!
EAST KING COUNTY	If what I could tell...you made no mention of building direct entrance and exits for buses. You can have all the buses in the world on I-5 and I-405, but if it takes them forever to get onto the freeway merging in and out of traffic you still have a problem. For example, the totem lake 128th st. direct exit for HOV/Bus works great. However, at Canyon Park it is a nightmare for buses. You need more of these designed for only buses & hov. Add that to your plan!!!
EAST KING COUNTY	I am not at all in favor of light rail because it cannot be moved once built and disturbs our beautiful environment and sensitive ecosystem. I believe in the use of more creative options with bus rapid transit which can be deployed more agilely as population densities change, and that can be moved or upgraded (wholely or partially) to an alternative fuel system -- for example electric or solar, and this gives us more flexibility. We can adapt to changing needs, adapt to losses of funding, adapt to increases in funding, respond to sustainability and environmental impact, make quick fixes to missing services, better serve a diverse and mobile population, etc.
EAST KING COUNTY	To long to complete (25 years)
EAST KING COUNTY	i went through this in the San Francisco Bay Area in the 60's. My advice - do it sooner than later. After Bart was completed, as it is now, many realized we should have done it sooner. I probably won't be around to use the entire project but do want to leave it for others.
EAST KING COUNTY	I support transit on the cross kirkland corridor
EAST KING COUNTY	I would only like to say that although this survey is important, I think it may be too lengthy, and might deter the people who you would most want to take the time to answer

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	Do not want buses or sound transit on the Kirkland Corridor. Massive transit of any means must remain on main thoroughfares for human/pet safety and environmental impact to the city of Kirkland. It is too close to homes, elementary school and residential street crossings. The Kirkland Corridor is a precious jewel to our city and should be protected at all costs.
EAST KING COUNTY	I would prefer to see more light rail and less BRT projects although I recognize that light rail is more expensive and less flexible than BRT. I find from my experience in other cities that light rail is more predictable, reliable and faster than BRT.
EAST KING COUNTY	Extension of transit should focus on areas of high density population. Many of the areas listed do not have the population to support light rail and do not have growth potential to every support such an expensive transit option. BRT is a much better solution and does not require the significant infrastructure cost.
EAST KING COUNTY	The \$200/year cost is outrageous.
EAST KING COUNTY	Plan is not aggressive enough. It all needs to be completed in 10 years. There needs to be 2 Seattle to Eastside light rails. We already pay taxes on transit etc. We've wasted the last 30 years with weak band aid upgrades that do absolutely nothing. I405 from Bellevue to Totem Lake has been widened 3 times since 1981. It has never been enough. Now it's down to 3 lanes and the worst it's ever been. Please stop wasting our money and keep it in WA for our roads and not in the corporate pockets out of state. What needs to be done is simple if you have the balls to do it. I'd be happy to show you.
EAST KING COUNTY	I think light rail is a total waste of time, money and resources when you don't make adequate parking available at the stations. Using buses is a much more economical and versatile way to go. Bus routes can be changed as needed for whatever reasons - train routes are fixed and permanent, not to mention ugly! Buses can divert around catastrophes, trains cannot!
EAST KING COUNTY	I am in full support of increasing transit options and decreasing traffic with increased taxes, but I am NOT in support of any bus/rapid transit/light rail running on the Cross Kirkland Corridor...this should remain a commuting option for pedestrians and bicyclists ONLY.  Thank you!
EAST KING COUNTY	I find this survey to be very biased in favor of the transportation plan. On the Kirkland portion, you do not mention whether this is to be done on the cross Kirkland trail or on 405. I'm guessing you hid the fact that it is on the cross Kirkland corridor on purpose. I am OPPOSED to using the cross Kirkland Corridor for bus transit--expand 405 instead.
EAST KING COUNTY	Improved BRT belongs in the city of Seattle and surrounding urban neighborhoods. Light rail funds should be spent developing efficient serve for suburban commuters to get into Seattle.
EAST KING COUNTY	I would like to see light rail on the eastern side of Lake Washington to SEA airport

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	<p>Break your plan into 15 year segments. A lot could change in transportation modes, employment and other factors in 25 years. It's good to have a long range plan. But trying to fund it for 25 years is too iffy.</p> <p>Thanks for all your effort. Good job.</p>
EAST KING COUNTY	Absolutely no new taxes. We already pay 2nd highest gas tax in US.
EAST KING COUNTY	<p>I support separately-graded light rail projects over increased rapid bus service whenever possible. I don't particularly see the rapid bus service as a long-term improvement, as we have seen recent political battles result in reduced bus service for our citizens when they have clearly voiced their desire for increased bus service many times at the ballot box.</p> <p>I don't see the benefit in building light rail out to lesser-populated and isolated suburban enclaves like Issaquah. Those resources would be better spent building out light rail in areas of greater urban density (like Ballard, Bellevue, and South Seattle).</p>
EAST KING COUNTY	Am too uninformed to vote on anything. Where I live nothing is within walking distance. Have to drive from Maple Valley to Renton for a bus.
EAST KING COUNTY	Please, please be forward thinking. We don't need stagnant rail designs. big changes are coming in the way we commute. you are focused on light rail, and bicycle transportation Quit trying to social engineer and fix the problem.. The majority would benefit with buses for now, fixing and expanding the infrastructure.. The future will be self driving vehicles. Vehicles that can adapt.
EAST KING COUNTY	I really just want light rail from the Eastside to Downtown Seattle. I don't know why that is so difficult to do. It would be great to have a light rail corridor that runs from Everett to Olympia across to Bellevue, Redmond, Kirkland. I do not want to continue to invest in buses but I am trying to be flexible to the needs of others. I say just build light rail and build it fast . 25 years is crazy.
EAST KING COUNTY	I'd like to see the use fees for current projects go up. Those that don't benefit from the existing projects pay for them.
EAST KING COUNTY	I put a high premium on having good, safe walking and biking connections to transit. In addition, I would like to see higher capacity for bikes on buses and trains. Too many times you have to wait (sometimes an hour+) in order to get on a bus/train that has room.
EAST KING COUNTY	Oppose rail, seems costly and not as flexible transportation option as buses. Would support more buses and capacity improvements to park & rides.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	ST3 funding model is wrong. Yet again, decision-makers have placed most of the funding burden on property owners. ENOUGH!!! Property owners are being taxed out of their homes by a variety of projects including ST3. This additional tax burden is especially hard on those living on a fixed income. This project should be funded by a STATE INCOME TAX, a higher gas tax, and a higher motor vehicle excise tax. Quit adding to the percentage of sales tax residents pay--it hurts those at a lower income level.
EAST KING COUNTY	Finish lightrail to issaquah and north bend along i90
EAST KING COUNTY	I would like to see improvement to the Seattle to Bellevue/issahquah area happen sooner, but overall, I strongly support the extension of the light rail throughout Western Washington. Thank you.
EAST KING COUNTY	get rid of the bike lane and build a double decker freeway
EAST KING COUNTY	More express buses! Also, buses running through city cores. I live in downtown Issaquah and can hop on 554 express (on foot) to Seattle, but can't get on a bus (on foot) to downtown Bellevue (right by transit center) for work everyday. Instead, I would have to drive to either Issaquah transit center. This defeats the purpose for living downtown. I would love to take the bus to work!! Too inconvenient to drive to transit center when they could simply come through downtown Issaquah like the Seattle express 554. Ridiculous. By the time I drive to the transit center and wait for bus I could be parking at my work in Bellevue.
EAST KING COUNTY	We need the light rail way faster than in the draft plan. Traffic congestion is horrible on the east side and it's getting worse monthly

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

<p>EAST KING COUNTY</p>	<p>I am a senior citizen on Social Security. I cannot afford to pay these car tab fees and property tax increases (which will become rent increases). I will have to vote no on these taxes out of necessity. They will fuel homelessness for senior citizen renters.</p> <p>Corporations must pay their fair share. Again: Corporations must pay their fair share.</p> <p>Currently there is no corporate tax under consideration to pay for this. Nothing at all. This transit plan is providing the means for large companies to get their employees to and from work. But they have no official responsibility at all to pay for it under the plan as it stands today. You could owe another \$80 per year on your car tab fee while corporations are asked to pay NOTHING in corporate taxes.</p> <p>Here is the overview provided by the Sound Transit: "The Sound Transit 3 Draft Plan would be funded through new regional taxes that the Washington State Legislature and Governor authorized Sound Transit to propose to regional voters. The new funding sources for ST3 include increased sales, car tab and property taxes. Other funding will come from federal grants, bonds, existing taxes, fares and other sources." Here is the breakdown:  <ul style="list-style-type: none"> <li>•Sales tax: .5% in addition to the current .9% currently collected for transit.</li> <li>•Motor vehicle excise tax: 0.8% of the vehicle value in addition to the current 0.3%. Another \$80 annually on a \$10,000 vehicle on your car tab fee.</li> <li>•Property tax: 25 cents on each \$1,000 of property.</li> </ul>                     As a percent of the total revenue needed:  <ul style="list-style-type: none"> <li>•Sales tax 16.8%</li> <li>•MVET 6.9%</li> <li>•Property tax 3.9%</li> </ul>                     Total of the above: 27.6                      Plus other sources, 22.5%, including 11-13% from the federal government. This also includes grants, bonds, fares and existing taxes. All of this comes to 50.1% with no information on what the other sources of funding yet.</p>
<p>EAST KING COUNTY</p>	<p>To help speed this up, I think that current funding for more roads/lanes should go instead to this project - however, with that, I think that using public transit should be free. I think smaller, more frequent busses would be helpful, and commuting from Duval to Seattle should be a lot faster than 3 hours each way.</p>
<p>EAST KING COUNTY</p>	<p>I'll be dead by the time it becomes useful for my transportation needs. Perhaps if it all could get done in 5 years max.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	20 years ago a UW Urban Planning graduate student put forth a plan to "hang" monorails over the shoulders of existing freeways. He proved it could be implemented faster, cheaper, safer, and more resistant to earthquake damage than any light rail proposal. It further eliminated the need to condemn and purchase countless miles of right of way access. And since the Seattle metro area, and all Puget Sound grew up around the freeways, it would put the people moving capacity directly where businesses developed. Bring that plan back. It's far better than anything that's being presented here.
EAST KING COUNTY	Stay off the CRC Trail with mass transit!
EAST KING COUNTY	25 years is a long wait. Can federal funding be used to speed up the plan?
EAST KING COUNTY	Please add additional bike carry options to bus system. Currently only 3 bikes allowed - need options to carry more bikes.
EAST KING COUNTY	Horribly expensive and won't even move 1/10 the additional new people expected to move into the area over the next 25 year. Huge waste of taxpayers money. Most expensive light rail plan in the entire country! Won't make roads any less congested.
EAST KING COUNTY	Do not use the Kirkland corridor for buses
EAST KING COUNTY	mist the boat
EAST KING COUNTY	without federal funding, this program is not commercially viable. The ridership and fare structure cannot pay for the capital costs of this system.
EAST KING COUNTY	No buses or light rail on the Cross Kirkland Corridor.
EAST KING COUNTY	25 years is a long time. I'm 35. By the time this is done, I will be retired.
EAST KING COUNTY	Pedestrian/ bike pathways are painfully expensive and often show little use which is a tremendous waste of tax payer dollars. For example, the pedestrian walkway constructed alongside Renton rd off of exit 15 of I-90. I travel past there multiple times a week and have seen 2 people using this bridge since construction. I don't mean the same two people everytime. I have only seen 2 people having once used that bridge. With how expensive that project was, and having it been approved, I think that extending public transport should have no problem getting funded despite the fact it is increasingly more expensive. Reducing highway traffic, and commuter emissions would be huge for our environment as well as reduced wear on our roads. Reliance on public transport would eventually be a huge benefit to our economy and is placing an importance on the future generations ability to succeed rather than making current generations comfortable.
EAST KING COUNTY	Please find a way to fund this without raising the sales tax. It puts too much burden on the poorest in our community. Tax tires or gas or lawn jockeys.
EAST KING COUNTY	Stick with buses not light rail, tracks are permanent, bus routes can be altered to fit need of population

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	Please define what an "average adult" is in puget sound. COMPLETELY misleading that you represent your proposal under this approach. Why not offer a calculator that uses your proposal as a basis so the citizens can clearly understand for themselves the actual cost of what you are proposing. I have NEVER seen a government proposal like this stay within the parameters that the proposal defines. BE HONEST. The costs will most likely be 3xs what you are proposing here.
EAST KING COUNTY	Keep buses of Kirkland Corridor trail
EAST KING COUNTY	Make walking much safer! I'd walk one mile to and from my transit center if walking was a safe option. The same applies to biking.
EAST KING COUNTY	<p>Right now your service between Everett, Lynnwood and Bellevue is abysmal and insufficient at best. The Everett to Bellevue bus weekdays is only 16 trips in the morning, 4 trips in the afternoon and it does not make stops at I405 and Beardsley (southbound in the morning and northbound in the evening), which have many businesses in the Northcreek Business Park. Returning Bellevue to Everett 4 trips in the morning and 17 trips in the afternoon. There is nothing on the weekends.</p> <p>The service between Lynnwood and Bellevue weekdays should be 20 minute service at the least. These buses are crowded 6a - 9a and 3p - 7p. Also, there is no Sunday service.</p> <p>How do you think your BRT service would be any better? Buses would still be caught up in the congestion. You don't even address that congestion.</p> <p>Also, I don't think you should take eight years to start this service. Buses are easier to put on the road than putting lightrail in an area. I will vote NO as the plan is stated now.</p>
EAST KING COUNTY	Concerned there is no comment about expanding parking capability @ P&R stations where capacity is already an issue. By the time we get into the 25-year window, this will be a more serious problem, discouraging some people from using the system. I would have expected this to be a part of the discussion; or at least an explanation about why this issue is impractical to consider.
EAST KING COUNTY	Right now we don't use transit since no convenient options for the Eastside and from/to Issaquah Highlands area. Thankfully we don't pay the RTA tax since we live in unincorporated King County. As retirees we do not want to pay additional taxes or tolls for transportation options we probably would never use.
EAST KING COUNTY	The train from downtown Seattle to Husky Stadium is fast, but we need buses to get from Husky Stadium to 15th Ave NE or Univ. Way.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

<p>EAST KING COUNTY</p>	<p>I have concern with what you propose because of what you have done to [explicit] up traffic on the 405 corridor. You do not make it easy for those on the Eastside to access Seattle. I used your system once and because I did not have the correct change I had difficulty in buying a ticket. That was the last time I used the system. I do not know if you have made it easier to access the system, i.e. having a way to purchase a ticket at the transit stops, as they do in Europe. To use your system, I have to get into my car and drive to a park and ride which in some cases is as far as my destination, so I ask you, does that make sense to drive to the park and ride when it is just as easy to drive to my destination. There is no bus service in our neighborhood, there is in Seattle but not in Bellevue, why is that?</p>
<p>EAST KING COUNTY</p>	<p>Absolutely NO Light Rail or Bus on the East Rail Corridor or East Lake Sammamish Trail. You have endless miles of roadways already. You have destroyed much of our green space through concrete/development. It is imperative that you keep these Trails preserved as Greenways so that we have quality of live in our backyards. One of the main reasons folks want to move here is the natural beauty. If you turn the Trail GEMS into motorized transit ways, we become another industrialized cement polluted city. Cars are the past- repurpose your cement roads to light rail or BRT and NO TRANSIT on the ERC or ELST&gt; Save our Trails, Save our Greenways, SAVE OUR LIVES with fresh air, access to nature, access to our neighbors and wildlife for afterwork Joy, exercise, nature viewing. Do NOT SELL out our nature that we can never get back. You can build things in the space you have.</p> <p>Light Rail MUST go across 520- I am shocked that this was not built at the same time (what are you thinking?). Both 90 and 520 should have Light Rail running.</p> <p>Get those buses OFF onto their own lanes, on the side of the road! NEVER ON the ERC or ELST.</p> <p>We should be able to list our location and our destination and time of travel and receive back a report of exactly what bus and light rail combination we need to take and how long it will take- if this exists, I can not easily find it as I am not a regular commuter, BUT I would commute more if I did not have to spend so much time trying to figure out where to go and how to get quickly from one location to the next during the time I need to travel. Please send me a link If this easy user solution exists.</p> <p>Absolutely imperative that you provide ample parking, bike and ped access, bike storage at stations to prevent theft, ease to take your bike on bus or rail. If 2 of us are traveling together, trips are drowned if there are not 2 racks on the bus- we have to wait for the next bus and that usually means we can not go.</p> <p>Have more demo classes at Farmers Markets so we can practice how we put our bikes on the bus racks, including if a bike is already in the front rack.</p> <p>Have excellent Way Finding to the Bike Storage, Access pathways, Rail Entry- I get really nervous if I do not know how to properly and easily do something-it makes using the services feel "culty" like only insiders know how and the rest of us feel dump hoping we understand what we are to do</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	Public transportation in this area is completely behind the population growth. All these issues are extremely urgent. Constant gridlock makes this area difficult to live in. Compared to any European city, public transport in Seattle is a complete disaster. There is no planning - how come the new 520 bridge does not come with a train??? It's completely backwards.
EAST KING COUNTY	<p>I am strongly opposed to Light Rail or Busses on the East Rail Corridor or Eastlake Sammamish Trail! These must be national standard Bike and Ped Trails ONLY. We have very limited greenways left in the backyards of our cities (easily accessible after work). We have miles and miles of cement roadways and development that can be repurposed for Rail and Bus Routes. It also costs MORE to use these greenways, and I would challenge the cost to the environment and our mental psyche to take away these continuous GEMS to make yet more industrial looking transit ways. I might as well live in Detroit or downtown Seattle industrial area- the only reason MOST of us chose this area is the natural beautiful quality of life. If you destroy all greenways in the city, we are not special, we are just as ordinary as any over built cement hell.</p> <p>Make bike and ped access, wayfinding, storage a priority in the development plans&gt;&gt;Make it easy to be healthy physically and get cars off the road.</p> <p>Give me a technical solution to plug in my location and destination and time of day and send me a quickest, easiest route so I do not have to waste time figuring out how to get from A to B.</p> <p>Lower the cost of a ticket. 2 people 2 ways cost \$10. By car, \$1 plus usually faster and more convenient, so I drive- Very Bad and I have the means, imagine poor people.</p> <p>Use alternative energy for lights, signs, walk ways&gt;&gt; this system must be futuristic, artsy, NW branded and proud as a leader in alternative thinking. Fun and wise.</p> <p>No Busses or Rails on the ERC or ELST, I can not say loud enough have important this is to my family. We want our green spaces and our ugly developed spaces to be absolutely separate, please.</p> <p>Ensure restrooms, clean water for drinking.</p>
EAST KING COUNTY	All of the park and rides are full. They will continue to be full, light rail or not. Build new park and rides with feeder, small busses going to the hubs. On the east side the traffic is getting worse, but the bus service is worse. In other countries small busses pick up riders and take them to hub where large busses or trains take the riders to another hub, not here.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

<p>EAST KING COUNTY</p>	<p>I think you are ignoring the needs of the Kirkland and Houghton areas.                  The Kirkland transit center is not well connected to the north/south corridor along 405 and no parking is available. Also access to Houghton Park and Ride is limited due to the fact that the transit lanes are now in the middle of the freeway and many buses no longer stop at the freeway flyer stops there. You should seriously think about designing a station in Kirkland that includes a parking structure and better access to the station for pedestrians where 85/Central Ave crosses under the freeway. There was talk about ST buying the Lee Johnson Car Dealership property for this purpose by Sound Transit personnel several years ago. The plan also included ways to better connect Houghton Park and Ride to a transit facility at 85th provide. There was also talk of improving access for Houghton pedestrians and park and ride users to the center of the freeway for bus access instead of the current flyer stops. I am concerned that you will do away with the existing flyer stops that allow workers to get to Boeing and other places of employment without finding an alternative solution. People in Kirkland will be paying a lot of taxes and getting very little for it. If you want us to support this plan financially ST needs to come up with a better facility with parking and access to the freeway for downtown Kirkland and Houghton.</p>
<p>EAST KING COUNTY</p>	<p>I think there should be more things connecting, like busses to sounder, sounder to the airport rather than having a complex, separate system. It shouldn't take 2 hours on the bus to go to Everett from Kenmore</p>
<p>EAST KING COUNTY</p>	<p>Reliability and speed are the two things that keep me from riding transit. When I commuted from New Jersey into NYC it was the fastest but I knew exactly when I would leave and when I'd be there. By nailing reliability first you will get more ridership. Then increasing speed will serve to retain those new riders and gain additional.</p> <p>I would also like to see how public/private arrangements could be made to, for instance, allow Microsoft to lease space in these new transit lanes to offset costs to the taxpayer. If done with efficient scheduling software it should have no negative effects on riders on any Sound Transit or Metro fleet vehicles. Note: I do not work for or with Microsoft.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	ST3 is a very, very bad idea. It is too expensive. Light rail has been built in other regions for a fraction of the proposed cost, and you know that the inevitable cost over runs will be given to the tax payer. ST3 is a fixed system with limited flexibility. (You can not move the tracts where you can move a bus line). ST3 takes too long to build. It does not take into account the expansion of the population. In 25 years the traffic issues will be worse not better. By the time this project is completed and paid for we will need another colossal change to the system. This survey asks questions about how BRT can be used to support ST3. If BRT is so great in support of ST3 why should we not consider expanding BRT alone? I would suspect that a large fleet of Uber electric commuter vehicles would effectively support an expansion of BRT. It would cost less, be more flexible, and likely have a greater impact over a 25 year period. Finally, why are we having a congestion problem in this area? Would it be because people need to commute into the city for employment? What if we looked into moving business out of the city or giving tax breaks to businesses that are located where the employees live? If 20% of the commuters that travel from Everett to Seattle can stay in Everett because their place of employment has moved to Everett then we do not need to have a mega expansion of the system. But, I'm sure that King County would be more concerned about it's tax base rather than improving the system.
EAST KING COUNTY	Delete light rail to Everett and Tacoma and focus on Sounder improvements. Delete Issaquah line to reduce costs (invest in BRT.) Add station in Redmond at NE 51st.
EAST KING COUNTY	Add more parking
EAST KING COUNTY	Sounder service to Everett should be cancelled because of landslides and the money should be spent extending rail faster. The alignment should maximize redevelopment near stations.
EAST KING COUNTY	The reason I don't take the bus because there is not easy bus access from Kennydale near McKnight Middle School after the hours. The entire Renton community is very disappointed that ST is not putting light rail at Renton on the ST3 plan. Renton is one of the key facilities that Boeing produce airplane in the Puget Sound, along with other business like Valley Hospital, IKEA..etc. You need to have good transportation so people can take tor work and leave their cars at home. Renton is close to Seatac airport; you need to create a parallel light rail path for the east side people to get to airport so that not all the traffics have to direct to one light rail.
EAST KING COUNTY	Increase carpool/transit parking!!! Parking garage maybe?
EAST KING COUNTY	Adding more buses or a faster rail from Redmond to Downtown Seattle.
EAST KING COUNTY	Don't ruin the nice laid back feel of bellevue. Why fix a window that is not broken. Please don't put this down bellevue way
EAST KING COUNTY	Most important to me is light rail or rapid bus from Kirkland to downtown Seattle and sports stadiums.
EAST KING COUNTY	we desperately need better DIRECT and more frequent transportation between mercer island and the university of washington...not just that dependent upon "peak hours" but, rather normal, far more reliable and direct service both daily, and weekends.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	There is currently very limited transport options in the kenmore/ lake forest park area and this I think having a link to the more major transit stops to be able to go towards Bellevue and downtown Seattle should be done. The 522 is a major bottleneck of traffic and this having an easier public transport would be immensely helpful.
EAST KING COUNTY	Other sources of revenue should be tapped rather than increasing the sales and use tax. This tax is incredibly regressive and harmful to lower income individuals and families in the area.
EAST KING COUNTY	The entire state benefits from Puget Sound transit developments. Citizens statewide should pay for the expenses.
EAST KING COUNTY	Express bus service at peak times and priority bus lanes or bypass ability appears to be more flexible and more cost effective than light rail . Especially to the outlying areas.
EAST KING COUNTY	<p>I want to see transit be as competitive as possible for as many people as possible to make as many trips as possible to address our commitments to environmental sustainability and providing opportunities for economically diverse households to have a place in our region. To that end, ensuring Sound Transit projects are considered alongside the rest of the planned and existing transit network and that ST works with these agencies to come up with a comprehensive vision for how the different pieces work together is essential. Additionally, the transit solutions need to be scaled appropriately to the contexts they serve to be useful to as many people as possible. This might mean investment in a single corridor where there is a high concentration of people along the corridor or it might mean investment in a more spread out but coherent way. Please don't choose the tool (light rail transit) before understanding what the problem is. I don't see a clear connection between local and regional goals and the way Sound Transit service is being expanded. If we are trying to remain or become a more sustainable and affordable region, building light rail in freeway medians where the ability to generate a new community around transit over a generation or two is severely limited. It does nothing to make our cities and suburbs more productive places. In the case of the light rail "spine", building it next to the highway has a similar effect to increasing the highway's peak hour capacity and does little to change the surrounding land use situation.</p> <p>Sound Transit needs to shoot to be a transformative and widely relevant force in the region. The ST3 package is not transformative and will not be relevant to enough people to make them vote for it or to meaningfully move us in the direction of our shared goals.</p> <p>Thank you for listening!</p>
EAST KING COUNTY	Nobody takes light rail from Seattle to the airport because it makes so many stops and takes so long. Light rail needs to be a viable alternative to car transport, meaning transit time must be prioritized over giving every neighborhood developer their own station (i.e. countless stops creates excessive transit time, creates lack of use).
EAST KING COUNTY	Please consider additional parking or alternative parking solutions (passes or reservations maybe?). I love be able to take the bus every day, but hate that I have to drive 25+min away from home in order to find parking.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	Yes, all these projects have a lot of good things about them. But don't lose sight of what needs to be done now, and is a short fix, but especial for the people here. I'm talking about Redmond Ridge. We need a bus route that takes in Duvall, Redmond Ridge (That takes in Trilogy's Club, QFC shopping centre, the route around the school areas that bus number 224 takes now between Duval and Redmond only. Route 232 could include 224 before Duvall, so between Duvall & Redmond is route 224. Also, the bus schedule would be for seven days and have a wider day spend so more people could use it to go to work, shopping and functions. More stops are needed along the entire route and a park and ride somewhere near the QFC shopping centre. Most of us at Trilogy are 50 to 90 & above. We as old people should do, what to take a bus have a life without driving when we really shouldn't. We will not be around when your projects get even close to finishing and we have definitely paid and still are paying our taxes. Thanks, Bruce
EAST KING COUNTY	THE TRANSIT ORIENTED DEVELOPMENT PLANNING PROGRAM SHOULD BE SUPPORTED TO REDUCE DEVELOPER SPECULATION IN PROPERTY SURROUNDING STATIONS, AVOID LOST OPPORTUNITY COSTS AND CAPTURE INFILL OPPORTUNITIES FOR AFFORDABLE, BELOW MARKET RATE HOUSING.
EAST KING COUNTY	Further delaying the substantial investment will cost us all more in the interim and in the long run - move ahead!
EAST KING COUNTY	I would always support trains over buses. Huge subsidies to allow a few to travel on transit are not acceptable: we need to have the routes that people are going to use.
EAST KING COUNTY	I am a woman who rides the bus and light rail as often as I can. I strongly support adding more evening bus and light rail trips to/from downtown, to enable people to safely attend evening activities in that area without the need to drive or to wait outside for long periods in order to catch a bus home.
EAST KING COUNTY	Any step forward is better than the system we currently have. I travel around the world and am completely amazed at how easy rail transits facilitate movement without having to drive somewhere. It's embarrassing that the Seattle area tax payers are so short sighted in this--I support any extension of the transit system to bring us into the future!
EAST KING COUNTY	We could have a lot more streetcar trolleys. Why are they so expensive?
EAST KING COUNTY	Why is RENTON left out of the high speed rail picture? How about connecting Renton to the MLK line to Seattle. How about a line from Kent and Renton to Bellevue college?
EAST KING COUNTY	Let's walk before we run, and get people to the idea of public transport sooner and cheaper. Throw out ST3, Institute a regional BRT WITH traffic control preference with both lights and lanes and equal destination availability , eg Woodinville to Boeing field in 45 minutes or Mukilteo to Puyallup in 90. No tradition centers, just bus stops, and do the hard work of quick enter/egress and culture change to both use public transport and make it safe and quick.
EAST KING COUNTY	since I am not too familiar with the details of the plan, I think the priorities should be of a combination of which items would help congestion the most first, and which items could be completed the fastest. There should be emphasis on establishing easy ways for people to walk, bike and park to use transit.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	Parking and access to light rail and bus routes is extremely important. Right now I drive because I cannot find parking close to bus stops or ANY of the light rail stops. Consideration must be made for easy access, or folks will stay in their cars. You have to make it EASY before folks will switch!!
EAST KING COUNTY	Cost too much and projects not completed on time!!! Put transportation money in smaller buses which will be a lot more flexible in future! NOT in rail! Too costly on property tax, sales tax and car taxes! PERMIT taxes!!
EAST KING COUNTY	Fast track it!
EAST KING COUNTY	I'm all for mass transit but not happy with your plan. My question to you is, why did you not want to include lite rail on the existing Burrington tracks that were abandon. By using an existing right-of-way it would be much cheaper since you already have a clear line. It makes no sense to put in a walking trail when we have a mess on our roads. I would be 110% behind this project and willing to pay my share if we could have light rail around Lake Washington Blvd. I live in Lower Kenndale where the closest bus is 1 mile away, we have no buses running in our neighborhood NO PUBLIC TRANSPORTATION.
EAST KING COUNTY	Light rail is only as good as a person lives near the line. I would still have to drive to a place such as a P&R to catch a bus to get me to a light rail stop. At that point, I might just drive or catch a bus. Buses reach out further geographically and are better people movers. The infrastructure is there for buses to expand out whereby light rail is limited to only where it has been built. You can rave all you want about light rail and its people moving capacity, but if you don't give buses the chance to get more people to use public transportation, I can't see spending more money for light rail.
EAST KING COUNTY	Prioritize Bellevue transit improvements  Look at equity implications for all investments
EAST KING COUNTY	Why don't the have more buses running more frequently and forget all the construction costs that will take 25 years.
EAST KING COUNTY	expand sound transit foot print to add additional paying supporters. do not use or lower the property taxes unless spread out of the current transit foot print. i fully support the expansion but strongly want to spread out paying people in the existing sound transit foot print. i would like to have the board utilize taxes for those that rent cars/hotel taxes to help pay for these projects. other states/cities utilize this and i strongly urge the board to utilize others that visit and use our transposition to help off set the cost in stead of only citizens that live in the area.
EAST KING COUNTY	V

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	Not sure I fully understand how this is to be funded, but I for one, would not likely use any of it very much; however, we need it as traffic SUCKS and will only get worse without something being done. I think the main thing is to provide good transportation solutions to the current major employers whose employees are some of the major causes of congestion (not necessarily their fault). Employers like University of Washington, Microsoft, Boeing, Paccar, Starbucks, etc....., should shoulder a larger % of the cost since they and their employees are going to benefit. Plus, I think that the users of the transit system should also shoulder a high % of the costs....kind of a "user ury" tax. Definitely need to reduce traffic congestion down both I-5 and I-405 in both directions during peak traffic times. Having said all this, I do believe we need to have our crystal ball working and planning NOW to solve a problem that is only going to get worse....."Pay me now, or pay me 'more' later". Also, speed up the time line.....seems to be taking too long. And finally, PLEASE figure out some other alternative to using the new Kirkland "walking/biking" path corridor. Don't ruin a good thing. Thank you!
EAST KING COUNTY	I think there will be good support for the project if the trains and buses can be built in the area. The Puget Sound region certainly has the manufacturing skills to accomplish it. I think many people won't be as pro-transit if they don't see a benefit for the area beyond simply building a bus-train system. This could be a chance for good paying green jobs in the area for working class folks.
EAST KING COUNTY	analysis that I have read indicates the light rail system will REDUCE the number of people making trips across 405, while adding to congestion. Poor planning.
EAST KING COUNTY	Fix Issaquahs commute!
EAST KING COUNTY	Build it as extensive and as quickly as you can. We cannot become a major urban powerhouse without it. Critics be damned...full steam ahead.
EAST KING COUNTY	Do not put any High Capacity Transit on the CKC Trail Remove the environmental study between Bellevue and Bothell via the CKC Trail Remove the proposal of mass transit from Bellevue to South Kirkland Park & Ride If all of these are not removed, I will actively work to defeat ST3 in November
EAST KING COUNTY	I only wish ST had some qualified expertise in it's projects. I have worked on committees in other cities And Seattle ST is an embarrassment and obviously corrupt.
EAST KING COUNTY	ST3 is "Stratospheric Taxation Cubed"! Choo-choo trains were big in the 19th century. When we you propose stage coaches?
EAST KING COUNTY	It is difficult for me to respond as I am not a frequent user of the system now as I live in a location in Bellevue where mass transit has been inconvenient and it isn't even easy to take a bus to downtown Bellevue. Taking transit to serve on a jury at the Regional Justice Center in Kent required me to devote 4 hrs. round trip each day. As a senior citizen, I fear I will not be able to go grocery shopping or to my medical appointments once I am unable to drive. I will not be around to enjoy the majority of the improvements proposed but I certainly hope expansion of the system becomes a reality for younger citizens.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	I consider myself an intelligent person, but all of this is just too confusing. I hate to be selfish, but I don't see how it would benefit me, and I don't have a feeling for how much it is generally needed. So it is REALLY hard for me to give answers to your questions.
EAST KING COUNTY	the project does not address how people will be able to access the various rapid transit options to take advantage of them - i.e., how would someone from unincorporated King County access the rapid transit to downtown besides driving their vehicle and parking? Also, to pay for these projects, various taxes and fees would be imposed - thereby creating further financial difficulties to those who would benefit the most from rapid transit. Finally, I do not understand why Seattle is so far behind in adapting to the needs of commuting - especially when other more advanced cities, like SF and Chicago, have had these in place for decades.
EAST KING COUNTY	the timelines are pretty sad, especially given the work that could have been done alongside the 520 floating bridge replacement to put public transit in there. the costs, like all govt managed projects seem excessive, and will of course go over... so for once it would be nice to see contractors penalized for overages in expenditure or time. after the mismanagement of tolling on the 405, the debacle with motorcycle lane splitting and other failures to implement a cohesive transport policy in the State of WA I have very little confidence in this making any real difference in a timeframe that will support the growth of companies like Microsoft, Amazon and Boeing...
EAST KING COUNTY	KEEP BRT AND LIGHT RAIL OFF THE CROSS KIRKLAND CORRIDOR
EAST KING COUNTY	Good job of making the difficult tradeoffs -- if you need to cut the price to sell it to the voters, you could postpone Downtown Redmond and Issaquah ( save \$2.5B of high \$/rider)
EAST KING COUNTY	This does nothing for residents of Sammamish, yet is going to cost my family almost \$1000 per year. I don't buy the "indirect benefit" line, either -- this isn't going to relieve congestion along I-90 even after it's finally operational, and it's going to be a horror show during construction.
EAST KING COUNTY	Faster! Time frame is too long. Need this now!
EAST KING COUNTY	Please include limiting semi-trucks to one line. Their overall poor quality of driving causes huge back-ups. I see many semi-trucks everyday in all lines which should be illegal.
EAST KING COUNTY	The price tag is stunning. Voters recently approved a tax increase for early education. Legislature still has to fund basic education as required by the Court. I am not willing to spend such a huge amount for transit until we know what the financial impact the Court's requirements will have.  I could only support a more incremental approach.
EAST KING COUNTY	Bus service in our are is poor. I would take the bus or train if there were more options. Currently, there is no service to/from our neighborhood after 7:30AM.  I've tried parking closer to town to catch the light rail but there aren't many parking options. I would welcome more public transit from the Renton area!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	The timing of the project to get the next phases complete is too long. 8 years to complete the first phase is unacceptable and in 25 years the changes that will be made are likely to not be the solution needed tomorrow rather an answer to our traffic problems in 2016.
EAST KING COUNTY	Like I have said in the past, this has taken way too long to get these projects into the working phase. Didn't we look at the Bay Area, Portland, and Vancouver, BC. Even LA has a rail system through out the county. Wake up Seattle area. It will now cost us all many times what it would have when this was first thought about. We are now retired and the only use we would ever use is maybe the free toll times on 405. Our neighbors say they never use the freeways anymore. Good luck!
EAST KING COUNTY	Would like to see Light rail along the eastern side of Lake Washington from Renton to Kirkland....
EAST KING COUNTY	Too little, too late, too costly.
EAST KING COUNTY	Responding via smartphone and can't fully read categories. Please pay more attention to projects in the Bothell/Woodinville area. We are completely underserved. Bus schedules don't change at all or services are cut while ridership is increasing. Bus is always packed/standing room only. Service only for brief periods each day. Needs expanding!!!
EAST KING COUNTY	Funding of the project is the issue. How to fund and from the appropriate sources. It should NOT be funded through property tax increases. It should be funded through gas tax, higher fees on bus tolls, rapid transit and light rail. Those that choose to use light rail and bus services should pay for the services, as they will save on gas and parking costs. It should NOT be subsidized by the general public.
EAST KING COUNTY	Provisions for neighborhood parking impacts adjacent to all transit stops and stations for rail and bus needs to be included in the plan. With few stops spaced too far apart to walk, informal parking lots will appear along streets, and illegal parking will happen at public and commercial properties. The metro 255 route through Kirkland is a good example of this. Develop micro transit network in cities- shuttles, ped and bike ways- to get people to the stations.
EAST KING COUNTY	I would strongly support light rail on 405 corridor. Also, would support an accelerated time line for all east side projects.
EAST KING COUNTY	Access to transit centers: I am retired and live in Issaquah, so I avoid peak travel times but I am having trouble finding parking at the transit centers after 9AM--I can no longer find parking at the Issaquah Transit Center and the Issaquah Highlands parking structure is filling up rapidly. People are starting to park along neighborhood streets blocks from the bus stops. Massive new development projects are planned in Issaquah along Newport Way. Newport Way needs sidewalks, safe street crossings, and a frequent shuttle-service to the Issaquah Transit Center. Additional frequent shuttle services from other population densities will also be needed. Consider eventually placing the Issaquah light rail station on a lid over I-90 in a central location.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	I strongly oppose Sound Transit's expansionist, tax and spend policies. Puget Sound residents need more roads, not more half-filled busses and trains. This is merely a parking subsidy for people who work in Seattle, not to mention a way to further increase ST's bloated bureaucracy, and it will cost us in additional property taxes and sales taxes. I will vote NO on this measure in fall!
EAST KING COUNTY	Renton is left out in the cold in this plan. Why is it that the "rich " professional communities (Issaquah) , and others get rapid transit via rail or sounder, but Renton gets nothing except bus. The I405 corridor is always one big traffic jam and has resisted many efforts to improve the drive time- that corridor needs light rail, especially through the s curve where it all bogs down, and between Bellevue and Renton. Renton should be included in the light rail plan.
EAST KING COUNTY	The plan for the eastside must be moved up. We pay the tolls. We have almost no transit support. There isn't even enough space at the park rides to take what buses are available now.  Moreover, the failure to add parking adjacent to the new UW line forecloses even the option of fighting the traffic in, paying bridge toll and then being able to park at UW to get off city streets to get into Ballet, Symphony, dinner etc,
EAST KING COUNTY	Why isn't the Eastgate station called Bellevue College like the Stranger article had it. You have UW, TCC, you should also have BC. I and fellow students would likely be more supportive of a BC named station. Just saying there are 10s of thousands of us. :)
EAST KING COUNTY	The plan does not clearly define the streets and specific areas that could be affected by this proposal.
EAST KING COUNTY	I do not support transit-oriented density, but we do need adequate parking for mass transit to work.
EAST KING COUNTY	I would love to see light rail along 405 from the airport to Lynnwood as long as we could connect to a light rail to take us to Seattle. I would be on it every day.
EAST KING COUNTY	Underestimating how much parking will be needed at light rail stops north of Seattle would be extremely detrimental to the ability of folks to utilize this service for commuting purposes. The park and ride I use currently is full so early that it causes a lot of stress on not only riders but street parking/traffic in the surrounding residential areas. I would use light rail from Lynnwood into Seattle the second it is available, but if I'm not able to park there easily throughout the day, it's not worth much to me as I don't live in a neighborhood that's walkable to the Lynnwood P&R area.
EAST KING COUNTY	No more taxes for this system you are kill9ng us
EAST KING COUNTY	I think the Everett to Seattle commute should be a priority because the north end is experiencing so much growth and the commute gets worse all the time. I to from Lynnwood to Northgate and there is no direct bus, so I must drive or spend too much time commuting.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	Why are Corporations who get huge benefits from Light Rail not paying any taxes? Why are homeowners and car owners paying for this while Amazon, Microsoft and Boeing freeload at the expense of the individual tax payer. Time for those freeloaders to step up and pay their fair share. Unless Corporations start paying taxes for Sound Transit I will vote no on ST 3
EAST KING COUNTY	I recommend not routing light rail or Rapid Bus Transit on the Cross Kirkland Corridor trail.
EAST KING COUNTY	This is unnecessary. We can burden tax payers for something most will not ever use.
EAST KING COUNTY	<p>The fact that this program costs \$100,000 per mile and other successful projects cost as little as \$15,000 shows the misguided extravagance of the plan. Simple is better, bike paths, small buses to more places, such as anything going east and west, and more often.</p> <p>Don't displace people for this project.</p> <p>On the east side it is almost impossible to carpool to work due to diabolically few park and rides. Where would we park to take the train?</p> <p>The toll on 405 makes very little sense for commuters, poor access, eliminating 2 person car pools during the day, (just try to get three people where you work to carpool, It is hard enough to get two).</p> <p>\$4,000 tax on the people that will own this house over the next 20 years is unexceptionable unless the funds are used carefully and frugally to reduce the congestion caused by people getting to work. Mass transit moves people BUT NOT TO THERE JOBS. What are we supposed to do, walk miles to the buss then walk miles to work????</p> <p>Get the planners out of there offices and onto 405 from I 5 south to I 90 almost any time of day, ask the commuters why they don't use mass transit, THEY WILL ALL SAY THEY CAN'T GET TO WORK ON A BUSS OR A FANCY TRAIN, they need more general purpose lanes on the existing freeway.</p> <p>Think a bit about the guy that takes 2 buses and light rail from north Ballard to the airport, it took more than two hours... ridiculous!</p> <p>I am a Manufacturing Engineer that had to drive 405 for 15 years, the lack of intelligent planning is stifling the lives of the working people that have to finance these short sight ed programs.</p> <p>Look closely at the proposed plan, picture working anywhere there are jobs east or west of the main freeway and see if a person could actually get to work. You can't get there without a car.</p> <p>FORGET THE TRAIN PROJECT,,, MOVE PEOPLE IN BUSSES ANND CARS.</p> <p>[name and address]</p>
EAST KING COUNTY	I strongly oppose the resistance to adding transit to the Cross Kirkland Connector, as publicized by saveourtrail.org. I believe this is a special interest group of affluent homeowners in the vicinity that want to protect their way of life while disregarding the much larger importance of reducing carbon emissions. I will caveat this statement by saying that any adverse impact to large scale environmental heal (watersheds, salmon runs, etc) would not be acceptable, and would challenge Sound Transit to find a solution to preventing this.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	Oppose building light rail structures in Bellevue before a design is approved to bring rail across the floating bridge. Oppose supporting transit related development through changes in zoning, etc. Oppose losing an important park and ride during construction of a rail station that won't be in use for years. Support Bus Rapid Transit in dedicated lanes. Instead of building rails, put buses in those dedicated lanes.
EAST KING COUNTY	Focus on light rail development instead of buses. This is a more permanent solution that move many more people and reduce traffic. Buses are often slow and cause highway congestion, not to mention the additional pollution they create, especially in dense areas like Seattle and Bellevue.
EAST KING COUNTY	The other ST projects have never meet their goal and have been way over budget. Why should I give part of my fixed retirement income for a project that will not be useful for 25 years and something better may be developed in the mean time?
EAST KING COUNTY	I think we should have additional parking at the Park and Rides along the I-90 corridor. It is difficult to use a bus when there is no place to park. Also, I think the I-90 corridor should be planned and built first as it is a fast growing region and buses during peak hours are crowded beyond capacity often with standing room only.
EAST KING COUNTY	All plans should specify projected commute speed and how many people it is will move in comparison with need, also transit should openly compete with car based transportation.
EAST KING COUNTY	Could not the old 520bridge be revamped for train instead of recycled concrete?
EAST KING COUNTY	25 years is too long to wait for light rail. Accelerate the build out
EAST KING COUNTY	The population of the North King County area will continue to grow, quickly, as it is becoming (over)developed. The daily commute through Kirkland on 405 is worse due to the changes to the HOV lanes. With more people and more jobs (hopefully), there will be more cars, unless viable, easily-accessed commuting options are made available. As much as the transit options are needed, just as necessary is a good marketing message to encourage people to take part in safe, reliable, friendly? public transit. We love our cars too much here. On the East coast the transit authorities finally stopped building roads to accommodate everybody all the time, and it made public transit a more popular option. Invest in the future of eco-efficient, safe, easily-accessed transit!
EAST KING COUNTY	learn from the Bellevue's nonsense impediments to progress that set you back for a decade, and try to out-maneuver similar Kemper Freeman efforts elsewhere.
EAST KING COUNTY	Businesses should pay a majority of the costs. Additional funds should come from capital gains and income taxes. The project schedule should be shortened considerably.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	My concern is that nothing is being done to address the increase in traffic flow around the Lynnwood station. Traffic is already terrible along 200th and 44th (traffic will back up along 200th all the way back to Aurora ave at the worst times now) between 4-6:30 with the addition of more busses and cars leaving traffic will be at an almost standstill. Did you ever consider a parking structure on the northeast cornering 44th and 200th where the hotels are. It looked like there the hotels might have to be removed for the track anyway and a sky bridge for foot traffic from the southwest where the station is over 44th, to a parking structure would get cars past that intersection by having them already park there to the other side of 44th without having to go thru the intersection of 44th and 200th. I really support mass transit but I feel nothing is being done about the impact on the surrounding areas. I went to a local meeting in Lynnwood about 2 years ago and brought up the traffic concern and the person for the transit said "that's not our problem!" I thought if that's the attitude why am I wasting my time! Please take these thoughts into consideration and good luck because traffic sucks out there!!!
EAST KING COUNTY	Why not add more lanes on the highways, or build more highways so there are more options for driving my own car? I don't want to ride a bus, train, or anything else. I want to be in control and drive my OWN vehicle. I pay large sums of taxes and I should have more roads to pick from.
EAST KING COUNTY	This whole plan is a nightmare. Rail service will have limited reach, and it will take extremely long to build. And while it's being built, it will significantly inconvenience people who are unlikely to benefit much from it in the near future.  Scrap it, and start over.
EAST KING COUNTY	Lanes should be added to many freeways in the area, I-405 in particular, to alleviate the severe traffic issues. Not all people are able to use public transport and options alleviating traffic for those using cars should be explored first.
EAST KING COUNTY	The Kenmore Park and Ride needs a garage to increase parking capacity. I commute along 522 with MANY other parents who cannot use the P&R after they drop their kids at school. It is always full by 9am.
EAST KING COUNTY	Stop wasting tax payer money. I would be more supportive of this if you were more responsible with the funding you have been given. It's like you have no idea what you're doing. Shameful up to now.
EAST KING COUNTY	This is a colossal waste of money. Improve the roads and quit spending money on toll lanes and bike lanes. If there was a chance light rail would come to the Bothell area in my lifetime I might consider supporting it. As a retired person I see no reason to tax myself when the tax dollars if contributed to transit have been so badly mismanaged and wasted.
EAST KING COUNTY	Develop faster Fund with income tax on couples earning over 500k

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	Existing railroad tracks in Renton and Bellevue could be used for a commuting rail line between Renton, Bellevue and Redmond and would be an advantage in saving money instead of building a completely new rail line. This existing rail line should be considered. There would have to be some adjustments due to some of the rail line being removed, but what is still existing can still be used.
EAST KING COUNTY	Buses are the way to go. Light rail is a big mistake.
EAST KING COUNTY	You are proposing a solution to a problem of the past. Distracted and incompetent drivers clogging our roadways. Auto drive cars will eliminate this issue long before you build a train solution that will not be used. Spend these dollars adding bus service immediately to help mitigate current traffic issues and start planning for self driving vehicles which will eliminate the traffic congestion and parking issues caused by human operated vehicles.
EAST KING COUNTY	I am so very glad you are trying to do this and to establish a vision for the future. 50 years too late is better than not at all. But surveys like this are NOT the way to prioritize. Results will be extremely biased based on who responds. People will vote for the service that they need themselves. And you have no idea if the survey is a sufficiently representative sample to know if this is consistent with ridership expectations. You really need to base these recommendations in scientific studies of traffic and commuter driving patterns
EAST KING COUNTY	Is it true that Sound Transit is only contracting companies that have union workers for all of these projects? If so, I think it's better justified to use 'prevailing wage' and open the bidding options to more contractors and workers through the state. We are all paying for these projects through our taxes.
EAST KING COUNTY	NOW is the time for mass transit here!
EAST KING COUNTY	All ST3 subprojects need an increased focus on bicycle access -- bike parking at rail stations, expanded bike capacity on rail cars, etc.
EAST KING COUNTY	This is what I learned about how Light Rail proposals work. The agency sends out to voters one proposal, we vote yes giving you more tax dollars but you then completely change the route from what was voted in. Then with your power Sound Transit intimidates all other governing authorities making them comply to your will. You say you are trying to address traffic issues but in reality it is all about development. It is all about the regions growth but little about the quality of life that we are losing and you sell us on the farce that mass transit will improve our quality of life. It is not!
EAST KING COUNTY	The plan is too big and too ambitious. New technology may well provide other alternatives (driverless "pod type" cars may significantly increase utilization of highways, etc.). I would recommend a more focused, "one step at a time" effort that can then shift and adapt over the next few decades.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	<p>I am completely against transit in this area. The main problem I have found with transit (Sound Transit or Metro) around Puget Sound is that it is only good if you are going between two major points, for example Bellevue Transit Center to downtown Seattle. If you don't happen to be near one point and going to another point it is pretty much useless. I live in Bellevue and used to work in the Fremont area of Seattle. Before they started the tolling on 520 I had a 2 hour a day bus commute on Metro. I could get a bus a block from my house that took me directly to the U District where I caught another bus to Fremont. After Metro brought in the B Line my commute went to 2 1/2 hours then after six months they made another change that took my commute to almost three hours a day. So I bought a car and drove to and from work and I only spent an hour a day commuting. Sound Transit is even worse in that they only go between major hubs in the area. Until that kind of problem can be solved I will be voting against anything to do with mass transit in this area.</p> <p>Another problem I have is that they don't always have enough transit available when needed. I go to 5 to 10 Mariners games a year and I would ride transit more but when the games get out it can be harder to get back to your car at the park &amp; ride when riding transit than getting out of Seattle when driving to Safeco Field. I have seen long lines waiting for the ST 550 bus going to the Eastside but at 10:00 at night they only run every half-hour</p>
EAST KING COUNTY	<p>In the short term, the more that can be done to make existing transit more reliable would be the most helpful. Express busses should run more frequently on major routes, with frequent feeder service through neighborhoods. Having dedicated bus lanes so busses (even express busses) aren't stuck in traffic would be a great starting point.</p> <p>I support the system-wide expansion of a connected regional rail and bus system, but there is much room for improvement with our current system(s) in the meantime.</p>
EAST KING COUNTY	<p>We do not need anything that would bring more development to the eastside. Traffic getting terrible as it is.</p>
EAST KING COUNTY	<p>Do not put any High Capacity Transit on the CKC Trail - this is a community treasure and we need to keep and preserve these spaces. Remove the environmental study between Bellevue and Bothell via the CKC Trail - don't waste our money on this!</p> <p>Remove the proposal of mass transit from Bellevue to South Kirkland Park &amp; Ride, this makes no sense.</p> <p>If all of these are not removed, I will actively work to defeat ST3 in November</p>
EAST KING COUNTY	<p>Light Rail over runs in the past were obscene. Buses provide the most flexibility and lowest cost. I feel safer in a bus where I can see the driver than in a light rail car with dangerous troublemakers.</p>
EAST KING COUNTY	<p>The schedules for building ST3 are far too long to be of any use. Renton needed to be addressed in the plans. The cost to taxpayers is far too high.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	<p>Light rail is idiocy. I use the bus services already provided and they are great. Buses should be expanded. They are more flexible with lower capital investment, the roads can be used by other vehicles, the replacement cost is lower. EVERYTHING about buses is better. If Sound Transit actually had a brain they would stop expanding this boondoggle. But then it is an unelected bureaucracy and doesn't listen to people...just does what it wants...because...light rail is "good". Anyways, I have no hope to stop it, they'll just build it and keep building it and it'll cost 50 billion and they 100 billion and ... god how depressing.</p>
EAST KING COUNTY	<p>This survey was difficult to complete. I reread most questions multiple times in order to confirm my response. There is much room here for an improved, concise presentation.</p> <p>Selecting light rail as the solution to our transportation needs says you are making a bet on perfect knowledge how the community will grow over the next 25 to 50 years. The monorail was seen as Seattle's light rail transportation solution in 1962. Transportation growth plans since the Seattle World's Fair did not progress as predicted. Why should we believe you are better forecasters of 25 to 50 year transportation solutions today compared to the 1962 prognostications?</p> <p>To begin with, a serious plan should address how Park &amp; Ride Lots (PRL) support the transportation system. Currently PRL generate no revenue from users. Institute a graduated user-fee linked to riders Orca Cards and Automated License Plate Readers (ALPR) to support the transportation system.</p> <p>Vehicles parked less than 4 hours would incur no fee. Vehicles parked up to 6 hours are charged the Low Rate parking fee. Vehicles parked over 6 hours would be charge the High Rate parking fee. Plug in your own numbers, at 80%, 25,000 total PRL spaces would provide 20,000 potential daily revenue sources.</p> <p>At an 80/20 Pareto split, a High Rate of \$10 and a Low Rate of \$5 will generate \$180k per day, \$900k per week and over \$45M per year. Odd my proposal of \$45M raises the same amount of revenue passed by 2015's Proposition 1.</p> <p>Solve the transportation parking issue first, be it a light rail or surface transportation solution.</p> <p>I am against light rail because of the permanent, risk adjusted high fixed costs. Read those words again.</p> <p>Permanent – Light rail is not quickly adaptable to changes in demographics and community growth patterns.          Risk adjusted – What happens when light rail suffers a Single Point of Failure? I refer to the mudslides experienced on Sounder Transit. The sinking of floating bridges in 1979 or 1990. What happens if the viaduct is damaged from the Bertha tunneling? What</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	Add a light rail that runs parallel to 405 and 5 connecting north and south in both eastside and westside. Also, introduce light rail to connect eastside with Seattle area. This would solve 90% of the commute problems. Trust me I am an engineer so I know what I am saying,
EAST KING COUNTY	I was wondering about the cost, time and lack of associated highway construction. I am from Vancouver and travel down here on a regular basis. For half the price (\$25 billion) and half the time BC has built (or are working on completion of) 5 "Cadillac" elevated and driverless light rail lines. At the same time they tore down 8 old lanes of bridges across the Fraser river and replaced (replacing) them with 26 new lanes (including the widest bridge in the world) and replaced and widened all the associated freeways including tearing down all the old interchanges and rebuilding them along with completely new freeways. Traffic does not slow down on the Port man bridge at rush hour any time now What are you folks doing with \$50 billion?? My other concern would be that you are proposing a \$50 billion 20th century solution for a 21st century problem. In the next 10 years there will be fleets of smart car size autonomous electric cars picking up and dropping people off for 25 cents a mile. Never stopping or parking packing 5+ cars in the space of a single old style private car and the limitations of human drivers in traffic At this kind of per mile cost in a point to point vehicle will any body want to "walk and wait" for old style mass public transit? Thanks! [name]
EAST KING COUNTY	12 years to hook up Redmond, where one of the states largest employers is? Seems ridiculous. I'll have moved out of state before I can even use public transit.
EAST KING COUNTY	I think the rail routes should follow the freeways to better serve commuters from the suburbs. Rail routes such as UW to downtown do not serve the vast majority of workers that commute into Seattle from suburbs.
EAST KING COUNTY	Being a native Seattleite lifelong living Washingtonian I have seen a lot of State, County, and State construction project proposals and initiatives that were offered to be voted into existence that required residents to pay taxes on that were voted into existence (I can be specific in my next message sent but not right now only because of time constraints). To summarize what im getting at: Some of these measures were presented to the public right when the public was most aware of the problems (in this case transportation) being in their worst state. This swayed taxpayers who were willing to take risks on spending for community, City, County and state needs only to spend large amounts of money on projects overly beneficial to small areas and classes of people and trades. The south Lake Union Trolley is the first project that comes mind but not the only. This wasteful spending i have seen discourages taxpayers into conserving and not voting on future taxspending initiatives when the ( Seattle in this case) Washington State taxpayers intelligence is insulted and assumed to be easily fooled into spending.
EAST KING COUNTY	Invest in better bus service not light rail. Busses are cheaper and more flexible to adjust their routes when needed. Light rail is too expensive.
EAST KING COUNTY	Large businesses that require these levels of mass transit (ie Boeing, Microsoft) need to contribute financially to these plans as well.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	<p>I feel strongly that the costs associated with these proposed solutions should be borne by the users just as the users presently pay for their use of the 520 bridge. Taxing the general population for the benefit of a few users is nothing more than wealth redistribution and has no place in these considerations.</p> <p>I also oppose any consideration of wheeled transit on the Cross Kirkland Corridor. The residents of Kirkland supported the cost of acquiring and developing the CKC on the promise by Kirkland politicians, of a pedestrian/cycling path NOT A TRANSIT CORRIDOR. A bait and switch by politicians after obtaining increased taxation approval may be indicative of the present state of politics in this country but is totally inappropriate. KIRKLAND, KEEP YOUR PROMISE AND DO NOT SUPPORT ANY FORM OF VEHICULAR TRAFFIC ON THE CKC.</p>
EAST KING COUNTY	<p>There really needs to be more parking at the park in rides, I get to the one in down town Redmond at 830 and it is usually full. The bear creek park in ride is a joke, so small for the amount of cars that travel in this area. More people would use the bus system and not be on the roads if there was always parking for us to use.</p>
EAST KING COUNTY	<p>As a Renton resident, I am disappointed that light rail will go to Redmond and Issaquah, despite a greater population in Renton than those two cities combined. The traffic on 405 around Renton is always congested and needs immediate attention. Moreover, I have a hard time voting to pay the same taxes as residents who will benefit more. Perhaps you can charge communities that benefit more higher taxes (ie--a sliding scale tax based on proximity or access to services). Usually, I highly support public transit and infrastructure, but, quite honestly, living in a large city that is highly underrepresented in this plan, I am not only hesitant to support it, but I may encourage other people to vote no, too.</p>
EAST KING COUNTY	<p>One aspect that is not in the current plan is adding bus lanes to the Kirkland CKC. I am greatly opposed to this. The population growth in Seattle and Eastside is much to fast. We are on the verge of losing much of our green space. We need to take a stand. Please exclude this project from future plans and take more aggressive positions to curb the growth.</p>
EAST KING COUNTY	<p>Please no motorized transit on the Cross Kirkland Corridor... I believe if you want to get people out of Cars we need safe places to walk or ride free from cars. The CKC is one of a very few places where one can walk/ ride without fear of getting hit</p>
EAST KING COUNTY	<p>There appear to be no service improvements between Sammamish and Seattle. Currently, there are several express bus options between Sammamish and Seattle and these routes are often crowded already.</p> <p>While the plans are not clear, it appears that express bus service between Sammamish and Seattle will eventually end once light rail becomes available in Mercer Island. If that is correct, I think this plan is limiting--express bus service between Sammamish and Seattle should remain an option even when light rail becomes available.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	Work with other WA agencies to improve air qualities of the Puget Sound area by promoting and providing programs to encourage electric vehicles on the streets, carpool programs with businesses/corporate/private entities, and encourage safe transportation system for residents in the Greater Seattle area.
EAST KING COUNTY	Asking people to support a proposal 22 years in the future makes little sense. spend the extra money to build these ASAP so we can benefit WHILE we are taxed. Also- parking at stations is critical unless you have a plan to leverage Self-driving cars that can pick passengers up. Otherwise, it's another 30-45 minutes to our doorstep (deal breaker). Transit oriented development can take place above parking stalls. Good luck
EAST KING COUNTY	Do not put any High Capacity Transit on the CKC Trail Remove the environmental study between Bellevue and Bothell via the CKC Trail Remove the proposal of mass transit from Bellevue to South Kirkland Park & Ride If all of these are not removed, I will actively work to defeat ST3 in November
EAST KING COUNTY	Please leave the Cross Kirkland Trail free of any mass transit plans. Also, do not put mass transit into the South Kirkland Park & Ride.
EAST KING COUNTY	No transit on the Cross Kirkland Corridor, No light rail on Bellevue spur, No environmental study on the Cross Kirkland Corridor
EAST KING COUNTY	just be sure to have plenty of parking at any park and ride or transit centers. now there is simply not enough
EAST KING COUNTY	They should not take away the walking trail that exists thru Kirkland. The public enjoy the trail and it will disrupt nature and the peaceful trail. The 405 area can be used instead!
EAST KING COUNTY	Please do NOT put transit on the Cross Kirkland Corridor!!!!
EAST KING COUNTY	To promote the use of mass transit, projects need to allow for large amounts of parking at major light rail stations, for example Eastgate for the proposed Issaquah to Bellevue line. If people can't access the light rail stations because the parking fills up between 8 or 9 AM or even earlier or if parking is only available to carpools, then light rail becomes too inconvenient. Parking is already problematic at the Eastside and Mercer Island P&Rs and the train stations from Auburn to King station. If residents are going to be supporting the large price tag of this project, then it shouldn't be problematic for them to access it.
EAST KING COUNTY	To expensive a d not well designed. Strongly oppose most of the proposed actions.
EAST KING COUNTY	Concerns for the cost of the projects. There are many adults who could not afford the \$200.00 a month additional expenses. How would this be assessed? by property taxes, sales taxes?
EAST KING COUNTY	Projects should be prioritized to move people N - S and S - N, then E - W, then neighboring areas like West Seattle etc.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - East King County

EAST KING COUNTY	<p>Don't even consider extending Bellevue Wilburton to S. Kirkland P&amp;R - too expensive, overlaps with environmental study, park&amp;ride already too crowded. Instead, re-direct funds to build light rail extension from downtown Redmond to Totem Lake - cheaper, shorter distance, and serves the growing businesses along that route and connects neighborhoods in Kirkland, Woodinville, and Redmond. For long term, I would support light rail on I-405 vs BRT (not sure why the plans can't be changed just because a federally funded record of decision document that doesn't make sense now, was approved a long time ago). But BRT on I-405 is a more economically feasible choice at this point and an early deliverable. It should be enhanced to include stations on 112th and NE 70th (that were on the original plan) and scrap the very expensive NE 85th St in-line station.</p>
EAST KING COUNTY	<p>Bus connections are an inherently unpleasant experience. There is no obvious way to fix it, but please research it anyway.</p>
EAST KING COUNTY	<p>Keep buses off the rail corridor</p>
EAST KING COUNTY	<p>Oppose light rail or bus use of the cross Kirkland corridor; support bus rapid transit on I-405 serving the various eastside communities, Renton, and Everett. The cross Kirkland corridor was "sold" to the local population as a walking and biking trail, not a precursor to light rail or additional bus service. That additional service would damage or eliminate environmentally sensitive areas along the corridor (so market by Kirkland), erode the value and quality of life of houses and related residential property adjacent to the corridor, and violate the original premise upon which the City of Kirland spent money removing the rail line and upgrading the pathway for pedestrian and bicycle use.</p>
EAST KING COUNTY	<p>I wish ST3 was more about building a sustainable region rather than emphasizing miles of track and enabling commutes that shouldn't be happening. Lobbying for more housing in all of Seattle and the inner suburbs, while not under ST's scope, would be a better use of money than track to far-out places.</p> <p>Get rid of all of the parking. If a station depends on parking for ridership then it shouldn't be built. Not only do park and rides not scale to fill high capacity ridership, they poison their surrounding areas.</p> <p>It's incredibly disappointing that ST never proposed any kind of solution for downtown Kirkland. Rail on the CKC missed downtown - it's hard for pro-transit folks to give support against the saveourtrail folks when the proposed plans lack useful stops. 405 BRT with a connection that doesn't actually get into downtown doesn't count either. If you want to make 405/85th work, 85th needs less car access. Just adding transit lanes and trying to build ped/bike infrastructure around what is essentially another highway isn't going to work.</p>
EAST KING COUNTY	<p>NO SOUND TRANSIT ON THE CROSS CORRIDOR KIRKLAND TRAIL!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!</p>
EAST KING COUNTY	<p>The timeline is ridiculous. That is way, way too long to complete these items. 25 years to get light rail to Everett and Issaquah? I'll be almost 70! Just nuts.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - South King County

