

*Individuals*

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## Letter FW001

Huxtable, Branden

Page 1

**From:** [Branden Huxtable](#)  
**To:** [FWLE](#)  
**Subject:** Midway Options Comment  
**Date:** Wednesday, April 08, 2015 4:58:05 PM

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11-1 [ One problem I have is there's no easy way to walk from Highline CC to Military Road without having to walk to Kent/Des Moines Road or 260<sup>th</sup>. If you set up a station near Highline, I would like it closer to I-5 and a bridge to walk to Military Road. Is that possible?

### *Response to Comment I1-1*

Station access improvements, both transit and non-motorized, are described in Chapters 2 and 3 of the Final EIS. A bridge across S 240th Street is not proposed as part of the FWLE.

## Letter FW002

Hobbs, Michael

Page 1

### *Response to Comment I2-1*

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

From: [birdmoo@box020.hobbs.com](mailto