Subarea	Additional Feedback - OTHER
SOUTH KING COUNTY	I hope serious consideration is given to increasing parking options with the expansions. I currently commute from the Federal Way TC and it routinely fills every day. I arrive before 7am and the only parking will be located on the top level of the parking garage. If the light rail is expanded to the TC, where will all those people park? Has Sound Transit considered seeking more spaces at the surrounding retail lots? Even now there is a lot behind the movie theater across the street that is always empty. Why can't Sound Transit lease spaces there?
SOUTH KING COUNTY	We are so far behind on building mass transit, cannot hit budgets or deadlines on projects. People are tired of tax increases and I do not support this big one as it never ends around here.
SOUTH KING COUNTY	Please put Burien rail back into the plan. This town is poor and needs support. Please look at where the need is too.
SOUTH KING COUNTY	If you are in Federal Way it will take you longer to get to Downtown Seattle since the plan for light rail did not include any ability for express trains. It currently takes 45 minutes to get to downtown on light rail from the airport. How long will it take from the Federal Way Transit center? The whole idea of light rail was ill conceived and did not take into consideration the need for express service from locations more than 20 miles from the city. All that has been accomplished with my tax dollars being in South King County is poorer bus service and no hope of having a quicker commute once light rail is extended to Federal Way. All my tax dollars have done is to support easier and more affordable commutes for the citizens of Seattle. Why am I not surprised.
SOUTH KING COUNTY	Who was so stupid as to put in the light rail and have "open" stations whereby passengers board the train via the "honor system?" How out of touch can you be? This encourages homeless, druggies, drunks, etc... to ride the trains. The idea your random security patrol asking for ticket validation is effective is just beyond clueless. I rode the light rail from the station just after the airport on a "slow" Saturday morning, no games or special events happening anywhere down town. The parking lot was almost full at 9:30 am--I got the last of 2 available spaces. The rail cars were overflowing with people by this stop (the first after the airport), no seating was available, luggage was everywhere, by one stop later there was no room for anyone to board--people were trying to cram their bicycles on board. It was chaos. Everyone I rode with who were from out of town were amazed at how awful this service is! They could not believe there were no station turnstiles, ticket validation requirements before boarding, why were the cars overflowing on a Saturday during a non rush hour time, etc...---it was embarrassing to be from our city.
SOUTH KING COUNTY	A large portion of your work force lives south of seattle die to cost of living. They need the public transit! Your wealthy neighborhoods like ballard belleveue do not take the transit as their only means of a job. We do not take it for looks or ease it is our lifes blood and standing room only is what i have experienced for thr last three uears commuting from Kent. I have few options 5:15 is the first bus out and headed back from down town last option is 5:20 back to kent. We need more reliable transportation and faster routs.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - South King County

SOUTH KING COUNTY	I am a strong supporter of this project, and I understand that it takes time and a lot of money to build such a massive system like ST3. However, is it possible to have huge businesses like Amazon and Google (who are practically the reason for the economic boom/traffic mess that our region is experiencing) help pay for part of the cost? Property, sales, and vehicle taxes in our state are already pretty high, especially when coupled with fee from HOV toll lanes, SR520, SR167.
SOUTH KING COUNTY	<p>I am not qualified to answer many of these questions without much more personal research. However I do think we need to look at other places that have high population and use mainly public transit see what we can do to be more like them i.e. Tokyo and Amsterdam.</p> <p>Also we need to find another way to get the funds and stop using or strongly decrease the use of sales tax which is hurting many low-mid income people in our community.</p> <p>On a more personal note I believe that our big businesses in our area can afford to pay a lot more than average low-mid income people. In other words places like Microsoft, Boeing, Amazon and Google could help with "projects" like the ones suggested in ST3.</p>
SOUTH KING COUNTY	The increases in sales and excise taxes are regressive and will burden individuals with low-incomes and senior citizens more than high-income earners. It's time for a state income tax to more equitably fund huge projects like this.
SOUTH KING COUNTY	LIGHT RAIL EVERYWHERE!!! Like Japan! It's the best system because it's fast, easy, and never any traffic! Busses use the same streets and are slower than cars, not much benefit...
SOUTH KING COUNTY	<p>I am not qualified to answer many of these questions without much more personal research. However I do think we need to look at other places that have high population and use mainly public transit see what we can do to be more like them i.e. Tokyo and Amsterdam.</p> <p>Also we need to find another way to get the funds and stop using or strongly decrease the use of sales tax which is hurting many low-mid income people in our community.</p> <p>On a more personal note I believe that our big businesses in our area can afford to pay a lot more than average low-mid income people. In other words places like Microsoft, Boeing, Amazon and Google could help with "projects" like the ones suggested in ST3.</p>
SOUTH KING COUNTY	Item 11 the Federal Way project is left out. It needs to be added into the selection.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - South King County

SOUTH KING COUNTY	Parking at light rail stations REALLY needs to be added. I would use the light rail MUCH more if I knew that I could reliably find parking. I typically use the Tukwila station and it is always full by about 10:30 am on Fridays (the day I usually take it). I either have to park BLOCKS away in a residential neighborhood, or just drive up to Seattle and park.
SOUTH KING COUNTY	Light rail should have been built long ago, but better late than never. As a daily light-rail commuter, please improve your signage regarding putting luggage under seats, or in your lap. The number of people putting luggage on seats or blocking the senior/handicap seats is very high. Something like: LAY LUGGAGE DOWN, UNDER SEATS.
SOUTH KING COUNTY	Metro should consider adding new routes around Kent/East Hill area, specifically areas with new residential development. It would free up parking spaces at Kent Station and surrounding area.
SOUTH KING COUNTY	Please, for the love of god, add parking at seatac station for residents. I would use it daily if I could park, but you discontinued the pass program, and parking is all gone by 6am. What good is it to live near a station if we can't use it?? There isnt even scooter and motorcycle parking!
SOUTH KING COUNTY	Why a light rail station at Boeing Access Road, but not a Sounder station.
SOUTH KING COUNTY	Focusing on expanding Sounder south service is extremely important. Adding an additional later train in the morning and an earlier train in the evening would allow more people to ride.
SOUTH KING COUNTY	Im 100% behind all light rail options, very much against bus only options.
SOUTH KING COUNTY	None of the proposed plan will help my situation whatsoever. If you offered to add more trains going southbound early at 5:30 AM in the morning and northbound in the evening at 10:00 PM and regularly on the weekends, I might be happy with the additional changes. But to ask more funds from me when you are not even considering my needs as a rider is undeniably outrageous and is infuriating. For these reasons, I do not support this plan nor would I be willing to pay for any of it.
SOUTH KING COUNTY	Reliability of current bus and light rail service should be a priority now. Two years of riding King County Metro Transit, and I'm disillusioned by this big plan, only because I see improvements that are attempted, but the volume of people using public transportation isn't being accounted for. What's the point of adding new light rail stops if there aren't more trains to hold the people crowding on to them. Don't underestimate the volume of use.
SOUTH KING COUNTY	We need more parking options at light rail and commuter rail stations. Existing lots are full all the time. Transit would see more use if we were able to drive to a light rail or commuter rail station and reliably park. Metro service in the outlying areas is slow and spotty at best.
SOUTH KING COUNTY	Plan doesn't discuss adding more light rail trains or extended light rail hours. Extending hours would be crucial to allow more people to take public transit.
SOUTH KING COUNTY	Adding service is great but the infrastructure needs to be there as well i.e. adequate parking, buses timed to train or light rail departure or arrival, etc.
SOUTH KING COUNTY	It appears that south east king county will receive no additional sound transit support. It is odd to see such a large section of king county completely ignored.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - South King County

SOUTH KING COUNTY	Move up West Seattle light rail to top of priority list don't want to wait more than 5 years & add a light rail expansion to Burien too with same urgency
SOUTH KING COUNTY	Please don't continue to create a situation of environmental injustice regarding those living in poverty. All people should equally share the burden of light rail development - the poor, who are being squeezed out of the housing market already, cannot afford to lose more housing to make room for your trains, nor should we be the only ones subjected to them being in our neighborhoods. ST's plan to create affordable housing is nice, but the family of four/80% poverty level projection I read in your plan (\$65,000/yr) is well above what the very poor make. So that means we will even be priced out of the "affordable housing" that ST plans to include in their property development in the future. We poor very much need more transit options, but the trains also are more expensive than busses, so please consider how to make it accessible, and fair, for all. Thank you.
SOUTH KING COUNTY	Too expensive. Users don't pay their fair share. No sunset on taxes. And you have no accountability to the public and take a billion years to build anything and you usually have to come back to the public for more money. Scrap this plan and fix the current network and get the users to pay and leave the taxpayers alone.
SOUTH KING COUNTY	you need to check the people who park in the handicapped parking spaces at Tukwila. Most of them are NOT handicapped - they are using the handicapped badges to park closer to the elevator. Only one man I have seen is actually handicapped - they are young able bodied men and women.  Hopefully we will get to choose the parking spot we are assigned when we have to start paying for parking and why is it limited first to 3 people in a vehicle.
SOUTH KING COUNTY	If you really want people to use Light Rail and bus service, rather than drive their cars, YOU MUST PROVIDE MORE PARKING AT PARK AND RIDES, AND HAVE PARKING AT EVERY LIGHT RAIL STAION. Many times, I would prefer to park my car at a Park and Ride to get to downtown Seattle, and other locations, but don't bother because there are no parking spots available at the Park and Rides. I never even bother to try to park at the Tukwila station anymore on a weekday, since the parking lot is full by 7:00 a.m. I lived near MLK when Light Rail was being built, but was 7/10 of a mile in either direction from a station, and didn't feel comfortable or safe walking on MLK or the neighborhood at night to get home. I couldn't believe it when I heard that there would only be 600 parking spots at the Tukwila Park and Ride. WHAT WERE YOU THINKING???????? If you want people to use mass transit, you have to provide Park and Rides!!!!!!
SOUTH KING COUNTY	These current measures seem to only address the current mass transit issues for the next 10-15 years. But in 15 years we will have out grown the current plans. Why not begin light rail extensions now to meet the expected growth to neighborhoods in the south end like NE Tacoma or Puyallup or an extension to gig harbor. The current plan seems narrow in its scope and seems like it will be easily out grown in 10-15 years.
SOUTH KING COUNTY	Light rail and commuter rail should be the most important! But we CANNOT wait over 15 years! We somehow need to get it done quicker! Many others share my thoughts that it needs to get built quicker!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - South King County

SOUTH KING COUNTY	With no back up plan when the South Sounder Commuter Rail is down, there is no additional bus service provided like there is when the North Sounder commuter Rail is down. There is very little in this proposed package for the South Sounder Rail Commuter Rail. If is all about the north end and east side.
SOUTH KING COUNTY	The idea of using I-5 to connect Federal Way to Seattle Tacoma is poorly thought out. It is kind of like the master planner's wise vision of taking a 4 lane highway in the 1960s and reducing it to two lanes through the heart of Seattle and being surprised when a bottle neck occurs every single morning since that day. When you plan with the thought of helping your business friends rather than for the convenience and good of the people of the community, things oft do go awry. A little money saved today is waste as the future has to deal with it.
SOUTH KING COUNTY	I do not support ST3 because TOO much focus on expansion of light rail which takes more than 8-yr to complete. Mean while, traffic continues to get exponentially worse. ST3 must balance CURRENT needs while building for the distant future. The more transfers required for commuters to get from home to work the longer it takes, which is what light rail is doing. Light rail forces commuters who had a straight-shoot commute to now get off and transfer in order to get to their destination. Commuters already spend hours traveling and ST3 is extending travel time unnecessarily. Express BUS routes can easily started, adjusted and discontinued as needed and seems so much more efficient. And it serves taxpayers current commute needs. I support a more balanced approach.
SOUTH KING COUNTY	costs/taxes imposed should be targeted on zones/regions serviced by the improvements. allow voters in each affected zone to vote on the improvements they want to pay for. expecting someone in the Kent area to pay for enhancements or services to Everett or DuPont is unreasonable and unfair.
SOUTH KING COUNTY	Transit needs to focus on areas other than Seattle and Bellevue.
SOUTH KING COUNTY	Sound Transit has used the bait-and-switch approach before. It isn't a very trustworthy organization. What controls are in place to ensure that they will really follow through on their promises?
SOUTH KING COUNTY	Do not force transit users to also pay for parking. It's a thinly disguised way of increasing transit revenue without increasing fares. It's punishing the people who use the system.
SOUTH KING COUNTY	We can't use your system(s) anywhere if you don't have parking because not everyone lives within walking distance to transit (think hills and elderly!) so as you build the rails, you must increase parking where there are lots (garage high rise) and allow for drop off locations in dense areas. (not a place at the new UW anywhere!) There must be EXPANDED parking at all park and ride lots. Currently, it is like a feeding frenzy to get a spot and if you aren't there at the crack of dawn, forget about a spot. Why must one go in early to work, just to get a parking space to use the transit system!?! It's all out of whack on the parking problems. THINK PARKING WHEN YOU PUT IN THE STATIONS, PLEASE!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - South King County

SOUTH KING COUNTY	Although I support the vision, sometimes the answer isn't just light rail, for example a direct bus (committed bus lanes) between West Seattle, even just at commuter times might get a lot of cars off the road. It's just too much time for me to take 2 busses to get to the east side. Also, we can look to promote car sharing as iCarpool and Uber are doing. Most cars at commute time have just 1 driver, and with technology now, this doesn't make sense, especially if there are place were it can be easy to pick up drop off carpoolers. Seattle is a visionary place, and we should be creative and think of things and try what may not have been done before elsewhere. I also support bicycle lanes. Thanks!
SOUTH KING COUNTY	I think the Sounder train is the best way to go. It needs its own track so it doesn't have to share with other BNRR trains. That way there can be more trains put on the tracks throughout the day. Expand the train tracks to go east and west, south to east, south to west and so on... Light rail is the second best option to the train. The buses can't be counted on when the traffic is as bad as it is. (I've been riding the bus now for 37 years to work first from Kent to Seattle and now Kent to Bellevue)

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - South King County

<p>SOUTH KING COUNTY</p>	<p>The timeline is outrageous. I'll be 50 before its all completed, all my young years where I'll be able and willing to walk to things will be done, and its not that I see myself slowing down on purpose or anything as I age, but Like, most of the people you want to vote for this will be old by the time its done. I was raised in Kent, and I come back for lengths of time every year, and I guess I intend to some day return to Seattle (I currently live in Istanbul Turkey, where they can build a full subway line in 5 years)</p> <p>Also, I think this plan is spending way too much on the exurbs, and far flung places. Honest to god, you will never be able to take the train from everett to Seattle as fast as you can take an express bus today, so why would anyone ride it that far. Take the train to mountlake terrace now or something, and build good bus service to it from further away, or focus on the express bus network, and build proper subways close to the city. Ballard has to be subject to a movable bridge? seriously? and Everett gets a full grade separated line. Please show us how that makes any sense at all? People who live in the city actually want to take transit. I'm not going to say no one in the suburbs wants to take transit because there's plenty, but to be worth going that far? No. Seattle needs crosstown lines, and such before everett needs a second train line (it has sounder, as does Tacoma). Also, make the sounder run frequently all day already. It's clear that the ridership is there. Also, look at Chicago's BNSF line, and San Francisco's Caltrain, Both of them run frequent enough all day, and have huge ridership (60K/dayish) This train line already exists, just run it like a real transit line, not a commuter toy. And scrap the rail to tacoma thing for now, do that later. put in good bus service to the sounder for now, and a good I-5 express bus system, improve it, make it run past 10PM. (It took me 4 hours to get home from Tacoma one night because there were no busses that stopped in the Kent area after when I decided to go home, I had to go all the way to SODO and then take the 150 back to Kent....) If the sounder ran all day like it should, it should pretty much never take me more than an hour to get places in Tacoma (which at rush hour, it doesn't take more than an hour).</p> <p>So in summary, build things faster, you're not going to get anyone excited about something opening in 25 years. Just ain't gonna get the votes.</p> <p>Build city crosstown lines, and full grade separation. Ballard/Crown hill subway. Crosstown 45th st subway. MEtro-8 replacement. Build an awesome bus system in the suburbs, they're not concentrated enough for rail past Federal way, Redmond, or MtLk. Terrace yet, nor will they likely be anytime soon because of zoning.</p> <p>Please, rethink this whole thing, and come back with a proposal that will benefit people who will actually use it.</p>
<p>SOUTH KING COUNTY</p>	<p>Please extend the hours/days the Sounder trains run. They are not as helpful as they could be.</p> <p>More parking at the outlying light rail stations. The Tukwila station fills up early every single day.</p>
<p>SOUTH KING COUNTY</p>	<p>Why don't the increased taxes expire after a stage is completed?</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - South King County

SOUTH KING COUNTY	With every plan you make, PLEASE overestimate parking! Right now in Tukwila, the Sounder station and the Park and Ride on Interurban fill up past capacity. The Tukwila Sounder station needs a parking garage, if only to take care of population growth. I can no longer utilize the Sounder because my work schedule starts at 9, and the parking lot, the Amtrack spots, and all surrounding street parking is filled by 8 on most days. This is frustrating, and discourages anyone wanting to utilize any transit coming out of that station. Same for the Interurban link light rail station. Angle Lake is a good start, but ANY light rail station should have parking included. Otherwise, it's useless to most people, especially with Metro cuts occurring in the south sound.
SOUTH KING COUNTY	All of the above rationale is sound, but in my opinion many of the specifics in the proposal aren't very good. West Seattle to Seattle makes sense, because of the big bottleneck across the West Seattle Bridge. But it seems a HUGE issue is Boeing traffic between Everett and Renton. Boeing shows no mercy in transferring employees back and forth between these two locations, and most cannot afford the more expensive residential areas in the middle. So, they tend to live way South, or way North. It seems to me the highest priority should be frequent, reliable, light rail between Renton and Everett Boeing locations, with secure parking at each end.
SOUTH KING COUNTY	Ballard to down town and west seattle to downtown need to be done within eight years. Your time table is a joke. This region is exploding at an unsustainable pace and you are offering solutions...in 2038.... that is pathetic. We need help now, if you can't provide solutions quickly ST3 will fail, I am a huge supporter of rail transit and have supported all transit projects (despite your horrible design with trains running at grade) but even I am lukewarm on this proposal because you are asking us to wait 20 years for the full system. That is unacceptable, we are at crush load and relief in 20 years helps no one, even eight years for BRT is pathetic. Do something, treat it like it's an emergency, just find a way to get it done faster.
SOUTH KING COUNTY	Existing rail needs to increase # of runs, and run 18 hours a day. More parking needed at most stations.
SOUTH KING COUNTY	Need more transit coming from maple valley Covington area
SOUTH KING COUNTY	I strongly support Sound Transit, King County Metro, and any other mass transit system in our area. Its needs to happen sooner than later. less than 20 years for all of this.
SOUTH KING COUNTY	Fix the budget on how to make this happen. Shorten the timeframe
SOUTH KING COUNTY	The driving on shoulder project should be removed. Shoulders were designed for safety and not for through traffic. Also, there should be more focus on East to West commutes and neighborhood to neighborhood commutes. If ST worked with the floundering County based buses (metro, Pierce Transit, ect) to develop a plan where they focus on getting people between neighborhoods and to ST stations and ST focused on inter-metro Transit then even more people would win. (Said by someone who is losing their home to this project and receiving zero benefit for the pain).
SOUTH KING COUNTY	please expand to less privileged neighborhoods first. this will have the biggest effect on quality of life for the people who are giving the most in comparison to any monetary returns.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - South King County

SOUTH KING COUNTY	The priority placed on high-income neighborhoods like Ballard and West Seattle does little in the way of serving those in low-income neighborhoods who are in greater need of public transportation. Ballard and West Seattle are densely populated and are popular areas for folks to visit, and transportation to and from these neighborhoods is necessary but never a priority. All these plans with ST3 still leaves those in White Center, Rainier Beach/Rainier Valley, South Park, Skyway, and Georgetown at the mercy of slow, unreliable, and crowded Metro bus routes. It is also designed to serve specific companies, e.g. Boeing. While the ST3 expansion is necessary in many facets, there is still little regard given to low-income neighborhoods who more richly deserve and need mass transit expansion.
SOUTH KING COUNTY	Our politicians need to develop a backbone and stick with adding more light rail service. West Seattle, while geographically close to downtown, is cut off from major centers elsewhere. Due to the reduction in lanes on major thoroughfares such as 35th Avenue, it takes longer and longer just to get downtown, while this traditionally affordable area is growing rapidly. There's rail and transportation infrastructure everywhere else in Seattle, but West Seattle. Our bus services have been cut, even as many buses are frequently standing-room only and during rush hour, a bus will often pass commuters because it is too full. Commute times are getting longer and longer. We need a subway system here! We needed it Seattle 20 years ago, but everyone balked at the price tag. Time is a living being's most valuable resource. WE MUST HAVE MORE TRANSIT NOW
SOUTH KING COUNTY	huge increase to taxes is not appealing to anyone, great concept but long lead time to create with tax increase is nothing to be excited about
SOUTH KING COUNTY	Trains are inefficient and extremely costly, by the time you get everything up and running, you will have virtual offices where people are working from home. Free up the market so UBER can create bus / mass transit, they will be able to provide a better service, lower cost to everyone.
SOUTH KING COUNTY	don't tax me bro
SOUTH KING COUNTY	We have no room for more roads, and no room for more cars. Portland invested in comprehensive transit system---that still works today---in the 1980s. Let's get this thing moving already!
SOUTH KING COUNTY	Make the people that use these forms of transportation pay for the convenience of using them by charging more for them to use the services of these proposed lines. It's way too much money all at once to the taxpayers. But not every citizen/homeowner will have to pay for this, only the middle class and higher will be taxed on this project, whether they would use it or not. The people who are for this are non taxpayers and low income individuals that want everything given to them on a silver platter and don't offer up a dime to pay for it.
SOUTH KING COUNTY	Build or expand the existing highway system that works so well but is underfunded. Buses can use it and do everything the light rail does for much less. Also, Eliminate that stupid Rainier Ave Light Rail that runs on the surface streets and instead reroute it along Boeing Field so it goes directly to downtown Seattle.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - South King County

SOUTH KING COUNTY	I feel this region should expand the Metro Rapid Ride System to all areas of the Regional Puget Sound Area. It is a less expensive system to expand, very flexible, and we can get this system expanded in a shorter time. This is whole ST3 plan, with all the taxes, just doesn't seem feasible. Count me out!!!
SOUTH KING COUNTY	To get more people to use bus service until rail is complete you need to make bus service on time and have bus only lanes at peak travel times. It shouldn't take more time for transit to get to Seattle or Tacoma or Everett than one person in one car. The transit bus rider should not have to stand during peak times or wait 25 minutes for a bus that is late because of car traffic in downtown Seattle. Buses should have designated lanes. Ways to add riders. Faster than driving.
SOUTH KING COUNTY	At this present time with EVERYTHING being so costly and jobs being lowered, why in the world is this being considered at this time? When will the higher taxes be stopped and allow people to remain in their home instead of taxes being so high as they are now to push people out of their homes. What in the world is going on? We need to have a break of higher taxes on gasoline, property and all the taxes that are being raised. I being a senior citizen can not understand this. And it appears that no one who passes and suggests these taxes care. Shame, shame on all those involved!
SOUTH KING COUNTY	This is a complete waste of time and money. I strongly oppose giving Sound Transit a penny more than what is in their existing budget. You have budget, you need to plan capital improvements with that in mind.
SOUTH KING COUNTY	Keep parking in mind....because sometimes we weigh using link light rail by access to parking. If parking isn't available we frequently choose to drive. Paid parking isn't an option.
SOUTH KING COUNTY	405 traffic is a mess. Is the proposed bus service sufficient to motivate people out of their cars and onto transit? Is there thought of rail service along the 405 corridor?
SOUTH KING COUNTY	I live in Federal Way. I've been paying for transit improvements for years even though there has been virtually no benefit in Federal Way. By the time this plan is completed, I'll be dead.
SOUTH KING COUNTY	Thank you for the opportunity to respond!
SOUTH KING COUNTY	Sound transit has historically shown that it can not manage projects with cost or schedule. What is different this time? I remind you that the first light rail project cost twice as much as promised and only laid half the promised track.
SOUTH KING COUNTY	The plan is too slow. You are too focused on giving the areas that already have great service even better service, versus expanding service. You cut bus service to my neighborhood and not one item on this list will change the fact that I have to drive to work. And to make matters worse when you cut my service you spent a fortune putting in Rapid Ride. Once again, only to give those who have service, better service. You focus too much on the north and the west. The coverage and timing of service in the south is terrible and I don't want to pay one more dime until you improve the service area of the south end.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - South King County

SOUTH KING COUNTY	We live on the west hill, Kent and isn't a way to get to Pac. Highway other than car. But parking at 260th. or other stations either doesn't exist or has inadequate parking. That is also a concern for the UW new station. We will be moving to Montlake in a couple years, and the pedestrian safety from the south side of the 520 bridge to the UW station is very difficult.
SOUTH KING COUNTY	There is nothing included in any of your plans that would serve me, anyone in my family or anyone I know. Your trains, rails and buses don't run at the times or to and from the places that we would be able to use them.
SOUTH KING COUNTY	I know many who work just outside of the downtown core which makes using transit inconvenient. Better systems in the areas just around downtown (Queen Anne, Belltown, South Lake Union, Fremont and the Eastlake neighborhood) would make transit a more viable option for those working in these areas. I would love to use transit but it simply isn't feasible where I work, which is a pocket missing reliable and quick transit routes.
SOUTH KING COUNTY	My main concern is parking availability at light rail stations. The parking at Tukwila station is always full; I have never been able to park there when wanting to travel into Seattle. It is pointless to have so many stations if there is not ample parking.
SOUTH KING COUNTY	Should be better bus service in the south for people to get to JBLM
SOUTH KING COUNTY	How are you paying for it? I pay enough property tax and would prefer a sales/car tax instead.
SOUTH KING COUNTY	LIGHT RAIL FROM BURIEN/DES MOINES TO ISSAQUAH
SOUTH KING COUNTY	I think that what is being proposed is very much needed, but it will take too much time to get it all implemented, by then the population will have increased by a few millions and traffic wise, we will be dealing with the same grid lock . This has started too late. San francisco and Chicago started a rail system decades ago. New York started theirs at the turn of the last century!!!
SOUTH KING COUNTY	need lite rail to run with 3 cars rather than 2 cars for over crowding on trains and need additional parking at Tukwila and other lit rail stations
SOUTH KING COUNTY	I am a senior living on a fixed income. Where am I going to get the money to pay for this? And, where is SOUTHWEST SEATTLE??? Where is the connection to the Fautleroy Ferry? I have lived here for 35 years and this part of town always gets little attention from the City. Your proposal doesn't even have SW Seattle anywhere on your map. The costs are excessive and the timeline is outrageous. I worked for a bureaucratic organization for many years and I believe, reminiscent of the failed Seattle Monorail, this plan will fail. It is not well thought out at all. Money poured on this project will not make it work - all it will do is fund contractors and government bureaucrats who will constantly be changing the plans. Where were the forward looking visionaries in this City who somehow forgot to consider GROWTH?? GIVE ME A BREAK. Make the plan smaller, more affordable and include places like connecting to the Fautleroy Ferry connection.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - South King County

SOUTH KING COUNTY	I find it interesting that the poor people who have been moved to the outskirts of the city to places further south are not being considered for additional transportation to the city where their jobs are located. It would be smart to actually include more transit options and availability for the south transit customers that live in the kent/auburn areas that work all hours of the day and need to get home. I don't see any plans effecting those customers but more help being offered to customers who do have transportation already in place. It seems ridiculous and not well thought out. I mean, west Seattle already has rapid rise service. Lines dedicated to those customers to get downtown and now we want to give them a rail system too! Do you know most of the people that live in the outskirts of the city came from west Seattle and could no longer afford the cost of living and now you want to continue to reward those that can more. WTH
SOUTH KING COUNTY	my concern is relying on light rail exclusively. currently I use the 577. If I use light rail to seattle from the airport, it is 3 minutes slower than my current trip from federal way, which is at least 5 miles further. why should I increase my commute time by taking a method of transportation with far too many stops that increases my commute time. as it is my commute time is too long as I must transfer to a C or 40 to get to 1500 Westlake ave North daily.  in my opinion this isn't something that screams "better"
SOUTH KING COUNTY	My property taxes have sky rocketed with every city proposal that touts the false premise that it is only a few more dollars per year tax added to my annual tax bill. Year after year you say the same thing! My annual property tax bill has doubled for the same house! As a retired senior living in our home, my taxes for schools, mass transit and everything else continuously coming out of Olympia every year will cause us to have to sell our home and move because you are bound and determined to get every penny I have to pay for your never ending projects that I do not need or use. All seniors 65 and older should reach a twilight time when they are exempt from all your schemes and dreams and be left alone.
SOUTH KING COUNTY	I have not been impressed by the Rapid Ride buses implemented by King Metro. They are not rapid. Riding the C line from West Seattle to downtown is a crowded and discouraging experience. Many of my coworkers whose routes to downtown were consolidated to Rapid Ride line started driving to work instead. Routes not aimed at downtown like the F line between Burien and Renton seem to work better.
SOUTH KING COUNTY	Additional parking at transit centers is extremely important. They're already at max capacity.  I can't wait for the light rail to get to Federal Way! :)
SOUTH KING COUNTY	trust you a far as i can throw you. fix what you have, not what you think i need

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - South King County

SOUTH KING COUNTY	Let's use the money to get people to not come to our State to live. If we are adding 41,000 cars per year now stop it . All the added busses only help,those who can walk to them. The bus routes Increase crime along the bus lines. The light rail has no parking to speak of. Saying Kent has the Sounder is a joke. It sounds like Kent has been cared for, when most of the people live on the East side and would have to drive 8 miles to find there is no parking. Let's increase the values of houses in Kirkland, Issaquah, Redmond by letting them step out there front porch and hop on a bus or rail. We get scraps out of this service were I live and I'm tired of subsidizing it. Turn metro into a private company like taxi cabs and we might be able to afford it.
SOUTH KING COUNTY	None of these help me in my area. I am in unincorporated King County where I get one bus to Downtown (which takes an hour) and one bus to West Seattle, which also takes an hour. These plans may take away my access and not give me another option. I would very much like to see more done in my area, and areas like mine, where we're often looked over and made to be re-routed and cut buses and hours thanks to these big projects on access where there are already ample opportunity for patrons to get from one place to the other.
SOUTH KING COUNTY	With the increase in the senior population, the plan should have easy access for those of us living south of Seattle. There should be a connection plan if you need to utilize both the bus and light rail. Since I am over 70 I probably will not live long enough to see these plans completed but I feel that the transportation infrastructure in the Everett to Tacoma areas has been neglected and needs to be addressed ASAP.
SOUTH KING COUNTY	I won't forget being told that the powers that be are committed to Sound Transit, and then, thinking that I was being asked about how to spend existing funds, was clearly asked "how are we going to fund this?" I keep wondering what else you're going to pull on me. I also seem to be being subtly led to bus solutions here. If a big collision or a really bad traffic jam happens, how are your buses going to efficiently zip through that? You can't seriously believe that the HOV lanes will be free at a time like that, can you? I really want trains, and trains to be different. I, like a lot of other people who respond to all this, found European trains to have character; to have style; in other words, I'd like to travel on them; not just have to, but find Sound Transit trains to be very like buses. Could existing or increased numbers of tracks and more conventional gauge trains be used, European style? And, could this possibly go all the way to Olympia, covering the whole I 5 corridor? Right of way does exist, doesn't it? So, I'm enthusiastic about trains, but am concerned about you.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - South King County

SOUTH KING COUNTY	<p>West Seattle does not need light rail. Fixing a few bottlenecks for buses will provide West Seattle much improved transit service much faster than light rail and much less cost.</p> <p>1) Build a transit only ramp between west bound on the West Seattle Bridge and northbound on hwy 99. The slowest part of my transit ride is my bus stuck in traffic on this ramp. There already exists transit only lanes on the bridge and on NB 99, all we need to do is connect these pieces, which can be done cheaper and quicker than light rail.</p> <p>2) Improvements to Avalon Way - Spokane street transit access. Again there are already transit only lanes, but buses can be stuck at a few chokepoints.</p> <p>3) Improvements for transit access will be needed once the 99 tunnel opens, but investments made there will also benefit buses coming up 99 from further south.</p> <p>Also, I assume if light rail is run to West Seattle that all current bus routes to downtown will be then be rerouted to drop passengers off at the light rail station to then transfer to the light rail. Even a very efficient transfer system is implemented, a rider will still have to plan on an average of 10 minutes to make the transfer, including time to get from the bus to the platform, plus waiting for the next train (which if they run every 10 minutes user will average a 5 minute wait, sometimes no wait, sometimes just missing the last train and waiting 10 minutes for the next one). In addition, one must assume that any street parking within a 5 block radius (including neighborhoods) will have to be turned into a residential parking zone.</p>
SOUTH KING COUNTY	<p>Free Parking at Light Rail stations is needed. If I cannot find FREE parking at my location station in Tukwila, I just drive to Seattle. I would rather pay parking in Seattle and rather than pay for parking at Light Rail to make it a faster and quicker trip.</p> <p>Remove bike lanes and replace with car parking.</p>
SOUTH KING COUNTY	<p>More parking at light rail stations is imperative. I am unlikely to take a bus to get to a station. Currently the parking in Tukwila is full at an early hour and is used by carpoolers not light rail riders. That should somehow be monitored. I would love to take light rail but adding a long bus ride to get to the station is not an incentive.</p>
SOUTH KING COUNTY	<p>I'm just grateful this plan is being considered and that Sound Transit is making it easier for people to get to major cities and educational institutions to build a strong region. I'm thankful I can take the Sounder from Kent to Seattle. I live in Federal Way and there isn't enough parking at the Auburn station. I'm looking forward to eventually taking the Link as an option. Thanks, ST!</p>
SOUTH KING COUNTY	<p>Additional parking is needed at the Tukwila light rail station. Currently I would gladly take it but by 7:20 a.m. there is nowhere to park. If the parking structures can't support the number of riders you can offer as much public transportation as possible but people won't be able to take it if there is no where to park their vehicle.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - South King County

SOUTH KING COUNTY	All the plans mentioned below doesn't really help with anything. Wrong priority on wrong thing. One should focus on getting commuter trains between Federal way, Tukwila, Kent, Renton, Bellevue, Redmond and Bothell. Need more commuter trains not stupid light rail or buses.
SOUTH KING COUNTY	Complete waste of my tax payer dollars. Use all this money to upgrade our freeways and roads. People in our area like to commute by car.
SOUTH KING COUNTY	All in favor, but tired of taxes and being subsidized for projects such as this. Quit asking the public and finance on your own, meaning state and local governments !
SOUTH KING COUNTY	The West Seattle Light Rail link should not only go to downtown Seattle, but also continue through Burien Transit Center, and then terminate for transfers at SEATAC Airport.
SOUTH KING COUNTY	The cost. I don't think anyone that has drafted this plan is retired and living on a fixed income. A lot of retired people I know do not even use transit! To put such a tax burden on us is a bad idea! One example, I own a 16 year old motorhome. The tax increase on it would be about \$400. That is on top of the over \$200 + I pay now. You are taxing me like I drive it on the streets everyday. When the motorhome moves, it is driven out of the RTA taxed area in under an hour. This plan will cause hardships on seniors and forces them out of the area so that they can live within their means. The plan is too big with huge costs to us!
SOUTH KING COUNTY	I will not vote for any project for which the taxes are imposed in perpetuity. IMO Sound Transit has determined that there is going to be a light rail system here, cost be damned, and that you can just force it down our throats. I don't believe you have seriously considered all the transit options, especially when cost is considered. I live in Federal Way. I pay a lot of money for Sound Transit. What do we get? Two buses per hour to Seattle, with a few more during rush hour. The few times I've rode them, including 8.30-9 o'clock at night, they have been standing room only. Ridiculous for the taxes I pay. As for light rail, in 8-12 years you're offering light rail on your one and only line through S Seattle. Judging by the current schedule my estimate is that except for a few miserable rainy/snowy rush hours per year a bus would be faster. But you want me to pay taxes - forever - for this plan? Forget it. And you expect people who live in University Place, Bonney Lake, Covington, much of Kent, etc., who will get nothing at all out of this plan to pay taxes forever? Ridiculous. There is not a chance in hell I will vote for this plan.
SOUTH KING COUNTY	You took away the passenger pickup from Arbor Heights. I'm on 40th and used to catch the bus a short two blocks south. Now I have to either walk all the way down to 35th which is uphill all the way back or drive to Westwood Village and catch the C line. I hear that you have made that so I will have to transfer just to get downtown. By the time you connect light rail to West Seattle, I may very well be dead, so why should I pay taxes to support it? I wish you would let the #21 bus pick up passengers again when it makes its end of the line turn around in Arbor Heights. Why is West Seattle always treated like a misbehaving stepchild?

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - South King County

SOUTH KING COUNTY	The money for this project should be spent on the kind of transportation most people use: automobiles. If it were not for the road congestion created by the diversion of moneys appropriated for road improvement to projects such as this inefficient socialist dream, there would be no road congestion. Light rail or buses can never get people to where they are going as fast as automobiles, as long as traffic is moving on the roads. We the people believe that you socialists have deliberately let the roads get dilapidated in order to force us into your mass transit schemes. We hate you for what you have done. We are going to do our best to remove you from office.
SOUTH KING COUNTY	Expand the hours in which the Sounder and Light Rail systems run. The only reason I don't use the Sounder and Light Rails often is because they stop running about three hours before I intend to leave, and this is the reason I hear most people give when they explain why they don't use public transit.
SOUTH KING COUNTY	I think until you can properly use the tax payers money much more efficiently you don't deserve to have more of my money (retired and trying to live within my means) or any other tax payers money. The tunnel project is a perfect example of your wastefulness. My property taxes have increased eight hundred dollars from last year. I don't want you to have more of my money to waste on something I will never use.
SOUTH KING COUNTY	We can't afford this and with the State's current climate of complete and total lack of fiscal responsibility there is no chance of receiving any funding at all for this project.
SOUTH KING COUNTY	Transit has already isolated many seniors and yet we are expected to pay \$200.00 a year out of social security that doesn't go up \$200.00 a year. I used to have a bus a block away and now I have to walk at least 5 blocks to catch one. Needless to say many of us feel you just want us to pay for something from which we will get no benefit
SOUTH KING COUNTY	I am an older person and the time frame for completion of these projects seems unrealistic to me. I think there should be some reduction in cost per year for seniors.
SOUTH KING COUNTY	Your cost estimate for the "average" resident is way too low. This will be especially hard on elderly home owners and retired persons on fixed incomes.
SOUTH KING COUNTY	Please consider access to Link light Rail from the east side of I-5 to 240th street at Highline College. Kent/Des Moines Road and 260th are already overburdened east/west connections between Military Road and Pac Hwy. Adding Stations in those intersections would add to the already highly congested situation.
SOUTH KING COUNTY	More planning needs to go into parking at the stations. And if there is not enough parking how it impacts the local neighborhoods. Also the impact of crime in the neighborhoods near the light rail stations.
SOUTH KING COUNTY	I strongly support expansion of light rail to South King County and Pierce County immediately. The locations that it would serve are being sidelined by attention given to cities and neighborhoods where wealthier and squeaky-wheel advocates get the attention. Please, please consider "going south" versus all the attention given to the rest of King County north of the airport and east of Mercer Island.
SOUTH KING COUNTY	Better transportation is needed. This plan cost too much.
SOUTH KING COUNTY	Just get it done. Traffic has taken too much of our lives.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - South King County

SOUTH KING COUNTY	Your figure of \$200 (above) is a fabrication. The project (s) is/are way too expensive and way too far reaching and will destroy the working "poor".
SOUTH KING COUNTY	question 14 how long would the average resident pay cost ? years ? I think long term that would be too costly for the resident. thank you
SOUTH KING COUNTY	If there is any way, the whole timeline should be moved up. We should have done this a long time ago!
SOUTH KING COUNTY	There are many and more important ways to improve the roads and highways that would benefit both transit and cars/trucks. Adding light rail that competes with existing bus service is not a responsible use of resources.
SOUTH KING COUNTY	Parking at light rail stations! West Seattle should connect to Burien
SOUTH KING COUNTY	While I haven't used these services in the past, traffic has become so bad that other options need to become a reality. The Seattle/Tacoma area is very late in providing these options.
SOUTH KING COUNTY	Whenever possible existing right of way on freeway medians should be utilized to construct the light rail systems saving on acquisition costs of land. A regional wide use tax should be placed on every studded tire used in the State and that money should be used to repair the existing roadways and pay for transportation enhancements and maintenance/upkeep costs.
SOUTH KING COUNTY	COST TO HIGH, RENTS WILL INCREASE PUSHING MORE WORKING CLASS PEOPLE OUT OF THIS REGION !
SOUTH KING COUNTY	Stop spending all of our money on new transportation projects when the majority of the populous does not and will not use it. Come up with better road situations so the 90% of the population will benefit like expanding roadways. Not to be tolled like 405. DOT has spent billions out of our childrens future trying to force the population to use transportation they don't want. Sounds criminal to me.
SOUTH KING COUNTY	Please explain how/why you are illegally using my tax money to promote a political agenda!!!
SOUTH KING COUNTY	More parking, shorter time frame to complete ST3 plan, feeder light rain lines to Renton, Kent, Covington other cities
SOUTH KING COUNTY	What is being planned to ease traffic in Kent as we wait for all the trains? Why should retirees who will NEVER use this service pay and pay and pay?
SOUTH KING COUNTY	I think service to Olympia is important and not in this plan. Many people commute from Olympia and the traffic congestion on i5 in the morning going into Tacoma will only get worse. Also I wish the timeline was faster. And I wish there was better service to point defiance park. That is a popular summer attraction. All these projects are important to reduce the impact on the environment of so many people driving cars.
SOUTH KING COUNTY	I Opose all this because we as Seniors get taxed and we are already taxed to the hilt and do not use the Light Rail. This needs to be a charge for the people that use this Transportation not us poor Seniors, we have hardly any savings left because of taxes that need to be paid every yeard it is more.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - South King County

SOUTH KING COUNTY	<p>more buses on 167 are a joke, they will be stalled just like all the other traffic..</p> <p>Almost the entire east side of King County is completely ignored, except for Issaquah, there needs to be cross valley ight rail to Maple Valley, Covington, Auburn, and Sumner, linking to the Light rail corridor along I-5.</p> <p>Sounder Commuter trains should be shorter NOT longer and should be reduced until at grade crossing problems in the Kent Valley can be resolved, currently the Sounder trains are causing huge traffic backups because of all the at grade crossings they are blocking and because they block many crossings extra long while the train is loading or unloading...</p>
SOUTH KING COUNTY	<p>make riders pay more of the cost themselves instead of taxing all of us who own property.</p>
SOUTH KING COUNTY	<p>I love these ideas and I think it's absolutely crucial to the continued development of our area and the improvement of the lives of citizens here. However, I grow tired quickly of people constantly trying to increase homeowner taxes to pay to these improvements. Just because I own a home doesn't mean I'm financially better off than someone who rents and I believe taxes should be shared. I'm happy to pay my portion, but it needs to be fair and not penalize the struggling middle class. Thank you.</p>
SOUTH KING COUNTY	<p>I would like to suggest to the planning team that they think differently in making the short term plans and the long term plans. Right now it appear the team try's to include every stop they can think of between each destination. I think if the team would think in a bigger picture of getting service to the widest area first and then filling in the gaps that it would benefit more people faster. Instead of building stations at every intended stop as you go, go ahead and make connections between longer stretches and then add the stations later. This is how the interstate highway systems were built. The goal was to get a person from point A to point B as quickly as possible over a long distance so only a few exits were built. As traffic and population grew then more exits were added. I think doing this would allow that system to serve more people faster. If you go straight from the new Des Moines station to say South Federal Way and only build the track and the one station then you can fill in the other stations later but many more people will be able to get from point A to point B faster and leave their cars at home.</p>
SOUTH KING COUNTY	<p>All additional rail/link stations should have multi level parking options - unlike the Tukwila (international) Link station near the airport or all other stops from Tukwila to Seattle that have no parking at all. Useless to promote using public transportation when there is not sufficient parking.</p>
SOUTH KING COUNTY	<p>Sumner and Puyallup need parking now. Auburn shoud not be parking city cars in the parking garage.</p>
SOUTH KING COUNTY	<p>there is not mention of federal subsidies to fund these projects. Middle class continues to be taxed on everything. What about the feds contributing to what is a huge infrastructure project? Most people I know get hardly any pay raises, boeing where I work continually talking about lay offs, and now you want us to fund these huge projects. I agree strongly that they are needed but what about the federal government chipping in before I check a box to strongly support. You are talking about increasing our already high sales tax, increasing my property tax which went up over 500 this year and I live under the third runway!</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - South King County

SOUTH KING COUNTY	Please explain how taxpayers are going to fund these projects. It seems money has already been wasted and squandered enough on several large projects in the region. A better plan to speed up the projects and get them in under budget and how the funds will be raised should be published along with the plan.
SOUTH KING COUNTY	Definitely worth it although the time line seems really long and I'm not sure about the cost of \$17 per resident per month... I know it has to come from somewhere and I'd support it I think but for a family of 4 that is like \$70 a month and coming from where we are in Kent... very few changes would apply to us or be very useful on a day to day basis.
SOUTH KING COUNTY	The parking for the light rail from Tukwila to Seattle is horrible. How did you ever expect people to use it if we can't find a place to park? Tried to use it for Mariners games during the week and had to drive to Seattle anyway--wasting time and gas!!
SOUTH KING COUNTY	PARKING PARKING PARKING!!!! Not enough at Tukwila and our only South Sound option!!
SOUTH KING COUNTY	The current cost per passenger is poor and before any significant dollars are spent the ridership should be increase to warrant this kind of expense. If you had more parking to access stations (free parking) it would help. I think the main two approaches should be (1) extend light along I-5 thus to Federal Way and Tacoma transit stations and (2) more use out of the sounder, work on increasing ridership and expand this on existing tracks where ridership will be increased significantly.
SOUTH KING COUNTY	This is the biggest boondoggle ever. I will never have a use for any type of transit and even if I did, where I live it isn't close to any bus lines, train rails, etc, so again, I would never use it. I don't feel I should have to pay for something that I will not ever use. Let users and commuters use it. I walk or bike to work, except on very cold days then I drive which is one mile each way!
SOUTH KING COUNTY	Sound Transit has proven to be most incompetent and asking for \$50 billion to expand a rail system that is so far behind on the promises that they have made...25 years to reach Ballard, RUFKM! The state of Colorado, city of Denver has circumnavigated the entire metropolitan area including the link to DIA in the time it took Sound Transit to get from Tukwila to Angle Lake / 200th St. I also heard you'll ask for more tax payer money to get to Redmond in 38 YEARS!!! You're a bunch of criminals taking advantage of the bleeding heart liberals who are obviously brain dead. It's because of your organization, the Socialist Seattle Council and an equally incompetent Governor that I will be moving from this beautiful part of the country...unfortunately, idiots like SDOT, WADOT and Sound Transit are driving myself and many other people out of here, GOOD LUCK with your efforts to bilk more money from the residents, who are obviously as stupid as you! The fools and their money will soon part...I hope not for the sake of WA State!
SOUTH KING COUNTY	Funding/Development of ST3 should not even be begin, nor sent to voters for approval, until ST1 and ST2 are finished. Sound Transit needs to finish what voters already approved; and yet behind the original schedule, before asking for more money.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - South King County

SOUTH KING COUNTY	I wish there were ways to incorporate Covington& maple valley. Currently we only have one bus to get down to Kent station.
SOUTH KING COUNTY	The proposed highway margin bus lanes should emulate the bus lanes in use in Curitiba, Brazil and Quito, Ecuador.
SOUTH KING COUNTY	You need to make the people using transit pay for it and not the people that don't use it. It's a damn business for crying out loud. Raise the damn fairs to pay for it.
SOUTH KING COUNTY	I resent the tax on assessed property values. Homeowners continue to be asked to bear the largest part of transportation growth costs. Additionally, I do not believe that the need for a \$50 billion dollar project exists. The advance of new technologies such as driverless cars, and telecommuting will reduce the need for mass transit in the region. I feel that the \$50 billion project will leave us with a dinosaur using old technology that will be under-utilized. I would prefer that the region focus on a smaller plan that addresses the need to reduce traffic from Everett-Seattle (and I live in the southend and don't drive there) as well as addressing some of the main bottle necks in our region such as the 167/405 and 405S/I5N interchanges which add considerable travel time to commuters. My feeling is that no matter what the populace states, you will spend the \$50 billion and do what you want anyway
SOUTH KING COUNTY	All this requires 24/7 service or forget it.
SOUTH KING COUNTY	Please have available P&R lots at most\all stations for light rail. Current parking opportunities at Tukwila Station are totally inadequate and limits a riders ability to use Link to go to Seattle unless very early or very late during the week. It was poorly planned. Please
SOUTH KING COUNTY	I feel this is vital for the future of our region. This will help the transportation problems we now have. The sooner it happens, the sooner people can/will change their habits.
SOUTH KING COUNTY	Save money and remove all HOV restrictions. Would speed up commutes without major infrastructure investments.
SOUTH KING COUNTY	This boondoggle does nothing to alleviate congestion on the roads. I support increased bus use--your light rail is 19th Century technology; it is static and cannot be modified once in place. Nowhere in this survey is information about the \$50 billion this will cost. The future will belong to driverless cars, not something that went out in the mid-20th Century. Why don't you concentrate on buses? The light rail concept is stupid.
SOUTH KING COUNTY	I live in Kent East Hill and there is little to no service here, with bumper to bumper traffic at many times of the day, many new developments of large homes, which will average at least two vehicles per home, with no transit system to help. It's fine to make things even better for communities who already have bus service, but do something for the ones who don't.
SOUTH KING COUNTY	More transit options are needed in the Kent area; especially express routes to/from Seattle.
SOUTH KING COUNTY	Adequate parking at the outlying stations is the one thing that I currently see as a problem. How is this going to be addressed?

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - South King County

SOUTH KING COUNTY	The tax increases proposed for these projects would be immediate, far too large and are projected to show results too far into the future. This is a pie in the sky boondoggle of the vilest type.
SOUTH KING COUNTY	Make the transit system users fund the improvements, not the general taxpayer!!!
SOUTH KING COUNTY	Transit to Pullman, WA
SOUTH KING COUNTY	Waste of hard working tax payer dollars. Fund with riders or don't fund at all.
SOUTH KING COUNTY	I think not tying in the light rail directly to the Tukwila Sounder station was a big mistake, people from the south (kent, auburn, etc) can easily ride the Sounder to Tukwila but then how do you get over to the airport from there. and the light rail access to the airport needs to be closer, I'm not going to make my 89 year old mother walk the distance that it is now.
SOUTH KING COUNTY	Do you realize that \$200 per adult for the costs of this that will impact all. Rent, shopping, gas, etc. Will King County taxes being so high as it is, you want the public to accept this? For a light rail, bus, etc, that most Will Not use at all! People are car people, they don't want to count on a system to get the to work, school, shopping etc. I suppose if you would downtown Seattle or Tacoma you would use it, as parking costs are high. But most won't! Please do not tax people out of their homes, or Washington area! We will probably move out of Washington within the next 10 years because of the taxes!
SOUTH KING COUNTY	The current Sounder service needs to be expanded on frequency and number of train cars available for passengers. The reliability of the North route is not dependable - that is a priority. The expansion of Bus service is not as efficient as investment in the Sounder / Link rail systems. There needs to be a plan to integrate these various transit systems. The Link from the airport should be connected to the car rental stn / platform and stop the bus service to the car rental depot. That was a MAJOR BLUNDER!! Figure out how to work together with the Ports {Seattle and Tacoma}. The customers care about end service product - not your individual egos. Car parking needs to be free - remain free for all transit users. It does need to be safer. It does need to be exclusive to transit system users.
SOUTH KING COUNTY	Thank you for your non-stop fight to provide the citizens of Puget Sound with alternative forms of transportation.
SOUTH KING COUNTY	1. The southern part of King county badly needs better transit of all kinds. This area of the county should get stronger emphasis, and earlier completion dates. 2. Parking at rail stations is very inadequate. Light rail isn't useful if you can't get to it. More parking is essential!
SOUTH KING COUNTY	I think all of the timelines should be accelerated.
SOUTH KING COUNTY	I will be paying for something that I will never use, and the proposal will have a negative impact on my family financially. What is needed is road improvement, especially through downtown Seattle on I-5.
SOUTH KING COUNTY	We need the light rail extension from Sea Tac to Federal Way Transit Center ASAP. Also, the extension from the FWTC to the Tacoma Dome station is urgent.
SOUTH KING COUNTY	We need to improve our existing roads and hiways. A better use of our taxes.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - South King County

SOUTH KING COUNTY	Sound Transit has never brought a project in "On Time or "On Budget". I don't trust Sound Transit to do any better with this \$50,000,000,000 proposed project. This is the 2nd largest transit project ever in the history of our country only surpassed by the NATIONAL Highway system. It is just another big "Hole in the Ground".
SOUTH KING COUNTY	This project does not seem very efficient the money can be use on other projects to improved highways I use sound transit a few times a year and really i see most carts empty. The cost is too high my property taxes are too high as we speak cant afford to pay anymore.
SOUTH KING COUNTY	In 25 years I don't expect to be around and if I am I would be 98 years old and not using the transit system. However, I use the Rapid Ride and light rail whenever I go into Seattle and out to the University. Also I would like to see the system expand to the Federal Way station a lot sooner, since it would make it easier for me to get around Seattle and Tacoma.
SOUTH KING COUNTY	Go back to the drawing board, educate drivers, enforce current carpool regulations.
SOUTH KING COUNTY	additional taxes are unacceptable. Federal tax funds should be provided for transportation in lieu of funding weapons of war.
SOUTH KING COUNTY	<p>1. I oppose the plan to authorize construction and fund the entire thing in one fell swoop. That is reckless for the taxpayer; great for the bureaucrats! Ask for approval of the plan and funding for the first 15% or 20% or so then have another shot at funding more of it in a few more years. If the plan doesn't hold up then maybe it should not be continued. If your so sure that it is a foolproof plan then you have nothing to worry about then.</p> <p>2. Lets have a little more attention paid to the cost of the elements, particularly the rail systems Everything about the light rail system has been inordinately expensive. Virtually all of the track is either on high, expensive bridges or in even more expensive tunnels. Use Portland, for example, where almost all of the rail system is at grade level and frequently shares existing rights of way. It has cost only a fraction of the per mile cost of our system and they have been able to build a lot of it.</p>
SOUTH KING COUNTY	Add in additional run times for the Sounder train! People who get off work at 5pm and miss the 5:12pm train by 2-3 minutes shouldn't have to wait until 5:50pm each day for another train to come! Add another train between longer times, especially if you are expanding to more places and plan on commuting more people.
SOUTH KING COUNTY	<p>Light rail expansion - the sooner the better</p> <p>Must have last mile connectors including more frequent bus service and not just during commuter hours</p> <p>Prioritize connecting the region vs serving specific neighborhoods in Seattle</p>
SOUTH KING COUNTY	Stop worrying about the bike plans, BRT, bus in general, etc. that take more lanes from commuters and focus on alternative plans that create other avenues of travel so the streets clear up a bit. The Viaduct plan shows that to improve people's property values we should make it harder to commute by removing means to get to downtown Seattle. In order to create some weird expansions we make it harder for commuters - oh and we tell them to ride a bike to commute. Garbage, if you ask me.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - South King County

SOUTH KING COUNTY	It would be great if economically struggling homeowners weren't entirely responsible for the funding of this project, which is sorely needed.
SOUTH KING COUNTY	Far too much of a burden on tax payers. How about user fees? Should be paid for by the users!
SOUTH KING COUNTY	Stop all transit programs and cut our taxes!!
SOUTH KING COUNTY	Seems ST is promoting growth but it doesn't seem to be addressing the already very crowded cars it currently has. Yes, it is fast and has it's own track, but the cars are already packed. Expanding will only add to the already no standing room left during the highest used times of rush hours.
SOUTH KING COUNTY	Gas tax should be funding this effort.
SOUTH KING COUNTY	I strongly support mass transit systems for large urban populations. When well done, these systems offer an easy, affordable, and efficient means of getting around town. I believe trains are better than buses. Trains are more comfortable for passengers, civilian traffic is less of a concern, and they can travel at higher speeds. I would absolutely support my tax dollars funding improved mass transit for Puget Sound.
SOUTH KING COUNTY	I can NOT afford to pay more taxes. I am already paying more property tax than I can afford. If you had any money to spend you should spend it on widening and adding MORE LANES and on/off ramps to the major freeway and road systems where 99.999999% of the people ARE trying to commute and WILL BE trying to commute even if you built ALL your crazy transit projects.
SOUTH KING COUNTY	Already paying way way way way way too much property tax!!!! Don't have time to take mass transit. Want the time and flexibility to watch my kids play baseball, run track, get to music lessons, etc. There's more to life than sitting on a bus or train to work, but you're sucking all the money out of me so that all I can do is work!
SOUTH KING COUNTY	Recently I've Had To Drive In To Work 3 Days In One Week Due To The Parking Lots Completely Filling Up AtThe Tukwila Park & Ride. It Feels Lile it's Taking The 200Th St Station ForeverToComplete. I Keep CheckingOnlineForAn Update OnThe Anticipated Completion Date. Late 2016 Is Not Soon, Which Is WhatThe Marker Sign Says InsideThe Ligjt Rail Car.Can We Get A Month?
SOUTH KING COUNTY	This is in regards to the parking at Tukwila International transit station. The parking is horrendous there, and it get full by 6am, with that many people using that specific light rail station, there needs to be a multiple floor parking structure built there and at the one across the street, or extend the light rail service to Burien. If light rail service cannot be extended to Burien, then please have the Rapid Ride that runs from Tukwila transit to Burien Transit center run more often than every half an hour to sometimes more than that. Thank you.
SOUTH KING COUNTY	Serving the sound end should be as much a priority as serving the north end.
SOUTH KING COUNTY	The project is too expensive because most people do not use any of the transit systems. Additionally, any government or public entity that uses taxpayer money to fund their projects do not spend the money wisely and are usually way over budget.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - South King County

SOUTH KING COUNTY	I addition to my strong support for parking at Link Light Rail stations, I have heard that the parking structure at the upcoming 200th street Angle Lake Station may be a paid structure. I am strongly opposed to this idea. Although I do get a subsidized Orca Card however others do not and the added expense of parking would deter people from using it and continue driving. My Vanpool is planning to switch to Light Rail once that station is open but if it becomes a paid parking we will not use that station and continue to Vanpool.
SOUTH KING COUNTY	What takes the plan so long Can this be done faster
SOUTH KING COUNTY	The lack of park and ride spaces prohibit me from using the light rail very often despite the fact that I love it. Airport employees park at Tukwila and I suspect the same will happen when the 200th street station parking opens. As someone who does not work downtown and lives beyond walking distance to a light rail station, parking is important. (I grew up in Seattle, but I've lived in NYC and DC and a variety of other cities and LOVE public transportation. Unfortunately, having to take multiple modes of transport that isn't always reliable in terms of connections - buses not having designated lanes so they get tied up in traffic - makes a car a necessity here if you live in the 'burbs where housing is affordable.) It would be really nice to also have "LIMITED TIME" spaces at the Tukwila/200th stations; say for 5 hour parking. Then you would allow people who want to patronize businesses in downtown (as opposed to communities) a chance to find parking. Seattle is so unfriendly to cars now that those of us who can't afford to live on the transit lines are pretty much SOL.
SOUTH KING COUNTY	I think a progressive income tax would be a fairer way to fund our government, including this proposal. As a homeowner in the suburbs who depends on her car and who also does not have much income (none right now), I find the funding burdensome. Nevertheless, I will vote to support the proposal as 1) it will help mitigate environmental damage, 2) it will help mitigate traffic congestion as our regions continues to grow, and, 3) it will help the transit user population (meaning lower income, environmentally conscious, disabled, and others).
SOUTH KING COUNTY	Tax payers who do not use public transportation on a regular basis, should not be responsible for footing the bill for 25 years. \$200 a year times 25 years=\$5000. I'd rather have that \$5,000 to invest in my own family or own vehicle needs then pay for the construction of public transportation that we don't use and do not plan on using.
SOUTH KING COUNTY	Change the funding for project (s). Find source other than property taxes and use existing funds more efficiently.
SOUTH KING COUNTY	no where does it mention any thing about where I live yet I am expected to pay for it if I can not use it why should I pay for it
SOUTH KING COUNTY	Please, we need busses that run east/west to Burien, to the 200th light rail station, MILITARY ROAD, to Kent industrial!! And the bus 180 needs to be a rapid ride!! It is too slow!
SOUTH KING COUNTY	There needs to be light rail going across the valley South of the airport. Covington, maple valley, auburn, bonnet lake gets left out.
SOUTH KING COUNTY	I love the light rail, I want it to go anywhere it can so I can use it more!!!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - South King County

SOUTH KING COUNTY	I would like to see lifestyle sounder trains from South King county to Seattle, not just commuter trains. I want to go downtown shopping or to restaurants but commuter trains limit what times I can go into city, which means that I drive if outside normal commuter schedule.
SOUTH KING COUNTY	Existing HOT/HOV enforcement is horrible. What is the point of lawfully using the lanes when there is so much illegal use that transit time is now no better, and at times, worse than regular lanes? This is a part of our regions transportation plan and with crappy enforcement (SR167 in particular) I am less likely to support other mass transit improvement efforts. Sorry, but this is a big deal. This is a mass transit example of an unfunded mandate. This is no different than buses breaking down, rail service continually being disrupted, etc. Get this enforcement issue solved or redesign the lanes to minimize the ability of people to cheat. Otherwise, I will do my best to lobby for elimination of HOT/HOV lanes and not support other transit measure. If you can't do it right, it's a waste of taxpayers money and a false promise to the public.
SOUTH KING COUNTY	No way from my estimate of taxes imposed will it ever be 200.00 per year.....it is more like 1000.00 to 1500.00 per year.
SOUTH KING COUNTY	I would be more supportive if the West Seattle line was in the 8-10 yr plan vs 17 yr
SOUTH KING COUNTY	I used public transit almost exclusively when I lived in north Seattle (Queen Anne, Fremont, Ravenna, U District) but now that I live in unincorporated King County (White Center/Shorewood) the public transit system in practically unusable for me. The park and rides are full by 7:30 am. The buses take long circuitous routes to my neighborhood. The safety level on the 120 is extremely poor and the 113 stops running early in the day. Overall, I feel the public transit system has failed me and my children. I no longer support these projects and will vote against tax increases that do not serve my area.
SOUTH KING COUNTY	way to expensive!!!
SOUTH KING COUNTY	I HAVE LIVED HERE IN SEATTLE MOST OF MY 61 YEARS,I DONT DRIVE SO I DEPEND ON LIGHTRAIL AND BUSES TO COMMUTE TO WHERE I NEED TO BE,SOME OF THESE PROPOSED SITES AND PLANS WOULD BE NICE TO SEE THEM DONE,I WOULD BE ABLE TO GO TO ALOT MORE PLACES IN OUR BEAUTIFUL CITY WITH THESE IMPROVMENTS.ESPECIALLY ON LIGHTRAIL
SOUTH KING COUNTY	I would strongly support spending twice as much if it could be done faster. Eight years to add a Rapid Ride????!!!!!!?????
SOUTH KING COUNTY	Not only will I oppose this tax but any other tax you socialist try to impose on the people. This advertisement that you sent is illegal and I will make sure this is voted down in November. 15 billion in new taxes. You people just have no clue about managing the resources much less being efficient. If big Bertha is any indication of the way this will go the bill will probably rise to 30 billion.
SOUTH KING COUNTY	I think you are leaving something out.
SOUTH KING COUNTY	Trains are 19th century technology.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - South King County

SOUTH KING COUNTY	Why does South King County and Pierce County always come in last. We also pay taxes. Why should we always pay for everything going North of Seattle and East of Seattle. Try to drive I-5 in the afternoon from So. King County to Tacoma. It's a parking lot Monday thru Friday.
SOUTH KING COUNTY	I am a strong supporter of the all the options for transit. As a frequent rider I want to know I am safe though. Not always do I feel safe. I understand the questions didn't ask about police or transit patrol I would like to see a lot more of that as well.
SOUTH KING COUNTY	I think that buses on the shoulder is a great idea and needs to be implemented right away!
SOUTH KING COUNTY	i don't see much benefit from this plan for the residents who live in Kent and Covington area.
SOUTH KING COUNTY	Expand Sounder train service to bi-directional trips throughout the day and on weekends to serve the large numbers of shift workers at warehouses and manufacturing facilities throughout the rail corridor (Kent, Sumner, etc.). Run direct shuttles between Sounder stations and nearby major employment centers (e.g., Kent Station to Amazon/Boeing buildings at 212th and 64th) -- the employers will gladly help pay for this service to alleviate stress on their parking lots and traffic on surrounding streets if Sound Transit would provide the vehicles and drivers.
SOUTH KING COUNTY	We need better parking options at existing light rail facilities. I can't use it if there's no parking or if i have to fear being towed.
SOUTH KING COUNTY	You want me to spend \$200 a year for a service I never ever use. Let the people who use it pay for it. Raise the usage fees. When you put the bridge in you charge tolls. You charge fees to use commuter lanes. Rapid transit should be self supportive not have to be bailed out by tax payers. I would rather have my tax dollars go to IMPROVE ROADS.
SOUTH KING COUNTY	None
SOUTH KING COUNTY	I live in Kent and am extremely disappointed to see the lack of additions that would help my area. I have used the bus when on special work projects and been in a vanpool for many years, so I am someone who supports community transportation. When I look at this plan, I see my taxes going up with less benefits to my community than to all the other surrounding areas.
SOUTH KING COUNTY	The money should all be obtained from a sales tax increase only. I believe this is the best way to keep the costs under control.
SOUTH KING COUNTY	Bus service has already been cut to where I live (Star Lake, North Federal Way). As a commuter to downtown Seattle, I BEG you to do everything possible to extend the light rail to Federal Way as son as you can. Thank you.
SOUTH KING COUNTY	Please add connecting routes from Burien to downtown Seattle.
SOUTH KING COUNTY	Love everything just wish it could be faster.
SOUTH KING COUNTY	This plan for commuter travel sounds ambitious and hopefully reliable. The question I have is: with a lot more people commuting, how is the gas tax going to be paid? There is a problem with gas tax being collected with more tiny cars and electric cars. Will Sound Transit contribute to the gas tax for our roads and bridges? Will our licence fees go up due to less cars on the road?

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - South King County

SOUTH KING COUNTY	25 years is too long and 50 billion is too much. It shouldn't take that long to build and shouldn't cost that much. And lets be honest, that estimate is probably too low. Everything our gov't officials do seems to always cost more than we're originally told. It would probably end up costing closer to 100 billion than 50. Plus you want to raise taxes to build it? When is our tax dollars that we already pay going to be enough? Always more, more, more. Wouldn't it be nice if our officials learn to balance a budget? The tax dollars are already there you just need to learn how to not waste it like you do year after year. Every year its millions of dollars wasted. And besides, has anyone looked at whether or not this will actually be needed 25 years from now? The way technology is moving our cars will probably be smart enough to drive themselves soon, thus taking out the human factor of driving which will drastically releave traffic congestion. Please quit wasting our tax dollars. If you use it wisely the money will be there already. What will the population be around here in 25 years? I would think it will increase by a couple million. Thats a couple million more people paying taxes into our local gov't. Its tax dollars you never seem to add into the budgets
SOUTH KING COUNTY	Have no problem paying for services but it looks like no additional services are even on the long range plan for Kent.
SOUTH KING COUNTY	Remove Bike Lanes - add free parking in Seattle - include free, ample and safe parking at all ST/Light Rail and Sounder locations.  I am a regular commuter to Seattle but I do it an illregular times, I stopped trying to use light rail in Tukwila or Sounder in Kent as the lots are filled early. So, I end up driving; it takes far less time and if I used ST, I would have to pay for off site parking or park in an illegal spot for commuters.  I do not want to be car free and it bothers me that ST is set up to make it work for 20 something tri-athletes rather than folks with families and jobs that support them.
SOUTH KING COUNTY	I support adding a line from West Seattle through White Center to Burien
SOUTH KING COUNTY	Just make sure you add real multi-level park & ride facilities; one stinking surface-only parking spot in Tukwila for the light rail serves to get practically no cars off the road and so the whole project only serves people who were already commuting via mass transit anyway. If I actually had someplace to leave my car so that I could get on a main bus/rail line instead of wasting hours making connections then I could keep my car out of downtown Seattle. Talk about snatching defeat from the jaws of victory...
SOUTH KING COUNTY	Need to construct more than one project at a time. Light Rail works, get it going!!!!
SOUTH KING COUNTY	How does ST3 fit into the overall transportation plan for the area? What are the plans for improvement that don't involve mass transit?
SOUTH KING COUNTY	In twelve years, I'll be 72. I hope construction from Federal Way to Seattle will be done more quickly. I'd like to still be in my 60s when I ride the Link into Seattle or Everett the first time.
SOUTH KING COUNTY	Spend funds on roads not rails to nowhere.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - South King County

SOUTH KING COUNTY	The roadways need repair. This should be done but a very large amount of damage is being ignored & has been for YEARS!
SOUTH KING COUNTY	We are way behind rapid transit in this area. Stop studying and surveying and just get 'er done!
SOUTH KING COUNTY	More bases 560,566
SOUTH KING COUNTY	Would like a link to current travel figures (travel time, peaks/lows, costs, projected population changes, common effects of new integration of TOD - pros / cons. The value / weight of an opinion is much more when facts and data can be considered as part of the opinion.
SOUTH KING COUNTY	Adding parking at commuter train and light rail stations would allow more service to the community. Kent Transit Station parking is daily full by 7am - I would be willing to pay Kent Station for parking rights. Tukwila Light Rail is also consistently full on work days.
SOUTH KING COUNTY	No transit changes should be made unless they can be 100% supported by ridership. DO NOT place an additional burden on the taxpayers.
SOUTH KING COUNTY	I am 63 years old and would be paying for something I would never use
SOUTH KING COUNTY	Investment in public transit is very important especially when we consider population growth in the Puget Sound region. Most other cities are investing in their transit systems making them more attractive to future investment. We have to do the same to remain competitive.
SOUTH KING COUNTY	More parking at light rail stations. The small amount at Tukwila and none at others is ridiculous.
SOUTH KING COUNTY	I do not believe parking additions are necessary. However, KC metro and ST need to find better ways to link buses to neighborhoods and light rail/train stations. Currently there is only one bus that connects Kent/Auburn area to SeaTac light rail. Really bad access to such a great resource.
SOUTH KING COUNTY	It is money wasted.
SOUTH KING COUNTY	Property tax should NOT be a means of revenue.
SOUTH KING COUNTY	Many are frustrated by the lack of connectivity between all these wonderful modes of transportation. Better coordination between buses, trains, trolleys, etc. would allow more people to use what's presently there. It currently takes me 30% more time to ride the train into the city than to drive. Assuming of course there's parking at the station. One big question missing is WOULD you ride transit more if have the opportunity?
SOUTH KING COUNTY	The system needs to be more accessible, starting today. Other major cities offer all modes of public transportation in early hours of morning and later in the evening. The fact that light rail is not an option for most working people due to the hours it runs makes no sense to me. That seems like an easy fix.
SOUTH KING COUNTY	This survey is too long do not think you are going to get a cross section of results due to length of this survey!
SOUTH KING COUNTY	Light rail is inappropriate for commuter service over long distance. Priority should be on commuter service via Sounder and enhancements that get express bus and BRT out of mixed traffic situations.
SOUTH KING COUNTY	We are a rapidly growing city with limited space for new roads. Public transportation is the best way to go to add the capacity to quickly transport people from one part of the city/region to another part. It's time to do it!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - South King County

SOUTH KING COUNTY	Timeline is too long. Need more immediate improvements
SOUTH KING COUNTY	Just wanted to add the suggestion, regards to the system set up of all these transportation routes ect... is there any intentions on developing WiFi operated vehicles? This would avoid a lot of cable and electrical handwork...just a thought...I also observed that we don't have enough highways and /or alternative routes to get from city to city in the entire king County area..yes I agree with building other types of transport...but we Ali DESPERATELY NEED MORE HIGHWAYS, AND ROUTES TO GET TO OUR DESTINATIONS WITHOUT DEPENDING ON ONE FREEWAY TO REACH SAID PLACE. IV visited other states and they have fantastic road techniques, such as Texas for example. Hardly any traffic in certain areas because you can get to your destination various freeway routes. Please consider the expansion of our freeway routes and connections...adding more ways of transport is great but adding more TRANSPORT SPACE IS CRITICAL. thank you for reading.
SOUTH KING COUNTY	For aligning Link Light Rail with I-5 from the Angle Lake station to Federal Way, although saving time and money, you are missing an opportunity to truly transform Pacific Hwy into something great the same way that MLK way became something great. Low-Income Housing opportunities, educational opportunities and businesses flocked to join the hubs along MLK way... granted, it did take a while... I promise you, the same can happen to Pac Hwy. You are missing out on an opportunity.
SOUTH KING COUNTY	I support rapid buses with frequent runs over same frequency of light rail, as I think it's cheaper than rails and gives more flexibility for the future, and hopefully in future all buses will be electric. But in order for them to be useful they need to have right of way , high frequency and be as fast as light rail. I do not have the facts if that is possible for less money than light rail.
SOUTH KING COUNTY	The addition of light rail from Tacoma to Des Moines - linking it to the existing line - would be what I need to choose transit over driving into Seattle. Although I use the buses some, the speed and convenience of light rail is far preferable. I don't just support this for myself. I especially want to see more efficient options for lower income workers to get to jobs and tourists to get to/from the airport. I am absolutely willing to do my part via taxes to bring this area into the 21st century (even the 20th century) in terms of light rail!
SOUTH KING COUNTY	For transit to work, you have to have transit services that connect from housing areas to major light rail/train stations and then quick access to major work locations. People don't take the transit because it takes them 2-3 times longer than driving due to connection wait times or having to walk to/from a station.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - South King County

SOUTH KING COUNTY	There have been, in our regions recent past, excellent rail lines that connected the South end of King County to Seattle. This was the inter-urban line that went unused for years. This line was equipped to handle heavy trains far in excess of those used not for commuter only transportation. What happened to these lines? Well, the County (working with other "partners") decided to convert them to pedestrian and bicycle traffic only thus tearing out what would have been a cheap and efficient means of providing space for light rail and other rail transportation. Then, along comes Sound Transit asking for multiple millions of dollars to re-invent rail lines. This does not pass the common sense test. Based on the fact that the planning for how these rail lines would move across this region was so ill-planned and ill-conceived by all involved "partners", I cannot support any further funding for such projects. So strongly do I feel about this monumental mess will be shown by my moving out of King County in the coming years to either Thurston or Mason County to avoid all of the associated costs for this boondoggle of a project.
SOUTH KING COUNTY	Parking. More people will use the projects if there is a place for them to park at the stations.
SOUTH KING COUNTY	Link rail parking and reliability
SOUTH KING COUNTY	in des moines run rail line along I5 and not Pac Hwy.
SOUTH KING COUNTY	I personally think we should find the most supported project, fund it and see if it works. This way we aren't committed to everything if we don't find the traffic relief we are seeking.
SOUTH KING COUNTY	The Puget Sound region is way overdue for an outstanding mass transit program to help people get to where they need to go in a timely manner. It's called progress. And, with the number of people moving into the area, we cannot continue to keep our heads in the sand about how this entire region needs affordable, reliable, dependable, convenient and safe public transportation.
SOUTH KING COUNTY	White center does not have a quick way to get to light rail, and many younger people are moving here. We need light rail sooner, or at the very least rapid ride options to the light rail. The 131 takes too long.
SOUTH KING COUNTY	This plan seems too expensive for the benefits conferred.
SOUTH KING COUNTY	I would use the Sounder more often, but I don't want to get stuck in downtown until the train comes back starting a 3 in the afternoon! Please add more times to the schedule.
SOUTH KING COUNTY	No more property taxes
SOUTH KING COUNTY	Stop taxing those of us who live in the South East for Seattle, Tacoma and Everett. You do NOTHING for us and expect us to pay equally???? Tax your damn ridership
SOUTH KING COUNTY	No more tunnels. Too expensive! Condsider above ground monorails to Ballard & west Seattle
SOUTH KING COUNTY	I just returned from a trip to 4 European cities. They all had multiple modes of mass transit. Berlin: bus, rail, light rail, street car. Warsaw: bus, rail. Street car. Krakow: bus, street car. Prague: bus. street care. Public transit was heavily used in all four cities.
SOUTH KING COUNTY	Taxes should only be added to those cities who benefit from Light/Heavy Rail and bus service. Those who live in citties or unincorporated areas with no bus or rail service should be forced to pay for ST Service.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - South King County

SOUTH KING COUNTY	<p>I like the idea of a light rail station at boeing access road. It would give future possibility to provide an additional more steamlined route for light rail service through sodo.</p> <p>The downside to the existing light rail from SeaTac to Seattle for me is the extra time it takes to detour through Rainier Valley and under Beacon Hill. I understand the need to service that high population area, which is good And, with future expansion it would be even better to have an additional route, so people who work at Boeing Field (Georgetown), and throughout Georgetown to Sodo have access to light rail to get to work. A light rail line/ bike path along Airport Way and/or 6th Ave would increase ridership.</p>
SOUTH KING COUNTY	These timelines are ridiculous.
SOUTH KING COUNTY	I'm willing to pay higher taxes (average adult pays \$25/month) if it meant quicker completion dates. I'm also willing to pay higher taxes for increased services around the region. Basically - I strongly support this project and think that it could go even further.
SOUTH KING COUNTY	I am a student at university of Washington Tacoma. There's many students traveling from the seatac/federal way area at the moment. Having the light rail go there would be so convenient. Especially with all the traffic on I-5.
SOUTH KING COUNTY	They need to extend the express from Bellevue to auburn again, makes it hard to work nights and get home to auburn. Also the buses need to be on time !!@
SOUTH KING COUNTY	To get my financial support I want to be able to use the services - don't really care about it when I'm dead!!!!
SOUTH KING COUNTY	I live in Federal Way and commute from Auburn Sounder Station and sometimes Federal Way Transit Center. I need my commute time improved now, not in 12 years. The improvements sound great and will make life better but take so long.
SOUTH KING COUNTY	Quit spending so much money for so few people!!!! Spend more on roads, and downtown parking.
SOUTH KING COUNTY	<p>If this plan is going to cost an average adult \$17 a month then there needs to be a revision to the good to go program. Paying a high-toll in addition to a tax increase to expand mass transit doesn't sit well with an average adult. Also the different "rules" for Highway 167 and parts I-405 need to stop. If you are going to toll single occupant carpool toll the whole highway not just parts of it and then also change the number of occupants you can have. Or an idea would be to toll coming into the city but not leaving. Is there going to be a toll set up for the express lanes on I-5? Seems that would be a good way to make a buck to support the cost, especially if the toll was a buck. I support mass transit and have used it in the past six years quite a bit but I don't like the additional transportation costs AND tax increases. Our family has two vehicles both hybrids to lessen our personal cost and pollution to the environment. It seems counter-intuitive to pay higher taxes for transit we only use once a week (we work from home now) and pay a high toll to avoid traffic jams when we do go out.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - South King County

SOUTH KING COUNTY	The proposed plan calls for an average of ~\$17/month for each Puget Sound area adult. To-date, neither Sound Transit nor King County Metro have shown any ability to manage a budget. While I support public transportation, and ride a combination of Sounder rail and Metro bus in my week-day commute, I am tired of funding programs that have no oversight or fiscal responsibility to the taxpayers. So, while I am mostly supportive of ST3, I am adamantly opposed to paying for it unless and until I see someone who can actually manage a budget and manage a project take it on - not just a union crony or two who are of the liberal tax and spend school.
SOUTH KING COUNTY	If the average citizen will have to pay \$17 a month for expansions, its important to me that fare enforcement has a greater presence. All the time we see people who have not paid their fare, but who benefit from these expansions that cost money-- and get nothing more but a talking to by tired looking fare enforcers, who know the person is lying about "not knowing" they have to have fare, but have to go through their speech anyway.
SOUTH KING COUNTY	500,000,000 per mile is RIDICULOUS. Funding should come from those the use it. STOP the 90% subsidiaries given to users.
SOUTH KING COUNTY	Start and finish all projects earlier! We don't need to waste any more time!
SOUTH KING COUNTY	Unfortunately by the time all of the extensions are completed I will be in my late 80's to early 90's!!
SOUTH KING COUNTY	More commuter parking needs to be available at Federal Way transit center. I go to work an hour earlier, to assure myself I get a parking space.
SOUTH KING COUNTY	The pathetic politicians need to present a credible transportation system that serves the largest employment centers like Boeing factories. We are decades behind Asia and Europe in public transit. This so called plan won't close the gap.
SOUTH KING COUNTY	I desperately want light rail. I grew up in DC when they were building the Metro system. It can and should be done. I would rather see a faster timeline in which the connection from Tacoma to Everett was made and the connection from Seattle to Redmond were made faster. We are way behind. I don't like there only being 2 stops in Federal Way, but I'll take whatever I can get at this point. Build something and stop making excuses!!
SOUTH KING COUNTY	lack of parking keeps us from taking the light rail. Looking forward to garage by SeaTac. Only transportation that makes sense keep up the great work
SOUTH KING COUNTY	The mid day 578 bus from Federal Way to Seattle runs every 1/2 hour, and is consistently full or standing room only. I would propose that the frequency be increased to every 20 minutes, and that it run later at night by at least 1/2 hour. There is also an extreme need for additional parking at the Federal Way Transit Center, as it fills up by 7:30 AM on weekdays. In conjunction with other transit agencies, I think more feeder buses to transit centers and light rail stations would be helpfu.
SOUTH KING COUNTY	South King County pays taxes along with everyone else for these improvements, but we see little increase in transportation services.I have used public transportation only when I don't have to worry about the time Involved, as the routes are infrequent and involve walking long distances to get to a stop.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - South King County

SOUTH KING COUNTY	The main problems are the bottle-neck on I-5 through Seattle and issues with the focus on the limited SeaTac airport. We need a bypass for commercial and long-distance traffic out around Seattle to the East - like was done in Portland with I-205. We also need another airport to serve the Bremerton and/or Olympia area. This is much more important than promoting the extensions to the Light Rail system.
SOUTH KING COUNTY	Please ADD MORE convenient, safe parking for commuters at Kent Station. Thank you!
SOUTH KING COUNTY	This is so over due
SOUTH KING COUNTY	I have unlimited ORCA card from my employer MultiCare & go to Seattle frequently but since there is NO place for me to park after 9 am, I usually just drive car & park. There is limited bus service from my home area and prefer reliability of light rail over buses but there is such inadequate parking on South end to access light rail that I don't use it except for events such as Seahawk games. The Puget Sound area will never be car-free as it is a sprawling area. Be realistic & build adequate parking at access points like light rail stations.
SOUTH KING COUNTY	Hurry to Federal Way!!!
SOUTH KING COUNTY	I totally support the expansion of light rail. However, the only way that light rail will be successful is if there is adequate parking. You need to provide parking garages at the various stops. Otherwise, it will not work in the suburbs.
SOUTH KING COUNTY	Since I was a kid growing up in Burien, born 1977, I have heard about proposals to improve public transport, decrease traffic, give incentive for people to use cars less and have more walking/biking area in downtown Seattle. The city has not managed to get it's act together or even put into action proposals that the public has voted yes on, until now when it is a nightmare situation. The city has somehow managed to continue building high rises for the wealthy. THEREFORE, middle and lower class families should not be financially penalized for these overdue projects, and really should be apologized to as well. Thank you.
SOUTH KING COUNTY	Transit definitely needs improving, but do NOT raise taxes!
SOUTH KING COUNTY	Better access for disabled
SOUTH KING COUNTY	The light rail service in Tukwila to Seattle does not start early enough in the morning. It's first run is a little after 5AM. Needs to be earlier for those who work at hospitals, etc. (Perhaps have first run at 4:40?) The load of people from Sea Tac airport who have been waiting all night for it is heavy too.
SOUTH KING COUNTY	I live in Arbor Heights West Seattle. I'm 70 years old. I can not wait 17 years for light rail to come to my area. Also you have pretty much taken away bus service from my neighborhood. When I do drive to a light rail station there is no parking close by. You need to move faster with the development of light rail, add parking and service ALL areas of Seattle. I don't see much bang for my buck so I don't vote for any transportation bills as they are.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - South King County

SOUTH KING COUNTY	<p>1. Regarding the location of a light-rail station near the Boeing Access Road area, the area around the SR599 interchange with South 133rd Street is a prime location for so many reasons: a) Many business parks, b) residential areas west and east of the interchange, c) plenty of existing parking areas that can alleviate and even replace the Tukwila P&amp;R, d) easy accessibility off I-5 and near Metro bus barn, e) public transit access to the Tukwila Community Center complex.</p> <p>2. Whether light rail runs from Everett or from Tacoma, there should be a 3rd track constructed to allow "express" service for am/pm commutes and special service situations, which increases the cost.</p> <p>3. The Issaquah extension should have a study to expand to North Bend, not just because of population that does commute to Seattle, but a short bus run to Snoqualmie Summit from North Bend could provide impetus for an affordable solution for skiers in the winter and mountain bikers in the summer.</p> <p>4. Increase the length of platforms on south-end Sounder and add a few more runs. It's high time this needed to be done.</p>
SOUTH KING COUNTY	Way too much money.... way too long to wait..... poorly thought out projects that serve mostly Seattle. Why should Pierce County want to pay for any of this?
SOUTH KING COUNTY	I believe the cities closest to Seattle should have light rail first then build to Tacoma at a later date.
SOUTH KING COUNTY	The reason I don't use public transit is because it is too difficult to get to my final destination. right now I work in Georgetown and live in federal way.
SOUTH KING COUNTY	There is not enough parking at the tukwila station. I have to circle the parking lot for an hour at least. Easier just to drive into town because if I kept circling I would be late. So very frustrating!!!!!!!!!!!!!!!!!!??
SOUTH KING COUNTY	Light rail should have stopped at Boeing field for those employee's to have direct access to it. Light rail needs to provide parking everywhere - I've never been able to use it as the limited parking lots are full every time I've tried. All trains thru Kent and Auburn, including Amtrak and BN need to be better spaced out. I sit thru 3 trains every morning and evening during rush hour. Downtown Kent train station is dangerous as it closes both main roads going across the valley. Emergency crews are trapped by the same issue. I will not support more or longer trains that threaten the welfare of the community until an overpass/underpass is built OR realistic scheduling is imposed that provides at least 4 mins clear passage across the tracks between EVERY train.
SOUTH KING COUNTY	Too aggressive of a plan to have future generations paying for this life long tax!! Very Poor idea
SOUTH KING COUNTY	Your plan is too slow. The city population is growing and you need to build transportation infrastructure much faster.
SOUTH KING COUNTY	Lets fully understand how to use our current structure more efficiently - right now seeing poor traffic light cycles on ramps - unfortunate failure of I-405 car pool lanes - two lanes for carpool and they aren't being used as traffic still backs up on the mainline

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - South King County

SOUTH KING COUNTY	Lets begin using what we have more efficiently - higher taxes is not the answer to solve transportation issues. Especially party taxing - that is a fatal flaw. You have now awoken the beast and mostly likely a VOTE NO on all fronts is in order to get control of this 'monster'
SOUTH KING COUNTY	We Desperately need a light rail station in the Des Moines area right off of 99th or pack highway. There was one planned or one-stop planned to be right in front of Highline community college. The Des Moines's area is increasing in population however transportation options are very limited. We are in dire need of the light rail to come and open up opportunities for travel in the Des Moines area thank you
SOUTH KING COUNTY	\$50 billion is a price tag that will suck all of the financial oxygen out of the region, and foreclose any effort to improve highway throughput. But I suspect that is why ST3 is being proposed to aid in making traffic congestion so great people are forced out of their cars and into urban villages. Hopefully ST's passed performance will wake the regions voters up, and they will vote down this costly boondoggle.
SOUTH KING COUNTY	Complete 509 from Burien south!
SOUTH KING COUNTY	Light link and rapid ride busses should be the highest priority. A lot of bus lines stop too frequently making them useless to travel. Their needs to be more parking at more locations outside of downtown Seattle so that more people can reliably access the system.
SOUTH KING COUNTY	Need to speed the whole thing up ,we need more light rail and parking at stations now!!!
SOUTH KING COUNTY	I will be dead long before any improvements reach where I could use them, since they're not even in this plan. Try 5 hours of commuting everyday via 6 buses and see how you like it.
SOUTH KING COUNTY	Light rail is the future
SOUTH KING COUNTY	Tying approval of transit plans to areas that will receive no benefit is ludicrous. You have disappointed many who are lacking and given those with the most the opportunity to deny of plans to keep your original promises. I support your ideals but distrust your ability to execute.
SOUTH KING COUNTY	Instead of a property tax, please consider a gas tax or even better, a gas sales tax. I live in Burien where we will not see ST3 but for a study. We need to build new schools. Our voters will pit one against the other.
SOUTH KING COUNTY	Please consider including EV charging stations at all park and ride locations. The Tukwila Sounder station is a great example. Thank you for your time.
SOUTH KING COUNTY	It would be nice if there was a ST - from Kent to Ballard, not everyone works in downtown Seattle.
SOUTH KING COUNTY	Please increase the times for Sounder service to accommodate trips into and out of Seattle between 10AM and 3PM. I am retired and would go into Seattle more often if I didn't have to adhere to commuter hours.
SOUTH KING COUNTY	Lets slow down before we go taxing our property to support transportation - that is completely unnecessary!! From what I've witnessed we could be doing a much better job using our existing structure to it's fullest - many of the ramps to the freeway aren't timed properly. Many of the backups currently are from construction works.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - South King County

SOUTH KING COUNTY	Ever increasing taxes hit senior citizens the hardest. Not affordable! Make riders pay with increased fares.
SOUTH KING COUNTY	We in Federal Way have paid for light rail since the beginning and probably will not see it in our user lifetime. Why do we have to keep paying for the benefit of others?
SOUTH KING COUNTY	If ridership can't pay for the project, then you need to go back to the drawing board.
SOUTH KING COUNTY	How can we coordinate transit and Land use. Only 1 question looked at development. Issaquah is a sprawling low density city for the rich. Transit needs to focus first on improving inner city and first ring before massive expansion to the outer regions. These plans need an equity analysis to see which income levels would benefit most and then a true prioritization can occur
SOUTH KING COUNTY	Ridership will increase if there was parking and/or more convenient ways to get to the train stops.
SOUTH KING COUNTY	I've taken Light Rail from the start and over the last year, I've seen the parking lot in Tukwila filling up earlier and earlier. Others have caught onto that fact. I've been displaced and have been forced to drive my car more times than not recently. I get to the Light Rail station at 6:30am or 1 1/2 hours before I start work for a commute that only took 20minute 8 years ago. You desperately need more parking. I suspect I'm not the only one being displaced. The solution cannot be to add a shuttle and another 25 minutes and more expense to my commute.  I'm also wondering what you're thinking by not using extra train cars during rush hour especially on the way out of the city. Do any of you know what it's like to ride day after day standing in a car packed like cattle where everyone has to struggle to get out or move for others? What would we do if there were a fire or earthquake while we're on these trains packed like sardines?
SOUTH KING COUNTY	You should compress the plan. 25 years is too long. 10 - 15 years is more appropriate. Also look at where people are moving.
SOUTH KING COUNTY	Parking and access to existing light rail stations must be improved. Timelines should for light rail expansion and parking should be bumped up for earlier completion. eliminate the tolls on 405 and 520
SOUTH KING COUNTY	Add buses. The trains are a scam, but you already know that.
SOUTH KING COUNTY	I'm not a big fan of buses except in the city. Light rail seems to be the best way to get around quickly. In order for light rail to work parking lots like the Park & Ride need to be built to get people to use the rail system. I have ridden the rails in San Fran, San Diego and DC systems and was impressed. I think light rail is the way to go not as much as bus.
SOUTH KING COUNTY	Why do i have to pay tax on something i will never use? Renewing my license tabs and see this \$51.00 charge for sound transit, really makes my skin boil. Highway robbery
SOUTH KING COUNTY	I feel that there is a significant need to focus on expanding parking at sounder and light rail stations. Transit services are limited in SE King County, even in typical commuting hours, as it is and when I have tried to use light rail, I have a terrible time finding parking and have ended up driving into Seattle anyway.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - South King County

SOUTH KING COUNTY	It's extremely important that additional expansion occurs on I-405 in order to alleviate traffic conditions on that road. A light rail from Federal Way/Renton or an Overlake/Seattle will help commuters.  Seattle is a major city and needs more reliable (currently, the Sounder is NOT a reliable form of transportation) transportation like you would expect to find elsewhere.
SOUTH KING COUNTY	Rail and light rail are seldom used. Cost to use ratio is way out of balance. Most can't use system for good reasons, but must pay very high cost. Waste of tax dollars
SOUTH KING COUNTY	Any project Sound transit does runs way over on cost and does not produce what they say it would. Sound transit can not be trusted with 10 cents.
SOUTH KING COUNTY	Anything that helps with I-5 congestion should be priority at this point. All areas between Seattle and Tacoma have experienced a rapid growth in population just over two years and more cars are on the road than ever. It almost feels unsafe to drive at the busiest times because it is so chaotic and frustrating.
SOUTH KING COUNTY	Extremely unfortunate it takes so long to complete the project for a slow moving transit. May have to look at other (developing) countries where these can be done in few years. It is hard to ask people to support the project when the fruits of the project may not happen in their life time 😊
SOUTH KING COUNTY	The concentration really needs to be focused on transportation south of Seattle. It is the fastest growing area especially with residents leaving Seattle due to high rents. ST Express buses still do not reach Federal Way in a timely manner. Riders still miss connections. Creating BUS ONLY lanes during peak times on I-5 would greatly increase reliability and give a great incentive for people to ride transit. I also believe in a few years when the construction boom wanes in Seattle, you will have enough workers to build out this system faster. Taxes a fine but the State, counties, and cities should really be getting the Federal Government to help fund this more than they are. The King, Pierce, and Snohomish county area IS the business center of the State and should be getting the transportation dollars.
SOUTH KING COUNTY	In the past, I have tried to use the link at Tukwila/SeaTac. But there is no parking available so I just stopped trying. I would rather not need to park in Seattle.
SOUTH KING COUNTY	It needs more free parking space
SOUTH KING COUNTY	We don't need any of this. We need better highways. By focusing on this you are destroying the environment. Cars going speed limit produce less toxins than big buses and cars that have to constantly stop. Also, driving is freedom to go where you want to go, when you want to go. Why are the poor being priced out of this option by all these mass transit projects? Let's not focus our personal preferences and limiting the freedom of the poor and work together for the good of all.
SOUTH KING COUNTY	No new taxes! Disband this entity and stop spending what you don't have!
SOUTH KING COUNTY	The total incompetence demonstrated by the people in charge of other projects has only convinced me that these projects would simply add to the list of complete failures.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - South King County

SOUTH KING COUNTY	I live in the Black Diamond / Male Valley area of south King county. Pretty much nothing helps me, but a lot of my money could be taken. Why not build BEFORE they come, where there is available land now, and at better prices. Growth is here in the south, and more, many more are coming. Waiting for a huge population and transit mess before acting is ridiculous. What mess to build in already built up areas! Needing to imminent domain congested and expensive places to build is so hind sited. Finding money to buy out expensive properties is pretty hind sited, too. None of the above will assist in my traffic problems at all. Help those of us who get up every day and go to work whether we want to or not.
SOUTH KING COUNTY	The cost is prohibitive. Other cities have expanded their transit systems for a fraction of this proposal. My children will be retired before it is completed. I'm on a fixed income and \$17 a month is prohibitive. It will also drive up rents for the people who can afford it the least.
SOUTH KING COUNTY	This is not going to move people off of freeways. You will not move people off freeways because that is the way they want to go. Put the 50 Billion into freeways so buses and cars can rum smoother, that we may catch up a little.
SOUTH KING COUNTY	One more tax grab that provides almost no value to the taxpayer
SOUTH KING COUNTY	Metro has excellent service in Seattle for in city residence, it has terrible service elsewhere. I tried to take the light link rail at the Tukwila station and there was no parking. The same thing happen when I tried to take the Sounder train and there was no parking. I took the light link train once when I parked in the Sea Tac Airport Parking Garage and it was nice, but I was surprised that the train stop for street light in South Seattle - That should not happen. In other cities, the train has priority. I took the Metro bus once into Seattle and it took 65 minutes that is too long. The people of Renton, East Kent and Auburn and all cities south should all vote NO, because Metro has no intentions of providing any reasonable service. Why should we pay for something we will never see?
SOUTH KING COUNTY	Be sure to have the extra money lying around to pay off the 19 trillion dollars in national debt and Jay Inslee's FUBAR debts.
SOUTH KING COUNTY	I would use the transit system daily if I could just fine reasonable parking. The parking at the Tukwila rail system is a joke. There should of been a parking garage put there instead of a parking lot. Adding a few thousand parking spots hopefully should help if at all possible. Otherwise the system will be almost useless. It's not worth the money to spend 2 hours hopping on busses to get to the trains to get to Seattle when you can make it to Seattle in an hour n half in rush hour.
SOUTH KING COUNTY	There needs to be express options between S King Co and Seattle outside of traditional commute times.
SOUTH KING COUNTY	Roads and highways move goods and services, rail and buses are not the solution. Super highways and massive road investment is the only solution. Tolled bypass highways, tunnels and major infrastructure investment projects. Current bridges and roads are falling apart.
SOUTH KING COUNTY	More emphasis is needed on bus service improvements and less emphasis on light rail and Sounder service.
SOUTH KING COUNTY	The timeline needs to be moved up. These transit projects should have been completed ears ago!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - South King County

SOUTH KING COUNTY	Sound Transit is seriously out of control, over budget, and off schedule. Wide usage of buses if the best way to go along with reducing road congestion to permit automobile and truck travel.
SOUTH KING COUNTY	How much longer can I afford to live in King County? Property taxes go up every year. Income is fixed and Social Security says there is no inflation. I have always supported schools and other capital projects. It is beginning to look like the only choice is just vote no more tax increases.  If parking is not a priority at the stations, what is the point? People who cannot park at the Park and Rides have no choice but to drive the freeway. More parking at the existing stations should be #1 priority.
SOUTH KING COUNTY	Sounder trains should run more often, not just at peak commute times. Very wasteful not to be available to non commuters.
SOUTH KING COUNTY	don't build it, and tax us for your plan
SOUTH KING COUNTY	Too expensive and the cost per average adult will be much higher than proposed. We will not support it and do not want to pay for it. Taxes are already extremely high.
SOUTH KING COUNTY	All of the previous projects have increased my utility bills and with this project I suspect the same will happen. ST has NEVER completed an on time project or stayed within the original budget for a project. I have no confidence that ST will meet budget expectations nor time schedules and voters will get less than what they thought they were promised like every other ST measure that has passed.
SOUTH KING COUNTY	light rail is extremely expensive, under used, and loses money in almost every city it has been developed. I am opposed to light rail as it is a poor use of available transportation funds. Light rail took an additional 10 years to build light rail to UW, and the estimates for future light rail expansion are ridiculous! I will be dead by the time your planned expansions are completed and opened to the public! I am in favor of expanding bus services and expanding our highways to meet the needs of commuters, to decrease commute times, and to most efficiently use our transportation funds.
SOUTH KING COUNTY	I'm paying for a garage promised in ST2 that hasn't been built, yet you talk about building garages on the north end early. Why should I feel like throwing more money at your empty promises?
SOUTH KING COUNTY	TO EXPENSIVE ,TAKE TOO LONG TO COMPLETE
SOUTH KING COUNTY	As a homeowner in King County property taxes are consistently burdened with carrying major parts of these types of projects. As someone who lives in Burien where I will not be receiving service for the near foreseeable future I don't agree with how this is going to be funded -
SOUTH KING COUNTY	I-405 from Renton to Bellevue should be prioritized. It is ridiculous that we haven't expanded the # of lanes there. It is crippling. Spend money on road lanes!!!
SOUTH KING COUNTY	Stop trying to force mass transit down our throats!
SOUTH KING COUNTY	Parking is a major issue not only at rail stations, but at ALL transit centers, and I hope that this will be addressed as well.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - South King County

SOUTH KING COUNTY	I will not vote for anything that Extends rail service bus service should be on separate ballot you're trying all or nothing so it's nothing
SOUTH KING COUNTY	This mode of transportation COSTS TOO MUCH. I do not want to pay for it. How about the people that use it pay for. More oversize needed regarding costs. Regular audits. None of the projects thus far have been completed in a timely manner. I say scrape the whole thing.
SOUTH KING COUNTY	Given the timeframe (25 years) that this project would be going on for, this plan seems incredibly short-sighted. This solves for a lot of the current transportation crises but doesn't seem to account for the rapid growth that will inevitably continue over the next 25 years. There isn't any plans to expand out toward southeast Auburn/Covington/Maple Valley, which is one of the fastest-growing areas of King County right now. I'm also curious if there are plans to expand Sounder service beyond commuter hours as part of this development plan. I would love to take the train to Seattle from the Auburn station, but the service is so limited it seldom fits with the timing of when I need to go. It would also be nice to have Link access along the southern Sounder corridor if there aren't plans to expand service operating hours, or having a place where the Link and Sounder meet up to allow for transfers for easy of transportation to say, the airport, other than all the way up in downtown Seattle. I understand buses can come on line faster and cheaper, but buses will only add to the congestion. We need to invest more seriously and heavily in rail for both the current transportation issues as well as the inevitable future issues due to the region's rapid growth.
SOUTH KING COUNTY	You cannot continue to get blood from turnips. Until you change the entire tax base in Washington state taxes should be frozen
SOUTH KING COUNTY	I have attempted to take the Light Rail from the Tukwila station. I drove to that station on a weekday, at 10:30 am. There was no parking available, so I then drove to the parking structure near Seatac Airport, again no parking available. I then went to a 3rd Light Rail station and again, NO PARKING. So unless you are commuter, your only option is to take the bus. I don't always want to take the bus, so the only option is to drive my single occupant car, which I will do in the future. Whoever planned these transit centers only planned the parking for commuters, what about the rest of us????? There needs to be long range planning done, not just for commuters.
SOUTH KING COUNTY	A possible future consideration for rail service, maybe looping from Renton through Maple Valley then through Covington to Auburn.... Thank you
SOUTH KING COUNTY	Major mistake was not building parking at the light rail stations. I live by the Tukwila station, and while there is parking there, you'd better be there by 7:00 or you're left out. More parking equates to more ridership, they go hand in hand. Give people a place to park, so they can utilize the light rail.
SOUTH KING COUNTY	Speed up Everett to downtown Seattle light rail AND Federal Way to downtown Seattle light rail to be completed within 4 years. The stress on workers (can't afford to live in Seattle, must live farther & farther away, thus causing exhausting commute times and expense) is killing us.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - South King County

SOUTH KING COUNTY	I am a strong supporter of public transit. I think that these projects should have been started 20 years ago however the support for them would have been minimal at that time. By all means, let's go forward with public transit.
SOUTH KING COUNTY	The area is way behind the times in providing appropriate systems to move people around the area. Service is needed throughout the day and evening, not just at "commuter" times. Because it is so needed it has my support across the board.
SOUTH KING COUNTY	Too expensive.
SOUTH KING COUNTY	Start running the sounder train on the weekends. We would love to go to the Kent station, take the train to Seattle for shipping and dinner. Otherwise, we avoid going to Seattle like the plague because driving downtown is ridiculous.
SOUTH KING COUNTY	liars and misappropriation of prior money grab
SOUTH KING COUNTY	I would like to know what the user numbers are for the light rail, because every time I see one of them, there are not very many if any people in them, I have been a Washingtonian my entire life, I lived in Renton and Kent, I do not see alot of transit help, which most of us have been paying for, for many years, I would much rather see more commuter trains from the north to south, now those trains are always full, with our horrible traffic situation, the trains should be running 7 days a week, and we should just tear down the Viaduct build a new one, make it so one lane on each side is dedicated to sounder train rails, how much money has been wasted on the ridiculous tunnel, scrap it and dedicate the rest of the funds to fixing traffic issues, there is no way I will ever use that tunnel. Someone needs to be better stewards of taxpayer's dollars, because alot of people are really fed up.
SOUTH KING COUNTY	Consider light rail/sound transit directly to Queen Anne
SOUTH KING COUNTY	I feel a set annual fee would be more preferable to a tax based on assessed values or added sales tax that could be effected by a down economy. Using multiple taxing mechanisms looks like government slight of hand. I do not wish to pay for something that gets cancelled due to a down economy again. Please get this right, our region needs rapid transportation options to keep up with growth. Thank you
SOUTH KING COUNTY	I cannot vote for something that taxes home owners more highly than other parts of the population because then I will not be able to support school levies. Home owners cannot be expected to pay for the majority of everything.
SOUTH KING COUNTY	Keeping Boeing and Microsoft in the Puget Sound Region is critical. The ST3 projects that would benefit all the major Boeing and Microsoft facilities should be highest priority. This will send a strong signal to both companies that their presence is valued and citizens of the region appreciate them.
SOUTH KING COUNTY	If the parking for Sounder and light rail stations are not adequate, people will not ride it. Please focus on parking facilities for light rail (especially as you move south) and the Sounder train. Thank you!
SOUTH KING COUNTY	Build along hwy 99 to give access to Des Moines and Federal Way residence.
SOUTH KING COUNTY	We need to continue expanding light rail service. We cannot stop and take a breath. It will only get more expensive. If we build an extensive light rail plan, folks will use it!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - South King County

SOUTH KING COUNTY	The main reason that I don't use light rail for my daily commute is that I cannot find parking at the light rail stations near my house in Des Moines. Parking at light rail stations is essential for light rail's success. Also, please consider how the tax may affect those in our community who are low income. It is easy for me to pay \$200 per year for transit improvements, but may be a burden to those who are very low income.
SOUTH KING COUNTY	Sales tax in King County is RIDICULOUSLY HIGH, and yet our roads are crumbling and overcrowded. WHAT ARE YOU PEOPLE DOING WITH THE MONEY?????
SOUTH KING COUNTY	There are virtually no connections between Seattle and Tacoma. Peirce transit is a joke and I'm very glad sound transit will change this.
SOUTH KING COUNTY	We should have done this 30 years ago. People in this region are notoriously selfish and short-sighted. I hope that they wise up this time.
SOUTH KING COUNTY	Light trail from Tacoma to Seattle! Especially if it stops in Kent or surrounding area. Double my taxes, don't care, needs to happen!
SOUTH KING COUNTY	We use the Federal Way Transit center to downtown Seattle bus and the bus service is so effective that the 1,000 plus garage is always full. What a great success story.
SOUTH KING COUNTY	As part of the large number of retired baby boomers, I now live on a fixed income and new, additional taxes in what is already a highly taxed state is frightening. Additionally, I think the plan extends too far into the future, committing me to taxes for a plan for 25 years, which will no longer be applicable as time goes on. I would strongly suggest you look at the editorial joke in the Federal Way newspaper on 4/22/16 labeled "In the Distant Future" depicting a couple flying over a transit train in a small, personal air transport vehicle and commenting, "It's called a light rail train. They're building it to Everett, Tacoma, and Issaquah for some reason..." I thought it was quite appropriate as representing the folly of planning so far into the future. While I am just one person responding in this manner, I hope you keep in mind that for every person who takes the time to respond that there are many more who think the same way but do not take time to express similar opinions via the survey.
SOUTH KING COUNTY	Commuters will not use transit systems as long as transportation via their car is quicker and cheaper. Why would anyone want to use mass transportation when the commute time is over three times longer and much more expensive? You solve these questions and you will gain support for your expensive projects.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - South King County

SOUTH KING COUNTY	<p>1. Timeline is FAR too long to be actually helpful to commuters. Eight years for bus service??? 2. PARKING, PARKING, PARKING. I currently rarely use ST because I have to drive halfway to my destinations with the nearest station being Tukwila; additionally its parking is full by 7-7:30 so good luck if you want to take the train up at any midday time. 3. Why don't Sounders run on weekends? Better locations, better parking... 4. Newspapers, politicians, and transit all fail to consider SE King county important, despite the population boom in Maple Valley/Black Diamond. Almost every family I know here has someone working in Renton, Bellevue, Seattle or Redmond, many are gone 12 hours a day due to traffic. Many also air travel frequently for work. SE King county needs transit options!! I'd be far more willing to pay for this if it would be relevant to my life more than 2-3 times a year that I go to Seattle on ST.</p>
SOUTH KING COUNTY	<p>Parking is a issue I deal with every day! If I don't get to the parking garage at Kent Station before 7 am I'm not going to find a parking space. Now I see that the spaces have been numbered, so I'm going to assume that Sound Transit is now going to make us pay to park. What about those that are just going to Kent Station shops and restaurants; the garage has always been advertised as FREE PARKING. Please include parking garages/spaces a priority at all stations.</p>
SOUTH KING COUNTY	<p>King County needs to stop spending and lower taxes. This sound transit plan is expensive to build and expensive to maintain; the public will pay and pay and pay; and, will pay again when the equipment and facilities become old and outdated. My husband tried using light rail from Auburn to Renton in the AM to commute to work and found it did not save time or money. And, Boeing was subsidizing light rail by offering employees a cash incentive to people who would use it. While rail transit was quick, the bus ride from the Renton terminal to Boeing's Renton facility took so long that he found he could drive his personal car to work in almost the same amount of time.</p>
SOUTH KING COUNTY	<p>You need to study on how to maximize the traffic flow on existing roads i.e. bus lanes along the shoulders, add more lanes, eliminate bike lanes which restrict traffic flow. Lightrail does not make economical common sense per mile of rail versus buying, maintaining and using buses and/or expanding freeway lanes for car traffic. Look at feasibility of double deck express lanes over existing freeways for thru traffic/ truck traffic. The Alaska Way Via-Duct should have been seismically upgraded by encasing the existing columns with rebar, concrete and/ or steel and the bridge decks should be redone and widened . This could have been done for a fraction of the cost of the Big Bertha tunnel project. The tunnel does not expand capacity and is not economically viable.</p>
SOUTH KING COUNTY	<p>I disagree with the upcoming parking regulations for the Sounder Train Stations. Open/free parking should be maintained without restrictions. If additional parking is needed, shuttle from local parking lots like Emerald Downs to Auburn.</p> <p>Granted, you need to review items for the greater good. As for myself, I travel from a remote area and carpool is not an option. However, I do take the train into Seattle and then a bus to Bellevue College where I teach.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - South King County

SOUTH KING COUNTY	Technology, smart cars, driver-less cars, make all this tax money spent on hard routes mutt. And if you had half a brain you would know this. Individual freedom and movement is the heart of why we have accomplished where we are at. Why are you so intent on stuffing everyone into some kind of box? Remember THX 1138, is that really what you want?
SOUTH KING COUNTY	<p>The priority should be roads. The vast majority of commuters in the proposed Sound Transit corridor do not and will not use mass transit. Their transportation needs require the flexibility that can only be provided by automobiles. The HOT and HOV lanes need to go, they do nothing to relieve congestion other than for those who can afford to pay the exorbitant tolls (especially on I-405 between Bellevue and Lynnwood. I tried commuting on the Sounder from the Auburn station to Tukwilla. Although the speed was quick on the train the remainder of my trip required riding a bus to my office, a trip which was usually 30 minutes one way, but often took an hour. The bus small and crowded, and late just often enough to dissuade me from riding.</p> <p>In short, some people can't afford an automobile and so riding a bus makes sense. Same for densely urban areas like Seattle. But light rail is a boondoggle, it's too costly per rider mile, it cannot be sustained by ticket sales, it requires constant funding by taxpayers who will never use it, and once built it will require constant costly maintenance. I am very strongly opposed to light rail. Build more roads!</p>
SOUTH KING COUNTY	Stop wasting public money on mass transit.
SOUTH KING COUNTY	I feel like I am being taken advantage of to pay for a system that is meant take my taxes and pay for things that people who do not pay taxes to enjoy. Charge a use tax for bicycles. I feel like I am a tea party member of the 1700's.
SOUTH KING COUNTY	<p>I am a supporter of public transport as my disabled son will never be able to drive and he will need access. I moved to the 98032 area code not because I liked it, but I wanted better access to public transport for him in the future and me now. Moreover, I am a regular commuter to Seattle, but I do it at non traditional times. At this point, I simply do not even consider The Sounder/Kent or Light Rail/Tukwila as the parking spots are gone when I need one. So, I find it cheaper, faster and simply better to drive to Seattle.</p> <p>Sound Transit needs to understand that I am not a 27 years old anymore and my triathlon days are behind me. I need access to FREE parking in a safe location for me to access public transport. It has to be better to jump Light Rail than it is now.</p> <p>To be clear, I will never ever use my bike to get to a Light Rail station or Sounder station or Bus stop.</p>
SOUTH KING COUNTY	Prioritize light rail to West Seattle and Burien to the top of the list.
SOUTH KING COUNTY	The plan is far too expensive when the majority of commuters never use and don't want to use mass transit. Money could be better spent increasing road space for vehicle traffic.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - South King County

SOUTH KING COUNTY	There has to be some other way than property tax as the major way to pay for this work. There needs to be some sort of "transit tax" assessed to every citizen in the region to pay for these projects instead of forcing property owners to bear the brunt of the work.
SOUTH KING COUNTY	Extend the taxing boundaries. ST services are being used by thousands of people who live outside of the ST taxing districts. Either extend the boundaries to include more of these people or find a way to charge users who live outside the taxing area. For example, at Commuter Rail parking facilities, instigate a hefty parking fee which could be reduced to a nominal fee if the car is registered with a ST parking department and that registration proves that the owner lives within the ST taxing district. Another thought would be to have a separate ORCA card issued to people who live outside the ST boundaries. This ORCA card would be more expensive and help to cover some of the costs that are being avoided by people now. This could also be easily enforced by employers who participate in CTR and other trip reducing programs since they know the home address of all of their employees. I do understand that although most of these people who live outside the boundary probably work and spend money within the boundary they are still avoiding vehicle license fees and will avoid the new property tax. Find a way to capture the benefits these people enjoy and make them share in the costs.
SOUTH KING COUNTY	Why is bus running late at sea tac airport?
SOUTH KING COUNTY	You people have constantly under reported the costs of doing what you projected you would do! Been quick to issue long term bonds and delivered poor quality services for high cost. YOU suck at your job. Please go out of business. Thank you.
SOUTH KING COUNTY	I would like SOMETHING to be done to improve rapid transit from Renton South and Kent East. At the current time, NOTHING is being planned except more of the same which is insufficient. WHY IS THIS AREA BEING ignored?? I also oppose strongly the incredible expense for doing nothing!!!
SOUTH KING COUNTY	You shouldn't have "stakeholder meetings" that exclude the public. The stakeholders are all government people. The Highline College station should come to Highline. Who do you think is going to be using it?
SOUTH KING COUNTY	PLEASE don't forget about west seattle between burien and the Alaska Junction. White center matters too!!
SOUTH KING COUNTY	I know our region needs help with transportation, but I feel this plan is not equitable. When you look on the map there is nothing planned in the area where I live and travel. What about east/west transit out in Maple Valley, Covington, and Fairwood. The southeast end is constantly ignored. We don't have adequate park and rides or bus service. Our roads (Maple Valley highway, Kent Kangley) are very congested and getting worse every year. Why should I pay to support transit that has no benefit to me? The area where I live is affordable and many people commute into Seattle or other places with very little assistance on east/west routes. I am recently retired, and wonder why I am being asked to support a program that provides services to mostly the north end of King county and virtually ignores SE King county. At this point, I think I will be voting no unless the plan is improved and made more fair to everyone in King County.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - South King County

SOUTH KING COUNTY	Expanding bus service makes SO much more sense and is so much more cost effective than any of the Light Rail options. Of course, the MOST sensible solution for this region's transportation issues is the need to expand the freeways and STOP punishing drivers by adding tolls!!
SOUTH KING COUNTY	We just need to get going on Light Rail, especially. Don't let the city of Tukwila railroad us anymore.
SOUTH KING COUNTY	light rail stations have brought parking problems to our residential neighborhoods, we need MORE PARKING at the tukwila international blvd station and at the 200th street angle lake station. we need to fix our existing stations before building new ones that will introduce even more parking problems.
SOUTH KING COUNTY	We voters are all a bunch of idiots, tens and tens of billions of dollars, perhaps as much as \$100 billion and traffic will be no better. Public transportation is not a cure all, never will be, we are all just a bunch of fool. But I do know this is how you make your living at my expense.
SOUTH KING COUNTY	It is important to me for ways to be developed for those who live in West Seattle, White Center, Shorewood, and Burien to get to Downtown Seattle, Bellevue, and the U District.
SOUTH KING COUNTY	Given the terrible traffic conditions in the Puget Sound Area I believe that a massive effort should be to complete all projects in ST3 within 5 years. A second reason is that GLOBAL WARMING could do an enormous amount of damage everywhere it is vital to get FEDERAL AID to complete this ST3 in 5 years. We all pay considerable FEDERAL INCOME TAXES and they should be used to help this country to markedly reduce carbon dioxide and methane pollution in our atmosphere and to meet the intent of the Paris, France Accords.
SOUTH KING COUNTY	In addition to adding on to the main lines that primarily support I-5 and I-405 corridor there needs to be improved access from southeast King county; Kent, Covington, Maple Valley, Auburn. We need ways to get to work and I to the city as well.
SOUTH KING COUNTY	Studies have already shown that the worst traffic is on I-5 between Tacoma and Seattle. Why money is being spent ANYWHERE ELSE doesn't make sense. (Remember that Federal Way already voted and approved funding back in 2008.) More and more people live in the south end because it's more affordable than further north, and that impacts I-5 and 167. Every effort and dollar should be concentrated on getting this corridor updated with light rail. Adding buses will just add to congestion. If an accident happens in Ballard and commuters can't get to Seattle, do that many people care? But when an accident happens on i-5 or 167, THOUSANDS of people are impacted and care. Put the money where the need is and fix the I-5 corridor!!!
SOUTH KING COUNTY	Concern about funding - I'm supportive of paying my fair share to move people to and from work/home, etc., in a more efficient way. But I have concerns that the money will get misspent by accident or intention - with delays and additional costs driving taxes up way higher.
SOUTH KING COUNTY	Existing central link light rail service needs either increase the number of coaches on each train from 2 to at least 3, possibly 4 during really peak commute times, *and* increase the frequency at which they run during peak commute times.
SOUTH KING COUNTY	Twenty years way to long to benifit most people in traffic now

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - South King County

SOUTH KING COUNTY	<p>There is no urgent and perhaps even any pressing future need to connect Burien to West Seattle with Sounder rail funding and development. However, Burien should have had a short rail connect line to Sea Tac rather than this Express Bus. Burien is one of the communities that has experienced the most damage and loss to its environment and tax base because of the Sea Tac expansions. It has the largest amount of affordable housing in the King county area and one of the poorest and most diverse working populations. It is the community that most needed the connection into the Sounder rail system. Sea Tac has almost killed the land values in Burien and now you would have the nerve to not even connect Burien to Sea Tac and the rest of the Sounder rail line. But your committee initially proposed nothing for Burien at all in this ST3 plan. Only the complaints of the Burien City Council even got you to consider a bus. This means that Burien will again be left off the grid from desirable development because it doesn't have a Sounder rail site. The idea that in the next future plan any communities will support further development and additional taxes for a Sounder rail site in Burien is absurd. They will all have gotten their "goodies" and Burien, which is supposed to be one of the PSRC transit points and growth centers, will be short changed out of a rail site. Of course you will want Burien residents to pay the full share amount for all of these other Sounder improvement while it only gets a crumby bus. Where was no plan for Social and Economic Justice in the ST3 for Burien. This ST3 plan only helps to make the already rich Puget Sound communities richer, easier to get to and more desirable to live in. Frankly, I think your plan stinks and don't intend to vote for it and I will encourage others not to vote for it. Shame on you. Additionally, your presentations out to the communities to get their support is boring and shallow. Sounder is the most expensive rail system that has been built in the USA and you make no efforts to reduce the unneeded overhead-like 3-4 Sounder staff members sitting on their rears at public meeting on the public's dime. I'd like to see Sounder Transit employ some lean management principals. Sound Transit's approach reminds me much of the Monorail's approach to how management uses money.</p>
SOUTH KING COUNTY	<p>As a union labourer, I strongly support all projects projected by Sound Transit</p>
SOUTH KING COUNTY	<p>This project will take too long for me ever use it. The BRT should be completed sooner than eight years! As usual, Burien is getting screwed again. First it was the impacts from the Airport and now it is light rail. The benefits associated economic growth and development that follow the placement light rail stations are bypassing Burien and the city will economically fall even further behind the other cities in the South Sound. Even though Burien has been designated as growth center by the PSRC, there seems to be a concerted effort by the region to do whatever possible to limit resources flowing to the city.</p>
SOUTH KING COUNTY	<p>Although I support the intent of ST3 to provide better, bigger, faster transit options, I oppose the method of funding because it continues to grow our regressive system of taxation. Instead, I propose ST support efforts to change our system of taxation starting at the state level. A large portion of funding for these projects should come from state and local income taxes on individuals and corporations. Given the long timeline for these projects social forces will require that other of forms of funding be used for this other large programs in the future.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - South King County

SOUTH KING COUNTY	Mass Transit should be a better steward of the public's money. I will no longer support transit expansion or any increase in funding as they do not have the best interest of the public as a priority. How can ridership go up over the years and you continue to ask us to pay more while subsidizing more. I am tired of supporting others with my hard work and tax dollars. I'm done! Your trains no longer meet my needs. Your schedule no longer meets my varied schedules.
SOUTH KING COUNTY	25 five years is too long to wait. Speed up all aspects of all projects.
SOUTH KING COUNTY	Too expensive for the commute improvements
SOUTH KING COUNTY	Faster. Faster. Speed up the work by a factor of 10.
SOUTH KING COUNTY	Forget all this mass transit nonsense. It's always delayed and over budget. We need wider roads, free parking, easier highway access, and better maintenance of existing roads.
SOUTH KING COUNTY	I-405 corridor needs improvements for sure. Some parking needs to be increased, Kent Station for example fills up quickly Tues - Thurs. I wouldn't support the idea of paying to park there though.
SOUTH KING COUNTY	The main issue for the southend transit lines (Seatac Lightrail, Kent Sounder and Tukwila Sounder) is that there is no parking after 7am. Need more free parking.
SOUTH KING COUNTY	This survey and your meetings are a sham. You've already made up your minds. Yet, I doubt more than a handful of people working on these projects ever take the bus, train, or light rail. People want roads; I want roads. You've spent money on bicycle lanes to handle less than 1% of the people. Nice for them; costly for us. The money should be put into improving the roads.  Your system is very Seattle-centric. It does nothing for those of us in SE King County. We should not have to pay for your folly.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Pierce County

Subarea	Additional Feedback - OTHER
PIERCE COUNTY	I WOULD LIKE TO SEE MORE OPTIONS TO USE LIGHT RAIL/SOUNDER SERVICE DURING THE WEEKENDS
PIERCE COUNTY	<p>Sounder trains are getting quite full, looking forward to the possibility of adding additional cars, potentially additional trains to accommodate.</p> <p>Parking in Sumner is full by the first train in the morning, looking forward to potential parking solutions for this Sounder Station as there currently isn't many options here.</p>
PIERCE COUNTY	I am tired of paying taxes when the Orting area of the state is ignored. Highway 162 is a parking lot. It takes forever to get to a transit station.
PIERCE COUNTY	This plan is a huge rip off to Pierce county and Soun Transit cannot be trusted. pierce county should not get misled by you guys again!!!!
PIERCE COUNTY	Parking for the sounder train stops. As well if planning on extending the light rail that far either restrooms in the link or each station needs to provide restrooms.
PIERCE COUNTY	Please bring any type of transit to Orting. We would greatly appreciate it. Thank you.
PIERCE COUNTY	We don't currently use ST because it isn't feasible. The comiter rail stops running before we generally leave work.
PIERCE COUNTY	<p>We need to get back what was here in the 30s and 40s.</p> <p>I live out side the taxed area, but I use the service daily.</p>
PIERCE COUNTY	There should be more options for people to the south/east of Sumner/Puyallup/Orting to allow them access to the sounder train, such as running a bus (or a small train on the tracks that are already along 162 between Orting and Puyallup) from Orting or Graham so less parking space is needed.
PIERCE COUNTY	Stop the buses and focus on rail!!!
PIERCE COUNTY	<p>The amount of investment, time and money, required for light rail, I don't feel that is the solution. The Seattle area would benefit from more bus options that extend to more places and run regularly. That being said, having a bus lane would benefit the freeways tremendously. I haven't read much about the buses on the shoulder, but perhaps that would accomplish the same thing. Parking needs to improve at many of the stations in order for any changes to take effect, even if they are buses. Buses can be put on the roads quicker and can benefit a number of people, as long as there is parking available. Most sounder lots fill up fast, so I would prefer parking situations are solved before we invest in light rail over the next 25 years.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Pierce County

PIERCE COUNTY	Funding should be provided by the communities that benefit from the services. As a resident of Lakewood, I heartily resent hundreds of millions of \$\$ being spent on projects with my tax dollars that have absolutely no benefit to me. I'll pay for the projects that benefit me and my community - such as South Sound to Seattle Sounder Rail and Express Bus services, but I'll be danged if I can support the outrageous cost to me for services that support only Metro Seattle, Bellevue/Kirkland/Redmond, or Edmonds/Mukilteo/Everett. If I wanted to live there, I'd move there. If I wanted to experience the dubious benefits of living there, I'd live there. Don't make me subsidize those who make those choices because the cost of those choices belongs to the people who make them!
PIERCE COUNTY	Public transportation should be abolished
PIERCE COUNTY	I think there are huge safety concerns with the bus bypass on the freeway. Before any construction takes place figure out the parking problems.
PIERCE COUNTY	Don't do this. I don't want Seattle sprawl to increase, I don't want downtown to be busier with more commuters coming from further out, and most of all I don't want higher taxes. Please don't do this.
PIERCE COUNTY	I am tired of being taxed for project that mostly benefit other counties. The bus service in Pierce County has gotten worse and less reliable in the last decade. Sound Transit has not made the current system reliable enough to deserve further funding for other projects. And the parking for sounder trains in ridiculous.
PIERCE COUNTY	This work needs to be done sooner rather than later. 25 years is to long to wait for systems to be in place. We needed light rail 10 years ago. GET THIS DONE NOW! I would like to see much more light rail rather than busses.
PIERCE COUNTY	Would like a system that involves more of the East Pierce County plateau. Would like more frequent rail service that will connect north and south, rather than the band aid approaches. My job only allows me to use transit during my days off, which I would if available. Just need more frequency of what we have available today.
PIERCE COUNTY	I really think that parking at stations is a huge issue, especially during the dark winter months. I often have to park in an unlit neighborhood 6:45 and walk several blocks to be able to use the Sounder train. Since I'm forced to park out in neighborhoods, my safety is of concern to me, especially since I have been approached several times by intoxicated people during those dark early morning hours. I would much prefer being able to park closer to the Station in a lit area with security.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Pierce County

PIERCE COUNTY	<p>The plan is a good one, however I have disagreement with the way the different components are scheduled and funded. Additionally, there is never enough consideration given to how commuters will reach the station. Maybe 20 years from now, the web of community transit will better connect people with the stations -- but, currently, there is not enough parking for those of us who choose not to spend an extra 2 hours per day (TWO HOURS PER DAY EXTRA) commuting to and from a transit center or train station. I do not live near a train station, light rail station, transit center or park and ride. However, in the spirit of reducing SOV trips, I used to take the train, until parking became ridiculous. I then drove much further to reach a light rail station, only to be quickly daunted by lack of parking there, too. Now I'm using a transit center, where the available space fills up quickly, often leaving me no real alternative but to drive SOV 30+ miles into Seattle. "If you build it, they will come" and I'm one who truly wants to use public transportation. Not at the expense of the extra 2 hours out of my day for rural commute to a transit center, though. And not if I must risk a parking ticket someplace because the transit facility underplanned its parking.</p>
PIERCE COUNTY	<p>parking is a mess at all of the south sounder stations. You have to be at the station by 5 a.m. in Sumner or Puyallup to get a parking spot at all. It is extremely frustrating to be looking at over an hour commute and for the solution to be to park in a satellite lot and catch a bus. That breaks down like this:</p> <ol style="list-style-type: none"> <li>1. Drive to park and ride lot (most south pierce county locations have no neighborhood bus service) (15 min)</li> <li>2. Catch a bus to the train (15 min)</li> <li>3. Wait and take train (60 min)</li> <li>4. catch a bus in Seattle to get to downtown (10 min)</li> </ol> <p>so drive - bus - train - bus - walk</p> <p>this is a lot to ask for people. And most people I know are willing to pay a surcharge to have a parking spot.</p>
PIERCE COUNTY	<p>I would use transit more if there was a light rail system that ran more often then the Sounder for example from DuPont to Seattle. I think expansions of our transit system would be beneficial to everyone!</p>
PIERCE COUNTY	<p>We need to find ways to fund this other than simply charging the average commuter more to use public transportation. Rather than raising fares, maybe we should just raise reduced fare prices or eliminate them all together.</p> <p>Another good way to do this would be to increase gas taxes or raise toll fees so these funds could go to these projects.</p> <p>The idea is to encourage people to use public transportation. Increasing fares suddenly will only prevent people your everyday commuter from using this form of transportation.</p>
PIERCE COUNTY	<p>It this had begun 30 years ago as it was proposed, just think, it would be all done by now. Hopefully people won't be so short sighted this time around.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Pierce County

PIERCE COUNTY	Before we spend millions on this great plan, let's make sure the existing things are working at 100%. The South End needs more parking structures (i.e. Sumner, Auburn). Sound Transit has promised to build new parking garages but it has been years now. It discourages people from taking the train if there is no where for them to park. Please make sure you complete already existing projects before going on to something new. Thank you.
PIERCE COUNTY	Bring transit to Orting we really really need it
PIERCE COUNTY	Stop wasting money on light rail. Instead improve bus service, car pool lanes, car pool vans and more expanded park & ride lots
PIERCE COUNTY	Any transit in or close to Orting would be appreciated . The reason I don't use it...it was taken away and now we have none.
PIERCE COUNTY	<p>Re: Light rail expansion, I am concerned that trips on the finished line may take too long for it to be feasible. It currently takes quite a long time (35 or 40 minutes?) to get from Tukwila to Seattle. That dissuades me from using it as often as the Sounder train. A trip from Federal Way, even Tacoma seems like it could be prohibitively long... 60 minutes? 90 minutes? Long trips won't work unless speeds can be increased.</p> <p>Re: Sounder service, I strongly support improvements to Sounder rail and surrounding infrastructure. But trains are already near capacity during rush hour, and I am concerned that extending it further South will add more riders without longer trains or better infrastructure, and could cause issues.</p>
PIERCE COUNTY	<p>The low hanging fruit is added busing. Bus routes are flexible and don't require nearly the additional infrastructure that light rail does. Light rail routes are inflexible and the added right of way and infrastructure is expensive.</p> <p>I feel it is disingenuous to make statements like, "There simply is no more room for roads," but imply that adding right of way for light rail is the obvious solution. The property used to build rail could be just as easily, and more cheaply, used to build expanded roads for commuters.</p> <p>I support optimizing existing freight rail with added commuter train service. That seems a wise use of existing infrastructure.</p>
PIERCE COUNTY	I use the sounder south rail every week day and lately I've been frustrated by the lack of maintenance, delays and available parking. I finally ended up paying for parking in Auburn, but it shouldn't be like this. 5 years ago, I had no problem finding free parking and train seemed more reliable. Fix the small issues here and add more parking is my biggest complaint. I am totally for expanding the light rail, but also here maybe not more stations but more speedier ways of getting there. SeaTac to Seattle used to take 25 min from Intl. District, but with the rail and all the stops it takes 35 min. Love to see a connection to the East side with light rail, and up to Redmond / Kirkland. Then expand to connect Renton and Lynnwood. I think it is correct to assess property taxes on this as home owners receive higher return on the investment with improved transit. Thank you for all that you guys do!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Pierce County

PIERCE COUNTY	Auburn Transit station needs more parking. Also the sounder should run all day.
PIERCE COUNTY	One thing that's important to me is to see an easy way to get from Tacoma to Seattle on the weekends and throughout the workday
PIERCE COUNTY	I'd like to see Tacoma have a higher priority. I feel Tacoma is way behind in being able to access the transportation system. Tacoma needs light rail to the airport.
PIERCE COUNTY	Draft plans sound great. The biggest issue I see that parking for all of these additional stations must be created to support the people using transit. Also with increasing terrorist threats has sound transit looked into the safety of the riders. We don't need to be another Brussels. Anyone can board these trains. You never know what someone could have in a backpack.
PIERCE COUNTY	My problem is money raised in Pierce County has always been used to support projects in King County/Seattle. I will never vote to support ST.
PIERCE COUNTY	Parking at the Sounder stations that already exist must be a priority. I pay \$70 a month to park on a gravel lot. Once they sell that lot, I will have to find alternate transportation and everyday I see at least 5 frustrated potential riders leaving the inadequate parking garage at the Auburn station. That is 5 cars leaving at just one station in the 3 min. it takes me to walk from my overpriced parking to the train. Think 5 cars leaving every few minutes at all the Sounder stations. Those are your potential riders that are now driving. Parking is pathetic at all the stations. Are you going to be equally short sighted at all the new stations? Good luck growing your ridership when people are leaving because they can't park
PIERCE COUNTY	ST can't complete on time and on budget now, why should tax payers trust you with more of our money? It would be illogical to give you more.
PIERCE COUNTY	Cannot wait 17 years for light rail to come to Tacoma. Will support higher taxes if projects can be done in 7 years. Otherwise NOOOOOOO. Too slow.
PIERCE COUNTY	yes, yes, and yes. Let's get serious about a region-wide, viable alternative to driving.  I would like to add that "last mile" connections from transit centers to actual destinations is an issue. I take the sounder from sumner to seattle daily. It takes me about 35 mins to make the trip to seattle, and it takes another 35-40 mins to get from the station to SLU. Getting commuters to the city is only half of the challenge. Getting people to/from their final destinations and transit is critical for people to change behavior from driving to riding. That's why I rated the Seattle projects as highest priority. We need to make it easier to get people around the city.
PIERCE COUNTY	Do it Now!!!!
PIERCE COUNTY	For the love of God, please consider parking and running trains past 6 pm. Without these considerations, there is no point in proceeding, because people will continue to be forced to drive.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Pierce County

PIERCE COUNTY	North line sounder wouldn't appreciate comments like "regardless of weather" based on how often it is canceled, and this is coming from someone who doesn't use it. Also, 25 years sounds like a crazy long time. I just joined the workforce 4 years ago and plan to retire shortly after the whole system is finished. It's gonna be hard to drive home the point of the bigger story here when people are going to feel like they are paying for someone else's benefit. Kinda like my generation and social security. We're paying into it, but I'll never see it.
PIERCE COUNTY	There needs to be more stations added to the South Sounder Commuter Rail and more parking at rail stations.
PIERCE COUNTY	Something else to consider is more frequent ST Express busses running on the weekends, especially later into the night. Like at least until midnight or 1am.
PIERCE COUNTY	More Govt Boondoggles...over budget and over schedule
PIERCE COUNTY	DO WHAT FALLS IN PLACE POSITIVELY AND KEEP GOING FORWARD THANK YOU FOR GOING FORWARD
PIERCE COUNTY	I live in Tacoma and work in Seattle. Last week I had to attend two day-long meetings in Ballard. Day one I took transit, day two I drove. On both days, the one-way 35-mile journey took at LEAST two hours. Gridlock is becoming the norm as opposed to the exception. We need to do something now. I support ST3, but I question why I am paying \$200 a year for something that's not going to be done for decades. Why not issue bonds and get started now, especially with historically low interest rates.
PIERCE COUNTY	Stop wasting money on light rail. Instead improve bus service, car pool lanes, car pool vans and more expanded park & ride lots
PIERCE COUNTY	Needs to be sooner!!!!!!
PIERCE COUNTY	You can run light rail down the middle of the freeways, between the opposing lanes. Elevate it and do it. Alternatively, you can pick a side and run it down the side. Light rail is a better long term solution than increased bus routes. It would also be great if you could somehow get WSDOT to pull their head out of their ass and stay out of most of this, but that's just a pipe dream of mine:-)
PIERCE COUNTY	All of my working years I paid my own way to work and lived close to work. Have today's people live closer to work and pay their own way. I had to pay mine and I should not have to pay theirs.
PIERCE COUNTY	I fully support all mass transit initiatives that extend light rail, the Sounder, and buses. Having traveled extensively in Europe and the UK I know what it is like to have affordable and extensive mass transit. It is better for the environment and it is quick and much easier than driving...fewer drinking and driving issues because people can walk or take mass transit to restaurants and bars. We need that here in the Seattle area...and I am more than willing to pay for it. For everyone! We also need lower income and seniors to have subsidized ridership so that they can also use mass transit and reap the benefits. One of the reasons Europeans are more fit and less fat is because they use mass transit...you have to walk and move. I am more than willing to pay more in taxes to fund mass transit!
PIERCE COUNTY	buses are much too crowded even late into the evening, I have to stand on the 578 every night

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Pierce County

PIERCE COUNTY	Nothing has been mentioned regarding the Express buses from Tacoma to Seattle. There is no rail or light rail that can even compare to the express buses from Tacoma to UW Seattle. If these buses are removed then we will be forced to sit uncomfortably on a train and would have to take several modes of transportation to/from work, adding at least 30 minutes to our already long commute. I'm all in favor of adding more opportunity to those who need it, but do not take away our only direct route to/from work/school. Thank you.
PIERCE COUNTY	Get some parking on sounder stations and add cars. There is 0 useful parking unless you're on first train out. Cars are fuller every day almost maxed out.
PIERCE COUNTY	Please don't use the funds for any commercial development. Let the developers fend for themselves. Make sure that art projects in the route have at least a 50 year lifespan. Sound Transit has paid for a lot of interesting stuff that has become junk in 5 years. You could pay artists over a lifespan and incentivize long-lasting art over fragility.
PIERCE COUNTY	I know lack of parking at the station prevents people from taking the train
PIERCE COUNTY	We need more roads and transit to and from Orting. Make use of the train tracks for light rail, or transportation to the sounder. I own a rental home in Orting and the renters work in Bellevue and Seatec airport. Most of the population in Orting have a commute of 2 hours. We need to get on this soon.
PIERCE COUNTY	I recommend a twice day express Sounder train between King Street Station in Seattle and Lakewood, with stops only at Tacoma Dome and S. Tacoma Station, and then Tillicum and Dupont when they come on line. The reduced commute time would encourage additional riders and reduce commute time. It could run once in the morning and once in the afternoon.
PIERCE COUNTY	The transportation system proposed is a convoluted mess.
PIERCE COUNTY	Are you kidding me? Where the heck is the parking garages promised in st2? Auburn, summer, even Kent. I might vote against it cause your insane to leave out. Also, why so long. You need to go back to the drawing board projecting things 25 years out. Insane!
PIERCE COUNTY	A very high priority should be put on expanding use of the sounder train to support more than commuters. It should run the same hours as light rail, and provide a train every 30 minutes going North and South. There's so much to do in the area of each of the Stations. I would never drive to Seattle or Tacoma again. Today, I always drive because there's no other option.
PIERCE COUNTY	It would be great to have some sort of transit that goes thru Orting.
PIERCE COUNTY	The cost of this expansion is prohibitively expensive. The majority of the benefits are in King County while the vast majority of Pierce County will see no benefit but will incur the higher taxes. We can't afford this package. If it just added light rail to Tacoma and Everett without all of the additional stations in Seattle I could support it. I have no interest in supporting expanded mass transit for King County.
PIERCE COUNTY	for consideration in ST 4 all of these are light rail shorline to woodinville, redmend to lynwood, east line to todem lake, tacoma dome to dupoot, angle to lakewod via the valley=arbut, kent, summer, puyalaup, parkland s. belvue to a station on valley line. expand the Sound Tranit Boundries to include Thurston and Kitsap Counties

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Pierce County

PIERCE COUNTY	Expand the roads, get rid of bad traffic spots such as all the left lane entrance and exits on the freeways, add transitional ramps between freeways from carpool lane to carpool lane. Observe traffic where there's a carpool lane but not carpool-carpool transition between freeways, it's always worse as cars attempt to get from the far left to the exit. Spending obscene amounts of money on transit systems that still leave thousands of daily commuters outside transit service areas for more than the next 25 years (as in, they aren't in the plan) does nothing to improve the current situation. People that live out here still have to drive at least to the nearest train station where there is insufficient parking, such a drive can take as much as FORTY-FIVE MINUTES (it's only 7 miles). At a minimum, expanded roadways to service outlying areas are a must.
PIERCE COUNTY	Please consider including the Orting extention beyond a we will look into it. Traffic congestion in and out of Orting has become a HUGE issue. Additionally, it is putting a lot of strain on the transportation center in Sumner. Lack of parking at the Sumner station than creates additional challenges and headaches.
PIERCE COUNTY	Find another way to pay for it other than taxing the people.
PIERCE COUNTY	I am strongly against this. Current projects have not proven to be effective or able to be completed on budget.
PIERCE COUNTY	Focus on what will work best for the buck. Lower taxes not more. More lanes on 167. Right lane busses like neighbors in BC. East pierce bus srvc to/from sumner station and south hill mall. Less bicycle only lanes and more car lanes. Open up 405 lanes to all drivers. Quit taxing the entire state for transit that affects puget sound area of state only. Quit trying to punish drivers; we're not the bad guys.
PIERCE COUNTY	The Puyallup sounder station is in dire need of a parking structure.
PIERCE COUNTY	Please extend the light rail system into south King and pierce county. Please keep the jobs local, build our economy by hiring locals to do the work. We need this income too.
PIERCE COUNTY	We also need more freeways and better roads. Not every one has a job that works with mass transit.
PIERCE COUNTY	Light rail won't work if the train has to stop at traffic lights, stop for cars, stop for pedestrians on the tracks.
PIERCE COUNTY	Encourage business growth outside of Seattle core. Add light rail to Alaka Way - Elliott Ave corridor.
PIERCE COUNTY	Wi-Fi on all rail cars
PIERCE COUNTY	I would have a hard time supporting any of the projects as there seems to be no consideration for the mass number of vehicles that will need to park at transit outlets. Currently, the available parking at Sounder rail stations is unacceptable at best. For example, recent upgrades to the Tukwila station accomodate ZERO growth and inadequate from the start. This is a tucked away industrial area and instead of utilizing all available space or building a parking structure we have wasted space serving as planter boxes. Assuming the city of Tukwila has such a code for industrial area zoned parking then the project should have included a parking structure. No common sense!
PIERCE COUNTY	Bertha has wasted too much money already.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Pierce County

PIERCE COUNTY	You do know you bias your surveys? Your "reasons" for the plan lead a survey taker to your conclusion, your facts are somewhat stretched and you don't take into account any safeguards when the next drop in the economy and jobs occurs. You completely ignore SE King County with the only real issue that matters and that is frequency and availability. I can't get to Seattle before 6am using the Sounder. Don't you find that amazing?
PIERCE COUNTY	Seattle currently gets a lot of attention for transit systems and transportation -- many buses, MULTIPLE streetcar lines, light rail system, downtown tunnel, etc. Tacoma has a very short light rail system, only moderate bus service, no streetcars, and is just now getting HOV lanes in I-5. While I support the overall ST3 plan, it's time to stop treating Tacoma like a second-class city. More transit in Tacoma means more industry, more business, and more jobs. Tacoma needs a lot more attention in terms of public transit.
PIERCE COUNTY	I love Sound Transit. I use the sounder train everyday. I could literally use public transportation for my entire trip. The problem is that Pierce Transit has many of there buses starting at 7 a.m. If someone works in Seattle or Tukwila and starts at 8 a.m., they cannot get to work on time if they were using Pierce Transit. Sound Transit cannot be utilized if the connections do not occur to get you there.
PIERCE COUNTY	Project funding - Not a fan of increasing the sales tax. As a homeowner, vehicle owner, and shopper, I believe I will be paying far more than \$200 a year for transportation that will benefit the folks up north long before the south end sees benefits. I'd like to see a component in the funding proposal which includes businesses having to contribute and share in the financial responsibility. The funding package is relying solely on the people to pay for transportation services which certainly benefit businesses as well so why shouldn't they contribute? I work less than 5 miles from where I live. It would take me 55 minutes if I took public transportation vs. 15 minutes, so I'm not a user public transportation. However, I understand the need for public transportation for those that aren't as fortunate to live so close to work. Let's just share the financial burden with those that are benefiting as well...the businesses.
PIERCE COUNTY	<p>Our region needs better road/highway infrastructure, not more mass transit. If we are so bent on spending money on mass transit, how about we instead focus on fixing the existing problems with our mass transit system? For example, we have two rail systems which have extremely limited parking at all stations. The station I use (Puyallup) doesn't even have enough parking to accommodate the the first two trains of the day! Continuing to expand the rail systems without first addressing shortfalls at existing stations is ridiculous.</p> <p>How about we address issues with our highway system, which includes the need to add capacity, fix issues with bridges and expansion joints, and so forth? How about we finish the 167 freeway from Puyallup to Fife? No matter how much mass transit we have, most people are still going to want to drive to work. I would much rather see this \$50 Billion go towards issues that will actually benefit the majority of people in the region, not just the small portion who will be riding the train.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Pierce County

PIERCE COUNTY	The leadership of Tacoma, Pierce County, and other cities in the region have failed to encourage economic development. I would be happy to work in Tacoma, but after four (4) YEARS of looking for work in that city, a mere 8 miles north of my home, I have no choice but to commute to Seattle. Something is wrong when citizens have to commute through SEVERAL CITIES to get to work. I am planning to escape this region as soon as I don't have to worry about a paycheck. I am mystified as to why more companies do not set up shop in lower-overhead cities outside of Seattle, but the myth of "Best and Brightest Only" is a sacred cow to corporate leadership.
PIERCE COUNTY	Despite what the Republicans said when they fired Lynn Peterson this spring, Washingtonians DO support public transit. Our quality of life would be better if we were less reliant on cars and roads.
PIERCE COUNTY	WE NEED TO DO ASAP... THIS PLAN TAKES TOO LONG TO GET TACOMA TO SEATTLE
PIERCE COUNTY	My biggest concern is that the projects aren't actually big enough. Looking at the timelines and the growth, I worry that the system will be too small to accommodate the need when the projects are completed, and hence will fail. Specifically, at the Sumner Sounder Station which I use every day, currently have about 1,000 riders/day, about 2/3rds of which drive and park near the station, so about 650. There are currently about 350 parking spots available, which are gone really early, leaving 300 people to find street parking. You plan on adding 505 new spots, but expect growth to be 600 riders. You have a shortage, and are planning an expansion that is less than your expected growth. Unless there is an ST4 coming, this seems too small.
PIERCE COUNTY	I take the Sounder Train from Sumner. There should be parking garages available rather than making people park great distances in order to walk to the train platform.
PIERCE COUNTY	I would love to be on a PR/Marketing board/committee. I STRONGLY support Sound Transit and its plans for new opportunities for public transit. It is a personal passion. Beyond that, for me personally, I would be traveling to Seattle all the time if I had reliable, safe public transport. As it is, I hate the drive so I go see family and friends once every two months at most. This is frustrating for me. Additionally, not wanting to drive to Seattle affects my ability to hire clients there, which affects my income.
PIERCE COUNTY	Commute daily from Tacoma to downtown Seattle via Sounder, as do many of my colleagues. Use of this service have visibly grown in the last two years and improved local economies, and will continue to do so with these improvements! Very exciting!
PIERCE COUNTY	It would be nice for Tacoma to not be ignored in all this.
PIERCE COUNTY	Large employers and University's should have more input into the role transit growth is dictated.
PIERCE COUNTY	You didn't ask the right questions. Instead of asking about vague South Sounder investments, you should ask about frequency versus larger trains. Instead of asking about station access, you should ask about parking and pedestrian and transit access separately. You also should have asked about whether Boeing needs to be on a line to Everett or if it's better to skip it. And you barely even asked about timelines at all. This seems to be the biggest issue people have.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Pierce County

PIERCE COUNTY	I currently commute to from Puyallup to Renton via the Sounder and Rapid Ride F Line. I don't think the F line meets the sales pitch of BRT. I like the concept of BRT as a lower cost way to deliver rapid transit, but the current implementation falls short. It takes me 30 minutes to go 5 miles, it has too many stops to be real rapid transit. If ST3 is going to push BRT as the earliest phase, it needs to focus on the "rapid". A lot of times the F line feels like any bus, just with a fancy paint job. I worry that it doesn't deliver enough perceived value to voters and users.
PIERCE COUNTY	I am really sick and tired of seeing all of the transit orientated projects being built around Seattle. Why do I have to pay for something I can't even use. It is time that the South Sound is put as a Higher Priority than Bellevue, Redmond, and Seattle. Traffic in the Tacoma to Federal Way area won't improve until someone realizes that they need to start building from South to North with Light rail.
PIERCE COUNTY	As a user of the current system that is not maintained well, I'm hesitant to endorse a huge spending bill to provide new services. Maintenance on trains and stations is lacking; designed lighting for architectural and safety purposes is not operating, and there is a general feeling of disrepair. I'm not really inclined to support further expansion when there is little evidence to support that the current plans (unfulfilled parking garages, etc.) will be finished timely.
PIERCE COUNTY	Those that use it can pay for it.
PIERCE COUNTY	Thanks for your work!
PIERCE COUNTY	Forget the busses. Not reliable. Light rail and sounder expansion the best way to go and as soon as possible. Would use light rail all the time to Seattle if it was to Tacoma now.
PIERCE COUNTY	More buses in areas like Kenmore,by Inglewood HS. More parking near light rail stops.
PIERCE COUNTY	Stop wasting money on crap nobody wants
PIERCE COUNTY	Project costs too much money and takes too long to complete. Taxpayers are already taxed enough.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Pierce County

PIERCE COUNTY	<p>1. We need more aggressive timelines for extending light rail to Tacoma. We in Tacoma can't wait another two decades to connect to SeaTac and Seattle! Pierce County should receive higher priority because our air quality is among the worst in the nation.</p> <p>2. While I am eager to pay for transit projects, I do not support another raise in our regressive sales taxes in the region. We must find other ways to pay for this!</p> <p>3. To insist that our "quality of life" in this region depends on traffic alone is hopelessly reductive. Try this instead: motor vehicles are polluting our air and water, causing harm to human health and the local environment, including Puget Sound.</p> <p>4. Transportation accounts for roughly 50% of greenhouse gas emissions in the region. Therefore, building a complete and connected mass transportation system that works for all residents is among the best ways we can reduce our climate impacts.</p> <p>5. All new projects should prioritize bicycle and pedestrian access, not the construction of more motor vehicle parking.</p> <p>6. This infrastructure should be funded, at least in part, by the largest polluters in the region, including the fossil fuel companies that are A) making huge profits and harming the planet through our continued reliance on their products and B) polluting the air and water at no cost to them. Sound Transit should lead the way by putting a price on carbon in the region and using it to fund these projects.</p>
PIERCE COUNTY	Housing taxes in Tacoma are considerably higher than in Seattle. What may appear to be reasonable for someone in Seattle is back-breaking in Tacoma.
PIERCE COUNTY	Strongly support long-term plan for completing light-rail in the area, but in the interim need more trips on ST Express buses between Tacoma and Seattle. Buses are packed to capacity and often standing room only, particularly in the evening rush hour. This isn't comfortable or safe for passengers. An additional 2 trips in the latter half of the morning commute (between 9:00 and 10:00 a.m.) would also be helpful, as those buses are often too full as well. Would also like to see more trips on Sounder Southline train (running later in the morning and later in the evening).
PIERCE COUNTY	It would be nice to see the light rail extend down to tacoma much faster than in 17 years
PIERCE COUNTY	Charge additional fee to transit users to support initiatives, people that can't use it shouldn't have to foot the bill.
PIERCE COUNTY	While focused on this project it is important to note that transit is a form of accessible transport for individuals that cannot afford cars or are unable to use cars. This plan needs to be cognizant and acknowledge that this transit plan should not stop individuals from having access due to cost. The plan needs to include ways to allow low income individuals and families the ability to utilize these public services.
PIERCE COUNTY	Hours should be expanded into the afternoon, the evenings, and weekends
PIERCE COUNTY	I would like to know why Seattle and surrounding areas seem to get all the light rail first and from Sea-Tac south are always last on the list
PIERCE COUNTY	Way too expensive!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Pierce County

PIERCE COUNTY	These sorts of projects have proven to be a drain on taxpayers wherever they have been attempted. They are not self-supporting, do not break even, and require continual taxpayer subsidies to operate. People have shown, and continue to show, a distinct preference to enjoy the flexibility of transporting themselves in their own vehicles, and have rejected governmental efforts to herd them into mass transit. As taxpayers, it would be much better to use our money to improve the system of roads to relieve congestion rather than throwing it into the black hole of mass transit. The only people who will benefit from this project are the contractors who have connections to elected officials, along with those officials who will benefit by handing out the contracts.
PIERCE COUNTY	The packet to include highway shoulder usage, must strictly be for Buses only, to eliminate the possibility or temptation for car utilizing the shoulders.. build an 18 inch high lane divider. Just high enough to deter cars and trucks from moving onto the authorize shoulder lane.
PIERCE COUNTY	I answered "opposed" to question number 12 because I think we need to cut the 25 year proposal in half. I've traveled extensively and know first hand how important and effective a good mass transit system can be. Many people choose to drag their feet because of the cost. They don't realize how much they would actually be saving in both time and money by using mass transit. You need to work harder at selling the program based on how much it would save people in terms of both time and money. They just don't have a clue.
PIERCE COUNTY	<p>What a phony survey, just read your last batch of questions.</p> <p>Pierce transit is a social welfare program. And as long as you continue to try to grow your authority and power I will be here to fight you.</p> <p>Look in the mirror and spit in your eye, as you are an. overpaid, under-worked and coddled 'workforce' of which the majority of, could not make it on their own. I would like for you all to stop sucking the life blood from society and give our economy a chance to grow.</p>
PIERCE COUNTY	<ol style="list-style-type: none"> <li>1. I would like to see existing problems fixed before creating new projects (how many times does the Everett line get shut down due to slides, etc?)</li> <li>2. Not happy that Sound Transit money is being used to build improvements for the Amtrak route through Lakewood (any plans for sound buffering?)</li> <li>3. Not excited to see a 166% increase in the motor vehicle excise tax collected, a 55% increase in the sales tax collected AND a property tax implemented only to see money collected in Pierce County shipped to King and Snohomish County.</li> <li>4. The accessible after-standard-work-hours transportation is still lacking. Tough to go up and spend a casual afternoon in Seattle and still be able to get home.</li> <li>4.</li> </ol>
PIERCE COUNTY	Include plans to assure personal safety of all travelers--lessening opportunities for criminal activity and promoting sense of healthy community.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Pierce County

PIERCE COUNTY	Pierce county is extremely congested and needs bus service orting, Bonney lake, puyallup and sumner toward Seattle.
PIERCE COUNTY	Your average taxpayer cost per year is not realistic.
PIERCE COUNTY	You people are out of your minds. Maybe you don't think that \$50 billion is a lot of money, but I do. I am appalled that your proposed tax increases don't have an end date. Is this just so you can keep taxing and paying yourselves salaries that are out of line with the private sector? We have had one fiasco after another with various transit projects. Ever heard of Big Bertha? Do you have the faintest idea of the costs of running the public ferry system? Do you know what the heck has gone on with multiple DOT projects that are over budget and under performing?
PIERCE COUNTY	Please run the sounder more times a day and on weekends. Then people in the south end can come to Seattle and get home without impacting the traffic on the freeway.
PIERCE COUNTY	Extension of the Sounder southbound from Lakewood to DuPont would be extremely beneficial.
PIERCE COUNTY	It would be nice to ride the light rail on weekends to Seattle. In most large cities, they continue transit on weekends. Why not us?
PIERCE COUNTY	I think a 25 year plan is too long. Too many things can happen in that length of time. The projects should be voted on and completed in 8-10 year increments, not 25 years. I would vote for it if it was for 10 years, would not vote for it if it is for 25 years.
PIERCE COUNTY	50 billion in taxes is too much. I will not support it. Mass transit does not fit for me and my family.
PIERCE COUNTY	Without the infrastructure in place to support any of these proposals (adequate parking, frequency of service, total trip time investment ), nobody will use them except those that have to. Basically, if it's a hassle or makes the day much longer, it won't be appealing to the people. Whatever it is.
PIERCE COUNTY	I do not favor a property tax increase to pay for something I do not use or planned that many years out !
PIERCE COUNTY	Enough is enough already! Have you "great and wise" bureaucrats not nickel and dimed, or FLEECED residents enough? Letting people keep their money in their pocket is what spurs economic activity, NOT something as absurd as a ridiculously expensive light rail system. If congestion is your REAL concern then build more damn roads! It's far less expensive than this pie in the sky monstrous plan. If you want this then make the users of public transit pay for it with their fares. I for one am tired of paying for services I don't use. I'm tired of seeing half empty buses and rail cars already in use. Who's to say there won't be market driven innovations in transportation over the next 25 years that will render these types of projects obsolete? Go ask France about their Minitel boondoggle. The REAL bottom line is that you want to CONTROL the population. You won't be satisfied until the only people who will be able to own a car are rich elites (like yourselves) while the rest of us are subjected to a mediocre inefficient state run system only a Soviet could be proud of. Stop stealing from we who work the hardest to provide services for the laziest and least productive amongst us! You want more bike lanes? Charge cyclists a registration fee. You want more buses and rails? Increase the fares. Build roads. Leave us be. When you see a taxpayer you just see a large pink ceramic pig with a coin slot on it's back. Pathetic.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Pierce County

PIERCE COUNTY	The emphasis has always been on Seattle. I have been paying to Sound Transit for years and so far have received nothing in return. If you are going to emphasize Seattle as a priority, which you have been doing, then don't include us South Sounders in your levy. Let the Seattle area pay for it. They get all the benefits now.
PIERCE COUNTY	Bus and Transit service does not allow much of us South enders working in construction to utilize Mass Transit. The 5am Start times cuts it too close from Tacoma Dome Station to Downtown, unless the project I am on is closer. I typically work starting at 5am-2:30pm, or 6am-4pm, six days a week. My commute in is packed, but not too often is it stop and go. I currently work in Northgate, and it is stop and go from here to Mercer, and Boeing Field, all the way to Kent Des Moines Road, and then again, from HWY 18 to HWY 16 every day. I typically get home at 6pm, thanks to carpooling. I cannot afford to live in Seattle, thus why we commute, as so many others do to, LOL. Looking forward to the Future, just wish Bussing started earlier on the 590 route, and the site for my phone does not work well showing me the earliest time. Thanks and Good Luck!!!
PIERCE COUNTY	North pungent sound tax payers should pay more than those from the south. Tacoma development is 20 years the north sound. We pay for improvements and rarely receive benefits.
PIERCE COUNTY	I have never used sound transit or never will
PIERCE COUNTY	What about expanding the hours of operation>
PIERCE COUNTY	Please clearly address your disabled riders program and procedures for drivers. ST is the only transit system I use where drivers will not ask patrons to please move from seating meant for elderly and disabled riders and consistently tell me my only choices are to stand (I have a doctor's orders stating not to on buses but the driver says he doesn't care about that). I have had to sit on the floor between the seating meant for elderly and disabled riders before (it was both painful and demeaning). My family has attempted to get some support, response, anything from ST and we are told someone will call us back but then nothing happens. If a bus is full and I am unable to sit I cannot wait in the hopes that the next bus will have room as I'll be late for work. I end up having to get myself back to my cat at the parking garage and drive into Seattle. That means one more car in traffic. :(
PIERCE COUNTY	Light rail down the middle of the I5 corridor from Olympia to Everett would be great to see.
PIERCE COUNTY	1. Parking at Sounder stations is abysmal. Not enough capacity. Most days I take the bus, but when I have to drive, there is nowhere to park after the 4th train. 2. I am surprised there is no express bus from Auburn to downtown Seattle.
PIERCE COUNTY	Any transit project needs to be funded solely by those who use the system.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Pierce County

PIERCE COUNTY	Of major concern in this proposal is the fact that those communities who most need the services will be - as is the usual case - the last to get them. Specifically, it applies to those communities in the South Sound region. The old "them that has, gets" philosophy is very much in play. The wealthier east side and west end suburbs of King County get the lion's share of service, and sooner, while the poor step-sister county to the south gets what's left, and by mid-century. Naturally this will elicit the notion that the first recipients will be better able to cough up the revenue required. In the meantime, the 167, 99, and I-5 corridor to the south, which is already a gridlocked nightmare, will become even more a parking lot. With regard to completion schedules, it is tragic that 160 years ago an entire transcontinental railroad system was completed with more primitive technology and in less time than a mere several tens of miles of system can be put in place today. Today's infants to thirty-somethings may benefit from this, but those forty years old and older probably won't live to see it completed. As selfish a notion as it is, most people very much dislike paying for something that will not benefit them at all.
PIERCE COUNTY	This is not so much about the ST3 plan and more about Pierce Transit in general. I would love to leave my car at home, but in order for me to get to the nearest Sounder station I still have to drive about 30 minutes depending on traffic. I live in Graham, and our communities out here get no bus connection at all. There is one line that runs from Spanaway, but it takes an hour and a half to get to TCC, and I already commute 2 hours a day from Lakewood. It would be great if there could be some express lines put in that would connect us to the Puyallup, Tacoma or Lakewood stations so we could truly leave our cars at home and not add to the traffic. Thank You. The UW station is great and shaves 1 hour off my daily commute.
PIERCE COUNTY	Anything that promotes transit access between Lakewood and other cities is a boon. Because Lakewood is an unincorporated area with mainly small businesses, any transit that helps move people in or out is highly desirable. Better connections between Tacoma and Seattle are welcome too!
PIERCE COUNTY	I just want to thank Sound Transit and say that I support everything. I spend half my time in Tacoma and half in Seattle, I don't drive, so I use Pierce, King, and Sound Transit systems. REGIONAL is best!
PIERCE COUNTY	I live in Graham. There is no bus service here thanks to Pierce Transit eliminating the bus route. I don't want to pay for King County to expand their services when there is no return for the south end of Pierce County.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Pierce County

PIERCE COUNTY	<p>Sound Transit has never completed a project on time or on budget and has continued to squander tax money in its never-ending agenda to create a transit system that fits neither the demographics nor the geography/typography of the Puget Sound region. The unelected transit board members remain tone-deaf to the wants and needs of the area's residents(except the agenda-driven social engineers) and they and their cronies are never held professionally, personally or economically responsible for their ineptitude, failed management and the never-ending costs to the taxpayers and citizens.</p> <p>Once (if ever) Sound Transit completes a project it has repeatedly made promises to finish on time and within budget based on the original plans and representations (not the ever-increasing 'cost projections' and 'postponed/re-analyzed time frames'), THEN and only then will they get support for new 'pie-in-the-sky' projects, proposed 'enhancements' or continued tax dollars. This ST3 is merely a reworked proposal for things promised decades ago for which millions of tax monies have been expended already and should have been up and running years ago (for the previously provided and spent taxpayer funding).</p> <p>Sound Transit trying to repackage prior 'promised projects' as something 'new and expanded' and at the same time demanding expanded taxpayer funding on a 'never ending' basis (no end date) is simply insulting and a further example of more 'just give us more and more and more of your money and we promise to give you 'something' in return 'sometime' (wink wink nudge nudge). The only ones benefiting from Sound Transit's expenditures for years and years are those directly on Sound Transit's payroll, those who are doling out taxpayer's funds and those who are connected or friendly enough to the Sound Transit insiders to be the favored recipients. The U.S. freeway system of over 40,000 miles was constructed in less time than Sound Transit has been draining our State's taxpayer's pockets in exchange for ever-changing promises and ever-increasing spending.</p>
PIERCE COUNTY	This is the biggest taxpayer rip off in Washington State and possibly in the country
PIERCE COUNTY	Moratorium on all new bike lanes. Small vans/buses with better coordination are much cheaper and much more flexible for changing areas of employment and population density. Light rail is too expensive and disruptive to existing populations and businesses. There should NOT be 3 person carpool lanes - only 2 person mandatory.
PIERCE COUNTY	For those of us near retirement we cannot afford all the tax increases. Instead of increasing sales tax and property taxes - tax those using the system.
PIERCE COUNTY	The amount of congestion this will reduced does not justify the cost to benefit ration that is asked of the tax base.
PIERCE COUNTY	Full steam ahead!
PIERCE COUNTY	The plan should look at the areas largest employers & put together a plan to move their employees to & from their workplace. If you could take 40%+ of Boeing traffic off the road, that would make a big impact.
PIERCE COUNTY	Stop wasting our money.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Pierce County

PIERCE COUNTY	To help with funding, consider a congestion charge toll. Drivers who clog the roads with their vehicles should be funding efforts to reduce the congestion.
PIERCE COUNTY	Have you considered that perhaps if we moved some jobs away from Seattle and into neighboring communities commute distance could be shortened. What if folks living in Sumner, Puyallup, Tacoma etc could all work there too. That coupled with good transportation systems would go a long ways toward alleviating traffic woes. Too many folks are commuting to far to get to work. Think smart density where people can truly work, live and play within a few miles of home.
PIERCE COUNTY	Taxpayers need some compensation or relief for shouldering so much of the cost of these transit projects that are many years out from being completed - what about providing free or greatly reduced-price ORCA cards for taxpayers or households (could be based on their tax contribution). These ORCA cards would be available to them immediately upon starting to pay these increased taxes. That will get people to start using transit more if they don't already, and as transit projects are completed they will be able to take advantage of the improved network. Sound Transit is asking a lot from taxpayers with ST3 - it needs to go both ways; there needs to be a shared investment in our future and I think an ORCA card program or something similar could really help with buy-in from taxpayers.
PIERCE COUNTY	Please do this fast, i think we need to follow San Frans strategy of expanding transit within the city, i would love to see the link rail connecting tacoma dome to tacoma community college and maybe expand further to titlow beach.
PIERCE COUNTY	Funding, especially state and federal is NOT guaranteed, but taxpayers would be on the hook for shortfalls. Taxpayers would be on the hook for paying all cost overruns, and there is NO enforceable spending ceiling. Outlying areas receive zero benefit for their additional taxes, which was why the tax boundary was repeatedly adjusted until it passed.  I would support this plan only if there was a mandatory-minimum sentence of ten years for all board members if any project is not completed on time and within budget, with and additional enhancement of five years mandatory for each million dollars of cost overrun.
PIERCE COUNTY	Too slow. The train to tacoma should be done in the next 7 years not 17
PIERCE COUNTY	Light rail would become more useful if bicycles could be carried.
PIERCE COUNTY	We South Sounders are tired of waiting. The #1 reason I would use Mas Transit is to go from Tacoma to the airport. And I have to wait another 17 years? Quit buying neighborhoods and use the right of way that exists. I remember using BART in 1980 and it was pretty dialed in. Portland the same. Why is it we are so far behind? We are all tired of waiting. I'm sure somewhere buried in the original proposal was Tacoma getting light rail to the airport long ago. But like everything the government does.....It all ends up being lip service.
PIERCE COUNTY	I think there should be a light rail system directly from Tacoma to Seattle.
PIERCE COUNTY	What ever it takes light rail should be extended to Olympia to the south and Bellingham North. Since I am 64, this whole process should not take as long as it is planned to. I will pay for this and may never be able to use it. Truly do not understand WHY this state does not pull from every resource possible to make this happen sooner than later.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Pierce County

PIERCE COUNTY	I used to take the Sounder to work and loved it. When I started working in Fife, using mass transit became impossible, so we bought a 2nd car.
PIERCE COUNTY	This is the plan that Puget Sound has been waiting for for years. Grand and visionary, this plan, if implemented, will make Seattle/Tacoma a world class city that others will look to emulate. Bravo! Now the hard part is convincing voters to invest in something that many will not be alive to see to completion. Thinking even further ahead, could we one day see Sounder train service to Olympia and Bellingham, and light rail to North Bend? Perhaps the Sounder train system could be eventually be retrofitted to become high speed rail connecting Olympia all the way to Bellingham/Vancouver.
PIERCE COUNTY	Parking at existing light rail facilities is woefully inadequate, I always resort to driving from Tacoma &/or Federal Way to Seattle because parking is just not available!! Sounder is too infrequent for anyone not "commuting" to work, many older South Sound residents would like opportunity to enjoy Pike Place Market, & all Seattle has to offer but Rapid Ride is our only option ... IF YOU CAN FIND A PLACE TO PARK YOUR CAR !! OH & I should mention NE Tacoma bus service to anywhere desirable or useful is FICTION.
PIERCE COUNTY	The project timeline should be quicker going South and more emphasis placed on building to the South than worrying about to much of the North since they already have enough options for getting around.
PIERCE COUNTY	I will campaign against this with all my efforts. Spend the money on roads, not trains because none of this will help the daily commute for all of us that won't be using this.
PIERCE COUNTY	Mass transit on all levels is a total failure. Need to dissolve all current transit plans and start over from square one. Sad to say the more "improvements" are made the worse it gets. Selecting improvements based on surveys and decisions of incompetent managers has not worked yet and never will.
PIERCE COUNTY	The only funding that ever seems to be planned for transit support and expansion is taxation. Unfortunately, there is never a really good approach to taxation that will not meet significant resistance, especially from those who perceive that they will not benefit from the expenditure of their funds. This resistance creates both costly delays and public anger (on both sides). More creativity in funding of public transit is desperately needed, whether that means expanding commercial funding (e.g., I would not mind catching the Allstate express bus to Tacoma or riding the Coca-Cola line into Seattle) or otherwise. And, naturally, maximally efficient use of funds is critical for project completion as well as public support.
PIERCE COUNTY	I strongly oppose investment in this 19 century invention to solve our traffic problems. Light rail is not the solution. New and innovative technology involving self driving cars is a more intelligent approach to this evolving problem. Investing in old technology such as a train is going to prove to be a waste of more tax payer dollars. Sound Transit has proven to be a ineffective solution to our transportation problems, wasting tax money and creating a system that only serves a very small percentage of the population. Continuing to sell this idea with inaccurate data and dishonest selling tactics is an irresponsible and dishonest practice. Please don't move forward on this project, it will be a total failure.
PIERCE COUNTY	We need light rail from Tacoma to Sea-Tac more than anything else

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Pierce County

PIERCE COUNTY	TAXING is not the correct method of funding. I would support bonding with users fees being the sole method of bond retirement.
PIERCE COUNTY	Projects should not be done at all! We all know what a drain the trams are on our economy and how ineffecient the system itself has become. They are in the way of our commuters and waste our money. Just fix the roads!
PIERCE COUNTY	money should not come from property taxes, everyone should help pay for it . . .
PIERCE COUNTY	Access and parking are major issues for those of us living in the South Sound area. I would use the Light Rail regularly if I could access it. Parking at Tukwila is filled on weekdays way too early for those of us who are retirees. More and better parking facilities need to be considered particularly at the further from Seattle city center stations. When I have accessed the Light Rail, I have found it to be a clean, safe and pleasant way to reach medical needs, museums, and shopping.
PIERCE COUNTY	Sound Transit has proven it cannot manage projects of this scale. Previous projects are billions over budget and years behind schedule all at the tax payers expense in addition there has been little impact to traffic congestion.  The money would be better spent on highway and bus improvements.
PIERCE COUNTY	Citizens across our region can see how badly transit is needed. But the one thing, in my opinion, that can hurt the plan is if Sound Transit staffs salaries soar above what the average citizen makes. I'm willing to be taxed more, but I don't want to see salaries get out of control. I also don't want to see contractors taking advantage of Sound Transit for these projects. Please address these issues during the expansion and retain our trust.
PIERCE COUNTY	I feel that one of the biggest helps with congestion in the Seattle area I see was not addressed is the short commuter train operating hours. I have ridden the sounder many times and feel if the train operated just a few hours longer per day, you could easily free up traffic on 167 highway.
PIERCE COUNTY	Being able to get from Tacoma to North Seattle reliably without being stuck in traffic is my desired outcome.
PIERCE COUNTY	I understand the emphasis on the northern area, but I am mainly concerned about the south sound. I don't see the point of paying an extra \$200 per year to expand the Sounder only to DuPont when you have so many commuters in the Tacoma area who are state employees commuting to Olympia/Tumwater. I stopped riding transit from Tacoma to Tumwater because it took too long; I would be willing to pay that amount if you were going to extend the Sounder to Tumwater.
PIERCE COUNTY	\$200 per year sounds like a lot at first, but it's cheaper than driving (gas, maintenance, etc.) and parking in Seattle.
PIERCE COUNTY	The cost of Sound Transit programs far exceeds comparable transit projects in other parts of the country. It is obvious that Sound Transit does not budget well and therefore they should not be allowed to waste anymore of our money. Most definitely not to add on additional over funded and expensive projects that will add further tax burdens to the citizenry.
PIERCE COUNTY	i personally don't think we can afford to wait 25 years to finish the proposed plan. costs will escalate and traffic is at near stand still levels now.
PIERCE COUNTY	Taxes are too high now for retirees. Enough already!
PIERCE COUNTY	Add Saturday and Sunday service to the Sounder train schedule.
PIERCE COUNTY	Not completed soon enough and it's silly to have light rail stations with inadequate parking i.e. Tukwila..

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Pierce County

PIERCE COUNTY	Thank you for coming up with a really balanced plan to expand our transit around the Puget Sound. I hope that these new constructions will keep with nature, as is our WA pride to have plants and life incorporated into our stunning architecture. I see that this plan may cost us some money, but will benefit all communities with better transportation and create new jobs to fill these positions, as well as do the construction work required. Bravo!
PIERCE COUNTY	Frequent transit options between Tacoma and Puyallup is needed.
PIERCE COUNTY	These plans still do not connect Tacoma to other major areas north of here.
PIERCE COUNTY	Our state has never finished a project on time or at the proposed budget. It fails to ever do the right thing to really help our problems. This is a complete waste of our tax payer money and will not solve our problems. People just don't use it enough to justify this kind of expense.
PIERCE COUNTY	It shouldn't take so long. Common sense states 24 hour work on the system (including weekends) due to population growth and forecasted population growth. Wouldn't a "Monorail" system (which was discussed years ago) running from Olympia to Everett AND Everett to Olympia with the ONLY STOPS in Olympia, Tacoma, SeaTac, Seattle, and Everett make sense and whereby, those 5 stations would be the main hubs for the Puget Sound transit system? The monorail would be fast enough as well as ease traffic jams at the airport as well. Also some aspects of the transit system should be ran 24 hours - especially to and from the airport - directly into the departure/arrival terminal, centrally located between all the terminals.
PIERCE COUNTY	We would use the commuter train more frequently if there was a mid-day and early evening option, as not everyone commutes at the same times....
PIERCE COUNTY	When fares revenue grows to 90% of existing operating cost you may want to consider expanding the system. You have a Long Way to go. Those of us who do not use public transportation are growing weary of subsidizing other peoples rides.
PIERCE COUNTY	St3 draft plan Will Screw Business ALL OVER the Area! So Far You Transit People Have Given Everyone The Big Middle Finger, Like These Plans Came From GOD and You Don't Owe ANY Explanations or Do ANY Planning To Assist These PEOPLE to Stay IN Business! SHAME ON YOU!!!! These SAME People Help Pay For This Project, As Well as The People They Serve! They Assume The Waterfront Tunnel Fiasco is Number 1 Example of YOUR PLANNING! PISS-POOR! Great Ideas, Hopefully Adjusted As Timely Changes are Needed! GOOD LUCK!
PIERCE COUNTY	As a taxpayer, I am sick and tired of paying for programs that not one person in my home or even neighbors use. Raise the cost of the services to the people using them! If you want to help people, bring back the bus service for people in unincorporated pierce county. We have people walking long distances on the very narrow shoulders of the road because they have no other options.
PIERCE COUNTY	I'm just tired of taxes upon taxes without any relief in sight. I agree that transit is necessary, but show some real data that the system would actually pay for itself and not add more taxes to support it in the future. Please stop with continually adding taxes on top of existing taxes.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Pierce County

PIERCE COUNTY	Buses and light rail are nothing more than an attempt to get me out of my car. This progressive utopian society the political elites want to build is a failed plan and it always will be. BUILD MORE ROADS! The economic engine of this society relies on roads, commerce relies on roads, millions of pounds of goods are transported via 18 wheeler on roads, not light rail and buses.  I could go on but I am sure this is like every other BS pie in the sky pipe dream, I will end up getting the bill.
PIERCE COUNTY	Those who are going to use it should be the ones to PAY for it.
PIERCE COUNTY	I have a carpool now from NE Tacoma to Renton. If only light rail were available, I would take it. I can get to work much faster by carpool
PIERCE COUNTY	I'm opposed to anything that raises my already too high property taxes!
PIERCE COUNTY	I was a regular Sounder passenger when I worked downtown, but I was fortunate enough to live within walking distance of the Puyallup station and to work within walking distance of King Street Station. I'm not sure how well you can encourage ridership if people's commutes are a multi-transfer ordeal.
PIERCE COUNTY	The faster Tacoma and Seattle are connected via Light Rail, the better! Get it done sooner than 17 years!
PIERCE COUNTY	Sound Transit has never completed a project on time. Never. Cost more than any other mass transit system than those who are the same size or larger. I am tired of paying for a system that offers me no value. I opposed any new funding.
PIERCE COUNTY	Parking is a huge problem at the Sounder South stations (Puyallup & Sumner). There would be a lot more incentive to take the train everyday if there were available parking spaces closer to the train station. The train should also run later in the mornings and later in the evenings.
PIERCE COUNTY	Parking at all stations needs to be expanded on.
PIERCE COUNTY	The proposed plan is absurdly expensive. The costs greatly exceeds the benefits.
PIERCE COUNTY	Thank you for all the hard work you are doing and for submitting this proposal for comments.
PIERCE COUNTY	The most effective way to induce people to use mass transit instead of driving is to make it more costly (both in time and money) for people to drive to work than to use rapid transit. The taxes listed seem to make it more costly to use rapid transit, which will likely result in LESS people using rapid transit. Rapid transit should be MORE convenient than driving. It is not more convenient to sit in a bus and have to transfer buses when you can drive point to point in the same amount of time. Though bus plans are cheaper and faster to implement, they are unlikely to encourage people to use mass transit instead of driving. The money should be used to improve train systems around Puget Sound. Adding buses will NOT reduce congestion on our roads.
PIERCE COUNTY	I have lived in the Tacoma area my whole life and felt that transportation issues should be improved here as well. A lot of focus is placed on Seattle and the North Sound when Tacoma traffic and the South Sound traffic is horrific as well. I would totally support and use mass transit if there was more of it in my area. Please don't forget those of us in the Tacoma area and the South Sound. The traffic here gets worse and worse on a yearly basis. Thank you!!!!
PIERCE COUNTY	Give me my money that I spent on taxi when last bus didn't show you legal gangsters! !!!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Pierce County

PIERCE COUNTY	Highways should generally be open to all traffic. Bus stops should not interfere with traffic flow. The technology of computerized self-driving vehicles is far superior to the plans you propose. Security is a major issue, and with the uncontrolled borders and mass importation of refugees that are not properly vetted, this issue will certainly only become more vexing.
PIERCE COUNTY	I'd like to see some Sounder trips to and from Seattle/Lakewood outside of commuter times of day. There are none now that fit this description.
PIERCE COUNTY	I would like to see the tacoma link connections done as one of the first projects. This area is in desperate need of help. I hate being stuck in traffic for over an hour each way, to and from Seattle
PIERCE COUNTY	I am new Tacoma Washington and live Lakewood. I am disabled with fixed income. Need to propose to keep bus passes permonth as rate is.
PIERCE COUNTY	We need pierce transit bus route one route longer over night . Peoplework for tacoma dome we need bus run longer
PIERCE COUNTY	With all the added taxes that the state of Washington charges on gasoline - why are these taxes put in the general fund, and not used exclusively for road repairs and adding lanes to the freeways? Not all trips can be accomplished on mass transit!
PIERCE COUNTY	Sorry I won't live long enough to see this happen in Lakewood.
PIERCE COUNTY	Please look into ways to make the construction quicker and less expensive.
PIERCE COUNTY	I love this entire proposal, my only concern is that the timeline seems slow considering the mass population influx the region is experiencing.  Also, please consider the region's seismological activity and plan for earthquake-proof infrastructure. I would strongly appreciate public acknowledgement of how this is being addressed in the final plan.
PIERCE COUNTY	With the amount of growth in the south end of King County in Federal Way, and the need for transportation in the South Sound for the JBLM base ---we have MASSIVE TRAFFIC now, why would anyone who can support --not want to get more cars off of the freeways and major. I have a job which requires me to commute from Lakewood to Fed Way, but I need my car to travel to 12 schools where I teach the blind in 10 schools. Even the blind need transportation. The plan looks reasonable now but of course, costs will go up, that is my concern.
PIERCE COUNTY	I'll vote no and all my friends will too. Property taxes to pay for transit is f ing wrong.
PIERCE COUNTY	I'm sick of seeing my taxes go up to pay for King County based projects, don't forget I still have to pay Priece Transit. Odds are I'll be dead before all of the projects are complete, stop trying to take my money. The are too many transit agencies in the Seattle metro area, all wanting to raise taxes on the citizens, there should only one transit agency like Denver with RTD or the DC metro area.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Pierce County

PIERCE COUNTY	We have a long way to go toward a sustainable, sane, place to live. \$50 billion (or \$200 per year per resident) is a drop in the bucket. If anything, more progressive taxes are better. Make wealthy families like mine (e.g. \$120,000+ gross) pay more.
PIERCE COUNTY	Ridership on the South line Sounder Train is currently far above what was estimated years ago. With increased ridership comes increased revenue. However despite having ridership increases above what was expected Sound Transit still seems to be lacking funds. I'm somewhat opposed to the \$200 per year because of the poor planning and 'lack of funds' currently despite increased Sounder ridership. Where is all the revenue from the increased ridership going?
PIERCE COUNTY	Build it in my lifetime.
PIERCE COUNTY	I've lived in the Puget Sound area since 2002. I relocated here from Houston, Texas. The comparison between the two urban areas is stark. Houston, with much greater population and much more traffic, does a much better job of planning and managing its traffic than does Seattle. I've grown fond of saying that in the Houston area, leaders project their vision twenty-five years into the future and begin activities focused on the future reality. In the Seattle area, the focus is on reacting to a present that has taken twenty-five years to develop. Seattle remains twenty-five years behind where it needs to be. It's not related to Sound Transit, but in a way, it is....SeaTac Airport is a facility limited by geography and demography. It's three runways are its maximum potential for air traffic. Every projection for the area indicates a continuing rapid growth in population. Such population growth implies a commensurate growth in air travel. At least as far as is publicly known, there is no plan for an additional commercial airport in the Seattle metro area. The upshot is that SeaTac will continue to become more "overstressed" in the future. The impact of this will extend directly to the ground transport in the area. Sound Transit appears to operate in a vacuum unto itself. While it may consider the impact of the overall regional transport challenges, it does not appear to be part of an integrated overall transportation scheme. Such a scheme would recognize that there are other elements of transportation that need to be coordinated with the Sound Transit plan. One of these would be to have a plan--at least twenty-five years into the future--for managing automobile traffic in the area. Altruistic projections based on the idea that people will become convinced that bicycles are the priority for future transport are not much in touch with reality. Alternatives to Interstate 5 for north-south traffic in the region need to be determined yesterday. So far as this resident knows, no such planning is currently being done. Finally, the current plan presumes that people like me have some need to get to Seattle. I don't. I avoid going there for many reasons, not the least of which is that every time that I go there, I feel that it is tantamount to taking my wallet and emptying its contents to the ground. I go to Seattle a couple of times a year...only when there's no option. The spending attendant to this plan will only worsen that situation.
PIERCE COUNTY	When will we have rail service from Tacoma to SeaTac Airport? I don't see it as one of the core pieces of this proposal. I think this investment is the most vital of all of the south sound improvements.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Pierce County

PIERCE COUNTY	There are no provisions other than bus service to the city of Renton. Renton next to Everett has one of the largest manufacturing concentration of people in the entire region and it was largely ignored. The commuter rail line supports Auburn and Kent well, but the corridor goes west before coming to the city. A link between the main line, Tukwila commuter rail station and Renton manufacturing center would be nice. Buses don't cut it.
PIERCE COUNTY	The greater Puget Sound region deserves the type of public transportation found in other great cities!
PIERCE COUNTY	Scrap the project the project
PIERCE COUNTY	all I've ever heard and seen is about Seattle. Nothing about Tacoma or south. Its like we don't even exist. I don't want to pay for Seattle. I live in the Tacoma area and want to pay for this area...NOT SEATTLE ONLY!!!! And so far its been all about Seattle.
PIERCE COUNTY	we are retired and will never use soundtransit let alone have to pay for it . we strongly oppose this project unless you can come up with a reasonable plan that would take the burden of ever rising property taxes that we can't control.
PIERCE COUNTY	Upgrade our freeways! Our region's development has been based on freeways, NOT mass transit. Get over it.
PIERCE COUNTY	No more taxes !
PIERCE COUNTY	Using rail is obsolete as all of the track that was laid in this area was removed years ago and to lay track is a waste of time and money. Concentrate on new technology and go forward. Electric buses came and went so today CNG is the fuel and you can change routes as needed to match demographics. This is nothing but another boondoggle at taxpayer expense with long term unaffordable costs.
PIERCE COUNTY	It seems like every time there is a proposal like this, the Seattle / projects in the north are always the first ones built / implemented. And, when cost overruns delays happen it seems like it is always the projects in the south that are delayed or eliminated. I am tired of paying for projects in the Seattle area when we have so many needs in the south Puget Sound area that aren't being addressed quickly enough. I will not support this proposal with my vote.
PIERCE COUNTY	Developing affordable mass transportation accessible by all is one of the most urgent needs in our area and throughout the country. The use of individual automobiles for transportation is not sustainable. We cannot afford it.
PIERCE COUNTY	Why don't you put the cost in terms of what it is going to cost a household or a family, with 2 or 3 vehicles? You downplay by saying 'average' resident... Most people in the district will pay LESS than average, and a few will pay a whole lot more than that. The car tabs alone will break most people... 1.1% of value...? You have to be frigging kidding me... Keep your liberal BS.. I'm changing my address to another county so I don't have to pay your [explicit].
PIERCE COUNTY	Sound Transit can't manage money they get. Sound Transit reset(s) equals over budget to me. I will never vote in favor of Sound Transit until everyone responsible for wasteful spending and poor planning is fired
PIERCE COUNTY	Light Rail to Snoqualmie pass.
PIERCE COUNTY	A clean sweep of the ST board. Get rid of all the career politicians. You know who you are.
PIERCE COUNTY	I am 80 years old living on a fixed income. \$200 dollars a year on top of school and fire dept levy's are a bit to much.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Pierce County

PIERCE COUNTY	Railroad is very old technology. Kill it now and put it out of it's misery
PIERCE COUNTY	Taxing three counties to provide ninety percent of new service in only one county. Unfair taxes for the two counties.
PIERCE COUNTY	It's ridiculous to have a Sounder Station in downtown Puyallup and Sumner where parking is extremely limited. One station could have served both communities if it had been placed between the two towns where adequate space was available for parking and would have eliminated one stop, saving time and money. If this situation is indicative of ST3 planning, then I cannot support it until the most efficient plan is in place.
PIERCE COUNTY	As a former commuter on ST Express, I believe that speed (peoples travel time) is essential to the success of any transit system. If I can drive somewhere faster--I will drive. Light Rail is too slow to attract riders from Tacoma to Seattle. Think outside the box and consider much faster forms of transit. The rest of the world is way ahead of us in fast rail. I grew up in the Bay Area. Bart is packed because it is fast--they currently lament not making enough track ROW to add capacity and express trains. What ever we spend now will be in use for the next 100 years--we need to be reducing travel time, not relying on old technology that will be bypassed in the near future!
PIERCE COUNTY	Build a new bypass freeway around the congested areas. People will not leave their cars. Stop spending all of the money on mass transit. Stop trying to four runs people into mass transit. Only a small percentage of people want it.
PIERCE COUNTY	Most of these improvements are needed NOW. I will literally be dead by the time improvements come to Tacoma. Nobody wants to pay taxes but choking on traffic isn't desirable either. I will pay taxes for these project but will likely never benefit from them. We have all but given up going into Seattle because the traffic is impossible. These projects are essential. Go for it!
PIERCE COUNTY	Very few are currently using the light rails. Anyone with a car wants to use their car. You do not stop at the seven places I had to go to the other day. It's a mile just to get to a bus stop from my house. I can not walk that distance. I actually can only walk ten steps before having to rest and catch my breath. Cars are more convient. They are used as minny offices. Quit pouring our taxes into failed programs!
PIERCE COUNTY	I would increase my support of the plan if the Federal way extension of light rail was completed within 8 years
PIERCE COUNTY	I commute to Bellevue from Puyallup using the Sounder, express buses, and a carpool. It's not ideal, but the number one improvement for my commute every day would be more parking at the Puyallup or Sumner Sounder Stations.
PIERCE COUNTY	I strongly oppose any of my money being spent on transit I do not use or can use because it does not run near where I live or work! I should not have to pay the astronomical RTA tax fees implemented onto our vehicle tabs for something I can not use! I do not nor do I have the option to use transit to commute to work as there is no transit where I work or live! this will just impose more astronomical RTA fees or other fees I and others should not have to pay. STOP THE SPENDING
PIERCE COUNTY	Please consider the South Sound (Pierce County) as a TOP priority. Because more & more people can't afford to live north and are moving south for affordable lifestyles, they need the public transportation the most.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Pierce County

PIERCE COUNTY	<p>1. Charge commuters to park their cars in Sound Transit parking areas M-F from 7:00 a.m. until 6:00 p.m. Initially, I would encourage a modest charge to park at existing or proposed facilities. Over time, I would encourage Sound Transit to increase parking fees to reflect market rates. The purpose of the parking fees initially is to remind commuters that there is a cost to provide this "free" parking. Later, the parking fees may become a revenue source for Sound Transit and will hopefully encourage commuters to carpool, bus, bike, walk, etc to where they get onto Sound Transit.</p> <p>2. Accelerate the pace of buildout of ST3. I understand this is easy to say and super difficult to do but asking Puget Sound people to pay for services that are 25 years out is a daunting proposal.</p>
PIERCE COUNTY	I work 2nd shift, I would definitely use public transportation, if I was able to get back to Puyallup after my shift ends. so far it's not possible to do that.
PIERCE COUNTY	Please do not charge for parking at the Sounder Rail stations. Charging people to park does not increase the number of available parking spaces. It didn't work in Sumner. We need more parking spaces in Sumner and Puyallup.
PIERCE COUNTY	I want to be able to have fast dependable access to Seattle from Tacoma with a time table that makes it possible to enjoy the wonderful cultural and theater life of this city. This means being able to travel home at late hours. I-5 is a living hell and stops us from planning to travel to King county and further north, feel cut off from the rest of our state. The traffic log jam is destroying the quality of life we have treasured and now feel life is a California nightmare.
PIERCE COUNTY	Your past projects have proven that ST, esp. its light rail component, simply does not care about its impact on the communities it purports to "serve," nor about the concerns of its actual riders. The damage ST has done to the businesses and neighborhoods it has already expanded into, and its total denial of responsibility for that damage, proves that ST is the largest & least accountable semi-government agency in the entire region, concerned only with its own perpetuation and expansion. If I thought for an instant that these new projects would be built with any different levels of responsibility, to the affected communities or to the actual costs, I would probably support them. But I've seen first-hand that is only a dream. And btw, I rode ST's buses and trains regularly for over 15 years, commuting between Tacoma and Seattle. I will not offer another dime of my taxes to your "boondoggle" programs.
PIERCE COUNTY	Please extend Sounder service between Lakewood and downtown Seattle to times beyond commuter hours. I would like to use this service mid-day, in the evenings and on weekends. I think you would get a lot of ridership if you did this.
PIERCE COUNTY	I would use the sounder train on the weekends if it ran for tourism and shopping. Please can we add more travel on the weekends via the sounder?
PIERCE COUNTY	Should have started 25 years ago!!! Start now!!!
PIERCE COUNTY	Current RTA taxes must retire before any new ST3 taxes/fees be implemented.
PIERCE COUNTY	Where does all the gasoline taxes paid go to? Many citizens purchase 1000 gallons of gasoline per year - use our tax dollars for what they are intended first before asking for more dollars.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Pierce County

PIERCE COUNTY	Because self-driving cars will be an important transportation component within 17-25 years, how will this interface with ST3? Perhaps it will reduce the need for parking garages close to trains. Will my Orca card work across all platforms? I would love to take a self-driving car service to Tacoma Link to Sea-Tac and would gladly pay \$20-15 for the privilege.
PIERCE COUNTY	As a resident of Dupont, I would be absolutely thrilled to use a light rail service to visit Tacoma, Seattle, and Bellevue for work or pleasure. Two hundred dollars annually per taxpayer is absolutely a worthwhile investment if it means that we can avoid the pollution, stress, and chaos of driving on I-5 north of JBLM altogether.
PIERCE COUNTY	More people would use Sounder trains IF: there was adequate parking, extended hours, better connections. Greater use of the train would reduce the need for light rail and buses over long distances as lengthy light rail takes too long and buses are greatly impacted by road traffic. I do not support expanding train service North of Seattle as that line is FREQUENTLY closed due to landslides.
PIERCE COUNTY	I would like to see commute rail expand to Olympia and with a shorter wait time connecting the South Sound lines to the North Sound lines (Everett, Lynnwood etc.)
PIERCE COUNTY	I WANT THE BILLIONAIRES AND MILLIONAIRES TO HAVE THE SAME PERCENTAGE OF THEIR INCOME TAXED AND GET RID OF THE FLAT REGRESSIVE TAX WHICH TAKES A HIGHER PERCENTAGE OF THE POOR AND MIDDLE CLASS ! WASHINGTON STATE HAS THE MOST UNFAIR, UNJUST TO THE POOR TAX REVENUE IN THE COUNTRY. THE BILLIONAIRES IN WASHINGTON GOT FILTHY RICH OFF THE WORKERS AND THEY HAVE A SOCIAL RESPONSIBILITY TO MAKE IT EASIER FOR THEIR EMPLOYEES TO GET TO WORK! I AM SICK AND TIRED OF THE RICH GETTING AWAY WITH GETTING ALL THESE TAX BREAKS AND OUR STATE AS A WHOLE SUFFERING! USE YOUR IMAGINATION AND GET A CAPITAL GAINS TAX OR A TAX BASED ON INCOME OTHER WISE THIS STATE WILL TURN INTO A THIRD WORLD OLIGARCHY!
PIERCE COUNTY	late night and weekend train and bus service should be available with safe areas for parking and walking to your car, police presence, lighting etc. Safe parking areas for commuters is a high priority.
PIERCE COUNTY	The funding for this project should only be raised by user taxes, do NOT fund this project by increases in Sales, Property, or Motor Vehicle taxes. Let those who use the systems PAY for the system and not have non users be the "golden calf" or "deep pockets" to pay for it. We have huge taxes now, do not increase them for what is seen as a "social engineering" project just so Seattle can have the Olympic games some day. Concentrate on improving the roads for all to use. I will be voting to reject the project and encouraging all to reject the project. [initials]
PIERCE COUNTY	I strongly appose any and all projects included in the ST3 draft plan!
PIERCE COUNTY	Sounder Trains should run all day and into the night. The limited hours don't work for many of us. The infrastructure is already in place and needs to be used to its full potential.
PIERCE COUNTY	I am a senior citizen who recently retired. I only travel north from Pierce County about twice a year. In the last week Tacoma increased their sales tax rate and my electric rates increased 5%. My wife and I cannot afford another \$400.00 per year in taxes for something that we won't use. You will force me out of my home. I strongly object to the TV advertisements that I seen from Sound Transit advertising new services. This is a total waste of MY money.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Pierce County

PIERCE COUNTY	<p>Do not ask " leading " questions in your impartial ( hah ) survey.                  Fill the seats on all the present lines, which were sold to the taxpayer as vital years ago. Again, fill the seats! Only ask for more when that happens. Taxpayers voted in on good faith, but the trust is broken. At the open houses, how many minutes out of the 120 will be for voter comment, and how many will be monopolized by transit " salesmen "?</p>
PIERCE COUNTY	<p>I applaud your efforts to get mass transit going in the Puget Sound Region. However; a couple of points, from my view...</p> <p>1) What is the goal? Are you trying to get commuters out of cars and onto trains? If so, why not design the system to travel N to S and E to W along the actual commuter corridors?. I don't feel that running people from the airport to downtown via the Rainier Valley accomplished as much as getting people from the Tacoma/Kent Valley areas to Seattle &amp; beyond.</p> <p>2) One of my pet peeves is why Sound Transit doesn't work with the Federal Government in getting "right of way access to run light link down and already existing transit corridor. To my "layman's" mind, it would seem quicker and less expensive to get the major N/S and E?W commuters to and from.</p> <p>As an example I look to the Chicago Blue Line"; getting people from the airport to downtown, and not trying to be a neighborhood transit system. Further, I don't recall ever hearing a the "Blue Line being delayed because someone turned left in front of the train causing delay to commuters.</p> <p>3) This survey seem somewhat superfluous as trying to prioritize some of the questions posed depends greatly on what phase(s) of the overall program gets completed accomplished first.</p> <p>Other than these thoughts, I wish you luck. Whether I fully agree with how you went about the process, at least you are doing something...</p>
PIERCE COUNTY	<p>Quit taxing me to death!!! The fact is these improvements will help a limited amount of people especially the light rail. How about add more lanes to the freeway. Now that's something I'd support.</p>
PIERCE COUNTY	<p>Sound Transit needs to finish projects planned for ST-2. Those of us who use the Auburn Parking Garage were very clearly promised by Sound Transit Staff that if we voted for ST-2, the second Auburn Parking Garage would be built. Not might be built, would be. WE ARE STILL WAITING! To add insult to injury, this year half of our parking spots in the existing garage will be turned into carpool only spots. In order to get a parking spot, I have steadily moved to Three trains earlier. City of Auburn has recently posted all street parking within walking distance 3 hour parking or less. I feel we are being forced to stop riding the train. Why?</p>
PIERCE COUNTY	<p>complete boondoggle</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Pierce County

PIERCE COUNTY	I "supposedly" live within the RTA taxing zone. Years ago we have a bus that came within about a mile of our home. That line was discontinued. Now the closest transportation is 5 miles away. None of the proposals will help my neighborhood in Graham at all, yet we have to pay for them. I think you should re-write the RTA boundaries to only include areas that are impacted by the proposed improvements so we are not paying for other people to use mass transit that is not available to us.
PIERCE COUNTY	As usual, empires in the future trump and obscure failings in the past and present. I would be *far more* impressed if the existing buses reliably ran on time and picked up waiting passengers, than any grandiose plans for expansion. But that doesn't concern you, because, after all, those who rely on the bus have nowhere else to turn to. So eff 'em.
PIERCE COUNTY	Your projects say nothing about running Sounder Trains more frequently between Dupont and Seattle. This was promised years ago. Now it isn't even in the plan.
PIERCE COUNTY	The Sound Transit Authority continually incurs cost overruns, and there should be a different entity in charge of this project.
PIERCE COUNTY	Parking so you can use the bus or train, the Tacoma Dome lot, SR512 lot are full too early for those of us that want to use SoundTransit in "off times" such as after 9AM weekdays. When Amtrak comes to Freight House Square, there will be NO parking.
PIERCE COUNTY	If you want a great transit system, have one that is available for everyone, all hours, not just for people who work M-F, 9-5 in the downtown Seattle area. I never use transit because it doesn't run 24 hours a day. There are many people who would like to be able to get places, to work, etc, who do not work in downtown Seattle, 9-5. Many people work swing and graveyard shift. Being able to take the rail or train to work and home, anytime day or night, is something that is needed. Until that happens I strongly oppose my tax dollars going to add services that I cannot ever use.
PIERCE COUNTY	Not proposed but important for the future of the region and moving people around is introducing something along the lines of bullet trains. Getting people moved at a significantly faster pace than could be done with other forms of transit or driving will increase ridership, particularly if convenient, clean, and reliable. It's a choice based upon economic theory. The more benefit one receives from an alternative, the more likely that alternative will be chosen. Bullet trains could move people around not just a region, but the state. Imagine an express train from Tacoma to Seattle that takes 20 minutes, or less. People will choose that option as it is a much faster alternative.
PIERCE COUNTY	FASTER !
PIERCE COUNTY	Stop being big-government worshipers and fire most at WDOT employees, eliminate all HOV lanes, forbid big truck on the roads or make them pay their fair share (\$450/gal fuel tax), and then reduce taxes. Also, increase the requirements to have a driver license to the point that the 50%+ of folks out there on the road who possess zero driving skills are taken off the road. If you do all the above mentioned things, the congestion will vanish. Make all buses and "transit" be self funding rather than point a gun at my head and steal my money to subsidize other people.
PIERCE COUNTY	Cost to much & takes to long to finish.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Pierce County

PIERCE COUNTY	It seems as if you are focusing more on the central and north sound areas and leaving the south sound out of the mix. One of the reasons I don't use transit is because it is not convenient where I live in Bonney Lake.
PIERCE COUNTY	We saw what happened to certain bus routes that were deleted due to the extension of light rail. These bus routes were paramount to most of us utilizing them. What will happen in the future to more bus routes as light rail is extended? Lots of complaints from commuters working Hutch Cancer Hospital, bus routes were removed! Not cool! Just one example! Too far to walk up hills utilizing light rail for us that can't walk great distances, especially up hill!
PIERCE COUNTY	It saddens me that a comprehensive plan was rejected so long ago. widening roads for more cars isn't the answer. there must be a strong and continuous communication plan to inform people of the reasons this is necessary. We don't want traffic like they have in the Bay Area. Mass transit is the key.
PIERCE COUNTY	\$200 a year sounds like a lot of money for each household. I am for providing alternatives to increased traffic congestion. I feel public transit also supports people of all income levels to reliable transportation. My household does not use public transit very often per year so the bill seems high to me but I realize that I live in a community and need to support all members.
PIERCE COUNTY	<ol style="list-style-type: none"> <li>1. There are numerous taxes in place that fund worthless projects which could easily be diverted to support better mass transit. This would lessen the burden on taxpayers.</li> <li>2. We have used rail from central areas to central areas on two continents and it has shown to be extremely effective for decades.</li> <li>3. The current system is worthless to us. The existing rail system goes to several of our destinations, but terminates quite a ways from us and we won't move North just to take advantage of the rail system.</li> </ol>
PIERCE COUNTY	<ol style="list-style-type: none"> <li>1. Europe, Canada and some major metroplexes in the USofA, all use light rail systems to connect towns to and throughout urban centers and countries to countries efficiently and effectively -- without costing an arm and a leg.</li> <li>2. Major tax reform and crackdowns on fraud will go a long way to decrease the overall costs of WADOT projects.</li> <li>3. the disconnectedness of the current system{s} preclude us from using the system at all. Check with California's systems.</li> </ol>
PIERCE COUNTY	Either provide better options to east Pierce County (Bonney Lake/Buckley) or remove us from the RTA
PIERCE COUNTY	Be honest with the voters about the cost of light rail vs. more buses.
PIERCE COUNTY	There are other solutions to the traffic issue. We could build more capacity on roads. People who don't like traffic could live near their job.
PIERCE COUNTY	Plan totally does not support any of my community or any of the areas that I would normally go to. This strictly supports Seattle activities only, Tacoma routes are limited anything south of Tacoma is irrelevant to this study and not even planned. The idea it would be 17 years before anything reaches the 98371 area is ridiculous. Olympia is no where in the plan.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Pierce County

PIERCE COUNTY	50 billion way to large for all tax payers which many non commuters will never use. Also we are here because commuters will not leave their cars, one car one person will not work any further. Bus transport will relieve many problems cheaply and efficiently, if routed directly to destinations no transfers. San Francisco had jitneys in the 1960's operated by private owners and worked very well and cheaply for local drop offs in the city proper. They ran without scheduled times like random taxis, and the operator absorbed all costs and licenses. This method would provide jobs for many people and no tax load on property owner- think about it!
PIERCE COUNTY	Endless tax! You have never completed a project on time or on budget. INCOMPETENT AND THIEVES!!!!
PIERCE COUNTY	More parking for the Sounder train and the light rails as most people are not close enough to walk to the transit stations.
PIERCE COUNTY	Sounder hours should be expanded to run all day and into the evening. South Sound projects should NOT be the last ones constructed!
PIERCE COUNTY	This is the biggest waste of money that I have seen in my lifetime. These services are used by a small minority of people. If you spend money on building and maintaining roads like you are supposed to, the majority of people would benefit.
PIERCE COUNTY	Why didn't we do this thirty years ago when it would have cost \$50 Million instead of \$50 Billion?
PIERCE COUNTY	Talk about taxation without representation! No! No! No! Why should I be forced to pay for something I will never use. Giving money to the incompetents who run this is ridiculous! Based on their history of managing transportation projects this will go way over budget, be completed way past the deadline, and be under used. Once again, No! No! No! But I doubt anyone will listen because this survey is just being used to sell this stupid plan.
PIERCE COUNTY	Generally, I'm OK with this plan, but let's not forget that people still like to drive their cars, and some have to drive their cars. All this money being spent on mass transit is not necessarily the wise route. We need several freeway improvements in the region. Let's not build mass transit so much and then discover that no matter good it is, people won't use is.
PIERCE COUNTY	Better coordination between modes heavy rail, light rail and bus
PIERCE COUNTY	Costs for the work are overly inflated because contractors have learned the hard way how difficult it is to work with Sound Transit. Sound Transit needs to swallow their ego, learn how other agencies administer contracts, and adopt some of the practices.
PIERCE COUNTY	I would like to see more runs of the Sounder train from Lakewood to Seattle. I would use it on the weekend or during the middle of the day, if it was available. Also on Friday afternoons I go from Lakewood to the University or Washington and return after 9:p.m. I would love to be able to make than trip easily on public transit.
PIERCE COUNTY	Are you NUTS? This proposal is absolutely crazy. I will be dead by the time any of this plan comes to be. I have no intention of burdening future generations with this tax. You have not proven the ability to complete tasks on time (or even close to on time) and within budget. This is GREEDY. Try working on improving traffic flow by increasing the number of lanes. We love our cars and have no intention of giving them up.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Pierce County

PIERCE COUNTY	The improvements to Tacoma/Federal Way are last and it seems as if the south end always gets the short end of the stick. As I am in my 60's, I am not going to benefit much, if at all, from any improvements by the time they are completed. I travel frequently and would love to take rapid transit to the airport. I love to use other cities' systems when I travel.
PIERCE COUNTY	Suggest a bicycle license/tax to pay for bike paths and increase transit user fees rather than increase vehicle taxes which should be used for road maintenance/improvements or property taxes which should be used for improving community services and security.
PIERCE COUNTY	I'd like to see more transit buses on the "back roads" in Graham/Puyallup/Sumner like we use to have. Walking five miles with kids to a bus is crazy
PIERCE COUNTY	Your survey is way too kong
PIERCE COUNTY	Rapid busses in South Sound that I see on I-5 and 167 are always empty, or only have a few riders on them and clog the freeways, cutting off traffic, changing lanes into carpool lanes, etc. These busses should immediately be removed from the current system and no plans for increasing these should be implemented as no one uses them. This was/is a bad decision and those responsible should be fired.
PIERCE COUNTY	Keep moving forward!!! Get it done!
PIERCE COUNTY	The tax plan is completely unbalanced. The plan to increase taxes on vehicle and home ownership is extremely unfair. Many who will use the system do not own motor vehicles or homes so they will not contribute as much. A much more logical solution will be to incorporate more into the sales tax and look for contributions from private businesses that will be benefit more from the system. Unfortunately this survey is not set up well for this issue. The way the question reads makes it sound like you disagree with the entire plan if you disagree with the way the funding is structured and in this case, that isn't true. In the end this entire plan would be much more efficient if it were to be turned over to private industry as opposed to a government bureaucracy.
PIERCE COUNTY	Routing the light rail up Rainier was stupid (mostly due to lack of parking). Don't repeat that stupidity elsewhere. Parking for train use is the most important rail effort you can do especially Tukwila Intl, Sumner, Puyallup and additions in Auburn and Kent. I would like a light rail stop with a bus pickup near 112th and E. Marginal.
PIERCE COUNTY	We WA residents pay the highest gas taxes in the nation. Yet, our politicians constantly take our money (those of us who drive) and lavish it on bike lanes, light rail, and other relatively useless projects. Rail projects are a HUGE waste of money. They are mostly underused (ride largely empty). They SOUND good on paper, but cost a bundle and do not actually do much to help congestion. Start by recognizing that Americans are not Europeans; we do not thrill to use public transport but want the freedom that our cars provide. IF you're going to build these projects, make them entirely paid BY the folks who will use them--not the rest of us who will never use them. THEN see how popular they are! Throw the ST3 draft plan out and start over with something that will actually meet the needs of those paying the bill!
PIERCE COUNTY	The plan should ensure an equitable distribution of funds between the geographic areas of the Puget Sound (i.e. South, North, Seattle, East).

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Pierce County

PIERCE COUNTY	run times should be around the clock. If you want people to ride you need around the clock. I work from 4am to 12:30pm there is no transit running for these times. In todays world we run around the clock.
PIERCE COUNTY	Are segregated bus lanes a part of the proposed BRT service? If not, I think the focus should be on light rail.
PIERCE COUNTY	I am not interested in bike paths or light rail. You can do away with all of them. I don't use either one and think they are a waste of time and money.
PIERCE COUNTY	<p>\$\$\$ Accountability. This is a much needed and far-reaching project. As a retired engineer type, I know two things: 1. My wife and I will not live long enough to enjoy the full benefits of our investment in this. 2. Strict accountability and transparency is needed to avoid/minimize waste/fraud/abuse that unfortunately occurs in major projects. Informed citizens make better partners and help maintain the needed trust. The news only reported tunnel problems with Bertha and I had to dig deep into Google to read about successes of Brenda &amp; Pamela, so I'd love to see a PR campaign to keep the progress &amp; milestones front &amp; center. So many feel the negative when stuck in traffic; keep us in the loop of what is being done and do NOT sugar-coat it. Otherwise, we only hear the Dori Monsons of talk radio distorting what is actually happening.</p> <p>Thank you for providing this survey; I was involved in city planning decades ago and feel your pain. Keep up the good work.</p>
PIERCE COUNTY	Currently it is cheaper for me to drive from Tacoma to the airport, I need incentive to use public transportation. Hearing that I'll be financially supporting it regardless of whether I use it does not seem fair based on its unaffordability.
PIERCE COUNTY	<p>I think one of the biggest issues to helping alleviate traffic issues on the highways is to get as many people off the highways as possible, including the busses. That means getting people the rail system, either the Sounder or light rail. The mass transit in this area is embarrassing, for as green as this community wants to be.</p> <p>I am also disappointed in how the southeast portions of the sound are being neglected. We do have the Sounder, but since it doesn't run all the time it's not a practical option for using it to go downtown to shop or hang out. So midday, evenings and weekends we have no rail transit to get downtown. (Yes, I understand there is transit on game days but I likely wouldn't use it then.)</p> <p>I also feel that parking at the transit facilities needs to be bigger a priority. I have driven to the Tukwila station numerous times at around 730am with the intention of riding the light rail downtown, but there is never any parking. Even by 730! (Unfortunately I am not able to arrive any earlier due to childcare.) I have been told by locals that airport employees will use the free lot and ride the rail back to the airport. If that is true, then doesn't that defeat the purpose of providing transit options to all people in order keep cars off the highways? In each instance, I have had to drive into downtown when I fully intended to use transit. It is very discouraging.</p> <p>Thank you for your time.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Pierce County

PIERCE COUNTY	An increase in property tax when I live in an area (South Hill) that sees zero benefit from any of these projects? No Thanks. An increase in the vehicle and sales tax I am fine with because I get benefit from the relief businesses and transport get from this congestion relief and hopefully that will be reflected in overall economic gains.
PIERCE COUNTY	We need more parking at Auburn and Kent stations and more daytime Sounder trains.
PIERCE COUNTY	I am happy with this plan and am excited to see how it improves regional transportation in the coming years. I would only stress that once these new lines are in place that their operating times are extended past 10pm. Many people (including myself) do not have the luxury of a 9-5 job and instead work late into the night and would like to take public transit to and from work. If the services stop running at 8pm then they are left stranded at work and are forced to use cars instead even if the transit lines exist.
PIERCE COUNTY	Impose additional taxes on companies along the development corridor that benefit from the ST3 project development.
PIERCE COUNTY	It would be great if all the money we already pay in taxes could be better utilized. I'm not willing to vote for anything that asks for more money out of my pocket.
PIERCE COUNTY	More light rail, fewer buses. Light rail is PERMANENT and operates even in ice/snow; carries more people.
PIERCE COUNTY	The plan execution of light rail is too far in the future as the housing costs have increased causing more middle class residents to move further north and further south with no reliable rapid transit and thus remain car dependent.
PIERCE COUNTY	As usual, everything benefits King County. People get it through your heads, life exists south in Pierce county. Yes, you have projects for Tacoma, Dupont, but they are way down the priority list. King county has adequate transportation and infrastructure to accommodate all those people who need to commute to work. The people in Pierce County pay taxes to subsidize all of pet projects of that do NOT in most instances benefit Pierce County residents. Most of the people who use the transportation resources do not own homes and therefore are not affected by the constant property tax increases. Try putting Pierce County projects first. Also, more people would use the train, light rail if there was infrastructure to get from the station to their work or home and vice versa. Take a page out of the efficient transportation systems in Europe. Example, how ridiculous is it that the train cannot go directly into SEATAC without everyone having to walk through the parking lot sleeping their luggage, kids, and folks. I understand the deal that was made with the taxi union to enable the train to go the SEATAC, but it's a total waste of money and totally for the benefit of the unions and again zippo for the people. Realize that property owners get taxed to death for other things too.
PIERCE COUNTY	A single \$50 BILLION project is a terrible idea.
PIERCE COUNTY	I strongly support the Phase 3 plan, but somehow the light rail to Everett and to Tacoma should be accomplished considerably faster than proposed.
PIERCE COUNTY	Do it. Do it all. All of this and more should have been completed 30-40 years ago. The Seattle metro area should be a standout leader among top US cities with regard to mass transit. Instead, it is shamefully behind the times. Rail systems work with tremendous efficiency throughout all of Europe and US cities like Wa DC. I applaud current efforts to expand Seattle metro area's mass transit system and hope to see this plan completed within my lifetime.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Pierce County

PIERCE COUNTY	One thing to keep in mind is ACCESS to these forms of transit, especially light rail. Our neighbors to the south in Portland experience high numbers of "free-riders" because there is not a checkpoint for commuters who have paid to ride the trains. Homeless persons use the trains as shelter, criminals even use the train as getaway transportation, and there are countless other issues. Ensuring that trains are monitored by some form of security and that transit platforms are enclosed and require pre-paid tickets to enter is extremely important to keep riders safe and free-loaders out. New York City and Washington D.C. both have systems like these that seem to be pretty effective.
PIERCE COUNTY	I would close Pierce Transit and eliminate all such bus/rail traffic. Bus drivers are inconsiderate and drive any way they choose. Today, I observed a bus in Lakewood run a red light just to beat traffic. In addition, the rail service is an incredible nuisance blocking traffic in areas it crosses public roadways. I will NEVER vote to support public transit let alone to be taxed to support its expansion.
PIERCE COUNTY	There is no point of adding more rail and buses without increasing the current parking situation. If I cant park, I cant ride the train. Fix that first then maybe you can have my money. For now I oppose.
PIERCE COUNTY	Get it done!
PIERCE COUNTY	We should have the link built mildly faster. And parking especially at the tukwilla station! Build a parking garage!
PIERCE COUNTY	Sound Transit AND WASHDOT need to first ensure that they are not wasting money on poorly designed projects. road repairs that do not last, poorly timed projects, (I wont dwell on state problems such as ferry boats that will not dock, generators that will not work, offramps to nowhere &tc.). When I feel that tax dollars are being wisely spent, I may reconsider my opposition to Sound Transit schemes. Furthermore, I feel that plans asking for money now to commence projects that will not be finished in my lifetime, and which will most likely cost a LOT more in 20 years than we project today, is foolishness.
PIERCE COUNTY	Mass transit needs to be separated from vehicular traffic. Does no good to be stuck with everyone else.  To lower costs and speed up activation, rubberized wheels should be considered. Same style cars as light rail currently has but with tires. This would also make it safer for cyclists who would no longer have to interact with rail tracks.
PIERCE COUNTY	I'm retired and living in Puyallup. We need the Sounder trains to run on weekends to Seattle and Tacoma and during the day and for sporting events including the UW and Professional teams. I agree with improvements but the scheduled times is critical for a mass supported transit system that will replace individual ownership of automobiles. I am also considering an Electric Vehicle but would ride the Sounder if it were available more often other than commuting hours.
PIERCE COUNTY	I understand that by doing all of these improvements that you are hoping for less of a need for parking at stations, but I think with how rural you are going, driving is a major concern as well as parking. I am sure that you have heard, but to be able to drive to Auburn Station and park, you must be there by 6:30am. I am a short commute away from Auburn and taking a bus would prolong my commute by over 45 minutes each way.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Pierce County

PIERCE COUNTY	Build more trains and faster...I'm not supporting a 20 year project...I live in Tacoma...I would do more shopping in Seattle n surrounding areas if there was a reliable n consistent train...What we have now is not enough n not consistent..The runs are to infrealquent...How about a commuter train right down the center of I 5, with connections inland...That would be something with parking alongside highway...They do it in California, They do it in Canada...Keep is and easy to use and people will ride....
PIERCE COUNTY	Faster implementation!!
PIERCE COUNTY	Please look closer at orting
PIERCE COUNTY	The most important thing to do was not even listed -- increase the number of Sounder trains that run and extend the times of day they are available.
PIERCE COUNTY	The tax funding structure is flawed. Sales taxes are regressive. It should be funded by property and corporate taxes. Or an aggressively progressive state income tax.
PIERCE COUNTY	Build the spine from Tacoma to Everett before worrying about west Seattle. Ballard should also have a connection to UW along 45th or another corridor.
PIERCE COUNTY	I used transit in the Bay Area for eight years as a commuter and if I had my way I would use transit to commute here in the Puget Sound.
PIERCE COUNTY	Please spend the \$\$\$ to expand freeways and fix roads. I want to drive and not mass commute.
PIERCE COUNTY	Build it now, please. And, thank you.
PIERCE COUNTY	This plan should have been completed 25 years ago.
PIERCE COUNTY	Free fare for senior citizen
PIERCE COUNTY	The last major plan included light rail to Tacoma. This was scrapped for light rail to Bellevue. I commute daily from Tacoma to Tukwila - which is approx. an hour each way due to heavy traffic. I am in favor of public transport to alleviate the traffic. What's to say you will not be taking my money again with little in return?
PIERCE COUNTY	Please prioritize light rail in Tacoma and from Tacoma to Seattle. Please please please.
PIERCE COUNTY	fix rail is a total waste of tax payer money !!!!! the city of Tacoma got rid of fix rail in 1940's because buss could cover a lot more area & do it for a lot less money.
PIERCE COUNTY	Nearly all of the plan's offerings offer no help to me or any of my neighbors. I think the timeline/phase points are unrealistic, expensive and not helpful to areas outside of King County. Rail is a very expensive option, bus improvements give more bang for the buck.
PIERCE COUNTY	I realize there must be priorities, but I would love to see light rail expanded on the east side in a major way. I live in Auburn. Light rail would be a vast improvement over buses. It is a bit disappointing to see that there are no planned projects for light rail connecting Auburn to other areas (i.e....auburn to seatac airport).

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Pierce County

PIERCE COUNTY	I think that it's important to remove single occupancy motor vehicle traffic off of the highways for multiple reasons (CO2 emissions,deaths and injuries due to emissions and direct accidents,cars occupy too much space use too much infrastructure and by the mid 21st century there will be petroleum depletion issues).Motor Vehicles push destinations farther apart (twice as far) as over half of a cities land is used for parking or larger roads for personal vehicles. Better public transportation can better mitigate these problems
PIERCE COUNTY	After telecommuting for 9 years, I was forced to return to the office several days a few years ago. The stress of driving I-5 was affecting my health. After 1.5 years, I finally discovered a shuttle bus connection from the Kent rail station up to my office, so I'm now a regular South Sounder rider. 1) the connections from the rail stations to office locations is very poorly searchable on the Metro and your websites (e.g. Metro 913)...this keeps interested commuters from trying transit. 2) I have been thoroughly blown away by the volume of use on the Sounder trains. When I share this with family, friends and acquaintances, most had the strong impression that the Sounder trains are only lightly used...which is really not the case if you ask all the folks standing for their rides between Auburn and downtown. Making the public more aware of actual usage on existing runs should be part of your awareness campaign. 3) I had my friend at work convinced to start taking the train right up until he couldn't find ANY parking at the Puyallup station in the morning. The South-Hill bus service that meets the train in the afternoon needs to be doubled...I see people race to get on board. 4) I've enjoyed the train so much, I wanted to take my family up to Seattle on Saturday via the train, only to find it doesn't run. Has this option been explored from Lakewood to Seattle on Saturday? It would be nice to be able to ride up there and arrive around 10 a.m.
PIERCE COUNTY	One word... money!
PIERCE COUNTY	As retirees we cannot continue to afford tax increases resulting from schools, transit, and federal taxes. This year we were forced to withdraw our savings to pay tax bills. With taxes increasing more next year, we don't know how to survive. Our savings are gone and retirement income is fixed. Since we both have health issues the ability to return to work to remain in our home may be the only option. It seems entities think residents have an endless supply of money to support more taxes. That is just not the case. We need some controls and more cost effective plans
PIERCE COUNTY	We need more Sounder service- more trips throughout the day. More trips are more important than longer trains. There's a built in ridership market for Sounder south that's more impactful than light rail to Ballard or West Seattle, you're just not accessing it without more Sounder trips

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Pierce County

PIERCE COUNTY	1) Project completion timelines are too long and will not benefit many taxpayers in their lifetime. People cannot get to work NOW. 2) The biggest problem is getting from the north end or south end to either downtown Seattle or Bellevue. This should be the top priority. 2) Whatever the method of transportation, we need to get from point A to point B without having to transfer. 3) Any project moving people very short distances like from West Seattle to downtown Seattle appears frivolous and as if it's catering to big money, while normal people cannot take jobs in Seattle or Bellevue due to the impossible commute. 4) Add strict camera speed enforcement on I-5 so the changing electronic speed signs can actually work to improve traffic flow. Currently nobody adheres to the posted speed, so why have it? Proceeds from these fines could support this proposed project.
PIERCE COUNTY	Not sure why it cannot be built faster and for less.
PIERCE COUNTY	Maximize what you have now. Parking at Sounder stations and park & rides is inadequate. Trains don't run except very early and late-afternoon/early evening. Enhance security on buses, trains & parking lots.
PIERCE COUNTY	Tacoma should have light rail to airport. Why isn't transit to Olympia included?
PIERCE COUNTY	I don't like how the questions are bundled together. I don't think enhancing access for bike and pedestrians should be included with extending platforms for longer trains. What needs to be done regardless, and especially instead of light rail, is increased rail capacity with longer trains and more frequent times. There needs to be trains in the middle of the day and later in the evenings.
PIERCE COUNTY	Transportation from Federal Way to JBLM is a mess
PIERCE COUNTY	No more pricey "studies." It is apparent that traffic is horrible due to bad planning. Other cities have taken care of this many, many years ago. Stop stalling. I use a van pool 5 days a week and it works, takes my car off the road and saves me money.
PIERCE COUNTY	Too big a property tax increase.
PIERCE COUNTY	I'm all ready over taxed
PIERCE COUNTY	As I live and work in Pierce County, I would like to see my ST3 assessments going to projects locally; rather than having to wait 17 years before I could see any benefit. Tax King/Snohomish Counties for their portions, and Pierce County for its; I don't want to be responsible for both.
PIERCE COUNTY	Transit also includes cars but you have never proposed additional lanes. I will never support Sound Transit until you support an expansion of I-5.
PIERCE COUNTY	It is a great plan--ambitious, bold, and necessary
PIERCE COUNTY	It always feels like south King Co. and Pierce Co. get left behind yet we have lived here 30 years and have seen so much growth, as more and more people move south for more affordable housing. Please don't leave us behind!
PIERCE COUNTY	Get it done sooner than later
PIERCE COUNTY	Should have been done years ago.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Pierce County

PIERCE COUNTY	More attention should be paid to road conditions, new roads, safe parking at venues, to provide easier access to work and tourist sites. People own cars to enable transportation at their convenience, rather than wasting their day waiting for transportation. You cannot meet everyones schedule, and people do more than one chore on every trip. A car is the cheapest mode of travel in money and time. We need government to maintain and provide road access, and eliminate congestion as much as possible! Please build the cross-base highway ASAP to alleviate I-5 and community congestion.
PIERCE COUNTY	You won't get this done in 50 years at 5 times the budget. What accountability will there be for delays and cost overruns? Will people be fired? What about protection for the taxpayer? The last 25 years have proven beyond any doubt that the admin of this project is full of incompetence. This type of project along with building more roads should have been done by now. Good luck.
PIERCE COUNTY	Light Link service that connects Tacoma to Seattle is very important to me. As is the expansion of more bike friendly access across all cities. Look at Calgary or Ottawa for their bike plans. They have a path that is dedicated solely to bike and foot traffic that is a central hub for anywhere you want to go in the city. I would love a bike-only path in Tacoma as it is much, much safer to ride than sharing the streets with distracted drivers.
PIERCE COUNTY	Extending to JBLM and DuPont is the most important expansion you can do from Tacoma to DuPont would get more cars off the road then anything!!!! Please extend south!!!
PIERCE COUNTY	Do it now. Do it faster.
PIERCE COUNTY	AS A HOMEOWNER I AM TIRED OF PAYING FOR THESE THINGS. IF YOU WANT THEM SO MUCH MAKE THEM SELF SUFFICIENT.
PIERCE COUNTY	Busses on shoulders may have a more negative effect because they would remove areas for disabled cars. These cars would then cause massive traffic jams.
PIERCE COUNTY	We would use the sounder much more if the evening/night routes were extended so we can dinner then come home ( heading from seattle to tacoma in the evenings)
PIERCE COUNTY	Flexibility is the key to me. People that don't ride public transit (I do everyday) state that the complaint is the lack of flexibility in schedules. For example I take the sounder train everyday north into Seattle, south to Kent. But the trains only run during peak times, and the express buses only during peak times. So, if one has to leave mid-day, or is only working a partial shift, or just wants to go downtown to shop, you are stuck all day in Seattle, with only milk-run buses as an option to get home mid day. I would strongly suggest a mid day running of the train or express buses. Wouldn't even have to be all day, but provide a noon window of a couple of trains or express buses. I know that is a scheduling challenge, but I believe it would provide flexibility that currently doesn't exist and attract more riders.
PIERCE COUNTY	No Property Tax, or higher valued properties say 2 million and higher, or just commercial property tax.
PIERCE COUNTY	More focus on linking Pierce County to King County, mainly Tacoma to Seattle.
PIERCE COUNTY	My experience with light rail is very positive-smooth travel, seating, reliability of pick up and delivery. Rapid bus lines from Tacoma to Seattle didn't give me that same experience - no seats going home-less predictability as traffic affected buses and cars alike

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Pierce County

PIERCE COUNTY	One big freaking rip off, the entire transit system is a joke. Charge what it actually costs to ride it, if it costs the system 25 bucks for a sounder ride, charge those using it 25 bucks. (or whatever the charge would be). For tax dollars to be funding anyone to ride the transit system is a joke.
PIERCE COUNTY	no new taxes please
PIERCE COUNTY	SCRAP EVERYTHING GO BACK TO THE DRAWING BOARD SHOW SOME RESPECT TO PEOPLE WHO LIVE IN THE SOUT SOUND AND QUIT RUNNING EVERYTHING THROUGH SEATTLE. YOU SHOULD HAVE BUILT THE LIGHT RAIL DOWN THE MIDDLE OF I-5 WITH PARK AND RIDE STATIONS ON EITHER SIDED AND CATCH ESCALATORS DOWN TO THE PLATT FORM. SOUND TRANSIT BUSES OR ANY BUSES SHOULD BE TRAVELING FROM MCCHORD TO SEATTLE OR VICE VERSA THEN BRANCHED OUT EAST AND WEST. SO WHERE DOES OLYMPIA OUR STATE CAPITOL COME IN. PEOPLE IN SEATTLE SHOULD NOT BE RUNNING THINGS IN TACOMA, LAKEWOOD DUPOUNT OLYMPIA. YOU GUYS SUCK.PEOPLE IN THE SOUT SOUND DON'T EVEN LIKE GOING TO SEATTLE YOU CAN'T EVEN GO TO CANADA OR LYNDEN, BIRCH BAY ECT.BASIC YOU GUYS SUCK AND ARE MAKING IT WORSE
PIERCE COUNTY	This is unsound policy. Most people drive to work. This is not going to fix the congestion problems in our state. Cars will continue to be the main form of transportation to and from work. Moving cars and buses on the freeways should be the main priorities for a sound transportation policy. The state continues to allow building outside of he cities to bring in people, but does not take care of the infrastructure to handle all the new commuters. Trains and tunnels are an unsound fix for this problem, so is making lanes for the rich. Your policies are unsound.
PIERCE COUNTY	If they ride it, they should pay for it. It does not fit my work schedule or location, does not benefit my spouse in their work schedule or location so we would never use it. Plus we did not get what we were promised on ST1 or ST2 and that thereis no guarantee that ST3 will be fulfilled as promised. Costs are way too high for projects plus light rail cannot be strategically moved like bus routes can. I have payed enough over the years for this debacle and have received no benefit, direct or indirect, from it and refuse to support this anymore.
PIERCE COUNTY	The taxes that fund this should reflect the area that is getting the commuter help. For example, I live in University Place and would use the light rail in Lakewood/DuPount. I should then be taxed appropriately for that section of rail or when the development of that area comes up.
PIERCE COUNTY	Why is linking with Tacoma such a low priority? It is a MAJOR CITY, the Oakland to Seattle's San Francisco, and you're trying to prioritize Redmond and Tukwila?!?! I don't really see why South Sound voters should support a plan that so clearly sees them as second class citizens. If we weren't so busy building the strongest cluster of universities in the state while kicking the Port of Seattle's ass, we might have time to get genuinely angry about it.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Pierce County

PIERCE COUNTY	<p>Several comments:</p> <p>1) This will be useless unless using the transits being proposed is affordable and accessible. What we have now is neither. To try to take public transit to and from work or even the nearest park and ride, would take me \$10 and 2 hours to get to work--if I drive, it would take 45 minutes and less than a quarter tank of gas. I'm watching low income folks who need public transit to get to work and back, being squeezed out because the buses are raising their prices to the point where those people would not be able to afford it.</p> <p>2) Many of our bus stops have been deleted and/or the timing to meet up with another bus makes taking public transit too complicated and/or inconvenient. The proposal is nice and all good, but what plans are in place to maintain the efficiency of travel in the future.</p> <p>3) 8-25 years is a long time to complete these projects. Has there been a study done on not only the inflation of cost and the amount of people who will be using this transit system. We don't want to pay for a system that is outdated by the time it is built and/or is unable to accommodate the amount of people using the system.</p>
PIERCE COUNTY	All rail and light rail projects should be dropped from the plan. The plan should focus on improving bus capacity and speed.
PIERCE COUNTY	<p>The light rail to Federal Way or Tacoma needs to happen also parking is a huge issue</p> <p>I am handicapped and we rarely find the handicapped parking open at Twaqulia Station</p>
PIERCE COUNTY	<p>These plans require a state income tax...to raise the money required. Property taxes, sales tax, B&amp;O taxes are not sufficient as is to fund current state budgets, and those taxes ensure the public will reach a point of opposing all plans that clearly do not begin to tax people with incomes protected from or hidden from taxation, and instead place that burden on the remaining full time employed shrinking "middle income" residents of the state.</p> <p>The plans are needed, solely because more illegal, legal migrants and citizens will move here over time, benefitting mostly those whose incomes escape proportional taxation, while those who are burdened by added population, pay for it in property taxes.</p>
PIERCE COUNTY	Please explore extending the sounder train hours through the evening and weekends. I would take the train every time I went to Seattle if hours were longer.
PIERCE COUNTY	25 years is too long to wait for these proposed changes.
PIERCE COUNTY	Get the system built more rapidly....find the federal grant money or any other source. This can't wait!
PIERCE COUNTY	<p>I don't want to spend \$200 per person per year for changes that will never be used by anyone in my family due to lack of projects that are useable to me and the time line. If King county gets all the improvements now, let them pay for it. I just want to be able to use the sounder on a weekend to go to Seattle. Where is that in the plan? We don't have any bus service in my area and I don't see bus service helping anyone I know. I only can support the sounder going from as far south as possible, to the airport and on as far north as possible. Everything else is fluff.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Pierce County

PIERCE COUNTY	The current plan will take way too long for many of us to see the completion of projects. It should not take until 2044 for Tacoma to have light rail bisecting the city or connecting us to the airport. Even if it increases taxes in the short run, that is fine, so long as transit oriented projects in the south sound are actually built in a timely manner. Please consider a model that will build useful light rail lines in Tacoma in the near future.
PIERCE COUNTY	I Would really like to see strong consideration of rail service to Olympia.
PIERCE COUNTY	Sound transit has lousy service now. Your train from Tacoma to Seattle is slow, using the bus is faster and that not saying much. There is services to Tukwila but nothing to take you to the Airport. The bus drivers used on these runs are hit and miss. I was told if a bus gets on the freeway it is considered an express bus however the 574 sits in traffic like every other single car driver so what's the use. I can't support spending more money on services that are substandard at best. Also you always seem to focus on Seattle and the North end but you have a lot of commuters that come from the south end. 17 years.....really.
PIERCE COUNTY	I would support the cost If more people would be willing to use the services.
PIERCE COUNTY	You have been repeatedly informed the parking at the rail stations is insufficient. Fix it.  Trains are overcrowded, and often dangerously cluttered with bicycles impeding movement in the aisles. Fix it.
PIERCE COUNTY	This should have been started 30 years ago. We need more sounder transit during day, not just AM/PM north /south. The train should run during the day as well.
PIERCE COUNTY	why should i pay for transit trans and bus's when you took them away from graham wa. thats not right. i some times take the sounder to og to foot ball game. all the way in puyallup... still
PIERCE COUNTY	PLEASE expand light rail service to Tacoma and Everett. Non-highway/car transit expansion is the only way to sustainably grow commuter capacity without vastly increasing our carbon footprint. The recent growth in bus service utilization shows the willingness of Puget Sound workers and travelers to use public transportation, and this must be supported through smart growth that looks beyond buses. Sounder and light rail expansion of train size, operating hours and frequency will promote use of non-highway modes of transportation and help grow our economy. Given the opportunity for convenient transit services I would gladly switch from car commuting, as I found public transit highly effective and much less hassle than driving in other urban areas that I've lived.
PIERCE COUNTY	Access to the airport via light rail is my main desire. Also just seeing the traffic congestion makes me concerned for everyone!
PIERCE COUNTY	Too long to wait for improvements.
PIERCE COUNTY	Build link to Tacoma to airport then fan project out
PIERCE COUNTY	Need to start sooner the light rail to Tacoma. Instead of 17 years reduce it to 7 years.
PIERCE COUNTY	We as taxpayers pay too much and taxes already near 10% sales tax as well as high property tax, and excise tax on cars.....Enough is enough with misuse of taxpayers money.....Use tax payer money right.....

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Pierce County

PIERCE COUNTY	Plan to very comprehensive, therefore too expensive. I would support putting more of the cost burden on users (somehow considering the needs of fairness to low-income users) and less on retired persons and non-users. Drop the property tax portion; increase the vehicle tax portion as an incentive to use transit over private vehicles.
PIERCE COUNTY	The south sound needs to be a stronger focus.
PIERCE COUNTY	I think that most people who work at JBLM don't live any farther north than Tacoma. I don't know that they would realistically ride the Sounder to go that short of a distance and realistically I think those people would keep driving their cars instead of using public transport. Don't think it's a priority to extend public transport there. Seems like it would be so much cheaper to focus on the faster bus routes via lane additions/improvements than to extend the light rail so far. Keep the light rail concentrated to the city of Seattle, which would be awesome, and just work on creating better, faster more reliable buses to and from the light rail to the connecting communities.
PIERCE COUNTY	My family has never been able to use LIGHT RAIL, and very rarely Sounder. We in Tacoma are still stuck using the buses that can't be fully used, and we are still paying the light rail RTA tax since early 90's, when we were to have Light Rail, here in Tacoma. RTA Tax is still being collected! What happened to our rail. Guess it went to North and above from SEATTLE! Hope all those that have used light rail in Tacoma enjoy their short ride. All we get is the bill, still paying. What a ripoff for Us and those who live South of Federal Way. Neither my wife or myself, WILL NOT VOTE FOR any more funds for SEATTLE!
PIERCE COUNTY	Why is it so difficult to get rail transportation from Puyallup to Redmond? I would need this 2-3 months out of the year!
PIERCE COUNTY	Paint more bike lanes and connect bike routes.
PIERCE COUNTY	Would use transportation from Tacoma to airport. The pay off for Tacoma is too far in the distance. Seattle and King County have seen all of the benefit. I am unlikely to support this until I see a breakdown of what was accomplished in detail from the previous transportation bond. Would like to see what was 'promised' versus what was provided.
PIERCE COUNTY	Funding proposal relies too heavily on new taxes.
PIERCE COUNTY	Pierce County, in particular Bonney Lake, is lacking in public transportation.
PIERCE COUNTY	Nothing to provide transportation options for East Pierce County communities of Bonneylake, Buckley and Orting.
PIERCE COUNTY	It needs to be done without increasing taxes. Tired of people coming up with these ideas and always want more in taxes. People cannot afford more and more taxes. Look at the number of families losing their homes. It has to stop.
PIERCE COUNTY	i commute from fox island area to downtown gig harbor.. I have never ridden a bus or light rail in my life.
PIERCE COUNTY	These plans come at to high of cost to the non-transit rider. You need to push more of the cost on the the users of transit. Adding costs the vehicle registration will not provide the long term money needed. As vehicle registration decrease your revenue decreases. ST3 is a complete waste of tax payer money!
PIERCE COUNTY	Where is all the toll money going, 25 years seem a bit ridiculous, Boston did it with snow in way less time. But highly needed at jblm.
PIERCE COUNTY	Sounder should run all day!
PIERCE COUNTY	I need options to Issaquah asap

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Pierce County

PIERCE COUNTY	The time lines are too long for projects the region needs transportation solutions now not 10 to 20 years from now. Be innovative, find cost effective solutions for transportation that can provide value sooner rather than later.
PIERCE COUNTY	Too high an impact on property taxes
PIERCE COUNTY	There needs to be an increase of the quality, quantity, number of routes and availability of Para-transit.
PIERCE COUNTY	It's about time! Increased transit increases jobs, tourism, quality of life, increased family time.
PIERCE COUNTY	Pierce County and the South Sound tend to be overlooked. If we're expected to pay the same to support transit, priorities need to shift to address the areas equally. Tacoma ought to not be an afterthought. I suppose connecting Gig Harbor is too much to ask...?
PIERCE COUNTY	We need to be able to move people from where they are to where they need to be. We can not afford to wait. Now that my employer is supporting employees using the whole public transit system I can see myself using the system more that I currently do.
PIERCE COUNTY	With these improvements I would love to see expanded hours of operation - especially with the Train and Light Rail options. My family would opt to ride the train or light rail to Seattle vs drive, unfortunately the hours do not usually line up with when we leave for Seattle.
PIERCE COUNTY	I ride the Sounder from Puyallup to Tukwila 4 days a week. It would be great if it ran midday, even one or two times.
PIERCE COUNTY	You expect people in Pierce County to pay, but all the money is getting sucked up into the Seattle area. Go in a straight line between Seattle and cities to the North and to the South, but don't waste all the money on spurs until you have a usable commuter rail line.
PIERCE COUNTY	Management needs to cut the budgets to complete as many projects as possible with minimum expenses. Drop all high cost options and work harder to find economical solutions to the transit problems. Always increasing taxes to improve a system seems like a bad plan, Better utilization of existing resources seems like a better way to go for everyone.
PIERCE COUNTY	We need to cut the projects completion dates by at least half the time. People are not likely to pay that extra taxes if they may no longer be alive to benefit from it. They are hefty taxes too.

PIERCE COUNTY	<p>Living in East Pierce county I use to be able to use ST to get to work but after the PEOPLE of Pierce county voted down a tax increase for Buses 7-8 years back; and the main areas impacted when routes were eliminated were those in Eastern Pierce county -- we are paying for ST as well as for Pierce County Transit -- You now want to add bus rapid transit (BRT) projects to offset the taxes they (Pierce county) did not receive? I say not... The voters later learned that the Pierce Transit was still making a profit with the routes cut and yet they have not brought routes back -- I cannot see adding their routes to the +\$25 billion being asked -- ALSO -- when ST originally setup there was to be a station at South end of Boeing Field - as Boeing left the area - HQ - that station never materialized and when I use to take ST to Tukwila I would have to catch a vanpool to get to work as the buses were running once or twice a day -- I spent more taking ST than driving and so I am back to driving --- IF ST would have operated like a true light rail system - running every 30 minutes, people may have taken the train -- BUT the logistics of parking was never thought out - ST thought people would ride the bus to work (REMEMBER - East Pierce County had bus routes ELIMINATED) -- Yet if parking had been in place for hundreds of vehicles then it would attract more people -- ALSO -- Van Lierops offered their land to ST for a station but politics got involved and a station at Sumner and Puyallup cost \$\$\$\$ when farmers were offering land for free -- Sorry but I cannot support this effort... If ST had been designed as it originally was thought of in the 1960's the tracks would have followed I-5 - with offshoots to main roads and locations (Why was Southcenter left out?) allowing people the ease of using the train and not having to switch numerous times... With the Overpass being closed in the future I see that the SOUTH end will be neglected in order to move people from North of Seattle more quickly even though the South rarely has its' rail system closed after heavy downpours.</p>
PIERCE COUNTY	<p>Why all this investment when current Sounder trains run for such a short period in the day. Many many people would prefer to travel from the Tacoma area to Seattle on Sounder trains and avoid crowded buses and stop go traffic. I have traveled a lot and never encountered a rail service so poorly scheduled and under used. It must also be possible to run smaller self purpelled trains on this line but my guess is riders would build up quickly.</p>
PIERCE COUNTY	<p>The plan has my potential commute option coming up 2 years after I retire :(</p>
PIERCE COUNTY	<p>Need more service to Olympia.</p>
PIERCE COUNTY	<p>Stop talking about it and just DO something. Connect the cities in which we live with the cities in where we work. Make Washington an easier place to live.</p>
PIERCE COUNTY	<p>I think the only way any additional rail or bus system should be put into effect is if the rider themselves pays for the whole thing. I will never ride a bus because it's not safe with all the transient and others the regularly ride. Also, I can't bring my dogs, I'm not going to a specific spot that the bus goes and don't want to have to carry anything I might buy onto a bus or train. I don't want to pay for others or for an empty train. \$200 a year is freaking ridiculous when no one will widen the freeways and if they do there is a toll or more freaking taxes. Use the stupid ridiculous Marijuana revenue that you so love. Since a bunch of lazy pot heads is what will be riding the bus or train. Your encouraging laziness and decency in this state. It's a sad sad sad world we live in now and I'm sick of paying to many taxes for a bunch of beaurcrats to give themselves a raise. Need I go on? I think you get my drift. NO RAIL NO MORE WE NEED MORE FREEWAYS!!!!!!!!!!!!!!</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Pierce County

PIERCE COUNTY	Projects should be prioritized by ridership numbers on busses first. The higher the ridership should get light rail first. Ballard / west Seattle should be built first.
PIERCE COUNTY	Tacoma needs light rail ASAP! Thank you.
PIERCE COUNTY	Why so long? Our infrastructure cannot handle the traffic we have NOW, and the Seattle Metro area is one of the fastest growing in the country. 22 years is WAY too long!
PIERCE COUNTY	Improve roads. Cars are the only necessity.
PIERCE COUNTY	Our region is in dire need of a more extensive and sophisticated regional transit system. The highways currently do a poor job with the current population in terms of capacity, not to mention road quality; with the current population expansion we need to have other, more extensive and more frequent options for commuters. As Seattle continues to boom and the housing market continues to out-price average citizens, the population of the outlying areas will continue to grow, and it is in our interest to keep people off the highways for safety and for quality of life.
PIERCE COUNTY	Stop increasing property taxes! Most users of mass transit don't own homes. Increase fares and make the users pay for it. I wouldn't be opposed to a small increase on car tabs.
PIERCE COUNTY	When will existing roadways and signage be improved? As an example.. State Highway 161 through South Hill in Puyallup WA. Also many intersections have either missing, faded, blocked or very small signs that are very hard to read. A good example is the major intersection just before you go over the bridge to go to Destination Harley in Tacoma. No where in that busy intersection is there a sign telling you where the hell you are. How stupid is that?
PIERCE COUNTY	I will be dead before this is completed. Should have been done years ago.
PIERCE COUNTY	The sounder needs to operate longer hours so it is actually accessible for inland folks to make it to seattle/downtown during the evening
PIERCE COUNTY	Quit focusing so much on King County other counties that will pay are not getting a fair share
PIERCE COUNTY	Parking at Sound Transit lots is at a critical level. I don't know how anyone trying to catch anything after the second A.M. train can find parking. I live in an area where there are no buses going to the station so have no choice except to drive. I hope parking is addressed sooner rather than later.  Thank You
PIERCE COUNTY	Light rail is an expensive debacle! Worse, funds were diverted illegally from road funds to pay for it! See WA constitution for clarification! I am totally against subsidizing public transport in any way. People who use it should be paying for the costs! As it is busses use infrastructure paid for out of the road fund.  When demand shifts you cannot shift a railway but you can easily change a bus route.  Also, you should really try double decker busses like they have in london, they take up a lot less space at the stop, and in storage.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Pierce County

PIERCE COUNTY	There is no mention of extended bus service in the Puyallup-Graham-orting-sumner area. This is the greatest need. East Pierce is cut off from transit service. Timeline is way too far out for needed use now. More buses and routes would solve that problem in a reasonable time frame. Pierce County should not be fitting the bill for King and Snohomish counties.
PIERCE COUNTY	I don't want to pay any more taxes!!
PIERCE COUNTY	I don't understand why the I-5 corridor is not being used as a major conduit on which light rail can be built (e.g., elevated or median strip).
PIERCE COUNTY	Many times we've turned away because of no parking. Please make parking available at all stops.
PIERCE COUNTY	We have to drive from Buckley and would love to take light rail from Tukwila, but too often we can't find a place to park.
PIERCE COUNTY	Build roads
PIERCE COUNTY	Light rail is MUCH MUCH TOO EXPENSIV for what it provides. If it cannot financialy support itsel we should NOT SUPPORT this mass transent foolishness.
PIERCE COUNTY	You guys have run a boondoggle with all your little cronies and wasted previous dollars promised for one thing but never done, lied, and are corrupt
PIERCE COUNTY	light rail is fixed and not able to adapt to changes in the economy in the region without major spending on new projects. Sound transit has not delivered on past projects on time or within budget by ANY stretch of the imagination. Why should we trust you now???
PIERCE COUNTY	Need to cut construction costs, maintain what you have now and in the future. Emphasis on maintenance and upkeep of real property, equipment and transport has been overlooked or underestimated. Building must be built on a longevity, and maintenance view to save cost and reduce the necessity to rebuild and repair.
PIERCE COUNTY	Make the users of the system pay for a much larger share of the cost. The percentage of transportation dollars spent on mass transit is way too high considering the number of people it serves. A larger percentage of dollars needs to be spent on EXPANDING road infrastructure and I don't mean some tunneling boondoggle. We are way behind other states in expanding our road infrastructure. It doesn't appear the people making these decisions "get it" and keep pushing this transit expansion and making those of us who will never use it pay for it. I value my time way to much to be herded onto mass transit and tripling my commute time.
PIERCE COUNTY	Public transportation should become self-supporting via fares at least to the extent that personally owned vehicles are self-supporting due to gas taxes and licensing and purchase taxes. Personally owned vehicle taxes on fuel and plates should not subsidize public transportation

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Pierce County

PIERCE COUNTY	I've always felt that limited parking at stations is a strong deterrent to using transit, especially Link & Sounder (vs buses/park n rides). My experience with commuting via Link is at the Tukwila Intl'l Blvd Station and with the Sounder from Puyallup or Tacoma. I've never had parking issues in Tacoma, but have found that I have to be at Puyallup Station probably about 5:30, or 6 at the very latest, to park anywhere near the station. I live on South Hill, and a commute that involves driving to a park n ride, taking a bus to the station, taking the Sounder into Seattle, and then bus/Link into Downtown.... Gads, cumbersome to say the least. 7:00 a.m. used to be the cut-off to get a parking spot at the Tukwila Link Station. Now if I get there past 6:30, chances are excellent that there will be no room in the lot. So, longer platforms to support longer trains implies, to me, MORE NEED FOR MORE PARKING.
PIERCE COUNTY	None of the capital improvements mean a thing unless people can ride them when they need them. If a person cannot get home from work taking the same transportation they took to work, then what good is it to have that transportation available at all?
PIERCE COUNTY	Light rail needs to go from Tacoma to the Airport! Commuter Rail needs to extend to DuPont. Consider other exclusive pr non sysytem connecting lihht rail projetcs in other high traffic Pierce County areas like Puyallup and Graham.
PIERCE COUNTY	As many have said THE TIMELINE IS TOO SLOW!
PIERCE COUNTY	The time line is far too extended. We need these projects to be completed far soon, even given the realities associated with such an expansion. 25 years is totally unacceptable.
PIERCE COUNTY	I would like to see a full schedule on the train from Tacoma to Seattle, with light rail connections from downtown Seattle to the East Side. Now it is a commuting nightmare to get from Tacoma to Seattle really at any time of day. We need serious mass transit here, like they have in NY.
PIERCE COUNTY	Projects should be built and run cost effectively with Transportation actually being the goal.
PIERCE COUNTY	Projects that support working poor access to bus and light rail to work
PIERCE COUNTY	This should have been done years ago when costs were not nearly what they are today.
PIERCE COUNTY	The system is unwieldy. Each city needs to step up with light rail connections to these regional projects for them to be used properly. If I have to either, drive across town and pay to park, or spend 1.5-2 hours getting there on public transit in order to use the system, there is something wrong. Sad to say, but It needs to be lazy/idiot proof.
PIERCE COUNTY	Increase frequency of existing light rail from Tacoma to Seattle, allowing for mid-day travel.
PIERCE COUNTY	Stop this ridiculous waste of money it's the biggest joke in the world

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Pierce County

PIERCE COUNTY	I don't feel I should have to pay an RTA Tax for a system I don't use. If I used it I would expect to pay for it with higher fees. It is bad enough you did away with using Transfer to get more money. I already pay a RTA tax and work where it is of no use to me. Now I have to pay for a Ferry system that I don't use either. Why should I a Tax payer have to keep helping everyone else. It is there choice to ride the bus, train or ferry. Just like it would be my choice let the riders pay an extra 50 cents both ways that is an extra 5 dollars a day times 48 weeks this is a whopping 240 a year extra times number of riders. If you have as many riders as you claim that would overfill your pockets. The same goes for the ferry system they can do the same thing. I would pay 5 dollars to ride to Seattle and 5 dollars back as I only do it a couple times a year.
PIERCE COUNTY	An additional sales tax for road usage for high end high gas consumption cars (just a little).  Also, most importantly a gas tax rather than a property tax. The property tax should be added to apartment buildings with more than 6 units and to commercial real estate buildings that have more than 100 employees. Not residential homes. And factories with parking for more than 100 employees and visitors - ie, trucking, warehousing.
PIERCE COUNTY	I understand the importance of BRT, but light rail is a priority. I used to live in Portland, OR, and while I used the buses a lot, I switched to the MAX once it reached my area, and used it far more extensively.
PIERCE COUNTY	This project is great but the timeline is too long! Buses on roads experience the same mess as cars unless you develop bus lanes and other on/off ramps for them. Look at NJ transit. Light rail and mass transit is so over due in this area! The developers have come in increased density, made their profits and skip town. What happened to impact fees for them??? The taxpayers can only keep paying and paying. What a racket!
PIERCE COUNTY	It is hard to get behind something I will never be able to use. As far as the timeline, I will probably be dead before I can use it to any degree. I live in Sumner and would like to be able to go to Seattle or visit my family in the Marysville/Arlington area. I would love to be able to use the system but I can't. The only thing that comes out here is the Sounder and it only runs about 40 hours a week and can only get me as far as Seattle even though the lines run from Tacoma to Everett. The Sounder should run 24/7. The lines and trains are already there why not use them NOW to help people get around. Based on the past and the future plans I have seen, I do not have confidence that my money will be spent in the best way for all citizens to support this.
PIERCE COUNTY	To much money for value received, not enough oversight. to easy to waste tax payers money without having to be accountable to the people whose money you are spending

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Pierce County

PIERCE COUNTY	Survey comment: My biggest interest is in light rail between SeaTac airport and TDome. The survey choices for this are confusing. In question #5, the answer is: BOTH "Kent/Des Moines to Federal Way Transit Center", and "Federal Way Transit Center to Tacoma Dome". In question #7, these choices have been collapsed into "Kent/Des Moines to Tacoma Dome light rail". To be consistent with the map of projects, "Kent/Des Moines" should be called "Des Moines", otherwise it can be confused with Sounder Rail service in Kent. This may confuse other survey respondents as well.
PIERCE COUNTY	I dream of light rail from the airport to Tacoma Dome station.
PIERCE COUNTY	Hurry up. Just make it happen.
PIERCE COUNTY	I will not strongly support anything that doesn't involve prioritizing light rail to Tacoma, 17 years to accomplish that is ridiculous!
PIERCE COUNTY	I do not take transit now as I am able to telecommute. Before that, I took the Sounded into Seattle for 10 years from it's inception. Best way to go. Now I ride light link into Seattle instead of driving
PIERCE COUNTY	Hong Kong built an island, the largest airport in the world, a free way, suspension bridge, a tunnel and all in 5 years. Why is this taking so long besides it being in Seattle, who has about the worst record for transportation programs in the country?
PIERCE COUNTY	I am frustrated that I am in the regional tax zone to pay for transit yet we have to walk or drive several miles from our home to access a bus. There was a bus stop on my block when I bought my home which was a major deciding factor. It has been removed. I realize this is a Pierce Transit issue, not Sound Transit, but the impact is significant for my family. What can be done to improve getting people to the trains??? Thanks!
PIERCE COUNTY	Need to put in a stop in Milton for the rail!
PIERCE COUNTY	In my opinion, light rail and buses are good to have but they don't effectively reduce traffic congestion. We've spent billions and traffic still doesn't flow. Maybe its time to add general purpose lanes and program traffic lights so that they don't intentionally impede traffic flow. I would happily pay for that.
PIERCE COUNTY	It needs to be completed more quickly
PIERCE COUNTY	I oppose the plan only because 17 years is far too long to have to continue to rely on I-5 to get from Tacoma anywhere North! You are talking 2033 at the earliest!! You should push south and north of Seattle ASAP! I-5 south has been expanded as much as possible -there is no more room to add more lanes, no shoulders to drive on...17 years of continued growth south of Seattle means more and more cars on an already unreliable and overcrowded freeway. Buses are not the answer!
PIERCE COUNTY	Needs to be a good plan when a train has to be stopped for any extended length for emergencies. Not just for Seattle commuters, people going to other places need a good back up plan. The train hitting various things (people and cars) has made me late numerous times and makes it so I can not use this if it causes me to get reprimanded for being late.
PIERCE COUNTY	Have services that serve communities in the 167 corridor and south including Bonney Lake

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Pierce County

PIERCE COUNTY	I don't use transit because I live only 4 miles from where I work. My wife uses a bus to get into downtown Seattle often times for work. We would both use busses and transit more if the fares were high enough to keep stinking (yes they smell bad) homeless off the system and away from the stations. Also, it would be nice to have enough security at the stations and on transit vehicles that we felt safe and didn't have to carry our firearms while riding.
PIERCE COUNTY	Suspicious of how it gets paid for. Please don't put burden on home owners. Please don't let something happen like the Narrows Bridge toll for life & increasing rates with every blink.
PIERCE COUNTY	Get cars off the street!
PIERCE COUNTY	No new taxes, ever
PIERCE COUNTY	This plan sounds very comprehensive and well thought out for current congestion data. Where this plan lacks is in the foresight of the next 10, 20, 30, and even 50 years down the road. By the time this design would be complete, 25 or more years from now, we will have a entire new set of problems with extensive data to better analyze the situation and to provide a suitable response. In summary I feel the plan decent but could be better and the timeline is surprisingly long, both of which include many problems to overcome. Let's plan this right and fund it correctly too. \$17 per month is a lot, there has to be other means of finding this project without taking so much from the hard working people of the Pacific Northwest.
PIERCE COUNTY	The fact that the tax increases never sunset is why everybody I know will vote no.
PIERCE COUNTY	I think it's lunacy to propose light rail to bedroom communities in Seattle (Ballard, West Seattle) before bringing it to Everett, which hosts the largest manufacturing hub in the state. That makes no sense.
PIERCE COUNTY	The money required for this and previously approved and constructed (completed and ongoing) projects is too much compared to the small benefit and limited population served. The same money used for roadway & existing bus service improvements would provide a greater benefit to more people for less money in a more timely manner.
PIERCE COUNTY	We live in rural Pierce County. Why should our taxes be raised to pay for something we will never use and will be paying for for the rest of our lives????
PIERCE COUNTY	I'd like the timelines to be a little more aggressive, knowing it's difficult to raise money, do the planning, enviro studies, etc., I still think ST should do everything possible to make this happen faster. I'd like to see more Sounder service from Tacoma to Seattle during the day and on weekends, not just for sporting events. And until Pierce Transit can match my 12 minute drive to the Tacoma Dome parking lot (right now it would take me at least 30 minutes)- we need more parking for commuter rail.
PIERCE COUNTY	Move up schedule for Tacoma-Lakewood expansion. The growth and current impacted commutes warrants this as a priority!
PIERCE COUNTY	Make people who use transit pay and not those who won't have it.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Pierce County

PIERCE COUNTY	The cost of riding the bus or train should be lowered so that everyone can afford it I do believe we (the whole community ) should have a a bus train and shuttle transportation like the state of Oregon has what they have really works well for everyone in the whole state I think that we should look into what they are doing there and consider doing that hear in our own state because it work effectively for everyone.thanks for considering my opponnet in this very important matter of public transportation at hand
PIERCE COUNTY	Sounder should increase service for reverse commute times and weekends.
PIERCE COUNTY	The south puget sound area - Tacoma, Puyallup, Sumner are ALWAYS at the bottom of the heap. Improvements happen everywhere else first and here last!! It takes almost 2 hours to drive into Seattle between 6am and 9am in the morning and the same going home. The Sounder Train Hours are too limited. Simply increasing the hours the train runs would help dramatically and the parking situation at the Puyallup station is abysmal. It is filled to capacity by the second train. There is no street parking in Puyallup for long enough time to ride the train into Seattle without being ticketed. Highway improvements are just now being done on 167 and completion won't be done for more than a decade. Where is the relief for the population of south Puget Sound? I would be forced to vote no on this project as once again we are going to be asked to supplement and support better travel options for the more affluent areas of puget sound. The southern region has a more desperate need for transit if you look at the demographics of the citizens. We can't afford Tesla's and aren't given Microsoft buses to drive us to work. We are working for \$10 an hour trying to make ends meet. To have the opportunity to work in Seattle at \$15 an hour requires transportation options that are affordable and viable. Try paying your rent or your other living expenses - food, utilities with a take home paycheck of \$950 a month. This plan should be used to implement transportation where the options are limited first by the lack of transit infrastructure rather than focusing on the areas that already have multiple options such as Seattle and the Eastside - Bellevue, Issaquah, Redmond. Come on - wake up and help those in need first not last. Stop scooting us down to the bottom of the priority list. Yes, I know you want the votes but why should we always be expected to sacrifice?
PIERCE COUNTY	I love the link railas they run moe frequently i dont do sounder cause it is not reliable up north and no weekends and times are not all day.
PIERCE COUNTY	How about a connect from the sounder from the south end that can connect to seatac airport with out having to go all the way to Seattle ?
PIERCE COUNTY	More promises as before...with ST only under delivering! Oh, and you expect me to pay for it...
PIERCE COUNTY	You need 24 hour trains running between Lakewood and ending in Everett. With expansion to Olympia
PIERCE COUNTY	We have spent enough money on mass transit. It is time for more general purpose lanes and new highways.
PIERCE COUNTY	I wish that the improvements wouldn't take so long to complete as the traffic and congestion are already bad.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Pierce County

PIERCE COUNTY	Find a different way to fund this. Use property taxes for people who live in million plus dollar homes! Also, extend services to people who live far from Seattle because they can't afford to live in Seattle first! The people living in the city that haven't been forced out yet due to cost are typically going to drive for the luxury and convenience despite the cost. Those forced to buy homes away from the city typically can't afford the cost of paying for the commute as easily and have to travel a further distance. Make it more convenient for these people first.
PIERCE COUNTY	No one likes buses; they're sketchy, dirty, and take too long to get anywhere. We need something like a bullet train...a big lot to safely park our cars, get on a fast train with minimal stops, that can go from Tacoma, stop at seatac, and continue on to Seattle near major landmarks.
PIERCE COUNTY	The project should include development of local transportation options around the regional stops/stations. It does me no good to ride the sounder from Tacoma to Auburn if I don't have coordinated transportation services from the station to where I need to go from there. Buses, trains and light rail seem very fragmented and uncoordinated at this time, prompting people to opt for their cars instead. Public transportation will be used by more people more often if we can develop a network of transport options that work together. People will need to see a clear benefit of switching to public transport, such as savings in time or money and much more convenience. For now, it costs me more money and takes more time to use my bike to and from the station and the Sounder from Tacoma to Auburn than driving in rush hour traffic. Exercise and 'being green' don't make up for the current inconvenience and added expense.
PIERCE COUNTY	unless it is all dependent on collection of funds to do the work- I think with the number of people willing to work the time lines seem to be too long to make a good portion happen sooner, especially in possible areas where work could go on with minimal impact 24/7. Also what about an alternate route north for Sounder so there is less impact due to the constant slide incidents on the current line.
PIERCE COUNTY	The project needs to be completed faster
PIERCE COUNTY	More light rail options for South Sound and sooner! People in Pierce Cty deserve reliable transit to SeaTac sooner!
PIERCE COUNTY	Light rail to Everett and Tacoma Sounder rail improvements to DuPont also sounder to Orting would be good
PIERCE COUNTY	We don't need to pay any more in taxes. Enough already. We have been bled dry. Spend what you already get more wisely like expanding road infrastructure with perhaps using private contractors instead of the bloated and poorly managed WSDOT.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Pierce County

PIERCE COUNTY	<p>I skipped a lot of the survey because it all seems so pointless. I'm in Tacoma and STILL waiting for the last promised light rail. Oh, wait, I think it's gonna be in Fed way sometime NEXT DECADE. But there's a shiny rail that goes back and forth downtown. Pretty sure you could make more money renting it out as a mobile party train, like the do in New Orleans. It's all pointless because of the underlying inability to get it 1)done as promised 2)done on time and 3) useful in everyday life. Until you fix these underlying problems, it's just money down a rathole. So I favor widened boulevards with less on-off ability, between cities; and rapid buses on existing roads; 24hr standby towing on existing roads; and money spent on a study (!) finding out why you're so incompetent at transportation compared to other cities.</p> <p>Seriously. I spend my summers in Vancouver BC. Wanna know how many times I drove in 1mo? 6 times. SIX. I talk to the bus drivers. They oohhhh and ahhh at our facilities and feel inadequate. My response? I don't use our facilities. Why? THEY DON'T GO ANYWHERE PEOPLE WANT TO GO-in a timely manner that is. People don't go from a downtown center to a downtown center. Only on a density hub map. They run errands, they visit friends in (hopefully thru zoning) other dense neighborhoods, they need transportation other than rush hour times. In greater Van BC I can walk from an apt in White Rock 45min away and effortlessly zip to Vancouver, go to a beach, eat dinner. In the city I can catch a night bus at 3am. And they've added multiple light rail lines in the time you've spent strangling the roads to get us so pissed at driving we decide to take your inconvenient, SLOW, awkward system. By the time you're done I still won't have light rail in Tacoma, will have paid thousands for something I can't ride, and will get around on a technology that surpasses yours by 2035. What? I'm just ranting? Let's take Tacoma as an example. The old trolley widened roads still exist. If anyone truly CARED, all you have to do is run a circular system and hit all relevant neighborhoods (downtown, stadium, proctor, west end, 6th ave, hilltop, UW)-including downtown-so people could work, shop, visit....you know, live. Anyone could zip off the route to express buses to Seattle for dinner and back at night. IF you ran a #\$\$@! late bus. And Seattle families could see AAA baseball at Cheney for the cost of 1 seat at Safeco. Oh, but that wouldn't be expensive. Or new technology. And no one in K county would want to see a concert at the Tacoma Dome...because...I-5 south is such a clusterF. So let's just muck up I-5 until we hate everything so much we pay taxes for some far off system. oh. wait. I already do.</p>
PIERCE COUNTY	<p>Stop asking for us to vote to raise our taxes! Busses should be self supporting and if they aren't, they aren't needed badly enough! Let the people who use them pay for them!!!</p>
PIERCE COUNTY	<p>The timeliness for the proposed expense is unacceptable. Charging for parking at transit centers and sounder stations should not be considered as it takes away the perk or free parking for those of us who choose to use public transportation and reduce traffic. Most transit centers do have insufficient parking. Additional quick routes for buses would be extremely helpful.</p>
PIERCE COUNTY	<p>We can't continue to herd all of western Washington into the overcrowded Puget Sound region. How about doing research on bringing industry to the outlying regions so that workers do not have to commute over great distances to get to work.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Pierce County

PIERCE COUNTY	We need link light rail across the sound now! Not in 17-25 years. People may not have the foresight to want to pay now, please don't let this area make the mistake the previous generations have made. Build/expand light rail and do it now. As soon as possible!
PIERCE COUNTY	Levying a property tax in order to pay for transit does not seem wise at this time.
PIERCE COUNTY	Please don't forget the south sound! King County is too heavily represented in the STP 3. The plan is out of balance.
PIERCE COUNTY	disappointment! To consider using property tax to fund transportation future - not very responsible
PIERCE COUNTY	Although I only occasionally use mass transit now, I want to be able to use it more.
PIERCE COUNTY	Cost is to much and no sunset provision on the taxes.
PIERCE COUNTY	I can think of unfruitful things on which to spend \$200/year! Seems like a speck of dust on the grand scheme of things to come. While I don't presently get to utilize transit services due to our particular circumstances, it would be great to know that there will be a way for my family and I to take in a show at the Showare in Kent without having to drive or park there. Driving there from Lakewood is typically not bad, but it would make for a much more enjoyable outing if a rail option was available. Speaking of our particular circumstances, how will DA civilians on JBLM get onto the base once the Tillicum and DuPont rail stations exist? This has always been my greatest hurdle. [I've explored carpools, vanpools, bus routes, etc. while comparing those options to my work schedule and haven't found a generally successful plan yet.]
PIERCE COUNTY	As well as more routes we more times available for using these new routes. Especially from Tacoma to Seattle commuter train and light rail trips.
PIERCE COUNTY	It should be be paid for those who us it not by taxes on people who don't use it this is not a socialist state!
PIERCE COUNTY	I feel like you and others don't think about South and east Pierce County enough when looking at transit opportunities. The amount of people that live south of 512 and east of 167 always get left out of the conversation on opportunities to grow transit. It's like we're the redheaded stepchildren
PIERCE COUNTY	Hurry
PIERCE COUNTY	I believe the priority should be light rail, period.
PIERCE COUNTY	I am a senior citizen living on a limited income and I am not in favor of paying taxes for something that is of no benefit to me or for that matter will not be available to me if I wanted to use it. Until this state decides to start helping it's senior citizens who for years have been taxed for everything that they no longer use I will never support any increase and that includes schools. Fire districts are a different story.
PIERCE COUNTY	I LIVE IN TACOMA WA BY NARROWS BRIDGE. EVERYTHING SOUNDS UP TO DATE IDEAS GOING FORWARD. HAVING PARKING WOULD BE IMPORTANT FOR ALL STATIONS. I RIDE THE PIERCE TRANSIT DAILY WITH MONTHLY PASS. COULDN'T SAY WHICH IDEA WOULD BE FIRST EXCEPT PARKING.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Pierce County

PIERCE COUNTY	Mass transit is vital to the continued growth and productivity of the region. At present I have not used mass transit here but have systems elsewhere. The costs to put this together are huge and purposed system of taxation seems like blood letting. Going after a bit here and a bit there will gain this program far more than it needs and there will be no checks and balances. KISS keep it simple s---- ad your word. At the end of the build the toll booth will open and the collection of fares will continue to fund this system and all these little bites will never be allowed to heal so the funds will continue to roll in but the next project will require yet another hike in the taxes. There are people in the area that do not have the \$200 a year to support this. There is no mention of assessed taxes on commercial property so that would imply that there is no gain for businesses in public transit. Try harder.
PIERCE COUNTY	Way too much of a tax increase for seniors to shoulder. Living on a fixed income we are being hit with increases in utilities, food, and other costs on a daily basis. This is just way too big of an increase. Social Secutity says our costs are not going up. Very wrong!!!!!!
PIERCE COUNTY	it would be great if there could be a light rail connection between the light rail/bus depot n Tacoma and the SeaTac airport, helping passengers avoid the traffic between these destinations.
PIERCE COUNTY	There needs to be more sounder trains in the evenings in both directions...especially on the weekends to support downtown seattle visitation.
PIERCE COUNTY	25 years is way to long to have the light rail go to Tacoma , especially when we will be paying for it now. It could even be longer en 25 years to finish! More sounder trains during the weekend, week nights later into evening and during the day.
PIERCE COUNTY	This is a big waste of money. I would rather have more buses than light rail. You can change bus routes as needed you are stuck with light rail lines. I do not ever ride light rail or buses.
PIERCE COUNTY	This is a complete mismanagement of tax payer money. In addition to more than tripling my car tab fees, you are increasing my property taxes and increasing sales tax for projects that will be used by less than 5% of the population and not be done for 25 years.
PIERCE COUNTY	I would like to see Puyallup/Sumner area included in more plans of development, and more emphasis on trains in general, not busses. The buses would have to use the roads that are already clogged and a horrendous headache. Focus on a rail line that would not cause any road closures and road construction on our major streets and highways. We need to expand our roads for the current car traffic, not expand our roads for a bus that will eventually end up on another clogged road. Bypass all of that crap and focus on a train!
PIERCE COUNTY	All types of taxes are on the rise in the greater Puget Sound area. All public entities are attempting to raise their particular fees/taxes/assessments/admissions. Most retirees and low income earners have no way to increase their incomes, every new or increased tax means more of a fixed income being syphoned away. It is very unreasonable and unfair for government entities to continue to squeeze fixed and low income families for more and more tax dollars. Many of us have paid taxes all of our adult lives and continue to due so in retirement. Sound Transit needs to find much more cost efficiency in what they do and how they do it.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Pierce County

PIERCE COUNTY	TacomaLink to TCC doesn't make much sense beyond maybe some political considerations. TCC already has a Pierce Transit bus hub. And with UWT downtown, the focus should be on getting more viable options for students traveling downtown. As is, TCC's needs seem to be met with a bus system that covers their service district AND parking lots (a luxury note afforded UWT students). I'm a Tacoma resident, a donating supporter of both UWT and TCC, and a staunch advocate of Soundtransit...with that, I would offer that the downtown-to-TCC-TacomaLink project seems to be a bit of a boutique project...
PIERCE COUNTY	Stop taxing us!!!!!!
PIERCE COUNTY	Rapid transit won't move the amount of people you will need to to make a difference. We need more roads not transit.
PIERCE COUNTY	Tacoma!! South Sound.
PIERCE COUNTY	why don't you team up with the state ferry system and get some ferries from like Tacoma and Gig Harbor area to Seattle since that would take some cars off the roads.
PIERCE COUNTY	The whole transit plan is the costliest form of transportation for any of us who seldom or never use it. We get nothing out of our tax dollars. If these dollars went to build more roads, we would better traffic freedom in the Puget Sound region. I know my voice doesn't matter because all those who want those of us not using it to pay for it far outnumber us.
PIERCE COUNTY	Sound transit has a history of extremely poor management of taxpayer resources. no new capital investment money should be given to that organization.
PIERCE COUNTY	Its important to provide Pierce county connection to the light rail system or better sounder service earlier in the plan. Pierce county does not feel it receives enough benefit for the taxes.
PIERCE COUNTY	One obvious problem is capacity. Due to the geography of Puget Sound (hemmed in between water and mountains, with a bottleneck in Downtown Seattle), transit needs its own dedicated space in order to provide any meaningful way of moving people. We should look at major cities around the world for examples. Many are using elevated systems - same light rail, but elevated. And in order to protect the beautiful views, dig two tunnels: one right underneath the present I-405, and the other under Puget Sound connecting Tacoma, Seattle and Everett.
PIERCE COUNTY	You are to be commended for your vision and ongoing work to transform Puget Sound into a world class city. We will never get there without a robust transportation system. Also, i love the idea of allowing buses to use the shoulders. BRT will never work unless they can stay on schedule, they have to be able to navigate free from congestion to gain widespread support. I won't use ST buses going home in the afternoon because the commutes are too unreliable and delayed frequently. That needs to change.  Good luck!
PIERCE COUNTY	I think this is a sensible plan that invests in some big-ticket items like the light rail extensions, but also recognizes the value of the other lines that move people like Sounder and Regional Express. As a person who lives in Puyallup and works frequently in Seattle I greatly value Sounder service. It saves much time and frustration. I'm a fiscal conservative but very willing to pay the additional taxes to improve transit service.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Pierce County

PIERCE COUNTY	Connecting the south sound with Seattle is incredibly important. I am in favor of rail, light rail, and anything that isn't bus or car related. Mass transit by rail in our region needs to continue to move forward as a critical aspect of our localized economy.
PIERCE COUNTY	Revision of transit fares must happen, only charge when all the seats on the bus are taken. Otherwise the purpose public transport is defeated.
PIERCE COUNTY	I appreciate that some(including legislators) feel that increasing our bus options will solve the majority of problems. As someone who frequently uses transit options in the I-5 corridor, I find this very short-sided. Currently, traffic of all kinds moves sluggishly in the corridor 7 days a week. We keep trying to squeeze more lanes into the same space and it actually is counter-productive. I believe this is detrimental to economic growth in the region because we can not move goods easily to and from our ports. Light rail projects need to superscede commuter traffic until the existing issue between railroad traffic and commuter traffic can be solved.
PIERCE COUNTY	future planning for a coordinated system is what we need, and Thurston county should be compelled to participate. It is shocking that the Sounder does not serve Olympia, where thousands of state workers are employed.
PIERCE COUNTY	total waste of tax payer money
PIERCE COUNTY	Sounder would be more useful with expanded service hours. I've been told the rails can only be used for sounder during certain times. Would you consider adding and publicizing sounder express bus service? You could offer an off-peak hours bus that run maybe just hourly during less popular times, providing service to sounder stations. I am hesitant to use sounder rail service because I work non traditional hours and I am afraid of being stranded.
PIERCE COUNTY	When I drove to work before retirement I lived close to work and paid my own way. If people want light rail, the people who use it should pay for it, not me.
PIERCE COUNTY	This looks like a well-organized and cost-effective plan - nice work! Something has to be done- nice work! I take the bus all the time to the airport and to Seattle and it is fast easy and affordable. I would take it to work in Olympia but it is not convenient and adds extra time to my commute.
PIERCE COUNTY	Expand highways. Not buses and Choo Choo trains
PIERCE COUNTY	Our taxes are already creeping up and NOTHING is being shown for it (in regards to the tolls on the bridges and the express lane on 405), additional taxes seems excessive and unnecessary.
PIERCE COUNTY	These projects were needed 10 years ago. I would be willing to support all these if the timeline was not after I'm dead and buried. Can't these projects be speeded up????
PIERCE COUNTY	You are already getting plenty of my tax money and are way overreaching. I am still paying RTA taxes that were supposed to end years ago. I doubt that even with all you want I find it impossible to believe you will not come to voters for more money in the future.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Pierce County

PIERCE COUNTY	<p>Your plan sucks. Let's avoid beating around the bush and get right to why your plan sucks. Very simply, it's mostly building or improving transit links between one set of rich white people to another set of rich white people. Meanwhile, a significant population in Pierce/King county do not have cars, and have terrible transit links to the areas that have all of the jobs, some of which REQUIRE A CAR to even be considered for employment. I don't see this plan addressing this problem in any way (running the link to TCC is a pathetic waste of precious tax money).</p> <p>Given the present state of public transit, it is UNBELIEVABLE to me that the FIRST project you plan to complete is along I 405. This is just a bunch of rich white people stuck in traffic. If they are so bothered by this, they can fix it themselves without any government money or action, CARPOOL! They have a diamond lane, USE IT!</p> <p>Yes, these rich white people are the main voters. So it's obvious that this whole plan is just one big bribe to them so they will vote for it. And that is what makes it a waste of money. The only plans worth completing are ones that connect low income people, many without cars, to job rich locations, so reliably that no one can blame transit for being late or absent.</p> <p>Also, building new Sounder stuff is way less important than extending the hours of the already existing lines. On can't use it to go to Seattle for any entertainment because the last run is at 6:30PM and it doesn't run at all n weekends. Pathetic.</p>
PIERCE COUNTY	<p>WE NEED AS MUCH PUBLIC TRANSIT INFRASTRUCTURE AS POSSIBLE, AS SOON AS POSSIBLE!!! I know that Sounder commuter trains run on BNSF tracks, but there needs to be more frequent trains during the day as traffic is only getting worse for those with abnormal schedules, and those who simply want to utilize their free days to experience what seattle has to offer. Sounder trains on the hour to the rest of the sound would be HUUUUGE</p>
PIERCE COUNTY	<p>In my opinion, as a Seattle native and Tacoma dweller, these projects are 30 years behind. Please finish them as fast as possible so that I may enjoy them for part of my life.</p>
PIERCE COUNTY	<p>If this is so important and will be so cost effective, then let private industry do it. Anytime government taxes it's people for giant projects the biggest amount is wasted and only directors get rich. Don't tax this retired person to death,</p>
PIERCE COUNTY	<p>More train service to the south sound</p>
PIERCE COUNTY	<p>Parking at light rail stations. Most have no parking and Tukwilla is useless because there are never any spots open. Expanded south sounder times would help also.</p>
PIERCE COUNTY	<p>It would be nice if the map graphic repeated for each section. I had to scroll up and down a lot on my iPad mini.</p>
PIERCE COUNTY	<p>Assess tax increases by region corresponding to those who would directly benefit from projects in their region.</p>
PIERCE COUNTY	<p>Parking is a big issue in Sumner we had a golf course along the river that could be a great place to park &amp; get on public transportation. Large parking garage &amp; station is needed this would service the while valley!</p>
PIERCE COUNTY	<p>Public transportation needs to be more aggressive and needs to reach all aspects of major cities</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Pierce County

PIERCE COUNTY	Think about Pierce County and not always King County. This area is growing at an exponential rate. The transportation here SUCKS compared to other states and countries I have been too. Learn from Portland, they are only 150 miles away. Why is it that if you live in Tacoma/Puyallup/Graham and surrounding area, a car is absolutely necessary. Our geography prevents adding many roads, so we need to make public transportation attractive and abundant to reduce traffic and emissions. Thank you.
PIERCE COUNTY	Keep light rail going to Everett and Tacoma also Commuter rail to Du Pont also no taxes on property
PIERCE COUNTY	More parking in sumner station
PIERCE COUNTY	We need an integrated mass transit plan that will be comprehensive like in the major cities of Europe. We should consider Seattle "Area" Transit as Olympia to Everett including the East Side communities. It is time to make commuting via automobile a thing of the past. We need to invest in this infrastructure.
PIERCE COUNTY	I totally oppose anymore tax increases for Sound Transit, already being taxed for Sound Transit 1 & 2, and since not one route helps me and that it'll take decades, just not worth it. Also, placing the light rail along S. 19th St. in Tacoma would further increase traffic congestion as it is currently the ONLY 4 lane road (2 lanes each direction) east and west of downtown Tacoma. If light rail would have originally had proposed to be along 6th Avenue, I might have gone along with it, but it's been almost 20 years since Sound Transit started and all Tacoma has is a 10 minute light rail and commuter rail which I don't use do to my working on swing shift.
PIERCE COUNTY	The plan favors King county at the expense ONCE AGAIN of Pierce County. We have been waiting too long for light rail ( other than our dinky Link, made to simply placate Pierce County) while light rail is built all over King County.
PIERCE COUNTY	Need to set priorities better, connect airport to Tacoma next 5 years and then branch out , this is a crucial link of most of the people. IS is backing up worse and people want a useful link
PIERCE COUNTY	why do I have to fill this out? i'm not interested and suddenly this stupid thing popped up on my computer ... PEOPLE GET A LIFE!!
PIERCE COUNTY	The Sounder needs to run more times throughout the day in BOTH directions and on weekends. If ST cannot secure property for a completely separate line consider tunnels in areas on congestion so ST can bypass the commercial rail issue. The original plan that got approved offered more than we have received yet and while better than at first it is still only a work commute tool for the day shift and still lacks weekend travel. As for your cost info in #14 you might want to indicate a time length for that fee. Property taxes are going up and while people find transit important, getting squeezed on all the items in property tax and other tax avenues is getting to be oppressive.
PIERCE COUNTY	This was supposed to be completed already. We passed a major RTA car tabs tax in the late 90s to bring light rail to tacoma by 2020, and you want more money? Where is the accountability?
PIERCE COUNTY	Make sure Tacoma is not over looked in the rail routes, and we get our fair share of the new routes.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Pierce County

PIERCE COUNTY	You cut off our services & I've learned to be GRATEFUL to be "off the bus line" for so many reasons to list. Though I do feel you've impacted my property value & have considered a lawsuit for some time. It's my 10,000 neighbors in Prairie Ridge, without choices who are impacted.
PIERCE COUNTY	I would like to see the sounder run southbound more often in the evening. I've taken it north in the late afternoon but then figure out how to get back to Tacoma.
PIERCE COUNTY	As a Pierce County resident, I recognize the need for more mass transit due to the heavy traffic at JBLM and Fife. It worries me that the advertising for this survey that I have seen only includes expansion to Redmond and Everett. By excluding Pierce County in the advertising, this survey may not be reaching enough voices in Pierce County to make the improvements that are needed.
PIERCE COUNTY	It's just too high a tax rate and too many different types of taxes. I mean really, those are MEANINGFUL additions to taxes on Sales, Vehicles AND Property. In addition, I understand that those taxes are basically indefinite in nature; they go for at least 50 years for capital, and are authorized for longer to support operations. That's just too much. Honestly, I don't believe your \$200/year estimate. And if I did, that's actually quite a lot of money for EVERY SINGLE HOUSEHOLD, whether they can use transit or not.
PIERCE COUNTY	Get it going!!
PIERCE COUNTY	I don't think that the transit system is a good use of the money we are already being taxed. I can't afford even \$17 a month extra for something I won't use. I think there should be better management of the taxes that are already collected!
PIERCE COUNTY	I'm frustrated with all of these plans!!!! At this point, I'm finding that it has not been feasible for me to use any transit system due to the length of time it takes to get to where I need to go and lack of options. In the past twenty five years I've taken the sounder 3 times, and the bus 5 times. I do not feel the cost is worth it. I could hire a driver and a car for less cost than I'm paying in taxes to fund this system. Now you want to raise my taxes even more for a service that is likely not going to meet my family's needs. In addition, if I find that I would benefit from using mass transit, I would/will have to shell out even more money to pay for a ride that I've already paid for. It's ridiculous!
PIERCE COUNTY	Too high of price to pay.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Pierce County

PIERCE COUNTY	<p>Get moving on mass transit!!!</p> <p>I have waited my whole life for the Puget Sound region to adopt and complete a system wide mass transit project! In the mid 1960's there was discussion of mass transit in Puget Sound, and no one acted. Again discussion in the 70's, 80's, 90's, 2000, and now it is 2016!!</p> <p>I have lived in South Sound Steilacoom and JT Base Lewis McChord, Seattle/Ballard, Bellevue/Clyde Hill. I JUST moved back to Steilacoom after retirement because I CANNOT stand the traffic in Seattle/Bellevue area And the I-5/I405 corridor any longer.</p> <p>No more talk!</p> <p>No more surveys!</p> <p>No more town halls!</p> <p>Yes it is expensive!</p> <p>But it is more expensive NOT to make e forward!</p> <p>And people are leaving the area because the traffic is making this area non-livable!!</p>
PIERCE COUNTY	Expansion of light link rail is critical for our region!
PIERCE COUNTY	It is all too expensive for what we get in the end. More focus should be placed on enhanced bus service.
PIERCE COUNTY	All this does is put fixed income seniors at risk. We seniors have paid our "dues" so to speak. Enough is enough.
PIERCE COUNTY	Parking is a huge problem right now that needs to be addressed immediately.
PIERCE COUNTY	I support additional bus express service.
PIERCE COUNTY	Motor vehicle taxes: We have two cars: one used daily, a truck used periodically. We also have a travel trailer & a boat with trailer. I think the tax on motor vehicles should be by miles driven or use. It should be a blanket amount per vehicle. That is UNFAIR
PIERCE COUNTY	This is a very large, very critical investment for our region's future, affecting livability and economic competitiveness for decades. It's critical that early actions demonstrate the capacity of ST to deliver; and emphasis on BRT and quickly-implementable capital projects impacting reliability (such as bus shoulder-use improvements) ought to be at the forefront for delivery within the first five years. Sooner is better.
PIERCE COUNTY	Connecting light rail from Tacoma to Seattle should be a priority.
PIERCE COUNTY	Stop this tax burden.
PIERCE COUNTY	Need is in all directions. Completing service to JBLM is vital for Pierce County's largest employer, military families, single young soldiers & service providers. Make them a priority sooner. Then add our state's Capitol into the 25 year plan! 🗳️
PIERCE COUNTY	With the budget that our state DOT has, there is no reason to raise taxes for this plan. The state needs to do a better job of managing their projects so they do not continuously run over budget.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Pierce County

PIERCE COUNTY	I feel the Sounder train needs more runs each day. Using it only for morning and evening commutes is a waste. I would use it to travel to Seattle quite often if it ran on a more convenient schedule and the city of Seattle and those in between would benefit from it as well. It is a shame to only run it twice a day for a couple of runs.
PIERCE COUNTY	Much of this light rail was promised in 1995. Since then billions have been spent and still no light rail in Federal Way or Tacoma. Running trains through Rainier Valley rather than Marginal Way where the jobs are is purely political. I do not trust Sound Transit with 50 billion dollars. ST has previously fallen short of it's original goals even with extra funding.
PIERCE COUNTY	I live in Tacoma so my primary interest is in projects that affect Tacoma.
PIERCE COUNTY	More buses in Tacoma!
PIERCE COUNTY	Finally time to get going on this project. I remember voting in the 70's to expand mass transit, it passed but all the money was spent on feasibility studies and consultants. I probably wouldn't be around in 25 years but my grandchildren will benefit. Make it happen and get rid of I-5 gridlock.
PIERCE COUNTY	Sorry but the projected costs to taxpayers are just too high. Examples of projected cost to taxpayers are not true---they will be much higher due to increasing home values.
PIERCE COUNTY	I have been paying taxes in Orting since the start of Sound Transit, and have no representation or voice to reflect the fact that the Sumner-Orting Highway is a 6-mile stretch which routinely can take an hour to traverse. This represents one of the worst commutes in our region, and you people are thinking about considering starting to study what to do about it at some point in the far future. When I try to use the Sounder in Sumner, I routinely must drive as far away as Kent to find a parking spot because there is no connecting transit options from anywhere in East Pierce County or south of Puyallup on SR161 (which means that many of these drivers are also using SR162 to bypass the South Hill Nightmare). There is an existing rail line from Puyallup to McMillan which presently serves one small cargo train per week. Why can you not upgrade the old decrepit rails and put in some crossing guards, and start a new light rail connector from the McMillan Industrial Park to the Puyallup Sounder Station to alleviate a huge amount of congestion on SR162, along with parking pressure at Puyallup and Sumner? Why do I continue to pay into your system, with neither representation or benefits?
PIERCE COUNTY	Buses and trains run almost empty. Fill them and maybe then there would be a need to improve service!
PIERCE COUNTY	Busses are not the key to our transportation issues. We need to expand light rail services. The state also needs to add more capacity to freeways by adding more lanes.
PIERCE COUNTY	I think the cost is outrageous for the supposed benefit. Billions of dollars will be taxed per year for something that won't be online for decades. I think that Sound Transit is moving ahead because politicians feel we can't be a big-boy city without light rail transit, not because it is the best/most efficient/least costly way to get people from a to b.  There isn't a bus line within 1/2 mile from my suburban home, yet you want to spend billions on light rail that isn't within 10 miles of my home.
PIERCE COUNTY	Puyallup station NEEDS better parking!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Pierce County

PIERCE COUNTY	Build more road lanes. Make 167 a true freeway..not just two lanes with a car pool lane. Who ever approved that plan should be run out of office.
PIERCE COUNTY	You should remove everyone living on the Peninsula (across the Tacoma Narrows Bridge) from any taxation on this project, the ST3 does not benefit us at all - unless we pay a \$5.00+ TOLL just to access the ST3 propositions, or pay to take a bus and then transfer to take light rail and pay for that service. It is unfair to tax us for a project that will not extend to our community (Gig Harbor and Key Peninsula) even though we reside inside the Pierce County taxable area. In addition, to pay a tax for 17 years before the service is available in the next town over from ours is undue and burdensome taxation. Totally unfair and everyone on the Peninsula side of the bridge is disenfranchised.
PIERCE COUNTY	Until there is complete accountability from Sound Transit you should not receive another red cent.
PIERCE COUNTY	People who do not live close to where they work should pay their own way to work. I had to pay my own way when I was working.
PIERCE COUNTY	To costly
PIERCE COUNTY	The need for public transit will go away within 10 years, so it's a waste of money. Self driving cars will become highly reliable and will become the only way to get to congested areas, because they will be able to communicate with each other and travel much faster and closer together. If you double the speed of traffic, the number of cars on the road at any time is cut in half, assuming the same number of trips. Since self driving cars won't crash, they won't need to protect their occupants and hence can be smaller and lighter and go much faster, also providing their occupants with free time to do other tasks, or even sit back and have a drink. I for one would like to see the carnage on our highways caused by drunk drivers ended. Transit is a waste of money and NOT the answer. Robert Hawkins, Bonney Lake, WA
PIERCE COUNTY	You can't maintain the equipment you've got now why saddle is with more that you'r
PIERCE COUNTY	Asking way too much of the taxpayer!
PIERCE COUNTY	1. Faster would be better. We need this yesterday. 2. Even through the winter, there are often more bicycles per train car than the cars are designed for. During summer it gets worse. A relatively inexpensive modification would be to create racks to store bikes upright. Same is true for light rail. 3. Integrate bike lanes/paths with train/light rail stations. (Maybe that's what you mean by "increase bike/pedestrian access?" It's unclear)
PIERCE COUNTY	Rail is entirely too expensive and moves to few people. Forget the rail projects and build more vehicle lanes.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Pierce County

PIERCE COUNTY	The first priority MUST be Rail, Rail, Rail. I was born in the UK that manages traffic in and around London mostly with trains not anything that drives on the roads. Buses will only work when the London Transport system is studied by anyone who is or will be involved in developing a plan for our transit improvement. Once you have better parking at train stations and more trains running and the public except and use this new system then you are throwing money away. Once a system is in service and people start using it then and only then you start looking at restricting traffic entering areas such as Seattle. I get the feeling that people trying to plan transport for the future have no idea of what it takes to make this work. Lastly measure, and measure again before you cut, if you stop cars then you need a system up and running before you do.
PIERCE COUNTY	The speed of this project is far too slow, thus can get done within 10 years, probably in 5. Push the time line up alot. Rail commuting needs to be the priority now. Thankyou.
PIERCE COUNTY	THIS IS ANOTHER STATE BOONDOGGLE TO SEPARATE EACH TAXPAYER FROM THEIR SHRINKING INCOME. THE STATE NEVER EVER THINKS ABOUT ALL THE SENIOR TAXPAYERS WHO ARE ON FIXED INCOMES AND WHO HAVE NEVER HAD AN INCREASE IN THEIR RETIREMENT INCOME IN OVER TEN YEARS. ALL THE OTHER EXPENSES THAT SENIORS MUST PAY, HAVE INCREASED OVER THOSE TEN YEARS AND A \$200.00 EXTRA TAX EACH YEAR, IS A BURDEN THAT SENIORS SHOULD NOT BE REQUIRED TO BEAR AFTER PAYING THEIR FAIR SHARE OF TAXES ALL OF THEIR LIVES!
PIERCE COUNTY	1. Overpriced. 2. Users should bear the financial burdens. 3. MVET is ridiculosly high. 4. Seniors who don't use transit system are penalized just by living in the RTA district. 5. The people don't want it - turned down in past elections. You are against the will of the people. 6. Sound Transit projects have never completed on time nor on budget. They are unworthy of stealing our hard-earned money for non-performance. 7. I haven't found anyone in favor of paying higher taxes forever for this boondoggle (no sunset clause on proposal, thus unlimited forever excessive tax burdens).
PIERCE COUNTY	STOP IT ALREADY.....
PIERCE COUNTY	Keep it moving!
PIERCE COUNTY	Please stop waisting our hard earned money.
PIERCE COUNTY	Taxation of WA populace is destroying our lives. Transit runs Empty buses - clogging traffic lanes on major highways. WA highways are littered with dangerous debris and frought with Potholes. WA roads and freeways maintenance, repair and restructuring more urgent than any of ST proposals to rape taxpayer bank accounts.
PIERCE COUNTY	Most people in Pierce county never use Sound Transit. Let Seattle take care of their own mess. I don't want to pay one penny for trains. Bring the jobs to Pierce County and we can take care of our own problems. Sound Transit has wasted billions and has never finished projects on time or budget. They have never correctly predicted rider volumes . They are one of the most subsidized transit systems in the country Privatize it and if can't operate on a budget without subsidies, shut it down. Enough is enough
PIERCE COUNTY	How much over budget will this be? How often does government over promise and under deliver? Almost always. What is the chance that this will be completed on time. I give it a .000001%
PIERCE COUNTY	Stop this crazy tax grab.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Pierce County

PIERCE COUNTY	Please stop stealing and wasting taxpayer money on projects designed to create union controlled government jobs. Nobody rides and nobody will ride the boondoggle system you have now and are proposing. Stop taxing everyone to death.
PIERCE COUNTY	If you want immediate improvement, increase the parking at existing commuter rail stations. Adding park and rides and increasing buses to transport commuters from there to the train station is an effort in futility and stupidity. I won't use the train because there is never anywhere to park. I gave up even trying. The last thing I want to do is add time to my commute by adding the extra time to get on a bus. More parking at existing stations leads to more train commuters, putting fewer cars on the road.  Furthermore, adding BRT is ridiculous. It adds more vehicles to the road, negating the very reason Sound Transit exists. Pierce Transit no longer runs in most of Pierce county because of lack of riders. Buses have already proven themselves to be a complete waste of time for commuters here. What we want is somewhere to park near the station we use. Parking garages, either above or underground, would be the most fiscally responsible step to take with the tax dollars Sound Transit is being entrusted with.
PIERCE COUNTY	The Seattle commuter issue will never be solved. Money would be better used to develop employment centers away from Seattle in Tacoma and Everett and outlying urban centers like auburn and Kent. Because of our topography we have an extremely difficult problem in moving north-south commuters. This will not change and the 50 billion will turn into multiples of that figure.
PIERCE COUNTY	The whole plan is way TOOOOOOOOOO EXPENSIVE!!!!!!
PIERCE COUNTY	The vast majority of drivers in the Western US will seldom or never use a project like this because it simply is not practical for people who value their independence and time. I am extremely opposed to spending scarce public dollars to benefit a small percentage of the mobile population who might benefit from this boondoggle with a heart-stopping price tag.
PIERCE COUNTY	Can't wait 17 years can you do it faster?
PIERCE COUNTY	The focus should be on rail systems, NOT MORE BUSES!
PIERCE COUNTY	I live on the Olympic Peninsula. I don't even cross the Tacoma Narrows Bridge because of the tolls unless absolutely necessary. This project doesn't benefit us at all yet you want us to pay for the Seattle gridlock? I pay enough property taxes and car taxes and gas taxes and... give it a rest!
PIERCE COUNTY	you idiots are running a gigantic scam--HELL NO to ST3
PIERCE COUNTY	I could not tell which light rail option would connect Tacoma to SeaTac airportbut that is the one I would give highest priority. All of the optuons that affect Peirce County would makeme more likely to use mass transit.
PIERCE COUNTY	Stay out of my property tax !!
PIERCE COUNTY	I do not use it, I live in the south sound and it does not serve my needs. I will not support this, and NO NEW TAXES!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Pierce County

PIERCE COUNTY	Our area is too sprawled out for rail to be cost effective. Expanding road and bus service is a proper use of funds, not wasting money on trains with too limited of access
PIERCE COUNTY	Paid parking at public transit stations... what? This plan will loose you support and encourage people to drive themselves. This plan will make it more difficult to utilize public transportation.
PIERCE COUNTY	They will never help me in graham
PIERCE COUNTY	If mass transit is so beneficial, it should be capable of being self sustaining without tax payer funds.
PIERCE COUNTY	Nothing is mentioned regarding the ST Express bus from Tacoma Dome to UW. Currently, it takes 40-50 minutes in the morning to get to UW. As long as taking multiple modes of transportation to get to UW from Tacoma in the morning, I'm all for paying more for extra services. But if the plan is to remove this Express bus, then I am not for any of this. I'm probably the only person who will write in and say this to anyone, but there are so many people who agree with me. Please figure out a way to either keep our bus from Tacoma dome to UW - or plan to deliver a better mode of transportation that will get us there in less than an hour max.
PIERCE COUNTY	Raise my taxes. Really, I'm serious. I don't ever want to hear it said "Well, nobody ever said 'please raise my taxes'". Because I just did. This is all for the public good and this is why we have government, to provide services to people.
PIERCE COUNTY	I'm all for transit and more transit options as I do not drive. However I do own a local small business and I'm opposed to sales tax continually being increased. In my business already I lose a lot more customers to online retailers based in other states than I do to the local brick and mortar shops. Between the minimum wage increases in Washington and the ever-increasing sales tax, trying to remain competitive in my industry and also keeping our doors open is a constant struggle. I'd love to see some non sales tax options considered to fund these projects.
PIERCE COUNTY	Another waste of tax payer money!
PIERCE COUNTY	I am in favor of more user friendly options(transfers throughout the Sounder Transit System/Pierce Transit) Also, Pierce Transit Timetables should include more buses to Sound Transit Centers(Lakewood) as a security precaution(In the case of Pierce Transit Route 51, the arrival/departure times are not with buses to Seattle). Also, for sporting events, more buses should depart from key sites instead of one bus that initially leaves from Sounder Lakewood Station, eliminating crowded buses with passengers enroute to downtown Seattle.....more Express Buses that make fewer stops.
PIERCE COUNTY	If money was funded differently I would be on board. The state should look within and it would see that we waste enough of the tax payers dollars. If there was a better use of the current money u wouldn't need more
PIERCE COUNTY	Please consider income, and race, in developing priorities and strategies.
PIERCE COUNTY	None
PIERCE COUNTY	There needs to be more parking, similar to Tukwila station, at the light rail stations. Also, the sounder train needs to run from Lakewood all the way continuously to Everett. Same with Everett to Lakewood. It's ridiculous it stops in Seattle each way without going further.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Pierce County

PIERCE COUNTY	This survey is written in such away that it drives wrong solutions and inaccurately paints a picture of current and future services. Bikers can pay their own way and charge the users of these services, not those of us that have no need to go to Seattle.
PIERCE COUNTY	I would like to see links built into the survey for each question, that explain the main considerations and estimated costs for each project. As it is, there isn't sufficient information for me to readily understand, for example, what the benefits vs cost (in \$ and in longer travel times for everyone else) of a new station at NE 130th or Boeing Access Road are, or whether these projects can be revisited later. \$200/year for the average adult located WHERE? in all of Pierce/King/Snohomish counties? Uniformly assessed irrespective of the level of benefits this service offers to the particular location? Is the 0.8% motor vehicle excise tax IN ADDITION TO the existing 0.3% excise tax, making the total 1.1% excise tax? A large portion of the use of these services is to enable people to transport themselves to employers, to collaborate on work. Yet all of the funding sources described are private individual citizens, taxed broadly. Where is the funding from business sources that will benefit from this expanded network? Where are the federal contributions described? The expanded network serves federal agendas on reducing carbon emissions & dependence on foreign oil, among others.
PIERCE COUNTY	Would use rail system of it was more available in my city and would be more supportive if it helped my traffic more than other cities.
PIERCE COUNTY	I am RETIRED. The TAXES are already too high, and I have never benefited from mass transit, and have had to support this boondoggle for many years. It is a burden on SENIORS, to pay more for things that start in SEATTLE and never get delivered as promised to the south sound.
PIERCE COUNTY	You have a rail line that goes from renton to Everett already. It should be developed and put in service right away to show you are serious about providing a good rail service and not just spinning your wheels waiting money. You need reader boards at stations telling commuters what track the train, is coming on. In today's electronic age there is no excuse for not having an easy way to tell where the train will be. I would take the train to work if there was parking but since there is not it is easier to drive. I feel that until you do something about these issues you are just wasting money and don't really care about moving people efficiently.
PIERCE COUNTY	This was one of the most awkward surveys I have ever taken. So many long winded questions about geographical areas I have no interest in. Not enough "Neutral" options.
PIERCE COUNTY	Funds should be used to improve general purpose traffic flow before a lot of these projects. Mainly bus flow. If all traffic is improved bus flow will improve also
PIERCE COUNTY	Please bring transit to Orting somehow we desperately need it!!!!
PIERCE COUNTY	This needs to happen in a shorter amount of time. 20 years is a ridiculous goal as we needed these transportation options a decade ago. Why not stay ahead of the game instead of always playing catch up? Also - traffic lights should be adjusted to commuter flow. Merging roads could be thought out better. Invest invest invest!!!!!!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Pierce County

PIERCE COUNTY	Need unbiased 3rd party data showing daily of available capacity versus ridership for light rail. Compare to same for busses. Publish this before voting begins as part of ballot measure information.
PIERCE COUNTY	Need more outlining areas in Pierce county with better bus service. Why did you take it away!
PIERCE COUNTY	Train to Orting, bus service to Orting
PIERCE COUNTY	Put accessible rail to outlying areas. Orting, wilkinson, south praire
PIERCE COUNTY	WHEN YOU HAVE TRANSPORTATION THAT GOES TO WHERE MOST PEOPLE WOULD USE IT AND BEING ABLE TO SUPPORT 24 HR SERVICE TO LARGE BUISNESS STOP WAISTING MY TAX DOLLARS!! YOU FORCE ME TO PAY FOR MTS AND I CANNOT USE IT!!
PIERCE COUNTY	Cost to much, overrun will be extremely costly. I am 76 years old, this project will not effect me, but I would have to pay taxes on project until I die. So how will this project benefit me!!!
PIERCE COUNTY	My concern with these plans is that the current system is not working well ..... transit should be to alleviate traffic on our highways which means providing ample parking for those using the facilities. Currently, if you are not at the transit facilities by 6am you will not find parking and are forced to park in the neighborhoods. Improve the current system first...
PIERCE COUNTY	We're not able to continue to be taxed at the rate we are being taxed. Adding more expenses to your citizens in such an economic downturn is foolish. Especially for a program that will not support it self. It will continue to be a pit of money as our current bus systems are. Work to make the current system self sustaining before we work on adding to it.
PIERCE COUNTY	Prioritize Tacoma to spread economic impact of improved transit
PIERCE COUNTY	Taxing property owners to fund ST projects is an inequitable practice. There should be a tax on other dwellings like apartments as well.
PIERCE COUNTY	Where I live on 66th and Tacoma mall blvd, the closest bus is a 20min walk. I have to be at work at 6am on Sunday's and 7am on weekdays. I've had to call and arrange cab rides. I wish that there were more buses in my area. So that way I don't have to call for a cab or walk 20mins or have to walk to the tacoma mallin the early mornings when it's still dark. My mom has to call cabs on the weekends which I sometimes help to pay for because buses stop running from Tacoma to Lakewood at relatively early times. I honestly don't think that it is a big necessity to improve the light rail system. I believe that the bus routes and times need to be improved.
PIERCE COUNTY	I would really like to see light rail go into Thurston county.
PIERCE COUNTY	Need something that takes you from spanaway to Seattle.
PIERCE COUNTY	There should be more trains throughout the day, and into the late evening for people who want to get to Tacoma and Seattle. One of the major complaints that I hear about Sound Transit is that it runs as a commuter service only. I believe that it is missing out on MAJOR revenue by restricting its operating hours to the extent that it does. If there were a feasibility study done that looked at extended hours with more trains in conjunction with more available parking at stations, I think Sound Transit would shift part of their focus.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Pierce County

PIERCE COUNTY	<p>Light rail has been a tragic, disastrous boondoggle in Washington state, costing billions more than promised every time, with time and cost overruns sometimes being double or more of the initial promise.</p> <p>We need 2 more lanes on I-5, 512, 405, 167, and 4 more land each way bypassing Seattle. The planners who ONLY offer us more bloated and costly light rail no one wants, rather than more lanes which everyone wants, are working AGAINST the needs and desires of the residents of Puget Sound. I sincerely hope we can obliterate all future light rail money pits and create better car and bus service which is more flexible, more efficient, more affordable, and more ecologically sound than letting our citizens waste hundreds of hours of their lifespan in traffic every year, and letting cars pour out thousand of metric tons more emissions by sitting in traffic jams.</p> <p>Light rail is the most irresponsible and idiotic waste of money in Washington State.</p>
PIERCE COUNTY	<p>Charging everyone for services not everyone wants to use is morally wrong and I will do my best as a citizen to end the employment of any public officials who support it. Sound Transit should have zero services not totally paid for by fares.</p>
PIERCE COUNTY	<p>Tolls on HOV lanes and raising taxes on everyone who can not use the current services is just wrong. Charge the people who use mass transit and leave everyone else alone. Why should I pay for someone else to ride at a discount. You are trying to force everyone into mass transit but don't provide service to all. You make those you done not provide service to pay double for a commute. When public transportation was available to me it would have added 2 hours to my commute time. Price per mile is more for public transportation than personally owned transportation.</p>
PIERCE COUNTY	<p>More commuter times for Sounder trains to Seattle, night time service.</p>
PIERCE COUNTY	<p>Connecting Tacoma to SeaTac airport and Seattle via light rail is the most important part of this plan.</p>
PIERCE COUNTY	<p>Expanding service is important, but so is incentives to use the program. Education on the light rail topic seems to be lacking. Get the word out there and educate people about why they should use the system. I feel like so much time is being spent looking at the bus system, but the truth is that people either take busses or they don't expanding the system is going to be hard to convince people to give up their cars for a bus. A train feels less trashy. I would never commute on a bus, but I would a train!</p>
PIERCE COUNTY	<p>Bus service from Orting to Sumner train station is desperately needed</p>
PIERCE COUNTY	<p>Cost seems too much to ask for something a long ways off. Would like the state to pick up more of the funding and give less tax breaks to large corporations such as Boeing. Close loop holes.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Pierce County

PIERCE COUNTY	<p>I-405 is already overcrowded with multiple bottlenecks worse than I-5. Putting additional busses on them is only going to compound the problem. Furthermore, there is insufficient supporting public transportation from I-405.</p> <p>Additionally, patrons are dropped off at many Sounder Stations with insufficient bus service forcing them to walk for miles.</p> <p>Washington cannot wait 25 years for this mess to be straightened out.</p> <p>Main problem is that I-90 intersects I-5 in downtown Seattle, the biggest Washington city. Intersection should be near Seatac which would take the load off I-405. I-5 lanes in downtown could be utilized to relieve I-5 congestion. Maybe get Federal funding to pay for it at little or no cost to taxpayers. All the rest is too little/too late.</p> <p>I-5 has many other problems which are slowly being corrected. Very poorly designed</p>
PIERCE COUNTY	<p>I would be a frequent transit user if mass transit could conveniently get me where I need to be and back, with as few transfers as possible.</p> <p>For example, in order to take the bus from 72nd &amp; Pacific to downtown Tacoma, I either have to walk 4 blocks, which could be dangerous at night in this area, or walk 2 blocks to 72nd &amp; Yakima, then take a transfer to 72nd &amp; Pacific. Hardly seems worth it, most times. I don't know what could be done about the situation, but that's my 2 cents.</p>
PIERCE COUNTY	<p>As an infrequent user of Sound Transit, my only personal problem has been finding parking near the Sounder station in Auburn, and near the light rail station at the airport.</p>
PIERCE COUNTY	<p>I am not opposed to paying for better transit if it benefits more than just a few select regions. It also needs to give relief to commuters on our interstates/highways. Bus service needs to be extended to areas like Orting. Small towns weeks residents don't have easy access to public transportation.</p>
PIERCE COUNTY	<p>Heading south to Olympia is a huge factor for many Tacoman's please consider this factor. Going from TCC to St. Martin's university or the Capitol would be the best thing to happen to our area for public transportation.</p>
PIERCE COUNTY	<p>instead of charging the people for it, pay our state government less</p>
PIERCE COUNTY	<p>Being 77 years old and probably will never see or use any of the Tacoma additions I resent having to pay for them out of my retirement funds. The only one of your proposed tax increases I would be OK with would be the sales tax. My property taxes are already out of sight thanks to the school levies and other charges. The excise tax on my vehicle is already more than the people voted for thanks to the lawmakers adding charges and fees on it without having to have a public vote. Why light rail to the community college when we already have bus service going there. Your new proposal adds thousands of dollars to the average home over the life of this or until someone comes up with another idea to stick it to the little guy.</p>
PIERCE COUNTY	<p>Pierce County needs to put a stop to building or support transit!!!!!!!!!!!! Orting does not have any transportation help and we are left to commute everyday with one lane in town and one lane out. Stop building in Bonney Lake; Tehaleh until they can support the infrastructure. Everyone uses hwy 162 to get to Graham, Bonney lake, Spanaway etc. HELP!</p>
PIERCE COUNTY	<p>Stop focusing on buses because they're cheap! They cause congestion because they're fighting for space with cars. Focus on rail!</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Pierce County

PIERCE COUNTY	<p>The amount of money you are asking and the time to complete seem way too out of sync. If you are going to charge more in Taxes to complete these projects, we need to have them started and completed quicker. The longer you take to complete the transit project and the more tax you want to create, increases how much I am going to Oppose any efforts.</p> <p>Currently these improvements have not helped and they have hindered my commute. Traffic needs to be fixed now!</p>
PIERCE COUNTY	<p>How do you possibly look at the regional traffic models and not add a express bus route from Tacoma to Bellevue immediately. This isn't even on your list for 25 years down the road! Unacceptable.</p>
PIERCE COUNTY	<p>This will cost Pierce Co. residents a lot of money for all the valuable transit options to be up North. Why would we vote for something that will provide very little value to Pierce Co.? Transit needs to go in a straight line from Tacoma to Seattle and Everett, once that is complete and runs like REAL commuter line, not just a few train in the AM and then nothing all day until the return in the PM, should Sound Transit to be looking at little spurs that benefit a select few. I'll be voting NO.</p>
PIERCE COUNTY	<p>Can't read the drop-down on my device.</p> <p>Pierce and south king county were bait-and-switched on ST2. Due to that, I am opposed to proposals that don't make up the difference by finishing what was approved in ST2 prior to beginning new ST3 work for areas that have already seen ST2 improvements. Based on the plan that I've seen so far, I'm a "no" vote on ST3.</p>
PIERCE COUNTY	<p>Greedy waste of money. Sound Transit is a big money suck and always over spending and past deadline. Stop it.</p>
PIERCE COUNTY	<p>Bus service hours need to be extended in many areas to support members of the work force. Many jobs have hours of operation which are longer than bus service in many areas. Being a woman 58 years of age, I have had to walk 3 miles from home when getting off work after 8 pm due to bus service not being provided after that time.</p>
PIERCE COUNTY	<p>Expand 167 Hot Lanes from Renton to Puyallup North &amp; South. Carry 167 to connect to I-5 and 705. Expand Sumner and Auburn to Bellevue &amp; Seattle Rapid Bus service</p>
PIERCE COUNTY	<p>Please make South-bound Sounder route run later each day</p>
PIERCE COUNTY	<p>Need lightrail connections from gig harbor to seattle</p>
PIERCE COUNTY	<p>Stop putting the taxes on the the people who own automobiles. The amount of time to get the light rail to Tacoma is absurd.</p>
PIERCE COUNTY	<p>speed between major stops needs to be priority with bus and or uber/taxi service from there, big trains and what little light rail we have over paid for already should be used to get the most people moved the fastest way possible.</p>
PIERCE COUNTY	<p>Rural zoned areas in Pierce County where there is no transit allowed should not be included in voting for RTA projects that have no direct benefit. You are taking away the opportunity to ask voters to support other projects here at home like sorely needed new school facilities that will be completed long before any of the ST3 projects in the Pierce County area. And, because of the RTA, the population of King County carries the vote and the outcome.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Pierce County

PIERCE COUNTY	This plan is budget high....and until I can see motivation on the part of Sound Transit to serve the public - in the advertised schedules - I will not support this measure. I ride the Sounder from the south. I take the first train. It is chronically late. There are chronic mechanical failures. There is chronic lack of communication with the passengers as to why the train arrives late or what has broken down. We see no maintenance done on the train until it breaks down. We have just absorbed a substantial fee increase for fare and what do we get? Late trains...very late trains...damn late trains and the attitude we are on the receiving end is that we should be grateful that they even show up. This is not rocket science. Our employers expect us to start work at 6 am....not 6:15, 6:20, or 6:45....you are a service connected organization....for the love of God, just get us to Seattle on the time schedule so that we don't have to run against red lights to make our connections and so that we can get to work on time....I see the South Sound is getting short shrift of services - and I see that we are the ones that are supporting the whole infrastructure. The train - at any given time - is full to capacity. Lynnwood has a huge parking facility and lots of buses.....give them a shoulder lane on I-5 and call it good. Seattle has King County Metro to serve the needs of King County residents. It is those of us in the further out cities of Puget Sound that need the services of rapid transit. We don't need more stations. We need adequate parking garages, longer trains, and timely service.
PIERCE COUNTY	Can't wait to jump on a link light rail vehicle here in Tacoma and get all the way to Everett.
PIERCE COUNTY	I would like to note that I have just used the rail system in Boston during the Marathon and found it to be both quick and affordable (even during a major event). I believe a rail system is much more important than additional busses, which could suffer from freeway congestion. The light-rail (subway) in Boston made a major city accessible. If bus routes ran to and from light-rail stations instead of complicated routes, much congestion and time would be saved.
PIERCE COUNTY	I'm curious about the timeline for the Orting extension.
PIERCE COUNTY	I have no confidence that the project will be done on time and within budget, therefore I will oppose. Also I understand there is no expiration on the property taxes. So no way.
PIERCE COUNTY	I think even more buses should be added between Tacoma and Seattle at peak hours, particularly Seattle to Tacoma in evening. This as well as other bus service should be added soon after taxes are raised and bus service should decline as other improvements are completed.
PIERCE COUNTY	I am very happy to see parts of eastern Pierce County included. I live in Orting and the traffic congestion is getting noticeably worse and worse. As I see the communities of Bonney Lake, Orting and South Hill Puyallup continue to grow I know it will do nothing but get increase. Also happy to see plans in the works to address JBLM. I dread driving from Tacoma to Olympia more than Tacoma to Seattle.
PIERCE COUNTY	All of the existing transit plans do not have any buses that go into the Boeing plants at Auburn or Fredrickson. Also there is no bus service to Orting or Graham anymore although they continue to pay RTA Taxes. The promises of the past have not been done so why should we pay more taxes for something that will be changed in the future.
PIERCE COUNTY	Na

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Pierce County

PIERCE COUNTY	I lived in Europe for 4 years and truly value the efficiency and effectiveness of good mass transit. We need to get gas-guzzling cars off the roads. It is essential to have good, reliable transit .
PIERCE COUNTY	I do not use any of these transit options, because they are not a convenient and/or cost effective way for me to travel, they do not impact me, because they do not serve my area readily. Do not tax me to pay for something I do not use.
PIERCE COUNTY	Traffic to Tacoma from Seattle is awful. With so many commuters being forced to move to Tacoma and South puget Sound in search of more affordable housing, I would strongly urge a harder look at getting the trains and light rail to Tacoma sooner. It would have the most benefit at alleviating traffic woes to commuters who could seek to ride the trains during both rush hours.
PIERCE COUNTY	I don't use transit at the moment but there is an 80% chance that I will be taking a job in Seattle in the next month or two that will require me to commute from Fircrest to Seattle daily. I have always strongly supported light rail and transit even when working at home and knowing that I will have improved transit options to look towards in the future will be of great interest. I am very open to add'l tax levies and bond issues to support this and will be glad to support transit expansion.
PIERCE COUNTY	I would love to use public transportation, but it is not available where I live.
PIERCE COUNTY	I live in Orting there is nothing in the way of buses or rail comming or going from my community. I ride the train into seattle everyday. Love it the best commute. In order to get a parking spot in sumner i end up having to leave for work around 4:30 in the morning just so a can beat the others trying to park there. It would be good to have some type of transit that would go through the orting community taking riders to the sounder train. This would help with traffic on 162 and parking at sumner and puyallup train stations.
PIERCE COUNTY	This project should be Federally funded. Taxing the average person as much as these proposals are asking for is wrong.
PIERCE COUNTY	I know, for many, there's a need for commute alternatives to driving. I personally don't have to deal with a daily 15 commute but might have a need in the future. My problem is with the completion dates. By the time any of the projects is completed I, hopefully, will be retired. So, I'll basically be paying \$200 a year or more for something I will probably never benefit from. That's a sobering thought. I would really rather put that amount of money towards my mortgage, taxes, insurance and retirement.
PIERCE COUNTY	Light rail or sounder from Orting to Sumner to help ease traffic on HWY-162

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Pierce County

PIERCE COUNTY	I have lived here in Seattle/Tacoma area for a while. I notice that you really do not take into account the urbanization plans you decide to privilege at the expense of neighborhoods and their inhabitants, seeing the population abstractly and concentrating on speed rather than accessibility. You also do not realize exactly how many of the population you have forced into isolation by your decisions. You do not listen to complaints (I have made many and have been treated rudely and lied to about complaints. I have also talked to many bus drivers who indicate that you do not listen to their reports for fine tuning routes or schedules. As someone who has become increasingly arthritic, I have noticed that your speed-goal system is particularly vicious as I have to walk long stretches where I used to be able to make connections but can no longer do so, sometimes up to half an hour of walking. And I do not always get a bus driver to accommodate me in lowering the entrance/exit at a stop, which slows me down even more than gimpy legs do in themselves as I have to be careful I can negotiate the distance between the bus and the street (not even the sidewalk sometimes).
PIERCE COUNTY	administration costs should be kept to a minimum with a focus on schedule.
PIERCE COUNTY	The auto excise tax increase could be a deal breaker.
PIERCE COUNTY	Light rail from tacoma to SeaTac is my priority
PIERCE COUNTY	I recognize the importance of this plan as the traffic congestion gets more intolerable by the day, and also to combat global warming. In these ways, I support it, even though I likely will no longer be alive by the time it is completed. I have never liked using public transportation, and I would only use it in an emergency, or if my license was revoked. I oppose supporting the plan because as a retired person, my income is so small that I can barely afford my necessities, and my income will never increase, however, all the bills increase every year. I am drowning in debt, and I cannot afford another \$200 per year.
PIERCE COUNTY	These projects should be moved forward even MORE QUICKLY than planned. The freeways are crowded to the point of stopping traffic on most days. These should not be optional plans. They should be included as normal in the state budget.
PIERCE COUNTY	We do not have any mass transit available with useful stops near where we live. There are few bus shelters, and those that are in place are often in use by people who are not going to use the mass transit; they are usually easy to identify as they wait in the bus shelters for their drug dealer to pick them up. In addition, the weather here does not lend itself to waiting in bus shelters in the dreadful winter and early spring rain that pelts us every time we step out. We do not take the bus for this reason, and because the buses are unpleasant.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Pierce County

PIERCE COUNTY	There should be a better system in place for getting from Seattle to Sumner Station when there is a problem with the trains. The suggestion that's been posted on the website in the past is to take a bus from Seattle to Federal Way, wait for a bus from Federal Way to Puyallup, and wait for a bus from Puyallup to Sumner...a process that takes about 4 hours. That's completely ridiculous. If there are complications with the trains, all 577 busses should automatically become 578 busses so that it only takes 1 1/2 hours or so to get between Seattle and Sumner. For one reason a lot of people who take the Sumner train have to catch a bus from Bonney Lake Park and Ride to Sumner and those busses only run when trains are supposed to be running. If it takes you 4 hours to get back to Sumner station, there's a great likelihood that you won't be able to get a bus back from Sumner to Bonney Lake.
PIERCE COUNTY	light rail to tacoma ASAP.
PIERCE COUNTY	I DO NOT WANT TO PAY 400 DOLLARS A YEAR MORE ...MORE!, on my taxes already. I am being taxed right out of my home! I moved to a rural place in Orting BECAUSE I WANTED TO LIVE IN A RURAL AREA....WITHOUT all the trappings of a city. I AM VERY MUCH OPPOSED TO THE RAIL
PIERCE COUNTY	Take property tax out of the funding option. I have some control my sales tax and motor vehicle excise tax expenses but not how much property tax I pay.
PIERCE COUNTY	Rail provides the least bang for the buck in public transportation in the modern world. Technology is rapidly transforming our metropolitan area with automation coming online in automobile/truck/buss technology, along with more flexibility on where we work from. The only rail projects that ever made any sense in this area was the Sounder service because that rail already existed and running a high speed rail to a bedroom community beyond the Puget Sound region. The next house I buy WILL BE OUTSIDE THE RTA because these taxes being used to serve so few do not reflect my opinions.
PIERCE COUNTY	Your proposing too little to late ... I fully intend to get the hell out of Puget Sound within 3.5 years when I retire ... and never look back ... The so obvious problem is politicians encouraging industry to the region then giving them tax breaks when the opposite should happen as all the new industry creates the traffic problem, construction makes a mess of our roads and makes the area unlivable for those of us here!! The politicians are a greedy bunch relishing in all the tax revenues created by new housing that in turn creates a bigger mess (and bigger government) crappy traffic ... we never bother to go to Seattle anymore was a traffic nightmare and over priced everything ... Your killing the wildlife(Puget Sound mammals) and polluting the atmosphere you need to start promoting ZPG not encourage more humans to live work and reproduce in the narrow strip of land between the Cascades and Puget Sound ! Ps: I work in govt and am nowadays embarrassed to admit it !

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Pierce County

PIERCE COUNTY	We absolutely need more public transit in the South Sound. Development is already too car-oriented and this is hard to correct. But, I look at how much more will be added to our taxes, and I balk. Yes, it's just a few hundred extra a year--but this is on top of the "few" hundred extra for the parks, for schools, for road maintenance in Tacoma, etc., etc. To me, this is the proverbial straw breaking the camel's back. And of course, Tacoma and the South Sound reap the benefits of the plan WAY down the line. What we need most of all is to fix the state tax system in Washington. We cannot keep nickel and diming everyone through property taxes. Lobby for an income tax. That's how state's with good infrastructure operate (property, sales and income tax!)
PIERCE COUNTY	I see light rail as overly expensive and not necessary. Stick with buses and commuter rail.
PIERCE COUNTY	I know projects were dropped from ST2 due to funding, particularly in suburban areas. I don't see anything here that addresses restoring and completing the package from ST2. You will not have my support until those shortfalls are clearly addressed in ST3. You couldn't deliver the complete ST2 package, why would I trust you to deliver ST3?
PIERCE COUNTY	Until this project more directly affects Tacoma in a more timely manner and eliminates bus improvements I am opposed. We need and want the rail we were promised in Pierce County not the tidbits and scraps of rail we get after King County is serviced.
PIERCE COUNTY	We need to act now to relieve congestion and carbon emissions. It will never be cheaper to do so than it is now. Let's get it done!
PIERCE COUNTY	Light rail needs to be expanded immediately, buses should be a last priority. Light rail connecting everett and Tacoma with Seattle and Bellevue should be highest priority as people are forced to commute from these areas due to rent hikes and lack of rent control, low and middle income people are forced to commute an unreasonable amount of time to get to work. By the time these proposed projects are completed they will already be out of date and too narrow in scope to be beneficial. We need a reliable commuter train system with secure parking structures ASAP.
PIERCE COUNTY	Rail transportation is an outdated method of mass transit, and will barely make a dent in mitigating the traffic accompanying the masses of people expected to move into this area, over the next 25 years. Increasing efficiency and maintenance of the existing highway/roadways would leverage expected technological advances, in autos and personal conveyances. Stop the attempts at social-engineering our society, in the hopes of getting the public out of their cars.
PIERCE COUNTY	A mini station on existing rail line near Orting to serve East Pierce County cities, communities and scheduled developments, would delay total gridlock on SR 162, 410, and 167. Thanks for having it on the Planning list.
PIERCE COUNTY	Although I selected rail to Tacoma Dome and Sounder from Lakewood to DuPont as top 2, I also encourage support of downtown Tacoma to Tacoma Mall. These three are critical-critical expansions. Appears to be long-range to construction; earlier is better. Up to 17 years for completion seems to be a long-time.
PIERCE COUNTY	More light rail/sounder connections in the south! Tacoma/Puyallup all the way down to Olympia.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Pierce County

PIERCE COUNTY	Why extend light rail to DuPont, a "city" of fewer than 10,000 and not invest in a solution that would have real substantial impact by extending it farther south to Olympia, where tens of thousands of government employees commute to 5 days a week...!?
PIERCE COUNTY	So you're asking us to fund a project that our children get to make use of. Please finish it for them.
PIERCE COUNTY	1. Tacoma to Redmond - fast train. 2. Timelines too far out in time. \$200/year for 25 years? 3. Focus on train lines. Mass transportation system for the region and the execute swiftly. 1/4 current timelines
PIERCE COUNTY	Just friggen do it already. Quit studying, start building.
PIERCE COUNTY	Don't know if respondents would interpret this as a "threat", but I would find it helpful to share how much the failed mass transit proposals would have already accomplished and at what cost if they had been approved -- compared to what we now have to spend and the likely even higher cost of further delays. I would argue, therefore, for a quicker timeline
PIERCE COUNTY	I absolutely will not support ST3. As a Piyalup resident, you are asking me to vote to raise my taxes when we have been completely left out of this package AND we still haven't received a darn thing we were promised under ST2. Not only will I not support ST3, I will actively campaign against it.
PIERCE COUNTY	The timeline is to long. By the time it is finished it will be already over crowded. The need is today, not 25 years from now. There needs to be better forethought put into the expansion time frame.
PIERCE COUNTY	Please run Sounder train all weekend besides games.
PIERCE COUNTY	Why don't you utilize the Sounder train you already have in place by adding more train times, specially earlier so that workers who start early in Tukwila Renton area can utilize the service. Hwy 167 is busy @ 4:30 am since you train times to not accommodate the many worker who start early in those areas. Also if you ran trains on the weekends to Seattle I think many people would use that service as well. You just want to spend more money to upgrade which will take 25 years, but by using the train system you have now it would provide immediate relief.
PIERCE COUNTY	More sounder train runs from Tacoma. Ending at 8am is far too early.
PIERCE COUNTY	Light rail is cool, but expensive and inflexible. BRT seems like a similarly static option (especially with dedicated separated lanes) at a fraction of the cost. The best value for the entirety of the transit system seems to be the mass movement of the regional authority (Sound Transit) to move people to the local authorities (Metro, Pierce Transit) so they can move folks within their systems. Sound Transit's continued and increasing demand for limited resources has been harmful to their local partners, especially in the South Sound where the perception remains that Sound Transit is not spending resources commiserate to the need or promise. The timelines for the projects in the South Sound in ST3 helps to reinforce those perceptions.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Pierce County

PIERCE COUNTY	<p>Yipes. For my participation in this survey to be meaningful, I have to have a knowledge base that greatly exceeds what the average citizen possesses. How can anyone living in the Puget Sound Basin know all the detail that would allow them to distinguish between the value of the various geographic and transit options you offer? That said...</p> <p>I don't know how this survey result will be used. Should I select "strongly support" for everything? That's how I feel. But that response doesn't help you prioritize. Or should I just choose my local projects, since those will benefit me? But that makes it a beauty contest.</p> <p>I want all of this transit improvement done, and I'm willing to be taxed to pay for it. Our highway system is a mess, everyone knows it, but nobody wants to undergo the pain and inconvenience of paying for replacement. So how should I answer the survey to encourage you to craft a voter authorization that actually has a chance to pass? I want it to pass, so I'm happy to go along with whatever works to get that voter approval. I just don't know what that is. I hope that you do.</p> <p>Lastly, I indicated "somewhat support" for payment, because I'm concerned that payment will fall on the backs of those who can least afford it. Who may well be those who need the mass transit the most. Our sales tax is regressive. I know that's an entirely different can of worms, but it plays out here in a big way. I believe the work should be funded, but especially by those (like me) who own property, and by those who own cars. Car tabs should be a major chunk of the revenue, since a reduction of traffic will benefit them the most.</p> <p>But I fear that step would discourage voter approval. It won't happen without voter approval. So at the end of the day, I support whatever steps the people who actually are good at politics believe will be necessary in order to get the project approved.</p>
PIERCE COUNTY	You must be out of your mind. The cost is prohibitive.
PIERCE COUNTY	These projects need to be completed before 25 years. We need rapid transit in Pierce County to Seattle NOW. NOT BUSES. I don't want to be paying for something that will not benefit my family or the area I live in. Get something going in the south end NOW!!!!
PIERCE COUNTY	Why is it taking so long? I'll actually be dead before there is direct light rail to SeaTac Airport. This is America! Bring back the CCC---get these young men off the street and building infrastructure!
PIERCE COUNTY	I am TOTALLY opposed to this boondogle and it's accompanying monstrous tax requirement. UNTIL THIS STATE STARTS RECOGNIZING THAT WE WANT ROADS FOR CARS RATHER THAN TRAINS AND TAXES, FOR THE BENEFIT OF THE MINORITY WHO WANT TO LOOK LIKE EUROPE, then I will oppose any further proposal for such a project.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Pierce County

PIERCE COUNTY	If the public views the plans as too Bellevue helpful I don't think they will support as much as the feeling is that the Bellevue/Redmond areas have the more wealthy people that will only drive their cars anyway (and may not vote for it). We need good, reliable, SAFE transit in areas where the regular workers live and work. There seems to be a economic disparity in some of the plans that should be removed so ALL can utilize and depend upon transit as they do in the east.
PIERCE COUNTY	Huge overreach on money
PIERCE COUNTY	With Tacoma being the 2nd or 3rd largest city in the state, there should more priory linking Tacoma up to the light rail.
PIERCE COUNTY	It's a shame that there isn't a shuttle bus that comes to homes that have people who have disabilities. I have a daughter who has autism spectrum disorder and works on Weds and Thursdays and it makes it hard with us have 1 car to be able to make appts when it comes to working around her schedule. If shuttle buses were still working to where they could come and get her and take her back come, it sure would make things a lot easier especially if she should change jobs in the Puyallup area.  Thank you [name]
PIERCE COUNTY	Link the sounder with the light rail, this will get cars off the interstates.
PIERCE COUNTY	Need to go south faster. That is where people are moving too
PIERCE COUNTY	I see the core of the plan to be to provide light rail service AND strengthen commuter rail service for the highest traffic routes, i.e. Tacoma - Everett. These routes must be supported with adequate parking or good feeder local bus services -- most of us do not live within easy walking distance of the stations, and while I admire and support the growing number of cyclists, a large proportion of our residents aren't going to get on a bike. And there is the timing -- 25 years for Issaquah and Everett? Surely you joke? That is more than a generation! I try to use transit as much as possible, mainly to the airport and downtown Seattle. But it takes two buses to get as far as my closest station, which nudges me back to driving in a single occupant vehicle for these trips.
PIERCE COUNTY	At \$200 per year per adult that would mean a retired couple on a fixed income would be paying \$400/year which we and a lot of other retired people simply cannot afford.
PIERCE COUNTY	More transit now
PIERCE COUNTY	HOW DO YOU PLAN TO PROTECT THE CARS PARK AT THE STATION, I HAD MY TRUCK STOLEN TWICE
PIERCE COUNTY	I am and have been opposed to the extreme cost of link light rail and it's very limited rider access. The same amount of money could have been spent to double or triple the bus service through out the entire ST area.
PIERCE COUNTY	I understand that the federal government made a large contribution to the transit system. This should be reflected visibly in the community. A little PR goes a long way.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Pierce County

PIERCE COUNTY	Why not use bus rapid transit early on sounder and light rail projects until rail projects are operational, then move to permanent bus rapid transit Routes? By any measure future rail projects are most critical so provide some relief there ahead of rail Portland and Vancouver BC both did this and it worked well!
PIERCE COUNTY	The 3-pronged approach to taxation without a sunset clause is unfortunately doomed, particularly because many in non-Seattle centric areas won't see ST3 improvements until after 17 years or more. Most people have a hard time fathoming that long of a wait. Past performance for meeting deadlines suggests that the wait time could be much longer. Also, there needs to be more of a discussion of austerity. 2014 figures show 6 people employed by ST3 with incomes exceeding \$200K, 22 who made > \$150K, and around 200 who made \$100K. Seems very top heavy with high-salaried people. Why? What cost-saving measures did Sound Transit take during the recent recession? Not much info on this. Much more transparency is needed here to build trust.
PIERCE COUNTY	Try to use something other than sales tax. Our state's tax system is already inequitable due to sales tax!
PIERCE COUNTY	Currently, emphasis should be on adding buses to the transit system - it'll be cheaper and available more immediately.
PIERCE COUNTY	If the state can't find a way to fully fund public education the outlook for enhanced transportation in and out of Seattle will always take a back seat. Over time most of us find a way to live without Seattle. In fact, avoiding Seattle except for selected entertainment opportunities, becomes a way of life.
PIERCE COUNTY	How about we just build a hyper loop (yes I am serious). Our transit is already behind current need. My fear is that if we spend all this money, and if light rail and other rail and bus expansion is not completed for 20 years, by the time it is done it will be way behind the need and there will e new better transit technology like the hyper loop. Or maybe there could be a ferry from Tacoma to Seattle so people don't have to drive or take rail. Thanks for considering my comments,
PIERCE COUNTY	Increase Sounder Train operating hours to all day, instead of just commuter times. Thank you!
PIERCE COUNTY	Connect Tacoma to SeaTac sooner
PIERCE COUNTY	I can support these kinds of taxes if the fares remain affordable
PIERCE COUNTY	Building additional capacity for Sumner commuter rail station is extremely important. Extending bus service and/or rail to communities around Sumner (e.g. Orting, McMillan, South Prairie, Bonney Lake) is extremely important. Hundreds of commuters from those communities drive SOVs to the Sumner Station; need bus additional bus or rail options to get commuters to rail stations further north.
PIERCE COUNTY	Project should be delivered faster even if that means higher tax. It is needed yesterday.
PIERCE COUNTY	The plan is ridiculous. We should be building more lanes for vehicles and encouraging affordable housing so that folks can live where they work and not have to commute.
PIERCE COUNTY	More parking at existing rail stations needs to be a priority. There is road rage in the parking garages.
PIERCE COUNTY	Traffic sucks!
PIERCE COUNTY	Everett through Tacoma need to be connected via light rail. Stop worrying about bus expansion, focus on light rail.
PIERCE COUNTY	Make Sounder train available on weekends from Puyallup to Seattle.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Pierce County

PIERCE COUNTY	Concentrate on light rail
PIERCE COUNTY	If you don't speed up the construction in Pierce County, they will likely not vote for the projects.
PIERCE COUNTY	It would be nice if there was Sounder Train service to Olympia. Currently I have to take the bus from Lakewood station to and from Olympia everyday along with MANY other state workers. Lots of people drive themselves to Olympia from Seattle, Tacoma and Bellevue. So another train going south to Olympia would also cut down on the Fwy traffic in the mornings and afternoons by JBLM.  Thank you for your consideration.
PIERCE COUNTY	Timeline is very spread out. Maybe too spread out to be appealing. Eight years to extend bus service? There are already too many incomplete construction projects on freeways that CAUSE traffic.
PIERCE COUNTY	I am tired of the King County centric plans. I am pleased to see an increased focus on Pierce County as many people are moving South to take advantage of more affordable housing options. We need transit to keep up with commuting patterns.
PIERCE COUNTY	We need a train service from Orting to tie into Sumner or Puyallup..
PIERCE COUNTY	The need for parking at train and transit centers can not be over emphasized if transit plan is to be successful. Sumner parking is nonexistent by 5:10AM. Consider other parking options please ( soon)! Ridership could increase considerably with available parking. Thanks
PIERCE COUNTY	Why is everything so tilted toward north end as opposed to south? South End has very little to show for years if transit support when compared to what north end, Eastside and of course Seattle gets.
PIERCE COUNTY	NO RAIL PROJECTS. BUSES ARE CHEAPER WITH FLEXIBLE. ALL PAST SOUND TRANSIT PROJECT HAVE BEEN TEN YEARS LATE AND GROSSLY OVER BUDGET. RAIL PROJECTS LOCK IN 1920'S TECHNOLOGY. I FORSEE IMPROVEMENTS IN TECH WHICH WILL BRING TRANSPORTATION TO THE USER NOT HAVE THE USER GO TO THE TRANSPORTATION.
PIERCE COUNTY	I know many people ride the bus routes, but I feel we need to concentrate on our trains and light rails. We need to move away from gas fuel and use cleaner energy.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Pierce County

PIERCE COUNTY	Folks - this plan is not perfect. But we are in a PERPETUAL MOBILITY EMERGENCY in this market that threatens the environment, the quality of life, economic development, prosperity, equity, education, mental health and EVERY other axis of human measurement you can think of. 50 years of dithering have made this ALL URGENT. In fact, this plan is HALF the size it should be. There are limits to ST's funding mechanisms, but I think they need to be lifted to double the proposal. It's not pretty. It's expensive. It's inefficient. But that's what happens when an ENTIRE REGION fails - fails to plan - fails to take responsibility - and fails to spend the political and social capital to prevent EMERGENCIES. This is management by crisis and now the piper has to be paid. This ALL should have been accomplished in 1980. Our growth isn't surprising. This crisis wasn't unanticipated. The region just FAILED to face reality and start work when the other major metropolitan areas of this country were doing so. Atlanta has our subway - and now we have to build our own system with all the associated right-of-way, policy and technical barriers that come along with trying to do something in 2016 in a process-obsessed market like the Seattle/Tacoma region. We deserve what we get, and now we're going to have to pay out the rear to get it done.
PIERCE COUNTY	This survey was cumbersome to take with the map at the top of the webpage. Also, I question the validity of results for numbers 12 and 13 because they did not allow a neutral answer, while number 14 did allow a neutral answer.
PIERCE COUNTY	I am in favor of this plan but not the schedule for which Tacoma comes online. The plan should include A TACOMA extension within 10 years. This is a huge growing community and deserves better than to be placed is a third or fourth priority. I have intentionally not answer questions 13 and 14 because it is not clear if my support of taxes to finance the plan would include such a long wait for the Tacoma area. My answer will change if You articulate a much swifter timeline for Tacoma's involvement.
PIERCE COUNTY	There needs to be significant protection for the current residents, particularly black and brown folks, who may be at risk for displacement as a result of the light rail expansion.
PIERCE COUNTY	Need to have a station in Orting
PIERCE COUNTY	Too much money and too long to complete. Ridiculous to collect Pierce county taxes and see any benefits for a decade.
PIERCE COUNTY	Project timelines and cost seem unreasonable. Why not run high speed rail along I-5 on an elevated platform?
PIERCE COUNTY	Find a way to increase Sounder trains frequency and parking at the stations. I don't want to take a car to the bus to the train to the bus to work and reverse that to come home. I would rather sit in the god awful traffic. And find another way to pay for this instead of making me pony up even more money. Maybe have the powers that be look at the total budgets and find savings in other areas. I am tired of the only way to pay for improvements is to make me pay even more money. I don't get to do that in my own budget, if I want to spend more in one area then I need to cut back somewhere else. And last but not least I will be dead in 25 years and will not need transit. This is a problem now, fix it now. Look at 5 year plans not to death do we part plans.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Pierce County

PIERCE COUNTY	<p>Like parents needing a babysitter to be able to go to work, Washingtonians need state-of-the art mass transportation. Sound Transit has the vision, and our future needs methods of transporting masses of a growing population of people. Sounder Train and Link Rail make so much sense. Cars have to stop for pedestrians, and very rarely are trains or link are behind schedule.</p> <p>People should pay for their fare on buses, like people have to pay for link fare and train fare in advance. This way, it keeps people moving quicker. It makes being on time more reliable.</p>
PIERCE COUNTY	<p>I have seen these plans and talked with one of your engineers at a public meeting, who told me all he cared about was getting people to ride public transportation, and that he didn't care one bit whether it was convenient for them or not.</p> <p>Our family certainly cannot afford this proposal in this economy. Unless our economy and personal income significantly increases this increase in taxes and fees would cause us to have to move out of state. Our local school district passed new levees last year for new construction and are now asking for public bonds to be issued. We have had no pay increases in a long while government taxes and mandate fees are strangling us. This is total madness to ask people of Washington State to pay these kind of fees, especially with the newspaper stating that most employees across our country will not receive raises this year, and Boeing having announced lay-offs.</p> <p>Additionally I believe the majority of people feel vulnerable to personal assaults on public transportation, especially buses. I am fully aware of the traffic congestion in our region, which has been exacerbated by poor planning by WSDOT, and restricting lanes on major roads and bridges from the citizens who have already paid for them, unless they pay additional fees. Public Transportation officials can not be trusted to keep their word, nor do I believe they truly have the best interest of the public in mind.</p>
PIERCE COUNTY	<p>In our current economy, with little improvement in sight for a long time; we don't have the money!! We need to get rid of the impediments to traffic right now by dispensing with these preposterous "hot lanes" which are nothing but a funding source for the DOT. They make traffic worse and act as a form of coercion--eg. "Do I want to pay \$25 on my commute today or do I want to risk being late to work?" Requiring 3-person carpools throws 80% of those who used to use the carpool lanes to lose the ability, thus there is no further incentive to carpool. They figure that they might as well get in line with everyone else in the reduced general-purpose lanes. This social engineering is killing this economy and will correct itself when we all leave the state because the government won't let us get to work!!</p>
PIERCE COUNTY	<p>I would support and appreciate extended hours and weekend operation for the Sounder train. If the train offered weekend, midday and evening service, as well as service for events like Bumbershoot, ECCC, games I would choose to ride it every time. I think expanding this train and making it available would be an awesome addition.</p>
PIERCE COUNTY	<p>Light rail to Tacoma and Pierce County needs to be expedited. Tacoma's Comprehensive Plan has adopted goals of 80 million square feet of new development in its South and North Downtown Planning Areas and Tacoma is identified as one of the regions major growth centers under the Puget Sound Regional Council's 2040 Regional Plan. Seattle has exceeded its growth targets at the expense of surrounding communities and should not be rewarded with additional projects that are needed to let these other identified growth center actually have a chance of growing.</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Pierce County

PIERCE COUNTY	Used to live in Boston for many years and the subway or "T" is used extensively by Boston and Boston metro residents. I know that Seattle will never be able to have the extensive subway network of older cities as Boston and New York, but an improved light rail would improve traffic - but it needs to be reliable and frequent. I used the T all the time when living in Boston and almost forgot that I had a car. Thank you for planing for the future!!!
PIERCE COUNTY	Would love to see light rail expand From Federal Way to Airport ..
PIERCE COUNTY	If you'd started building Light Rail in the earlier 80s when approached by the folks who built Vancouver BC's Light Rail system, most of this would already be done. Stop dragging your collective feet and get on this!
PIERCE COUNTY	I believe more support could be garnered among non-users of Sound Transit if the ad campaign emphasized how transit reduces congestion for drivers and facilitates visiting restaurants, museums, and music venues in Seattle. I stopped going to the Intiman Theatre, Seattle museums and restaurants, and other Seattle venues because the traffic is so bad. Commuters for whom transit doesn't work, and trades/sales people who can't use transit still benefit from transit. Help these commuters and help the restaurant/museum/club owners to understand how they benefit from transit.
PIERCE COUNTY	Sumner station has hardly any parking, this needs to be expedited on the list. Also a noon train should added to the Southline so people can work a half day in Seattle then leave early. Thanks
PIERCE COUNTY	No more taxes I already pay almost \$200 a year for tabs!! Make the riders foot the bill!!!!!!!!!!!!!! Bus drivers have almost nearly hit me several times this year I say do away with busses!
PIERCE COUNTY	Raising money for the project from property taxes, sales tax and vehicle excise tax is too much! Choose one and go with it. Taxing all aspects of our lives is not the best practice. Taxes should relate to the commuting problems like a gas tax, yearly mileage tax, taxes on new vehicles etc.
PIERCE COUNTY	It seems like this is going to take a long time to complete. We need to start somewhere!!! I want to use the sounder in Sumner but there is no parking there. I spend 2 hours daily commuting and would love to see improvement in the traffic situation which has gotten dramatically worse over the years. It would be great to have a station in Orting area. I will be retired however before any of these improvements come into place. It makes it hard for me to want to support the effort when it is taking so long for it to happen. My son is looking at commuting from Graham to Everett every day. Horrible commute!!! The Sounder does not go early enough in the am to benefit him. Why is the idea of the buses using the shoulder of the road going to take so many years to institute? That would help dramatically if more people would take the rapid transit bus.
PIERCE COUNTY	Safety at stations must be a priority. Also, get reliable and fast bus service going first to prove it can be done and offer incentives to ride. I'll take a while to get us trained together leave our cars at home, so trust will be vital . . . Safety Andy reliability and incentives are vital.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Pierce County

PIERCE COUNTY	AS A RESIDENT CLEAR UP ON SOUTH HILL PUYALLUP WE ARE VERY UPSET BEING TAXED EVERY YEAR ON THREE VEHICLES FOR A SYSTEM THAT DOES NOT SUPPORT OUR COMMUNITY IN THE LEAST. IT'S IMMORAL IN MY OPINION TO FORCE TAX PAYORS TO PAY FOR A SYSTEM THEY DON'T USE, CANNOT USE, AND DOESN'T HELP LOCALLY. ALL THIS IS IS A TAX GRAB TO SUPPORT THE HIGHER MASS/DENSITY POPULATION. MAKE THE RIDERSHIP PAY THE FULL AMOUNT- IF IT HAS THE RIDERSHIP IT'S SELF-SUPPORTING, IF IT DOESN'T IT FAILS- JUST THAT SIMPLE!!!!!! STOP TAXING SO FAR OUT. BY THE WAY, PIERCE COUNTY IS REALLY BIG ON ISSUING SFR AND MULTI FAMILY HOUSING PERMITS TO INCREASE TAX REVENUES, AND WOEFULLY LACKING ON GRABBING ANY OF "YOUR" FUNDS TO HELP THAT MASSIVE TRAFFIC ON SOUTH HILL... IF YOU ARE GOING TO STEAL MY MEONY AT LEAST USE IT TO HELP ON A MORE LOCAL LEVEL... WE HATE THIS STUPID SYSTEMATIC METHOD OF EXTRACTION.
PIERCE COUNTY	Parking, parking!!! Why is it always an afterthought for planning. You want to encourage mass transit, but for those that have to dront live in city area and therefore have to drive to a rail station, there is ALWAYS a parking issue. Which deters the use of mass transit!!! The rails are great, but how about making it even more accessible for the commuters that actually have a real commute, from kent, aubur, federal way.
PIERCE COUNTY	Tacoma has affordable housing & community. You must connect us to Seattle & better job markets with efficient light rail service. Our city is a city of commuters and I-5 hinders both the mobility of talent and economic development.
PIERCE COUNTY	All southbound sounder trains should stop at all stations (i.e. Lakewood). Please stop the practice of having only certain trains going all the way to the end. Transit options between Tacoma and Lakewood are lacking.
PIERCE COUNTY	Much more parking needs to be made available for light rail system, right now it is not utilized enough because there are not enough parking spaces, driving people to hit the freeway instead of taking the train.
PIERCE COUNTY	Seattle and Tacoma are major cities and public transportation is for everyone, we should all be doing our part to support it.
PIERCE COUNTY	The biggest problem with rail stations is little to no options on commuting once you step off the Sounder train. How are you supposed to get from the train station to your work/play location without transportation?

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Out of District

Subarea	Additional Feedback - OTHER
Out of District	<p>People are most excited for light rail, speeding up delivery timelines for light rail access instead of BRT would increase support for the ST3 proposal. The current proposal to include a new downtown Transit Tunnel is critical, however I'm not sure going to Ballard via Interbay is worth the very expensive cost of crossing Salmon Bay, not to mention the delays from not having a right of way (assuming the bridge across is too low). A Ballard to UW station would allow for more work to be completed for a lower cost. Any cost savings would then go towards studying the creating of another loop, to "replace" the Metro route 8. Please see this diagram: <a href="https://www.theurbanist.org/wp-content/uploads/2016/01/Ballard-Spur-and-Metro-8-overview.png">https://www.theurbanist.org/wp-content/uploads/2016/01/Ballard-Spur-and-Metro-8-overview.png</a>.</p>
Out of District	<p>ST should have omitted the schedule of projects in this draft plan. Let people begin to like the projects and accept their cost -- THEN figure out the construction sequencing. Instead, you have people fighting already over the schedule.</p> <p>Also, the BAR station has no business in this plan! Way too much cost to serve way too few riders. "But Tukwila wants it" is not an excuse to do something this expensive and non-productive.</p>
Out of District	<p>If you want people to ride the train or buses you need to make it worth their while. Make the HOV lanes from 3-6 buses only. That way we wouldn't be in traffic so long and cars would see the advantage of taking the bus. Also add more stops on the sounder train like at Pike Place Market area. Too many people are too far south for a lot of people who work in the core of downtown.</p>
Out of District	<p>Less studies!!! More construction!!!</p>
Out of District	<p>Please consider future inclusion of northern Thurston County (Olympia/Lacey) into the Sound Transit Benefit District.</p>
Out of District	<p>Sounder Rail to Olympia</p>
Out of District	<p>Fort Lewis traffic is absolutely terrible in both directions (I-5N and I-5S) during certain hours and I don't see any viable option other than extending the Sounder train service to Dupont and Tillicum to make this any better in a cost effective manner.</p> <p>I am very excited about the possibility of more train and light rail based mass transit. It actually puts us closer to our peer countries and the developing economies which all have enhanced mass transit. Hoping that we can get ST3 Sounder train moving quickly!</p>
Out of District	<p>I live in Gig Harbor, so mass transit is of very little value to me. There is one express bus from Gig Harbor, but is not useful because of the extremely restrictive schedule. Even from Tacoma, your options are limited. For those of us who live in the south sound, there is really no option but to drive your car to Seattle or Bellevue. I have always wanted to take some form of mass transit and have never been able to because the south sound seems to get ignored by Sound Transit. I hope this changes, just try and drive through Tacoma/Fife on I-5 and you can see the urgent need for a solution.</p>
Out of District	<p>Just make sure whatever you do that you provide plenty of parking</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Out of District

Out of District	Many thousands of people who work in downtown Seattle live on the Kitsap Peninsula, and their options are very limited. I have a 2.5 hour commute every morning and every night. Rail service to park & ride stops would dramatically reduce commutes and open up a lot of opportunity.
Out of District	#bringbackashley The new light rail voice is not as good as Ashley. Bring her back!!!
Out of District	NO MORE TAXING US. MANAGE THE MONEY PROPERLY AND CUT SOMETHING ELSE OUT OF THE BUDGET. 17 BUCKS A MONTH?? ARE YOU COMPLETELY OUT OF TOUCH?? PEOPLE HAVE NOT SEEN THEIR SALARIES GO UP IN YEARS. GET REAL.
Out of District	I strongly support extension of Sounder rail to Dupont. With the Amtrak Point Defiance Bypass Project underway, the track will be there. This seems like low-hanging fruit and will take a lot of South Sound (Olympia) commuters off of I-5.  Widespread fraud is occurring which allows vehicle owners to avoid paying RTA and TBD fees by registering their vehicles outside of the Puget Sound area. As of 2015 DOL and DOR were doing very little about this. Please hold DOL and the licensing agents and subagents accountable to ensure registration records are accurate and everyone living in the RTA is paying their fair share.  I live in Thurston County and I support our inclusion into the RTA.
Out of District	Find another piggy bank other than property owners.
Out of District	Light rail to Lynnwood!
Out of District	To support this plan, the costs need to be shared by everyone. We do not want our property taxes raised. We need all to pitch in equally. When you raise the property tax it forces people to loose homes if the property tax is hit with all these new taxes. It is sad when the elderly loose their homes due to increase on property tax. You must come up with s better way to get every renter to pay this tax as well.
Out of District	Please consider adding a small additional Sounder station in Ballard. Riders from the north need a way to get off before reaching the downtown bottleneck. Nothing fancy. Just another stop!
Out of District	Until Light Rail can reach throughout the region, work diligently to increase the frequency of Sounder Trains into non-work times so they can be used for getting to and from Tacoma/Seattle/Everett for appointments and shopping, and entertainment.
Out of District	I really think it is important to focus on dense area first, if we could take thousands off the streets in the city first that would help with traffic much more than suburban areas. Ballard, west Seattle should come first.
Out of District	Hey how about some trolleybuses and streetcars in this
Out of District	The system needs to balance reach to outlying communities AFTER building a robust availability of mass transit within the core.....if not far reaching lines will not serve the diversity of potential users.....  Also PLEASE HURRY!!!!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Out of District

Out of District	Although cars on the road will be reduced by people who choose transit, those spaces will be backfilled with new drivers willing to tolerate the commute. Given the option people will opt for driving if new lanes continue to be added. Growing a tipping point of transit users by making it easier/faster than driving would only help future transit projects in getting approved.
Out of District	Sound Transit is the biggest scam in our state's history. It is nothing but crony "capitalism" (read Fascism). To continue to push the use of 150 year old tech to solve our problems is nonsense. We don't need ST or any of its proposals. This nothing more than an insider scheme to fleece the taxpayers and enrich the parasite class.
Out of District	Get to Everett.
Out of District	Why punish the people who don't use transit to be paying for this. Absolutely ridiculous.
Out of District	If there was any way to improve transit to Snohomish, I would support that particularly, as I live around there of course. In general, I much more support rail than bus just because of the dedicated nature of its pathways.
Out of District	Many of us, even living in Seattle, need to use our car just to get to transit. You also have the transit hub next to Rainier Beach High school, over four blocks from the light rail, why isn't this Hub at the Rainier Beach Light Rail Station?
Out of District	Light rail is an enormous waste of money. All previous estimates of ridership have been significantly overestimated. All light rail is doing is transferring riders from bus service to light rail. It is not reducing the number of cars on the road.
Out of District	Put pressure on Thurston County to participate please!
Out of District	The transit system needs to be fast tracked. 25 years is way too long. What are you going to do about transportation in Kent? Specifically the east side of Kent. When I try to use light rail I have to use the Tukwila station which is always full. How am I to use public transit when you don't acknowledge people outside of Seattle need to drive to the stations?
Out of District	I think buses driving on shoulders is a dangerous idea because if a car is broken down and on the shoulder, it could create a major accident. I ride a bus between Lynnwood and Seattle everyday and would rather sit in traffic than risk our bus hitting a parked car at 50+ mph. Many times people are standing as our buses are over capacity and this would be DEVESTATING.
Out of District	Ballard is not a priority.
Out of District	Charge more money to ride, not more taxes. Need better enforcement of free riders taking long and short hops, put in body turn tiles, can,t jump over only entry after paying.
Out of District	Many people, self included, would pay more in tax IF it meant faster completion times, esp. Across lake Washington to connect east and west sides.
Out of District	You are all leaches on the productive members of the community. Sound Transit is putting good people out of work via emanate domain. Go back to California
Out of District	Please prioritize the transit improvements that will allow demographics with less resources to get to their jobs and school reliably, in order to help them succeed.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Out of District

Out of District	None of this will help traffic. Othing that sound transit wasted money on (that is everything they have done) has helped traffic. Sound transit is a waste of money
Out of District	Dupot access from Tacoma, and Bellevue access from Auburn area is my greatest interest currently.
Out of District	I like in Lake Stevens and commute to Downtown Seattle on the water front every morning. There are no bus services that serve the waterfront on Alaskan Way, so that is not an option for me. I would have to walk from 5th and Pike through scary unsafe areas. The Sounder is also not an option because there is no stop in Belltown, I have to take it all the way to King Street Station, and then have the unsafe walk. I would love to be able to take a bus or the train but as there are no stops on the waterfront I am unable. There are many employees at the Port of Seattle who would take advantage of this, in addition to now Expedia coming, Amazon and Google...I think that a quick win would be to build a stop for the Sounder train where there is currently and old trolley platform on Bell/Wall Street. I am currently unable to take advantage of transportation because it currently takes me 1.5 hours each way by driving, and it takes over 2 hours to take the bus or train with connections/walking. It must be faster in order to take advantage. Many of the people voting for this will be retired by the time they will feel the effects. Quick wins are necessary to achieve the buy in.
Out of District	I am very excited about the expansion of the light rail system and would use that system today if I could.
Out of District	this entire expansion plan should move MORE QUICKLY; parking needs to be available at ALL STATIONS outside the city---and don't charge for it !! make the number of parking stalls ADEQUATE; more express busses are needed from outside the city from south King County, like Renton and Burien, SeaTac and Des Moines. Increase the number of parking stalls at Tukwila by finally building a garage. Put in pocket parking lots in Sodo, for example. I'd drive from SeaTac and park in Sodo and then hop the Link. Make it easier for us !
Out of District	Please, please consider the availability of parking at transit centers. Or look into ways to shuttle people from surrounding neighborhoods to the transit centers, which would lessen the demand for parking at P&R transit stations. Parking at Park & Rides, oddly enough, is a commodity and quickly is gone (e.g., all the parking spaces are used up) by 10am weekdays.
Out of District	There needs to be Sounder Train all the way to Marysville with more time spots there just isn't enough trains North bound and with mud slides it makes it hard to commute on train so most people North drive and traffic is a HUGE nightmare.
Out of District	There are not enough Sounder cars on the Seattle Everett run. There should be additional morning and weekend scheduled runs. Otherwise there truly is no improvement to quality of life or flex work schedules.
Out of District	As a commuter (wasting over 2 hours each day in traffic) I'm desperate for a mass transit system that works! Im supportive of increased taxes to support the plan however 8+ years is too long! We need this much sooner!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Out of District

Out of District	Your plan is too heavily dependent on expensive light rail. If you can build 'right of way' tracks for trains, you can build 'right of way' roads for express buses at less expense - and construction will be considerably faster. Light rail tunnels are good for within city projects where there isn't room for bus only lanes - like Ballard and West Seattle. For long freeway commutes, 'bus only' lanes make more sense. ALL freeway shoulders/bridges/overpasses should be adjusted to accommodate a 'bus only' lane. Planners need to pay attention to small adjustments that could be made NOW. The morning backup to get into downtown at Stewart from the express lanes is ridiculous! Buses should have their own lane in, or, be given right of way to bypass the lineup and cut in at the front of the line. The commute no longer ENDS at 9:00am. Parking along bus lanes should not be allowed until after 10:00am. Restricted downtown 'bus only' lanes should be provided during the evening commute as well so that buses can run on time. ALL routes should have ample parking provided in each neighborhood. People will not use transit if they cannot park close to a station. People will not use transit if they have to make inconvenient connections. The survey you need to send out, is what has to be done to get commuters who DO NOT currently use public transit, to start.
Out of District	Add more lanes to the roads
Out of District	Light rail needs to move ahead quickly. Public transport in the Puget Sound is worse than anywhere else I've been. It's unreliable, unusable, and doesn't exist in areas it needs to. However, the system also needs to pay for itself. The system needs to be developed with no cost to tax payers. It should be a user pays system and it should be profitable. Other transportation systems can be profitable, there's no reason why this one shouldn't be. However, it requires upfront investment to make the system usable. However, it's ridiculous to expect residents to foot the bill, especially considering the public transit system has not serviced them in the past and it's questionable whether it will in the future.
Out of District	Additional transit needs to be affordable for low-income residents and accessible by low-income neighborhoods.
Out of District	commuter rail along I-5 corridor makes sense; if people knew they could get north or south along I-5 without sitting in traffic, they'd use it.
Out of District	Need a rail link like the sounder from Tacoma to Bellevue, or a direct express bus that does not go through Seattle first. The lack of being able to bus between Tacoma to Bellevue direct means longer commutes for bus travelers, leading them to use their cars instead which is not as good as using mass transit.
Out of District	Why no expansion of Sounder North? Why will it take until 2042 to bring light rail to Everett? I see nothing in this plan to benefit Snohomish county north of Lynnwood. I'm all for transit projects, but it seems to me that King County is becoming the biggest benefactor of Sound Transit.. I can't vote for Sound Transit since I live in Island County, but I do use it.
Out of District	If this all of this were put in place tomorrow, I would still not be able to get to work without driving my car at least five miles. Even given more reliable/faster transit times, the commute would still take longer then the just driving but without access to a restroom. Please include restrooms! (Go European! If the citizens of Washington state are willing to pay to drive on a road/bridge, we can pay to use restrooms with attendants)
Out of District	My main frustration with the light rail system is the slow above ground segment in South Seattle. It makes it a lot less attractive to use, and to expand a system with that handicap. I think it reduces ridership.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Out of District

Out of District	Ah, ST3 takes 25 years to fix any transit woes we have in Tacoma. I will be canvassing hard to defeat it, so Pierce Transit has a flying chance in Hell of passing a levee for better LOCAL bus service. Go away Sound Transit, we do need your \$\$\$\$\$\$ light rail
Out of District	<p>Avoid using property tax to fund transit. This tax should be used to support other societal priorities like education which shouldn't compete with transit for funding or reduce the likelihood of voter support for additional property taxes to support those priorities.</p> <p>Accelerate project &amp; service delivery as much as possible, but don't sacrifice good public involvement or funding partnerships (e.g. FTA \$)</p> <p>SR 522 BRT: this is a great next step beyond the good bus service there today but needs to be carefully planned. It should only be routed to the 145th St LRT station if there is a fast, reliable pathway along 145th, and the replacement service for the Lake City-Downtown market is provided (e.g. operate Metro Route 41 between Northgate Station and Lake City Way/145th St)</p> <p>Lynnwood-Everett LRT: it should be a high priority to complete the LRT spine to Everett (and Tacoma). Snohomish and Pierce Counties have been supporting and enabling LRT to be built thru Seattle for decades in anticipation of extension to their communities, and it is time for Seattle to reciprocate. However, the Paine Field deviation makes little sense since most employees at Boeing and nearby aerospace firms live east and north of Everett, not south. Getting those workers to/from Paine Field from those areas can be done more efficiently with dedicated, express bus service from Everett Station and/or surrounding communities. Light rail from the south will not serve these riders, and an LRT connection is overkill for the rush hour demands of those employers. If Boeing wants light rail to Paine Field, they should pay the extra cost to get it there v. routing on I-5.</p> <p>Ballard &amp; West Seattle LRT: these lines are critical to serving these burgeoning areas and providing alternatives to driving in the constrained corridors that connect them to downtown. Further, connecting these communities with LRT should be paramount over other ST investments in Seattle like infill stations at Graham, 130th or Boeing Access Road.</p>
Out of District	One of the most important projects on the book is the Dupont Sounder Station and extension of the South Sounder System
Out of District	Parking at existing sounder stations like auburn and Kent are critical. Your ads say ride the sounder but many don't because they can't park. Fix this first. Parking at existing stations comes before building anything new.
Out of District	Please do it sooner. Let's go on a war footing to make this happen before I die!
Out of District	If you could do it before I retire in 25 years, that would be great.
Out of District	I don't like the words , 'finish the system' I don't see ST3 as finishing the system, I see it as not a bad start to ST4.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Out of District

Out of District	I am extremely thrilled at the thought of reliable public transportation across the Puget Sound area. The ability to travel seamlessly to/from communities would be a great benefit. It would also be nice to also incorporate light rail options across the 520 bridge.
Out of District	Need to focus first and foremost on completing north south light rail from Everett to DuPont. This proposal is too Seattle Centric. What about us poor and disadvantaged people in Pierce County? This is not an equitable proposal. It's for the rich people in Seattle and Bellevue. Where is the social justice and equity for those of us who have no voice. Please build light rail that me and my family can access in the South Tacoma and Lakewood area.
Out of District	25 years is way too long to complete this. And it isn't a very comprehensive plan. I'd like to get from Snoqualmie to Puyallup without having to go through Seattle or Bellevue. Or several other places along the way. If I'm going to use public transportation, I don't want it to take 2-3+ times longer. The timeline of this plans seems like something that should have been done 25 years ago.
Out of District	Build uw to Ballard in ST 3; build the system sooner! Don't mind paying for it but needs to happen soon
Out of District	By 2050 when light rail is expected to be finished, we'll have self driving cars, drives delivering packages, and who knows, possibly jet packs. Technology will advance faster the WA State Govt and these projects ever will!
Out of District	It will be one massive failure at huge cost for no benefit except to the contractors and unions who build and maintain it. It costs too much, will hurt our economy by raising taxes and is even dumber than our Governor.
Out of District	Please add in planning for express TRAINS instead of only busses. It will take too long to commute to Seattle on the currently planned system from the North or South while stopping at all stations.
Out of District	25 years is to long. We need these done in half of that. Strong transportation system equals continued strong economy!
Out of District	I work in the Issaquah area and am moving back after a 17 year absence... I remember voting to support Sound Transit when it was first formed and would have hoped to see more by now, but money is tight and nothing is free. I get it... let's just get started so I can commute to Seattle before I retire in 25 years.  Back in the olden days, private railroads and landowners would work together to extend commuter service to new suburbs... it upped the value of the land and provided a steady stream of fare paying customers. I would like to see an investigational study into tying increased density to additional private funding for infrastructure. We require builders to cover the cost of street improvements at their sites, why not also require them to shoulder some of the burden for transit improvements.
Out of District	Parking at Light Rails is a quality of life issue for both those who can afford to buy/rent near a station as well as those who cannot. .

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Out of District

Out of District	PLEASE do not lump bicycling infrastructure and pedestrian infrastructure into the same question. There is a huge difference in user base for both (95% of people are pedestrians. 100% of people using transit are pedestrians at some part of their trip. Cyclists are seasonal, single-digit share of commutes). There is a huge difference in infrastructure disruption for both. (Pedestrian infrastructure almost never disrupts transit or vehicle operations. Bicycling infrastructure almost always does.) Ask the questions separately and you'll see the difference in support with cycling infrastructure getting less support than pedestrian infrastructure.
Out of District	We are so far behind on mass transit. Anything we can do to get people off the road would be great. What about having the Sounder trains run more often during the day and on weekends.
Out of District	Projects further out of downtown Seattle should be completed sooner. Such as Ballard, west Seattle, Lynnwood, and Bellevue.
Out of District	Well. If I'm going to be paying for the system (in \$200 a year) then I want to USE the system. We need this done quicker. Before I'm too old. We need the timeline condensed. In 10 years EVERYTHING needs to be done. If I could be guaranteed use in my lifetime, I'm more agreeable to spend more tax money on it. Any thoughts on asking for 'donations' and people could then get 'free fair' tickets when the system is complete depending on their 'donation' amount?
Out of District	It is very disappointing that the eastside light rail extensions are factored for 25 years out when that is where some of the largest gains in population have been seen. Every morning I drive I-90 and sit in traffic staring at the blank space of grass and trees between east and west bound. The space for rail is already available, why 25 years, and why can't local fundraising efforts be made to move projects up in time?
Out of District	Your over budget, Late on what was projected time to open many stations. And you want more Taxes to cover your incompidance. Keep your hands out of my pocket.
Out of District	It's about time. This has been needed for a very long time.
Out of District	Ballard to U district!
Out of District	costs are way to high and falsely stated at only \$200. The cost should be simplified to a flat cost of \$100 per year per adult.
Out of District	Attention & consideration needs to be made for people who have mobility issues and cannot walk for several blocks to rail stations, bus stops, etc. Some people HAVE TO USE their cars as part of their transportation needs. Many people are not in wheel chairs but still have significant mobility issues. Some people's vision of ultimately a "car free" society is scary to folks like me who have mobility issues.
Out of District	South seattle would benefit from the graham station (and general lite rail development) because of low income housing, distance from downtown and current growth trend. Attention needs to shift to this area to encourage growth in a direction that the community agrees on while promoting effective development in transit.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Out of District

Out of District	Self-Driving Vehicles are around the corner: Tesla has some SD features today, Honda has announced 2017 models with some SD features, and full-autonomous vehicles will be common by 2020. Instead of building special-purpose rails, self-driving vehicles -- with capacities ranging from 1-2 people up to 50 or more -- will make much more efficient use of existing roadways, dramatically reduce congestion, minimize door-to-door travel for individuals, and be dramatically less expensive than current bus/car/taxi/parking solutions. Contemplating the build-out of rail system in the face of this technology is an utter waste of time and taxpayer dollars. Let the free market work its magic.
Out of District	This costs too much, and won't do a thing to end road congestion. The only thing this extra tax will do is cause people and businesses to leave our state.
Out of District	50 billion dollars? Are you kidding me. I don't use public transit. Since I'm 66 yrs. old, you're asking me to spend my own money on something I'll never see completed. What about people on fixed incomes? I could go on and on how offensive this proposal is. What's scary about this State[like Cal,] people seem to have no problem every project that raises taxes and fees without any accountability. Try finishing a project on time and on budget.
Out of District	Taxpayers get throttled by the inefficiency of the Sound Transit system.
Out of District	No traffic lanes should be toll lanes or exclude traffic with the exception of one HOV lane. Anyone coming from any area in the state needs to be free to use the highways for which they also have been tax. Parents with small children or the handicapped and elderly need access to all hwy and streets without toll or exclusion. Parking for businesses should not be limited by bus lanes, bike lanes or excessive handicapped parking.
Out of District	What about more roads for cars?
Out of District	There should be an express bus from the eastside Kirkland [kingsgate area] to Seattle. Taking Metro 255 takes too long and there are no ther buses that run directly from kingsgate to Seattle
Out of District	Ridership of light rail is not high, please enhance the current road system. Stop tolling I405 Bellevue to Lynwood.
Out of District	I think it needs to be seriously taken into consideration that as you expand along the freeway, putting in the light rail and station that you are displacing people. Since these homes are tight next to the freeway they are mostly low income, people of color, and elderly people who have no where else to go. Please consider the communities and neighborhoods that you are breaking up. Have some plan in place to support those whose homes you are taking. And please, grow slowly and with community input.
Out of District	It is time to stop building freeways and get mass transit running
Out of District	Instead of offering just two choices of a field of 10 or more, why not 5? By the way, I strongly support Light Link Rail and Sounder Transit.
Out of District	I am very willing to pay my share of this project, but this timeline is ridiculous. I, nor anyone I know, will ever support this with a completion date of 25 years from now. 15 years max for full completion or I will vote no.  This is going to fail big time...

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Out of District

Out of District	While a few projects have been completed as expected (Yay 520!), a few have been "bait & switch", (the 405 HOT lanes. The tax fund approved in the early 2000's was supposed to give us an additional 405 GP lane with the HOV lane) and just a waist of resources (the 167 HOT lanes). There does not seem to be any guarantee, implied or otherwise, that any of the assorted subsets of the plan cannot or will not be changed at the whim of some political social engineer in a position of authority. The agencies involved are also masters of significant cost/time overruns. Considering past behaviors it will take a A LOT of convincing for a project list of this magnitude to get my vote.
Out of District	I am extremely upset over the cancellation of Metro bus route 66. There has been bus service on 5th Ave NE for the past 90 years and now it doesn't exist any longer. This imposes a great hardship on me. Eric Stegman
Out of District	Sound Transit - Underwhelming, Over Budget, Bloated and Blowing past deadlines
Out of District	The costs indicated for the rapid transit system is way too much and the estimated tax increases do not warrant this system. The question is whether I want to pay \$2.50 per mile or 50 cents per mile of traveled. What do you think the answer would be? Under the current proposal, I believe my taxes would go up by over a \$1,000 per year and for what? A system that wouldn't be completed in my lifetime and would add a total of \$40,000 to my taxes over its construction phase.
Out of District	Please consider adding more passenger cars to the North Line Sounder Service
Out of District	Wait 25 years for at-grade light rail on 15th Avenue NW and Elliott Avenue West and a rail-only movable bridge over Salmon Bay? WTF?!?! It'll have no more reliability than a bus if there's a drawbridge giving right-of-way to sailboats and then it's at-grade along 15th Ave and Elliott (unless you mean 100% grade separated - with no crossings where cars/peds will get hit on a semi-regular basis).  And the Ballard/Downtown route includes a tunnel through the Uptown neighborhood into Downtown Seattle - bypassing the dense but poorly-served SLU area?!?! Traffic on the 'new and improved' Mercer is a mess, and yet there's ZERO transit on this major east-west corridor! Why not route the light rail tunnel under SLU between Westlake Station (or Capitol Hill) and Lower Queen Anne?  Between this and the light-rail extensions in Tacoma that will also be stuck in traffic at-grade, there's NO WAY that I would vote for this - especially if I'm waiting 25 years!  I'd pay twice as much for a system delivered twice as fast - but I'm not willing to pay anything for a cobbled-together system full of half-measures that will be obsolete by the time it's finished.
Out of District	It would be great if one day in the future Puyallup and Sumner would be included in the light rail project. Thank you.
Out of District	retired people on fixed income can not afford < approximately > \$200 per year so people on the I-5 corridor can go to work faster!!!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Out of District

Out of District	Plan does not appear to add bus service to areas in unincorporated King County just a few miles outside outside the service area of Metro or Sound Transit, but there do not appear to be any planned exceptions for the property tax increases for properties located outside the public transit service area. The bulk of the property tax increase (at least 2/3rds) should be collected from properties located within the service area given that they are the primary benefactors of the improved service.
Out of District	The planned projects would be great! I have a disability that prevents me from climbing stairs and sometimes affects my ability to see well. There is bus service in my area but I can't climb the steps. There is train service not far away but I can't get to it without driving. Best for me is a combination of light rail and Swift bus since they are level with the curb (no stairs). I'd love it if I didn't need to keep a car. \$17 a month plus my ticket price would still be far cheaper than keeping a car. My biggest worry is that the plan will get watered down to the point where I'm still paying the \$17 /mo for service that doesn't reach me. Then I'd still need to support a car that sometimes I'm not able to even drive.
Out of District	Help for outlying communities like Duvall, Carnation, Fall City, Snoqualmie, Monroe, North Bend to be able to utilize transit.
Out of District	None of these projects would help the people where I live and would cost too much and take too long. We need to focus on limiting additional housing development UNTIL the roads are built to support additional growth. WE NEED MORE LANE MILES, not light rail which does not pay for itself.
Out of District	I want to select all for number 11 I would like to see service to Lacey wash
Out of District	Hello- Everett would not be willing to wait until 2040--what 2045 ?? those voters will vote it down and help kill it altogether.. Think: why would they tax themselves for 20-25 years to achieve a thing so far into the future... Tighten up your time line this will fail The next expansion should be from the Lynnwood transit center to the Everett industrial center and to the Everett station in 10 year period 2030 at the latest
Out of District	Light rail has failed in reducing traffic. It only makes congestion worse because it siphons off funds that could actually be used to improve traffic.
Out of District	Trains=19th Century Technology, weekly closures for mudslides, NO ability to drive around problems, NO ability to change routes, massively expensive, massive taxpayer subsidies, make train users pay actual costs, and watch the people run away, take all trains and drop in Puget Sound, to form artificial reefs.
Out of District	The additional cost per resident would put a real hardship on low income and fixed income residents.
Out of District	why don't Bonney Lake have any services????I have to pay for nothing.....
Out of District	Go back to your original plan and build the backbone of the system all the way north to Paine field and Everett. NOW!!!!!!!!!!!!!! If you don't get here ASAP you do not deserve any additional support.
Out of District	I'm in full support but only if you make it take less than 25 years to reach the biggest employer in the state of WA and largest exporter in the country.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Out of District

Out of District	\$50 Billion for trains? Really?
Out of District	SEPARATE TRANSIT FROM AFFORDABLE HOUSING. If there is "excess property" surrounding stations, keep it for future parking, etc. Once you build housing there, it will never be torn down. This would also be a waste of money. DO NOT USE TRANSIT LAND FOR AFFORDABLE HOUSING, AND DO NOT SELL IT, ESPECIALLY TO ANOTHER GOVERNMENT PROGRAM. Even planning this has diverted money from transit to another social program. Save this for future parking, etc.
Out of District	I want to be able to get on a bus within 2 blocks of my home and go downtown or to transit station to connect with other routes. I find the current bus service essentially unusable. At 89, I would rather "leave the driving" to someone else, the bus driver. I feel trapped at home, would like to go out a lot more, including evenings, if I could get there by public transit.
Out of District	I don't think Sound Transit/RTA has done much at all for the City of Everett or Snohomish county in general over the past 20 years. Its not clear to me at all any more what material/significant benefit any of this is to the City of Everett going forward. Why is any of this good for residents of Everett and/or Snohomish county that live and work in Snohomish county?
Out of District	The central Seattle city neighborhood hubs need to be served and connected before the outlying areas some 30+ miles away FIRST. Ridiculous that it would take 22 MORE years to get rapid transit to Ballard. BEYOND ridiculous.
Out of District	I think more early emphasis on bet and enhancing and expanding sounder.
Out of District	I'd much rather see commuter rail than the slow light rail. At an average speed of 30mph, light rail would be no faster than driving down I-5. That's a losing proposition
Out of District	you have no money. get real
Out of District	We need the Graham station now
Out of District	The whole plan should be accelerated. I would be willing to pay 3 times as much per year in taxes to have all these programs implemented more quickly.
Out of District	<ol style="list-style-type: none"> <li>1. Need to finish the projects closest to Bellevue and Seattle first (especially light rail to Ballard and west Seattle), so less people who are living closest to the cities will get on the freeway. If the people living in the boundary lines of these two cities have a viable option to go downtowns, that will free up some space on I-5 and I-405 for people who are commuting from outside.</li> <li>2. Need to add express routes on the light rail, otherwise it is not efficient for people from lets say Tacoma to take to Seattle. There are already too many stops on the sound end of the current line.</li> <li>3. Need to add additional parking at Transit stations and Rail stations. When there is no parking available, like many other people I tend to drive to work.</li> <li>4. Its ok to raise the fare instead of just taxes on everyone.</li> <li>5. Need to think about how better to connect South lake union into the downtown tunnel system/light rail.</li> </ol>
Out of District	Buses make much more sense than light rail. Light rail is too expensive.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Out of District

Out of District	Light rail throughout our state is the way to go and it needs to be accomplished at a much faster pace than the proposed timeline. As a taxpayer I voted for light rail back in the early 90's and was very disappointed on how things turned out.
Out of District	Speed up the timeline. 25 years is too long a wait
Out of District	Dont need anymore.
Out of District	There should be some way to apportion the costs to the businesses and users of the services being provided rather than blanket the costs to all.
Out of District	Seems as if always the cities north of Seattle get more transit methods and have frequent methods to travel, but south areas of Seattle are left on their own. One prime example is on I-5 - Fife Hill on Thursday or Friday afternoons, heck anytime of day for that matter - it is ridiculous! No where in this state is traffic backlogged like that on a continual basis! It is time for areas below Seattle to get some needed attention and quit catering to north of Seattle and Redmond (Microsoft) areas. My personal goal is to have transportation from Kent/Auburn to Tukwila as I live off the beaten path of I-5 corridor so must travel to via car each and every day solo! Even cutting the trip to Kent or Auburn would be extremely beneficial..
Out of District	no transit on the Kirkland trail. Put more busses on 405 where they belong. kill the environmental study re the Kirkland trail. If the above is nt done I will oppose st3.
Out of District	Need to identify revenue other than continuing to increase property taxes
Out of District	I think establishing light rail from Everett to Tacoma on I-5, the light rail from both Tacoma to Redmond and Everett and or Lynnwood to Redmond is crucial.
Out of District	Buses cannot move faster without more lanes and their own on/ramps. Why add BRT when traffic is at a standstill already? There are too many agencies that really do not serve in an efficient manner. Add more freeways instead. Problem solved. Or, add above ground continuous gondolas above trail systems. They are quiet and people would actually use them.
Out of District	The long timeline is a SHOWSTOPPER!
Out of District	More parking!!! People won't take transit if they can't park.
Out of District	As stewards of the environment, we need to improve and use mass transit more frequently. Although project completion is years away, we must go ahead with plans to increase and improve mass transit. Transportation accounts for close to 50% of the state's pollution. We must continue to decrease car usage, especially single occupancy.
Out of District	You can't add additional stations for light rail without first building out parking at critical existing stations. youve got to expand the parking and improve existing stations before creating the same problem at other new stations.
Out of District	I lost my commute bus last year, 215 between Seattle and North bend. I was able to commute with car, bike and carpool. Really hated going backwards. Please include North Bend in your transit planning!!!
Out of District	Burien residents will apparently never be provided any additional service, rarely is. Why should I keep paying for everyone elses improvements? Sure there are some minor benefits but most of us avoid downtown Seattle and other congested areas and will continue to do so.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Out of District

Out of District	There should be more emphasis on light rail and less on buses. The longer we wait to get a system going, the more it will cost. I lived in Dallas, TX and could take light rail to all areas of the surrounding cities. Plus, it cost a LOT LESS than this proposal. There was an increase in the sales tax, but that's all.
Out of District	Your bike lockers seem to be unused. I have a plan that I believe would get those lockers full. And would get more people interested in riding busses trans. Using key card'sor another system where a person renting a bike locker could use any open locker. This way the opportunity to go further and do many othe things near commuting centers. Time to think outside the box I.
Out of District	Light rail is too expensive to serve all the people. We grew as a car community, and you decided somehow to disenfranchise large percentage of citizens from a car-less future, which is a vision of an imaginary past that could have been in a make- believe world. The rail projects will never serve me unless I move into that mess and become car-less. Not me.
Out of District	Please focus on projects that will releive traffic congestion the most.... Some of these projects will take too long. Our residents need multi modal alternatives now. What can be done rather quickly with the resources we have at this moment? Why does the sounder only run during the week and only in the mornings and afternoons. Use sounder to accommodate the users by offering a sounder ticket when purchasing event tickets in Seattle. The sounder should be available seven days a week and support those going to events in Seattle.
Out of District	Complete the projects faster even if it means a higher upfront cost with taxes.
Out of District	Even though I have retired to Newport Oregon, I still own property in Pierce County and have two children that use mass transit in Seattle. So the ST3 projects are important. I would like to see the light rail connection from the Tacoma Dome Station to Seattle be speeded up by 8 to 10 years. Pierce county residents have paid RTA taxes since 1995 without much to show for it.
Out of District	We need accessible transit here in WA. What was once a 20 min commute has turned into an hour and a half. More people are moving in. Implement these plans NOW!
Out of District	Please still pass parking in Edmonds and more train cars to the Sounder as soon as possible.
Out of District	Publish original plans for light and commuter rail, including miles for each, projected ridership, projected completion dates, and current progress.
Out of District	Get on with all of it. Make it happen sooner. We've waited for so long to have decent public transportation.
Out of District	I will vote "no" for any plan that devotes funds to do any type of feasibility or environmental study involving our cross Kirkland trail. My friends and family will do the same.
Out of District	Crazy and insane people ride the bus why would I want to do that?
Out of District	What about connecting our state capital to the rest of Puget sound community by rail!?
Out of District	Wrong approach. Improve roads instead.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Out of District

Out of District	<p>In all probability, this is something I will never use. It looks like you're trying to build a New York style subway system. So why don't YOU move to New York?</p> <p>I think this project is more about you being able to continue feeding at the public feeding trough then it is about anything else.</p> <p>I can hear the renters screaming already when they find out that they are going to have to pay for this.</p>
Out of District	These need to be completed sooner, spend more money if needed they need to get done quicker or I will vote no.
Out of District	Need more parking for light rail
Out of District	I can't give an opinion because it is so frustrating that it's all chopped up with bussing continuing to be the plan for the E. side. Why was there no inclusion of light rail on the 520 bridge to Redmond? It should have linked to the Husky stadium station! I will support your efforts because progress is as delayed since the worlds fair show casing the monorail when light rail could have prevented sprawl and been part of I5 and 405 and really made the difference but please do continue. Just tie it together so real people can actually get somewhere.
Out of District	It is not fair to expect homeowners to foot this bill alone. Get rid of the homeowner assessment and raise the tax amounts of the other categories to make up the difference.Or how about taxing businesses with more than 15 employees. Seeing as how we use transit to get to work its only fair that employers pay something.
Out of District	You are building a mass transit system "backbone" without the infrastructure to support it. If you don't allow people to a place or means to get from outlying areas to use, i.e., places to park vehicles - bikes included, bus services, etc. people will not use it. A mass transit system MUST use all of these, people, bicycles, cars, buses, taxi's, trains, light rail, subways. People will use it if they can get from they live to one of these. Look at Japan if you want to see how an efficient system works. I used it in Japan for 7 years and never had to drive to work for 7 years.
Out of District	I'm am so glad to see Something happening in regards to our horrible traffic situation. I don't understand why this didn't happen 20 years ago, but here we are. Being in Olympia 16 years ( but from Tacoma), I feel strongly that this project should extend to our state capitol. Start all this ASAP please. Thank you for asking for feedback. Onward!
Out of District	We support ST3 Bus Transpotation (EO2) on I 405. We are very STRONGLY OPPOSED to any Bus or Rail service on the KIRKLAND TRAIL (CKC). We hope that Sound Transit will not offer any financial support to the Kirkland City Council for any plans to put Bus or Rail service on the Kirkland Trail. WE WILL VOTE AGAINST ANY SOUND TRANSIT PLAN (ST3) TO PUT ANY BUS OR RAIL TRANSPORTATION ON THE KIRKLAND TRAIL.
Out of District	These projects were needed 5 years ago. The time frame and cost is astronomical and unacceptable. I will not support current timeframe/cost proposals.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Out of District

Out of District	The damn plan is so fragmented and confusing it needs to be streamlined and simplified. Build two rail tracks, a primary and alternate, from Everett to Tacoma. Done deal. Forget the bus pollution. Forget the coastal picnic expanding BNSF land ownership. Follow the damn plan developed for the highway system. A primary, and alternate; that's it. Your plan is going to be a management nightmare & riddled with fat. Cut out all that bs fat.
Out of District	The cost off public transport per rider is exorbitant. All projects are over budget on years late on completion.
Out of District	I think the developers of our Sound Transit system underestimated the volume of usage for both rail systems. The parking for both systems is grossly lacking. I think the light rail system to Everett needs to get working ASAP as the Sounder service is constantly disrupted with slides over the tracks. It needs to get done quicker than 20- some odd years. I am 70 and do not want to be driving all over the place until I am 90!!
Out of District	Hurry
Out of District	Maybe if these trains paid for themselves they could expand themselves to cover more customers and keep the business growing, oh right, just vote in more tax increases to pay for it.
Out of District	Sooner than later. We are behind compared to other large cities. We have some of the worst traffic in the country. Look at what cities like Denver have done. Seattle need more transportation options. Also consider more Service for cities and towns that are growing rapidly that serve the city as an example Maplevalley
Out of District	Additional parking at Train stations is desperately needed to accommodate growth in passenger numbers.
Out of District	Hello , They allow buses and double 2 Or More Person Veh in Car Pool Lanes and 2 or More bypass Lights at on Ramps which defeats the whole purpose this would just make it worse . I'm an owner only Business and I'm being Panelized for being an Owner Only they don't factor us in all this .
Out of District	I don't support any plan that raises property taxes.
Out of District	In general, I'm not impressed with the piecemeal approach to rapid transit. If you have to drive your car to a station, most people will just keep driving. Bicyclists are not paying their fair share for all this crap they are getting. I am tired of the cost of all this being piled on the backs of homeowners. I believe we are nearing a breaking point that will blow up the way it did in California in the 1970s. Get behind an income tax that is part of an overall tax reform program to get us off the list of most regressive tax states in the country.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Out of District

Out of District	Remove the train from Everett starting it instead from an area not prone to slides if you must keep it. It is a complete failure and has too many times it fails to operate due to slides. The money could be better spent on buses plus putting a station in a place like Mukilteo with NO parking but where you are paying private businesses for parking spaces is wrong. When you put in rapid transit you HAVE TO GIVE US A PLACE TO PARK OUR CARS so we can access rapid transit otherwise it is just a perk for the people living in the neighborhood where the station is with all of us paying for it but not able to use it. It is absolutely NO from me for your time frame to Everett and the expense plus you admit you don't have to use the money for that link if you choose not to. Everett was originally promised light rail and we have been paying for that for what 15 years now. Make it work with the money you have. Suggestions: Look at your infrastructure. There are too many people getting too big of paychecks; remove things that don't work, i.e. the train in Everett; put in writing that the money is to be dedicated to each specific project. In other words, no robbing Peter to pay Paul like you do now. You want way too much money. You still collect the same money you have been all along but have completed projects. That money can now go to continuing to build out the system with no new costs. Please stop taking advantage of us!!!!
Out of District	This survey is lying about the average cost... ST3 will drive up rent and cost of living... it doesn't add any more seats it just moves the seats from buses which are already over crowded to light rail with no increase in rider capacity... also only Washington state business should be mandated to be used.
Out of District	I currently live in Kittitas Co, but work M-F in downtown Bellevue. My commute includes driving 48 miles one way, parking at a P&R, and riding a bus to work. I have many neighbors who do the same. Sometimes I take night classes in Seattle (program not available in Bellevue/Eastside) and often have to wait 30+ minutes for the first bus to come that goes EB once class gets out at 9. I realize that the plans are projected pretty far into the future and probably won't matter to me as much at that point, but leaving at 5am and getting home at 11pm is rough, especially when at least one of those hours is spent standing at a bus stop because the ones going to the P&R only run once an hour. This also impacts me heavily when working OT.
Out of District	Projects should be funded by the riders, not property owners or car owners.
Out of District	Light rail South center mall
Out of District	I am concerned that the length of time in which the light link rail will come up to Lynnwood/Everett. This area is experiencing great growth right now and need this now, not 25 years! also, be sure to take into account the infrastructure on the surrounding roads to accommodate more traffic at transit centers. Living near a park and ride that might get a station, the traffic as people are leaving causes excessive gridlock. While i would love to have the p&r become an even better lifeline to the city, something has to also be done to ensure that increased traffic flows.
Out of District	Should be built sooner and go further south
Out of District	Ballard should be first.
Out of District	I am so glad public transit is expanding! Very much needed for those of us who want to have the Seattle metro area accessible but find car situations limiting our mobility.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Out of District

Out of District	My job as a government lawyer requires travel from Olympia to hearings in Tacoma, Seattle, Everett and Bellingham. Over the last 25 years, the traffic has gotten so bad that we often have to go up to Everett or Bellingham the night before at taxpayer expense to ensure that we arrive in time for hearings scheduled at 8:30-9:00. A few weeks ago, it took 3 hours to get from Seattle back to Olympia after a hearing- 45 minutes of which was just trying to get from the parking garage to the exit ramp in gridlock traffic. I've considered taking the light rail from Tukwila to Seattle but there's not enough parking during the work day. Also, the JBLM traffic has gotten so bad that it's impossible to accurately plan my commute and ability to get to the light rail in time to get to court in Seattle on time. We desperately need a reliable rail system.
Out of District	Don't say something with ST2 and lie with ST3. You will get voted out of office.
Out of District	I would travel to Seattle and Everett more from Olympia if the train schedules were more accommodating.
Out of District	With the housing prices soaring in Seattle, many residents are being forced out of the city. Their rent is being increased 25% or more. Until affordable housing can be restored, many residents will be pushed out along the 1-5 corridor rather than across I-90. It is my belief that focusing on a better/faster transportation tunnel between Tacoma, through Seattle, and to the northern neighborhoods should be prioritized.  Thank you for listening.
Out of District	I support more public transit in the Puget Sound in every possible way, regardless of the cost. \$200 a year is more than reasonable.
Out of District	Be sure to carefully think about those that are poverty level income/very low income who only have public transportation for everything--- everything. Many, many Accessible routes, frequent transportation in non- commuter hours, costs to ride. Elderly and disabled have suffered much under Metro's new "plan", I hope that is not true with ST.
Out of District	Light rail to safeco, century link, Husky stadium. It would reduce traffic on game days, and it would be easier for people who don't want to drive, and who live far away.
Out of District	Make light rail sound proof.
Out of District	Run these trains more often! Would be nice to have a "REAL" transit system that runs 24/7 not just for morning workers in & around Seattle! Buy the lines & run trains & make money instead of asking for money! Didn't your mom & dad teach you anything?
Out of District	Prioritize I-5 corridor
Out of District	I live in Redmond and own rental housing property in Seattle. My concern is that property owners will once again be asked to shoulder a huge tax burden, while a rental population continues to grow and plays no significant financial role. Renters see the obvious benefits of such a plan and many will believe that they will incur none of the costs and vote for it. Land lords will of course impose rent increases and renters will howl about the unfair housing climate in Seattle.  You must find ways to bring this growing renter population (now more than 50% of the residents) into contributing to this needed project beyond rider fees.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Out of District

Out of District	Part of the info in the plan should be the current taxpayer cost of each trip made by a user. Wasn't a full system planned twenty years ago.
Out of District	Have another sip of Kool Aid. This is such a waste. Half of these items were promised twenty years ago so why should we say yes again? Waste waste waste. Taking food out of homeless peoples mouths. Do you ride transit like you preach?  Why do you need gender, income, ethnicity???. How can that possible matter in a survey about transit?
Out of District	I only wish to point out that I live in Bellingham and would not have to pay the proposed taxes, but I visit the greater Seattle area fairly frequently and try to use transit whenever possible. I truly believe that transit is a defining feature of a city and one of its greatest quality of life factors, and if I lived in your taxation area I wouldn't blink at supporting the proposed taxes. Thanks!
Out of District	Build more roads. Give tax incentive to companies who offer offset working hours to reduce rush traffic. Stop spending millions for a selected few that use bikes and still drive as soon as it rains. IF (!) voters and unions are able to get more light rail approved, shut down bus lines and open commuter lanes to everybody.
Out of District	The west Seattle project should be put forth to the top of the list. There are no express buses or rapid transit options to downtown Seattle or the udistrict from West seattle.
Out of District	I will continue to vote against every proposition to add on to our property taxes. Period. WA needs to figure out how to budget the money that they are already getting from us. The fire fighters want more property taxes, the schools want more property taxes ... everyone has their pet project, with the burden landing unfairly on middle income property owners.
Out of District	Also - Kent is the 6th largest city in WA. I find it curious that there are no meetings here - you want our support by listing Kent as part of the proposal, to get the large population that we have here to vote to increase property taxes.... and yet no meetings here, interesting.
Out of District	I ride sound transit everyday for my graveyard shift in downtown seattle from tacoma. About an hour bus ride. If therr was a light rail system from tacoma to all the other major transit stations then to seattle then all the other major transit systems then to everett. It would lower my 1hr commute time to <30minutes
Out of District	Sound Transit should demonstrate a concerted effort to accelerate the delivery of light rail projects in ST3. The initial timelines presented are way too long. Surely we can make this happen much more quickly, as other communities have done. Go to Shanghai for some lessons in building effective rail transit quickly.
Out of District	I am not local, therefore my opinion isn't really relevant but I had to complete this quiz in order to read articles.
Out of District	The plan takes to long to develop. Please speed it up so I can enjoy what I'm spending money on..

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Out of District

Out of District	Light rail is incredibly expensive to build and maintain per mile. BRT is more cost effective since it uses existing infrastructure and has more flexibility to adjust to meet demands of current and future riders. How did you determine the \$200 cost to the "average adult" in Puget Sound? Is this a transit rider? Does this distinguish between those that have vehicles? Employed persons? Perhaps this is stated else where in the plan. A summary on how these projects would be paid for would help those taking the survey
Out of District	Ta coma has a big sounder ridership so i feel that light rail in the south sound should be earlier
Out of District	Protect Open Space, creeks, wetlands and steep slopes with any expansion of Light a Rail.
Out of District	The efficiency and effectiveness has been terrible in the past. Thus I have little confidence in the projects being completed on time, effective in solving problems, and coming in at or below budget. The program has not been a good steward of the taxpayers dollars. Special interests have consistently had disproportionate influence. Combined with the State's transportation failures it is very difficult to support any transportation measures that are proposed - especially those with the lack of accountability that such long range measures will result in.
Out of District	Given the Puget Sound Regional Council population and shipping expectations, I urge the light and sounder rail projects to be the priority so we can handle not only the commuter volumes but the freight of our businesses and the shipping activity of our ports. We need both commuter and freight trains on the I-90 to Seattle Cooridor as well as I5 From Everet to Olympia or Portland.
Out of District	We need to increase frequency on south sounder commuter rail, we need to start thinking about more than just commuters but also entertainment activities. Thank you for allowing additional comments.
Out of District	Transit in this area is simply not adequate. It should be a high priority.
Out of District	Whether bus or light rail, mass transit needs to be separated from traffic and the the 100% priority for keeping the Seattle area moving.
Out of District	Get it built fast! I don't want to wait 20 yrs!
Out of District	Right now round-trip transit between home (98065) and work (98102) takes at least 350 minutes, vs. 70 to 90 minute RT by single-occupancy vehicle. Recently it took me over 4 hours to get home JUST ONE WAY - totally unacceptable. Regional transit authorities have a hell of a lot of work to do, to get me out of my car, but get the (bleep) job done already. PLUS: Level 2 and Level 4 charge stations (did you notice how many people made down payments on Teslas? 200,000?). AND: In case you haven't noticed WHERE ARE THE P&R FACILITIES INSIDE CITY OF SEATTLE LIMITS?!?????
Out of District	I can't afford my property taxes now. More taxes will cause me to have to sell my house and move.
Out of District	Dying in Tacoma. Why do we have to wait so long while up north has had all the projects. Gonna vote against it and then NO progress will occur!!!!
Out of District	It would be nice to have transit in Snoqualmie and North Bend WA
Out of District	Find another way to pay for light rail from Everett to DuPont and from Seattle to the east side. \$200 per adult is way to much! Too many people living paycheck to paycheck.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Out of District

Out of District	Timeline is too long
Out of District	Why do we not have a bus line from Gig Harbor to Tacoma Dome for SeaTac airport connections ? From the Key Peninsula, gig harbor, Olalla and even Bremerton , our area is growing faster than anyone imagined. But the only bus either takes us nonstop to the city of Seattle which is great,, but a route to the TCC leaves us stranded. Please consider a route from Gig Harbor to Tacoma Dome station that so many of us would frequent instead of driving in ourselves.
Out of District	It seems to me that most of the development is in the South Sound, yet those of us in the North Sound are hit with the same tax burden. Why should we pay for Tacoma's light rail when we are getting so little of it in the North end? I love the idea of mass transit and have used it in Europe. Unfortunately it seems this project is not moving in the right direction for supporting the North end. When I worked for Boeing in Everett I had always hoped for a quick and reliable way to use mass-transit to get around, both for my commute and to other Boeing sites, but it never showed up, and it does not look like it will be a reality anytime soon.
Out of District	More north sounder runs
Out of District	Extending the light rail system should be top priority. For a fast growing reigion we must have a rail system that links the major city to the popular subarbs.
Out of District	1. Needs much more park and ride spaces. I often go to work stressed when i cant find a parking place and am forced to drive. 2. The commuters from the se everett park and ride should should be able to use the outer lanes of the silver lake parking for overflow. There is no reason these should be forbidden as they are always empty even in the summer
Out of District	The projects for Everett and Lynnwood can not wait for 25 years
Out of District	This is a necessity to keep up with the areas growing population and to keep the Seattle area a prospering US city.
Out of District	Ballard to U W!!!
Out of District	ST has a history of being over budget and behind schedule for years. Can't support increased taxation without some demonstrable improvement in managing and operAting hate system. As a general comment, the south Sound has been particularly short changed .
Out of District	Faster
Out of District	I'm glad washington is continuing to expand it's transit service. I enjoy being able to ride the bus to work instead of driving.
Out of District	I want to travel from Kirkland to downtown Seattle without a transfer.
Out of District	The funding costs fall too heavily on homeowners. If I support this, I have to not support a local levy, which I will not do.
Out of District	I believe the community transit bus system is failing to work. Recently I've seen them block lanes slows traffic and with current laws allowing them to be even more daft.
Out of District	We need more focus and urgency to rapid transit (rail) and less focus on buses.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Out of District

Out of District	There should be something in the works to improve bus transit in Magnolia. Especially the Interbay area. Transit its horrible in that area. Especially for us disabled/handicapped people. Very few routes to get around if you can't walk up/down those extreme hills or walk for 15 blocks to catch the nearest bus. I would take transit so much more often if there were better options available. Also would be nice if there was a bus stop on the south side of the street right at the magnolia bridge so you don't have to go blocks out of your way going southbound direction and then have to cross the street and a few blocks north to catch a bus up the bridge. Its so aggravating and time consuming. It would also be nice if the magnolia buses were ever on time.
Out of District	Es muy bien cuando el Tren a Nh
Out of District	No new taxes and no more bloated government. No more sound rail.....The people of this state are up to their ears in taxes, defund Sound Transit. I don't know what it's going to take to make this government wake up? We're done.
Out of District	We need more roads!!! This will not help me at all.
Out of District	I am concerned about using the shoulder as a lane for buses to allow them to pass. People and cars end up in the shoulders and at freeway speeds there will be devastating accidents when a bus hits a disabled vehicle. Leave the shoulders in place and DO NOT use.  Where the on ramps from WA 524 connect southbound to I5 there is a sholder that is also a carpool lane during peak hours. Those cars travel at much higher speeds and are a hazard to the other cars in lanes when the light regulating entrance to the freeway are on. I feel strongly it is an accident in the making for a collision from a carpool car hitting a car that received geen light and is at 10mph whne th carpool shoulder lane car comes in at 50mph. Leave the sholders alone. There needs to be a semi safe place to pull over if in an accident or a medical emergency.
Out of District	who cares. too little, too late, too expensive
Out of District	When the Fare box comes closer to paying for these things the more I will support them.
Out of District	Too bad King County didn't think into the future and Atlanta received the transportation package
Out of District	Tim Eyman already slaughtered auto excise taxes. Historically, the excise tax was very unfair because it was 1) excessive and 2) did not adjust to reasonably represent the depreciating value of automobiles. This tax component is setting yourself up for failure at the polls.
Out of District	Redmond to SEATAC is most important to me!
Out of District	I 5 Danes
Out of District	No no no

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Out of District

Out of District	The costs should first be transferred to those who use it in lieu of all people in the areas. I used to use the sound transit from Ash Way to Westlake because I worked a couple blocks from there. I changed jobs and now work a couple blocks from the space needle. To use sound transit would cost me 2.5 hours each way because I'd have to use 3-4 different transfers. Please look at providing more than one route on the commuter buses. The current routes are the same except one runs N to S in Seattle and the other runs S to N. I know a bunch of people who do not take transit because 5 hours travel for 8 hours work is RIDICULOUS when you only live 18 miles from the office.
Out of District	Hurry up.
Out of District	Whatever you come up with, I am going to support with my tax dollars.
Out of District	My concerns with the plan are, it's too slow of a timeline, puts too much of a burden on homeowners and drivers, who the state sees as a cash cow, and doesn't go far enough on building up rail services. How about speeding up and expanding rail services to decrease the amount of buses on the roads, and increasing the sales tax rate in the affected counties so as to not just rely on property and car owners, who this state seems to think has an unlimited amount of money.
Out of District	Ballard and West Seattle grade separated light rail lines should be a top priority. 22 years is not practical considering the increased urban density we are seeing year after year. The suburbs should be a lower priority than the city of Seattle in my opinion.
Out of District	Sound Transit has been and will be the biggest waste of taxpayers hard earned income in the history of the State of Washington and probably the entire Northwestern United States of America. And you people don't see this?
Out of District	Improving transit within Seattle (such as east - west from Ballard) is more important than shoring up links to Tacoma. Seattle proper is rapidly becoming unlivable and I, for one, am seriously considering leaving the UW if transit within the city does not become more usable. I am also having difficulty recruiting faculty to join the UW because of the congestion.
Out of District	too slow
Out of District	As usual there is nothing for Renton to downtown Seattle. Currently there are only two routes that serve this 101 and 106. Both of these are TERRIBLE. Frequent cancellations due to whatever lame excuse and the busses are completely over crowded to the point of being unsafe. There needs to be express or at least limited stop service between the south Renton park and ride and downtown Seattle. I used to ride the 101 to and from work and finally gave it up because of the awful service and now drive 5 days a week and pay to park. This is because I never really felt safe on that bus.
Out of District	ST is the regional provider and should focus on regional mass transit solutions. Less focus on BRT and more focus on rail. Extension of service to Capitol Hill is already a success - please let's continue that success!! WSDOT should fund HOV improvements on their system. Local transit should fund their own BRT and bus service improvements.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Out of District

Out of District	This has taken far too long and hundreds of millions of dollars over budget to accommodate a small percent of the population. We voted on this twenty years ago and how much of that was completed as promised and on budget? And now you want to tax us to let you mismanage and bungle more projects that won't be completed in my lifetime? No thank you. You should be ashamed for the incredible cost overruns and the asinine Bertha debacle. Someone should be held accountable, Mayor Murray and Governor Inskee, for the gross incompetence of this project. Hmmm, maybe it should be you!
Out of District	Thank you for working on this critical issue for the future of our region! Good transit is the only way that we will be able to accommodate growth without paving over all of the natural beauty that draws people here in the first place.
Out of District	Change the entire concept to user pay. The present plan taxes property and vehicle owners which subsidizes those using the system. Have those that use & will use it pay the entire cost through ridership fares.
Out of District	increasing frequency of current Sounder routes (Lakewood to Seattle + returns), parking options at existing Sounder stations (increasing busses to + from existing park and rides and currently under-utilized parking areas)
Out of District	Quit wasting taxpayers money!
Out of District	I strongly oppose extending the light rail the 3.7 miles from the Redmond Technology Center to downtown Redmond. Enhanced bus service from downtown Redmond and a larger park and ride in downtown Redmond would accommodate Redmond ridership on the light rail.
Out of District	I believe there should be efforts made to spread the cost of the transit system in a more equitable. For instance someone living or working on the outskirts of the system or proposed additions to the system will have less opportunity to use transit and thus in my opinion should pay less of the costs. At a cost of \$200 annually or \$17/ month, is a lot to pay when I will not have the opportunity to use the system because it does not yet reach my destination and will not by the end of ST3 implementation. Really the only justification I can find for the cost then would be the potential decrease in the number of vehicles/ congestion along the routes that I will drive in my car.
Out of District	Build rail. Enough said. And, if you have people, developers or other entities who get in the way in opposition to this, tough cookies!
Out of District	Please speed up construction so I can get on light rail from Ash Way to sports arenas such as CenturyLink and Safeco.
Out of District	it is critical that people living in the south sound have rail access to seattle and points further north. I-5 has become a dangerous nightmare to drive.
Out of District	I strongly favor rapid transit improvements. I am very disappointed that Sound Transit does not support/coordinate integration of Washington State Ferries with these improvements. We have a very valuable, existing resource in the ferry system, but it is not integrated with other transit - not even the Orca cards. We need to take advantage of all of our transportation resources.
Out of District	I would strongly support expansion of the Sounder Train service thru Renton, Newport, Bellevue, and Redmond using existing rail lines and bringing back those that were removed for recreational purposes. Priority one should be our mass transportation and efficiency, not recreation.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Out of District

Out of District	The entire plan is already outdated due to new and innovative alternatives.
Out of District	ST is the biggest and most corrupt fraud in our state's history. I am weary of the outrageous taxation in King County. STOP!!!
Out of District	Project is to take too long to complete, to reliant on buses and too expensive from a tax perspective, the state and Fed's have money for these types of projects perhaps if we used the existing funds wisely we could diminish the costs.
Out of District	<p>Snohomish County has the fastest-growing population in the region but these transit plans give preference to East King County which has already been pandered to with the relatively "rapid" expansion of I-90, SR-520, I-405, SR-167 as well as other city, county, and state roadways. Pierce County has many more trains going back and forth between Tacoma and King Street Station (along with more frequent opportunities to ride the rails) as opposed to the limited Sounder service - 4 trips in the morning, 4 in the afternoon - between Everett and Seattle; plus, Pierce County is closer to any light-rail options whereas Snohomish County commuters must travel to downtown Seattle before utilizing any light-rail service.</p> <p>The lack of equitability in serving the future needs of Snohomish County commuters along the I-5 corridor is very obvious. If a whole new floating bridge (SR-520) - a marvelous technical achievement in itself - can be built and completed in 5-years then there is no valid reason why it should take 25-years (or even 8-years) to provide light-rail, additional Sounder-service, and enhanced bus services to the North Sound.</p>
Out of District	Taxes need to be shared with everyone in the Puget Sound. Do not just tax people who live in Seattle like you did when the monorail bill was passed. Even if an individual doesn't live in an area near a station, they will benefit by having less people on the road.
Out of District	Needs to come North to Everett and extend Bellevue to Redmond
Out of District	Per trip cost of fixed rail infrastructure/ operation way too high. System is not flexible enough for Puget Sound demographic.
Out of District	I understand from reading the Herald (not your survey) that there is another option to go up I5 to everett and serve paine filed n& boeing by BRT. I wish you had an option to vote on that . I would strongly support that option.
Out of District	I am impacted by the traffic, but 40% of our commute is just outside the project. There is no reliable public transportation for us, it is much, much faster (even in traffic!) to drive. I would love to go from a two-car family to a one-car family, but until more of the suburbs have connections that are viable for either my husband or me and my kids, it isn't a high priority for me.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Out of District

Out of District	Once again you are ignoring the North East side. I work in Everett. I commute Southwest from the Hwy 2 corridor - one of the worst in the state to next door to Boeing off of Seaway. If I took public transportation it would take 1 hour 20 minutes because of the ridiculous Everett Transit - versus Community Transit bus system. That has to be fixed. I am responsible enough to live close (12 miles) to where I work. Community transit built a station in Lake Stevens, but if you are commuting to Everett you are [explicit]. Someone needs to pass a law to eliminate city transit systems completely in favor of a statewide system. I should be able to get an express bus every 15 minutes from Lake Stevens to Seaway where there is a TON of business between Boeing, Fluke and the other businesses in the Seaway/Merrill Creek area. You just don't get it.
Out of District	I wish there were solutions offered that actually affected the majority of commuters rather than these wasteful mass transit options. How about solutions that benefit the majority of people who enjoy the freedom that single passenger cats offer?
Out of District	Spend the \$50 Billion on roads! Not trains.
Out of District	DO NOT appreciate having to fill out a survey when I click on KING5 story.
Out of District	Please remember you need affordable housing in these transit oriented areas.
Out of District	I would hope it would run (light rail) later. As of now, I use the light rail when I can, but my work schedule frequently ends after the last train is done for the night. Overnight service would be convenient.
Out of District	The Sounder commuter train and the light rail should be the top priority of any transit plan. They are the future for Northwest area transportation.
Out of District	since 1996 10 years late billions over budget and all those lies we the taxpayers cannot trust anything you say or do...time for you to RESET and start telling the WHOLE TRUTH on your record of work
Out of District	We live in Eastern King Co., near Carnation. Because of our location, we are not able to use mass transit. The only times would be to go to downtown Seattle for special events. We have to drive to a transit center and find parking.
Out of District	You must, must, must prioritize projects in the plan that will most immediately reduce carbon emissions of the region.
Out of District	I have used the electric battery test buses. I have been very pleased with their performance as a passenger, and proud to see my government impementing CO2 reducing projects. I hope the use of electric buses is expanded in the future.
Out of District	I think you are on the right track! I currently spend 4 to 5 hrs min each day commuting round trip from Olympia to Downtown Seattle everyday. The worst part of my commute is the leg from the Lakewood station to Olympia. I stopped riding the bus from Lakewood to DuPont or Hawks prairie because I would rather sit in my own car on the freeway rather than the bus. Not to mention getting off the bus and having to get back into traffic once I got to my car. We also need more options from the train stations. When a train breaks down, the further you are from your destination, the harder it is to get there. I hate that feeling of hopelessness. Better yet better maintenance for trains and buses should also be a priority! Thanks for asking and listening!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Out of District

Out of District	Transit between belie an Seattle should be a lowere priority than that between tacoma and Everett and along the I-5 corridor. St3 should also include more light rail veins through the Tacoma and Everette/Lynwood suburbs included in the long term plans.
Out of District	Invest in self driving busses NOT rails! Way more capacity opportunity and it will come online earlier!!!! 21st century technology NOT 19th century stuff. Idiots please pay attention to the changing world around you and buy everyone a Lionel set who wants to play with trains.
Out of District	faster
Out of District	Current plans do have insufficient capacity to allow express service. Foregin light rail systems allow for express service and local service. Rail engineers should examin the Yokohama>Tokyo public rail line which did not incorporate an express service and the private system which does. Designing the light rail/commuter rail to encompass a bypass or express line would increase ridership. The Ports of Seattle and Tacoma require a below grade cargo rail line similar to Port of Los Angles to remain competitive. This would segragate cargo rail service subgrade freeing up automotive traffic in urban areas. Chris Rasmussen MV Kodiak Chief Engineer
Out of District	West sound connectivity / Ferry to sounder / Feeders and parking to west ferry terminals. Long term maglev HST Vancouver BC - Edmonds - Seattle - SEA-Portland/PDX ---SFO Feeder from Port Townsend - Bremerton - Tacoma - SEA Seatac.
Out of District	Seems extremely far out at 25 years for Tacoma completion dates? But we would be paying now?
Out of District	I'd really like to see better access between Everett Transit Center and Boeing Field. I can do the drive from Skagit County in 60 minutes. Via transit, it takes 150 minutes; drive from my house to bus, bus to Everett Transit, Sounder bus to bus stop on 99, walk .2 miles, catch another bus, walk .5 miles. \$11 per day round trip. Gas cost less and takes less time. I'd love to take the bus so I don't need to drive and can study during that time but it costs more and takes a lot longer.
Out of District	The funding part of this is very mis-leading. What is the geography of the additional households paying for this exhorbitantly expensive plan? The cost for this plan should be paid for by the households that will actually use it, not by all households in the region. My guess is that you are playing financial games by having all households pay for it which dilutes the cost for the households actually using it. THAT IS NOT FAIR! By not being clear about who is being asked to pay for this reduces your credibility to near zero
Out of District	You already screwed it up by not going down I5 and instead going into Rainier valley. At least [explicit] have a free ride in/out of downtown
Out of District	Having worked in Public Transit in the Puget Sound Area, it is blatantly apparent that it is nothing but a political boondoggle and patronage jobs program.
Out of District	Tax payers do not want their property taxes to support your plans

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Out of District

Out of District	The whole project is a waste of taxpayer dollars! The return on investment is never! You would be better off offering all transit for free and dropping the light rail concept. It does not make sense!
Out of District	Why should I pay for services that will never reach my location? I should not be taxed on services not provided. Fall City residents cannot even get to Issaquah via a bus. This service was removed by Metro a couple of years ago. So, I am opposed to any Sound Transit expansion of services if my zip code has to pay for it as it does not have any benefit to the Fall City community.
Out of District	Leave us alone...use the monies that you already get in taxes for transit for this. That \$ has been misused for decades. No new taxes. No taxes on miles driven. NO MORE TAXES FOR DRIVERS ONLY. TAX BIKE RIDERS. MAKE THEM LICENSE THEIR BIKES and GET INSURANCE LIKE CAR DRIVERS.
Out of District	I am not a user of any transit in the Seattle area but I do oppose any increase in taxes. When they can-not stay on budget or on time it is a waste of tax payer money. Yes I agree that something has to be done but not with the people who are running it now.
Out of District	The ST3 Plan is a never-ending tax increase on everyone in the transit district. My town of North Bend will never benefit from any Sound Transit implementation, yet I will be taxed to the same level as another district resident who gets a light rail station built next door to their home/business. I strongly oppose tax increases for projects that will never benefit me. I also strongly oppose projects costing in excess of \$30Billion when Sound Transit has a dismal record of delivering projects either on-time or on-budget. Further, light rail is a highly restrictive form of transportation and contains no provisions for flexibility, as opposed to bus lines which can be implemented or changed virtually overnight.
Out of District	Sound Transit officials should be brought up on RICO charges. We are sick of the hype and the ridiculously high property taxes in King County. STOP!!!
Out of District	The entire Transcontinental railroad was built for less than the amount (in today's dollars) that ST is asking for . The perception is that ST is incapable of completing a project on time, or on budget. And finally the rail systems that we have are a disaster, there is no parking at the limited number of stations, and the Sounder is either next to empty, or shut down from mudslides. I see it as dismal failure, and a waste of my hard earned dollars.
Out of District	Rail transit ST3 shouldn't be built
Out of District	Stop stealing our money stop the waste. All we need is more roads for single occupancy cars
Out of District	What about those of us west of Puget Sound? More cross sound bridges, highway improvements, new highways, new bridges and maintenance of existing infrastructure should take precedence over light rail.
Out of District	You have cosistently been over budget and late in the completion of projects. ST is a boondoggle we can live without.
Out of District	Your board needs to be accountable to the voters. They should be elected.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Out of District

Out of District	For work, I drive between Lynnwood & Boeing Field (East Marginal Way) and really don't see any efficient means of a commuting solution within this plan. Current bus schedules/times take far too long and are highly inefficient. As Boeing employee, I strongly suggest linking up ALL of Boeing. This means installing rail directly linking ALL major Boeing locations including Everett, Renton, Boeing Field, and Tukwila. Now, more than ever, Boeing employees are consistently having to travel between buildings & cities for work. This an extreme need which is long overdue and hope will be considered.
Out of District	I would live long enough to see any of this completed.
Out of District	There is no .plan to relieve congestion from south snohomish county (eastern portion) to King County. Not everyone in Monroe, Gold Bar, or Sultan work at Everett. Only one bus 424 goes from Southern Snohomish County (eastern portion) and only runs 3 times to Seattle. Pathetic
Out of District	Too expensive , and knowing governments dismal performance in executing big projects on time and on budget (i.e.- Bertha tunnel); I have little faith this behemoth project would come anywhere near \$50 billion. More like double or triple that cost. Unacceptable to put yet another tax hike on the citizens of this area, for dubious results in 25 years.
Out of District	People who own homes and cars should not be getting taxed to build transit for other people. Their should be an optional tax and those who want or support the plan can choose to contribute people should be forced to pay for things that are not going to affect their daily lives
Out of District	[Explicit] ALL THE KING COUNTY SOCIALIST LYING [Explicit] DEMOCRATS. TELL KOMRADE INSLEE TO [Explicit]. ONE CAN ONLY HOPE THAT ALL THE LIBERAL STUPIDITY BRINGS LOTS OF CRIME TO THE [Explicit] IN WESTERN WA STATE GOVERNMENT [Explicit].
Out of District	Enough, enough,enough. Unending and additional taxes are not called for, and should not be tolerated. Stop now!!
Out of District	I think ST's major role, and therefore focus, should be building up a "spine" network of services, along all major roadways, and allowing the local agencies to build/provide supplemental service to the main network.  I see ground transit as somewhat similar to air; ST should be the major airport or airline, while everyone else should be doing feeder service and/or operate as a smaller, connecting airport.
Out of District	If you expect to raise property tax 25cents per 1000 dollars of assessed value and then say that it will cost the average home 200 dollars a year that would mean that the average home has an assessed value of \$8000. I can not imagine that any thing in King county has an assessed value that low.
Out of District	A Penalty should be awarded to employees/contractors who waste or cause cost overruns.
Out of District	Stop spending money you do not have on hand.
Out of District	390 dollars per average household x 25 years. Almost 10,000 dollars per household over next 25 years!!!!!!  you have got to be kidding on top of our already insane taxes!!!!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Out of District

Out of District	I travel to from SEA airport to Downtown and North Seattle frequently. The light rail cars are very cramped when traveling with a suitcase. The seats are too small and often occupied by only one person because use they are so small and cramped. This leaves many others to stand. I like the cars and seats on the Washington DC Metro.
Out of District	No to permanent tax increases.
Out of District	easy access to mass transit takes cars off the road. Secure parking is needed
Out of District	Would love for it to move forward faster even if it meant more money from taxpayers
Out of District	Rail cost us not worth it. The routs are Not Flexible. Buses are able to respond to changing needs as population shifts. Buses are far more affordable.
Out of District	I also realize you will never come in under budget, nor do you care about preferred transportation choices (auto).
Out of District	Quit bleeding me to death with taxes.
Out of District	Project completion times lines are way too long. Also, kitsap county is beginning to feel the pains of growth in the other three counties. As a commuter from kitsap to Eastgate everyday please don't forget about other surrounding counties on the sound.
Out of District	Sound Transit is an Inefficient use of public funds all around.
Out of District	So something I will never use will cost my family \$400 a year for the next 20+years? to put it mildly I strongly oppose this.
Out of District	Too expensive and no new roads and it hard on the people that will not use it. THE POOR ARE GOING TO BE SHAFTED,
Out of District	In addition to east Pierce RBT there is interest of Enumclaw residents who currently use ST to connect in an efficient way there as well. Due to poor metro connections they still commute to Auburn or Bonney Lake. A local RBT sinked with Sounder may be more beneficial than Metro's connection, and cut down temporarily on parking issues at nearby stations. There has also been complaints of the lack of transit between south King to east Pierce. Perhaps if ST had input there the loop from Auburn and Bonney Lake locations to Enumclaw and Buckley could also alleviate some st. rt. 410 congestion.
Out of District	Make users pay for it Instead of taxpayer.
Out of District	It benefits everywhere to keep any car off the road. The connections between transit and ferry service are really poor. I can't get from the Kingston ferry to UW by transit so I must drive. Also, transit between Boeing Feild airport and everywhere else is rotten. Again, this makes a car necessary.  Covered Scooter/bike rentals at the stations would be helpful.
Out of District	Stop raising my taxes, I am retired
Out of District	We really need bus service between Buckley and Enumclaw.
Out of District	Light Rail to Everett should be made more of a priority!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Out of District

Out of District	I have watched the incompetence of the State Engineers for DOT. The Freeway in Tacoma, HWY SR 16, and the horrendous mistake made that cost well over 1 million to fix, and no one GOT FIRED, The second arrows bridge steel came and was too high to get under the first bridge. It all had to go back and be remade. No one got FIRED. Big Bertha, the Main contractor told DOT the machine could not be started because the cutter was out of line. Since the Governor was coming for the starting ceremony, DOT said run it. It went a short way, then cost 192 million plus to dig up and fix. No one got FIRED. Now you want me to approve something that will undoubtedly run WAY over budget, and let it run till 2040? You must think I am crazy.
Out of District	I don't live in area any more, but visit quite often and ALWAYS use transit when possible. Nothing ruins a visit more than being stuck in traffic, then worrying about where to park. I work for transit system in eastern Washington and believe rail is the only solution for the mess that is westside traffic!!
Out of District	I would 100% support these plans if West Seattle and Ballard rail were a priority within 8 years. If they were, I would agree with the tax costs, because we desperately need this in the areas more densely populated around downtown Seattle. We have needed a form of public transportation like rail from West Seattle, Ballard, and NE Seattle that does NOT operate on the current roads that are shared by buses and car traffic. We needed it 5 years ago, and we desperately need this now.
Out of District	Stop wasting our hard earned money on projects that are not needed or run thousands of percent over budget.
Out of District	Since its inception this bond deal has waste all of the money (tax) it has received. No accountability!!!
Out of District	I strongly support mass transit, however, I believe this plan needs to be finished MUCH faster and with MUCH less funds.
Out of District	There is no way in hell I am voting for any of these additional taxes. I'm not a big fan of the RTA tax we already pay. If Sound Transit thinks there is any chance at all that the voters are going to approve these new taxes then they are sadly delusional. I do not support rail transit at all. It is far too high a cost for too few riders. I have some support for bus transit, which can reach many more riders for much lower cost.
Out of District	What about additional bike lanes in metropolitan and suburban areas, like Tacoma, Puyallup, and Bonney Lake?
Out of District	Accelerate implementation to 20 years
Out of District	I think Sound transit should seriously look forward to the boom out the Hwy 169 corridor. You could be the hero by planning to relieve the congestion before it becomes gridlock. Forward thinking a few projects will lend to credibility which is seriously lacking
Out of District	Service to the Maple Valley needs to be expanded. There is extensive construction of new housing in that area and there needs to be better transit coverage to mitigate the impact of the additional residents.
Out of District	just trying to watch the news! Really think advertisement is complete [explicit]!!!!
Out of District	What about access in Maple Valley...there's land and space to expand
Out of District	Please pressure Boeing to support this. Giving Boeing employees the ability to take transit to the Everett site would take a large number of cars off the road.
Out of District	25 years to complete is insane..... Get it done ASAP

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Out of District

Out of District	I strongly support all improvements to make bus service faster and more reliable, such as BRT improvements in all of the ST3 BRT corridors, using highway shoulders (how about making express lanes carpool and transit-only during rush hour), signal prioritization, transit-only lanes, and anything else that facilitates ST Express, and making good bus connections to rail facilities. Light rail and Sounder are wonderful, but fast, frequent bus service to rail stations is needed to open up rail service to most residents. And fast, frequent bus service is desperately needed in high-traffic corridors that don't have rail.
Out of District	Sales tax is a terrible, regressive tax. I strongly oppose increasing sales tax (would gladly have state income tax instead), and nearly all the mass transit proposals I can recall always involve funding through sales tax.
Out of District	It would be great to have light rail service come all the way to Everett station but if it's going to take 25 years to accomplish this why would I want to vote for something that isn't going to be completed in my lifetime. I'm over 50 years old and I'll be retired or dead or I'll have moved away by the time 25 years go by.
Out of District	We need a rail system that goes from Everett to the Airport and Tacoma to the Airport.
Out of District	As a resident in Dupont, I feel the extensions the commuter rail is important, and I would agree to a raise in taxes to pay for that. But that one extension is a small percentage of the total plan, and my taxes should be raised proportionally.
Out of District	Faster timeline and link light rail to Everett moved up in the timeline.
Out of District	Look as usual all of you people are so missing the problem. We need a main high speed rail system from Marysville to Olympia. Any adjoining stations can feed off of this corridor. Buses should not be allowed to be in the carpool lane period. They back traffic up. The car pool lanes are a joke to begin with. Children are not licensed drivers so they do not count. The speed should be faster in that lane as well. And if a vehicle is traveling slower than the posted speed limit for the car pool lane. Ticket. And it should be enforced. The speed limit should be raised in the adjoining lane as well. And upgrade the pavement on these roads. They are terrible. The tressle between I-5 and Hwy 2, is a total joke. It's dangerous and old. It is in serious need of being torn down and replaced. Bottom line. Upgrade roads. Major high speed rail along I-5. Kick buses out of the car pool lane. Up the speed limit in the car pool lane and adjoining lane. Up the speed limit in outlying areas. Widen Hwy 2. Two lanes East and West bound. Two lanes both directions on Hwy 9. Good day.
Out of District	I strongly feel emphasis should be made on light rail. Personally, I would rather see light rail used along the I-495 corridor than rapid transit by reusing the old railroad lines that ran through Renton north.
Out of District	Everett earlier
Out of District	What about transit options for cities like Maple Valley to the Bellevue/Redmond area? I don't take mass transit as there is no option available. Also, what about Hwy 169? The congestion is so bad I no longer travel on the road.
Out of District	Light rail expansion from downtown Tacoma to Tacoma mall. Light rail expansion from Tacoma to Olympia (urgent!!!)
Out of District	expand the rta taxing district. It makes no sense to have major cities in Sno. County not included like Marysville, Lake Stevens, Arlington etc.
Out of District	To costly and to long to complete

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Out of District

Out of District	Dedicated Bus Lanes throughout the system would be a must for increased riders on the BRT - perhaps using toll lanes on I-405 as it's ridiculous that buses should toil in already crowded traffic lanes. Having recently ridden Sound Transit into downtown Seattle from Everett Station, this is a wonderful means of travel.  Paying increased taxes for senior seniors on a fixed income is quite harsh, however! Please use our road use taxes already being collected for this project.
Out of District	How about moving up the timeline for Everett. And what about North Snohomish County...Hope i'm not in the district!!!
Out of District	PLEASE ADD A STATION IN THE CENTRAL DISTRICT, IE 23RD AND UNION OR EAST CHERRY STREET. BYPASSING THE CENTRAL DISTRICT COMPLETELY IGNORES THE IMPORTANCE OF MASS TRANSIT IN OUR CITIES MOST CENTRAL AREA!!!!!!
Out of District	Looking forward to Federal Way light rail to 272nd
Out of District	Need to extend either train service to McMillan or bus service to Irtng.
Out of District	I have been a Kirkland resident for 19 years. I do not understand why the rail corridor which parallels I-405 from Woodinville to Renton and beyond is being left out of the light rail plan. This line should be less costly to build than those in Seattle as the rail corridor already exists! I for one will not vote for the plan until it includes north/south rail service on the eastside along the existing rail line. [name]
Out of District	Stop prioritizing our transportation tax dollars for bikes.
Out of District	I think consideration of the hwy169/hwy 18 corridor for an additional line or stops should be looked at as expansion and commuting from this area into kent, bellevue, Redmond and Seattle is significant. And current roads can not handle the traffic. If I had transit options I would take them.
Out of District	Residents in Snoqualmie Valley contribute \$5 Million in tax revenue annually yet it is difficult to find a bus, and when one is found it takes a ridiculous amount of time. Metro and Sound Transit need to do a better job of leveraging existing resources. We need practical solutions including transit hubs and making it enticing enough for people to trade cars for buses. It's not about the fares being charged, it's the practicality of getting to and from work. Out of the 10,000 local jobs, more than 5,000 people drive to work from South County (Renton, Covington, Black Diamond, Maple Valley) per the 2013 US Census, and it would be safe to assume the majority of those are in single-occupancy vehicles.
Out of District	Another huge boondoggle for the taxpayers to fund. I am strongly OPPOSED to any increase in taxes for this. If those who use the system want to expand it, let them pay for it by the fares they pay.
Out of District	A commuter train that goes all the way to Olympia is strongly needed.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Out of District

Out of District	If you want to relieve traffic congestion, add 33% more capacity by making carpool and HOT lanes general purpose. If you want to implement cost-effective mass transit, look to the old railroad beds that were turned into bike paths, such as the trail that runs parallel to SR-169 from Black Diamond to Renton. I don't believe traffic congestion relief, or cost-effective mass transit are the goals, because your behavior would be different if those were the goals. Finally, taxation without representation: I live outside the transit zones so can't vote on this, but I have to travel inside the zone to make anything like a major purchase or to eat at a restaurant. Excluding some citizens is immoral since we end up paying higher tax rates for things we should have been able to vote on, but are not allowed to. Not very democratic of you.
Out of District	ill conceived and overpriced while leaving out Enumclaw, Covington and Maple Valley areas. Build and maintain highways first NOT light rail. bike lanes, etc.
Out of District	Since there is no mention of Monroe and highway 522 from 405 to Monroe the only improvements i am interested in in would be on 405. Since they are NO buses from Monroe to Redmond and NO light rail either one is forced to drive everywhere. Start looking there as that us one big, long bottleneck.
Out of District	These projects as proposed not to mention the cost to Puget Sound economy and individuals is an insane make work not relieve congestion boondoggle. The current systems do not serve the taxpaying majority, so expanding same before showing much better results of current mass transit systems is outrageous! Give it up!
Out of District	WHERE'S THE MONEY THAT PIERCE COUNTY RESIDENTS HAVE BEEN PAYING FOR OVER A DECADE NOW. WHY IS IT THAT KING COUNTY HAS LIGHT RAIL STATIONS AND THERE IS NO RELIEF FOR THE I-5 CORRIDOR. PIERCE HAS BEEN KEPT OUT OF THE LOOP AND NOW, YOU WANT MORE TAX MONEY AND WE MIGHT SEE LIGHT RAIL IN 17 YEARS???? ARE YOU OUT OF YOUR [explicit] MINDS????
Out of District	Crazy as a bedbug in hot ashes.
Out of District	Projects should be paid for by users of the transportation system, not just every adult. Tolls have obviously worked and people are willing to pay them to travel more efficiently on the roads. In my opinion, tolls should be used to help raise the funds. Not everyone is served by this system but those who would most use it should pay. Also, we are embarrassingly behind on our transportation system. Anything we can do to move the timeline of completion up should be done. Everett connection in 25 years? That is absurdly late to address the needs of a growing area. More creative funding should be explored so we can move more quickly.
Out of District	You people are out of control!!! Your survey is biased in favor of ST3. We don't have \$50B (1 Billion a mile) to spend on light rail which is highly inflexible and does NOT recognize that in the next 50 years most manufacturing and business centers for the area will rapidly change and most likely a significant number people will be working from home or on their cell phones anywhere. This ST3 will be an Albatross around everyone's neck without the population base to support it. The pendulum will swing back against the AGENDA 21 "Stack-em and pack-em" and that movement is just beginning. The best thing you can do right now for traffic is to fix all the stupid bottlenecks the environmentalists have intentionally put in the roads to make traffic bad. You should focus on shoulder use for more frequent busses and build more drivable pavement. This would be cost effective and RESPONSIBLE use of the taxpayers money.

<p>Out of District</p>	<p>Please stop sucking our wallets dry with projects that will NEVER END, as well as never make a profit!!! Your system will forever need to be subsidized!!! (This is also called corporate welfare in the private sector.) This hurts the elderly, the poor, as well as everyone else! DOT and our elected officials has MESSED the road system up with there so called forward thinking, or what ever you want to call it. I suggest you cut the system down to where it supports it's self, lift this GIANT TAX BURDEN OFF THE PEOPLE and manage it like responsible individuals!!! Then maybe you'll get my support!!!</p>
<p>Out of District</p>	<p>This relates to all available options in the drop down.</p> <p>Everett is not cost effective. It does not have the density, ridership or funding to justify the light rail investment. BRT would provide better and more comprehensive service from Downtown, past Paine field on 99, then through Lynnwood and on to Kenmore and Bellevue along 405.</p> <p>Spine to Tacoma is also not cost effective. Both routes already have Sounder service that can be improved at much lower cost and without crippled freeway alignments that ignore the major commercial districts that are chock full of excessive parking in favor of Park &amp; Rides that displace proper TOD and bike &amp; ped access. All day Sounder service makes much more sense that dropping billions on new light rail infrastructure that cannot recoup the costs.</p> <p>Similarly, expanding rail to Redmond, Kirkland and Issaquah is a money sink that most locals are fighting tooth and nail to oppose, crippling what little effectiveness it may have on the drawing board. They need BRT, not rail, and it needs to direct them to their destinations, not via roundabout routes that complicate their commutes. If their politicians won't lead the charge, so be it. Subarea equity be damned. let's invest where it counts: in the areas that want it the most and can be properly served by well designed transit.</p> <p>While I live in the north, I recognize the densest areas close to downtown would be much more cost effective to serve. I don't want the region's money wasted on pipe dreams that don't make sense to the experts.</p> <p>Focus light rail on Ballard first. The cost may be high but it benefits a much greater number of people than super expensive new commuter-oriented light rail to the hinterlands. The new downtown transit tunnel can be built first and be served by local and regional buses while rail is built, or perhaps, the tunnel could be built last and let the rail lines share the Center City Connector on 1st Ave with the Streetcar. Proper BRT, with dedicated lanes and signal priority, is currently much better suited to West Seattle than light rail and can also use the tunnel until the area densifies and light rail funding becomes available. Whichever the case, rail to Ballard should face minimal disruption crossing the ship canal and if a bridge is necessary vs a tunnel it should also serve bikes and pedestrians. Ballard's station should be located as close to the center of the commercial area as possible, closer to 20th than 15th, and the line should turn East at Market to head toward the U District's Brooklyn station and U Village, so it can collect and funnel riders to and from north area buses on 15th Ave NW, 99, I-5 and North</p>

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Out of District

Out of District	The technology of rail is outdated, expensive and costs too much to upkeep. Our weather and threat of earthquake, land slide and wind storms would lead to frequent outages and repair. Private industry innovation will step up and fill the obvious gap in the planning and execution by our transportation leaders especially considering the time frame given by this plan and the history of delays by our leaders in past endeavors. The money being thrown at light rail will be seen as a huge waste in the near future and a true lack of vision when considering other engineering options and value based market options such as ride on demand.
Out of District	It needs to come to Snohomish County first before you extend outside...we voted for this before...only to be put on the bottom of the list...we won't be that stupid this time around..good luck.
Out of District	Please spread cost to all citizens of King county. A state income tax is much needed for different projects in Washington state.
Out of District	25 years to the Eastside is too long, hope this will move up in priority.
Out of District	Not enough thought to east side like Maple Valley, Covington, Black Diamond, Auburn.
Out of District	light rail up 90 asap
Out of District	If I am paying \$200 a year in taxes for transit, I hope they wouldn't charge me a fare. As in, can you send me an unlimited transit Orca card? If so, you have my unlimited support! And I have no problem w/the tax. * Additionally, please make a bus that goes from 272/i5-West side Federal way to 277/108 Ave SE... East side Kent. This area is underserved. Please and thank you
Out of District	I was born and raised where the first Abomb was made in less than three years, so 25 years seems almost ridiculously slow.
Out of District	I just moved to Seattle from the Netherlands in September of last year. I doubt that this plan will do anything in the near future to alleviate the stunning levels of road congestion, or to encourage people to use transit. It is frankly overpriced, and inconvenient to use, since the busses are all stuck in the same traffic. I also do not understand why there are more plans to build more tunnels. In an earthquake it seems like they would be quite unsafe, not just for the people inside, but also for the people who are above the tunnel system.
Out of District	This project is a complete joke and is nothing more than a jobs bill for the special interest Unions to buy and extort votes from people who are too ridiculous to recognize this fact and that they are mere pawns. The train has been repeatedly rejected by the commuters for years now, but the over compensated desk jockeys at Sound Transit and it's board continue to be in denial and refuse to do the honorable thing and put a stop to it. The corrupt politicians refuse to acknowledge this pet project of theirs is a disaster. This agency needs to be thoroughly audited, people fired, fines issued, and restitution made to the tax payers for having their money and time stolen from them. It is obvious that there are going to be big bonus given to people who don't deserve it, union employees rewarded, and politicians and their buddies taken care of by laundering money thru this agency. Pathetic!!! But of course when confronted with this truth, the blithering fools at this agency have the same old worn out line "It's complicated". Too bad the public is not as stupid and gullible as you need them to be, but thank goodness for Sound Transit that many of the Union members are.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Out of District

Out of District	Why wasn't the old 520 bridge kept and used for light rail. Seems it could have saved some \$\$\$
Out of District	Better bus service from Enumclaw to a sounder station . Options for multiple day parking in Enumclaw
Out of District	Govt continues to tax the hell out of the common man and this plan is pure proof. GovtSt spends money with billions of cost overruns wit zero accountability. I'm sick and tired of being [explicit] and what little money I can put away is taken faster than I can save thanks to liberal spending policies. No thank you.
Out of District	JUST IMPROVE THE TIME LINE FOR A FASTER COMPLETION OF ALL the projects
Out of District	I would hope that the project plan is designed to optimize for increased usage, reduced congestion, and greater convenience. The reliability in schedule and timing of light rail is a truly important feature.
Out of District	The projects need to be funded by the people in each geographical area. Eastside taxpayers do not need to be paying for improvements to the Seattle area while dealing without having access to local improvements on the east side.
Out of District	Mass transportation is important and developing ways to offset the use of carbon producing means of travel (natural gas buses) and solar power to help power these new stations and facilities.  Connection JBLM / Tacoma with reliable means of transportation will help greatly
Out of District	Wa State has a very bad record of on time and on budget. This and the STUPID viaduct tunnel are boondoggles.
Out of District	I think this should be done faster and at a lower cost.
Out of District	If we do not invest in rapid transit now, we will face the same budgetary restrictions created by not implementing changes back in 1968. Waiting only increases cost or eliminates action completely by making the cost prohibitively expensive.
Out of District	fund buses and more routes. Use old railroad tracks for sound transit.
Out of District	Snohomish county light rail must be implemented MUCH EARLIER than the 25 year timetable.
Out of District	I will only vote for more buses on the road.
Out of District	Include more Sounder runs from Puyallup to Seattle.
Out of District	25 years to wait for transit improvements to the north end is ridiculous & hard to support. Why all the focus on the south end?
Out of District	The funding mechanism needs to be a progressive tax. Regressive taxes and added on property taxes need to stop. Tax carbon emissions and tax the wealthier more in a state taxing plan. Close the corporate tax loopholes now.  It's time to change the way we fund our much needed transportation projects.
Out of District	Like to see the Everett and Lynwood expansions happen sooner than in 25 years.
Out of District	If the cost of the plan will come from tax money, it should be income tax, not the same or similar amount on everybody.
Out of District	I would also like to see better connections from the ferry terminals to light rail such as tunnel access to nearby downtown stations as I commute daily from Bremerton to the UW.
Out of District	Light rail connection to Seattle from Tacoma should be a high priority since this is a major commuter problem area. 17 years is too long to wait!

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Out of District

Out of District	Every community can do these major projects for less than half the costs except ours. Big Bertha ring any bells?
Out of District	Please do everything within the relative legislative restrictions and Sound Transit powers to consider and expand tax funding sources. It would see that the large majority of people in the Puget Sound region are for a large comprehensive plan such as this, and appreciate the thought and logic that have been put in place thus far, AND know they need to do their part to help pay for it. However, utilizing ONLY Sales Tax, Motor Tab Tax, and Property Tax as the avenues to raise the necessary funds seems too narrow. How about potential payroll taxes? Tolling taxes for bridges? Potential B&O taxes? In other words, I'm advocating for spreading the tax burden to as many stakeholders and as equitably as possible BECAUSE we will all benefit from terrific transit infrastructure improvements in the relative short-term (10-30 years) and long term (50-100 years).
Out of District	Light rail to Tacoma needs to happen sooner than the proposed time frame. People in Tacoma have supported Sound Transit for years without the benefit of projects completed in other areas.
Out of District	Sounder/light rail service to Olympia, pleeeeeeeeeeease!!
Out of District	Stop the entire plan until the public has much more time to consider the expense
Out of District	With the money we're spending on rail we could make buses free for a couple lifetimes. Stop building expensive, fixed infrastructure that doesn't reflect the dynamic nature of our geography and commuters.
Out of District	I spend \$1600 dollars a year to use transit three day a week. I don't need more expense or even higher property tax than we already have. As it is we just took a \$200 a month loan payment increase on our home due to inflated tax assessments. Perhaps the Amazon and Boeing set can afford the endless increases, but for the rest of us you are crushing us under the taxes we already have.
Out of District	You still have not addressed any transportation issues for the Downtown Seattle Waterfront. We need a Sounder Rail Stop at the north end of the Water front. There is no "easy" way for commuters in the Alaskan Way North Water front area (Broad Street to be specific) to be able to access transit to allow for north end commuting!!!
Out of District	Using existing railroad routes/tracks has the lowest financial impact. Building light rail is extremely expensive. Driving buses, especially articulated ones on freeway shoulders would be extremely dangerous to other vehicle traffic. In all cases, all public transportation should be 100% user pay.
Out of District	It shouldn't take 25 years. Come on. It's the 21st Century. We need better transportation options now. Not in 25 years.
Out of District	Rail in hilly country is stupid. Do bus rapid transit with a lot of dedicated right of ways on freeways and major highways - it is cheaper and faster. if you can prove later that converting it to rail makes real sense on a 50 year cost per seat mile basis then you can convert it to rail. So far I have not seen a third party analysis of the cost per seat mile for anything you are doing. No I do not trust you do the analysis because what is left out of the calculation determines the results. For instance the transit tunnel under down town was originally funded without including the maintenance costs. Those that asked about were escorted from the room and later marginalized.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Out of District

Out of District	Huge corporations that benefit greatly from this plan need to help with the tax burden, especially since Washington already gives them astronomical tax breaks. A lot can change in 25 yrs. Some of these large employers that would be greatly served by these transit proposals, may have moved out of state or overseas in 25 yrs. I'm a major supporter of transit, but the plan is too large, doesn't seem to be functional enough for riders in various areas, cost is too high to tax payers, and will most likely be outdated by the time of completion in 25 yrs. Maybe looking to Vancouver, BC's transit system would be helpful?
Out of District	If you cannot manage current state budgets properly, then why would we want to give you any additional money. You have been late on every project the state has ever done. You have been over budget on every project the state has done, and now you are wanting to impose more taxes. I am sure this survey will not matter in the end and you will use the data that supports your agenda.
Out of District	I think that Seattle over analyzes all city projects, spends too much time on this part of the project, doesn't really listen to the public, moves on and makes huge mistakes. I think it is insane that there is no rapid transit system to speak of.
Out of District	Scrap the plan entirely. Add massive increases in bus service - it is more flexible. Do not max out our bonding capacity for the next 25 years.
Out of District	I enjoy taking transit, but it is hard to justify the return to my wife who usually prefers to drive. In areas that are low density, easy parking, you're never going to get people to adopt transit. I think your design mentality should be of hubs where there is high density and a real cost for driving in terms of time and money (parking, tolls), and connecting people to the hubs. Within the hubs (i.e. within Seattle inner neighborhoods) you should have ubiquitous transport and smart links so that you can get anywhere (e.g. Ballard to Cap Hill) within 30 minutes. Then you need to focus on providing access to the hubs from outside. This could literally be a big parking lot next to a light rail station.  Without this ubiquitous transit within the hub, people outside and inside the hubs will still drive because the transit isn't convenient enough. Running transit all over the region as this plan proposes without firming up transit within the hubs will fail.  This is obvious to a casual observer, transit user and supporter such as myself.
Out of District	No station at 130th.
Out of District	In 1915, by hand, an electric train from Everett to Tacoma was built in 2 years. If the Democrats are removed, it could be done again, in 2 years, at almost no cost.
Out of District	METRO & SUBWAY, Ballard to UW subway. Lines that serve the most riders need to be delivered FIRST!
Out of District	I don't think getting to Boeing in Everett and to downtown Everett should take 25 years to be done. That is a joke. Building a line to Everett and Tacoma should be number #1 priority and all other branches should be secondary. Connecting the major cities would be the best option, not just suburbs and neighborhoods.
Out of District	None

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Out of District

Out of District	Metropolitan Puget Sound is 30 years behind in producing a viable mass transit solution. I'm all for shoe-horning all elements of the master plan into a 20 year window. Keep in mind that a very large number of your most ardent supporters will be dead by 2041.
Out of District	Need to speed up the completion of the projects
Out of District	Any new Link Light Rail lines should be fully automated and driverless whenever possible. This means that any at-grade alignment should be removed from consideration.
Out of District	Need UW to Ballard! Why would implementing these services take so long?
Out of District	My question for the very beginning of this project is why do we have to build new rail lines on the East side when existing rail lines existed joining Monroe, Woodinville, Redmond, Issaquah, Bellevue, and Renton? The trackage could have been updated and we the people could have avoided several billions of dollars in needless expenditures. I do not support Light Rail for this reason!
Out of District	Considering 25 years there needs to be something done quicker.
Out of District	We need light rail everywhere fast
Out of District	I am not paying any more taxes for Sound Transit, until they stop wasting the money that they already collect. I have already registered my vehicles out of the Sound transit taxing area. I will drive to Oregon to purchase items needed, so as NOT to pay any additional sales tax.
Out of District	1. All transit plans should take into account a growing move toward telecommuting. 2. The Sound Transit rail line between Edmonds and Mukilteo should be shored up against slides.
Out of District	No transit, rail or bus, on Kirkland trail. Would oppose ST3 if money spent on study or transit on trail.
Out of District	I live in Stanwood and work in Everett. We need shoulder lanes on I-5. This was never mentioned. Our property taxes are already too high compared to other communities. We just had 2 more school levy's placed on us. I am against any property tax levy for any reason.
Out of District	Keep up the good work. We need more transit options on the Eastside....and everywhere I guess.
Out of District	Parking at the park and rides has become unbearable. I have to be at Ash Way Park & Ride no later than 6:45 to be able to park. Other close-by transit stations (Swamp Creek P&R, for example) has such limited service, that commuters like me who work until 6 or later most days, can't park there unless we want to wait an hour for a connection between Ash Way and Swamp Creek. The new paving at both park and rides was great, but we need another building like Mountlake Terrace Freeway Station; otherwise, not as many people are able to utilize the service and curb the congestion.
Out of District	1. Fiscal responsibility is necessary. Financial consequences are required for errors by any party. We the public trust the organizing entity to ensure honesty and integrity across all aspects of this project from workmanship and materials to oversight and accounting. Get this right!!! (i.e.. know where the "hidden" pipes are which stopped Bertha) 2. Since local cities are participating, they must facilitate this project, not hamper it. (ie. help with permit process)

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Out of District

Out of District	The Tacoma transportation issues need to be addressed much quicker than the 17 year plan. Traffic due to JBLM is crippling and a daily mess. This needs to take a higher priority than it has been given.
Out of District	There seems to be no provision for spreading the cost of the project to communities dependent, but less so that those in King County. Island count is an example. I live in Island county and would support some portion of the burden. \$50/year would seem fair (I pass through Seattle occasionally and sometimes work in the area on contract).
Out of District	Totally opposed to ST3 only because it means layoffs for public / government employees--otherwise strongly support the plan.
Out of District	1) Drop the regressive sales tax component, 2) increase the vehicle excise tax (cars, after all, are the problem), 3) lower the property tax portion (we must stop forcing young and middle-class people out of the housing market), and 4) significantly tax businesses (100 or more employees?) that will benefit greatly from this investment.
Out of District	average adult is subjective. Many users are renters who do not pay property tax or do not understand its impact on their rent increase. Property owners are already squeezed to their breaking point with taxes.
Out of District	In order for the Puget Sound region to better accommodate not business and leisure visitors, it is crucial to complete a comprehensive rapid transit system that provides for easy and convenient access throughout the region. I always prioritize travel to destinations where I can use easy and reliable rapid transit.
Out of District	Why is it that the south sound is last for these important projects? We commute to Seattle to work.... We should not be the redheaded step children of the region. As someone who lives in Tacoma I feel we are not given priority.
Out of District	Seriously consider a route between the U-District and Ballard!! It would make for a great cross-city connection point so that people don't have to go all the way north of Lake Washington or downtown in order to cross east-west. It will also allow commuters (eg. workers, students) to bypass the traffic at the I-5 on/off ramps. The UW student population and its employees are only going to grow and many make their home in the Ballard/Wallingford area.
Out of District	I feel strongly that the transit light rail should be concentrating on getting people from the outskirts into and out of the city without driving. Those within the city could then drive easier and since they have less distance to drive, would save gas compared to having thousands driving in from Everett, Tacoma, etc. so why in the world would you run the light rail through the Ranier valley? And not to service the East Marginal way area with thousands of workers seems totally worthless. You need more stations. If they are 5 miles apart, only someone needing to go to existing stations within a walking distance will use it. Look at New York, London, etc. there are stations very frequently within the city.
Out of District	gov. operates at a loss and never answers for it, and the taxpayer bails it out every time. The cost is never what you say going in. And you know that. I call that dishonesty. Lucky for you the average Liberal taxpayer, being the majority, is full of your kool ade. I would love to see a map that shows all properties that will be taken by Eminent Domain. That would separate you from cowards. Until the gov. is expected to run like, and be held accountable like a business, you will never have my OK to spend money.

Sound Transit 3 - Draft System Plan

Responses to the open-ended survey question, "Do you have additional feedback about the draft plan that you'd like to share?"

OTHER - Out of District

Out of District	WE need a fair State Tax system based on income. We have all these wealthy high-tech companies that benefit from our city services. It's time they pay their fair share! That's why even though I favor all that I said I did for improved transit, I do not support the way of paying for them. Additionally, we could charge(as other states do) a fee to sports teams who play in the arenas we, the public, mostly paid for and support.
Out of District	Since the general and aging population in the Puget Sound area will increase dramatically the transportation is essential for the public.
Out of District	25 years! Hell, in 2018, Space X will launch missions to Mars! By then tourists will be able to take a brief ride in space around this planet. Traffic on I-5 will increase by 2% each year and by 2041 I-5 an I-405, were they human, would be entitled to retire on Social Security. Too little, too long, too late. This is that old political clatrap of half a loaf, half of the half of the loaf remaining, and by the time the last slice is delivered it is covered with mold.
Out of District	Consider using heavy rail instead of light rail for some of these lines, like Denver has done recently
Out of District	Please support additional structure parking on the 522 to 145th route, specifically in the Bothell/Kenmore area.
Out of District	Where are public comments published?
Out of District	Build it ,build it, build it! We should have voted for transit in 1970!
Out of District	If Sound Transt was on time. We would be taking light rail from Ash way. In light of STa inability to get things done I don't want to fund ST3
Out of District	Sound Transit is an expensive system that doesn't have any noticeable positive impact on traffic. There will be cost overruns as in the past and we are already overtaxed. After the first vote failed, the second cut out some stations, then were added in at an additional cost. The projected 4.6 billion was a joke and couldn't even complete the so-called route plan. The only aspect that makes some sense is Sounder, using existing tracks and not taking away other traffic lanes. I feel supporting Sound Transit is throwing away good money after bad.
Out of District	Light rail to Orting would be great.
Out of District	These all need to be done within 10 years...I travel the I-5 corridor every day; 92 miles one-way to Seattle for work. Believe me, this needs to be completed way, way sooner than 25 years. I will retire in less than five years by the time I'm 60 because I cannot continue to commute and I cannot move and I am not ready to retire. I want to continue to work here but there is no way...not without a better system in place. Thank you.
Out of District	what about coordinating with the ferry system?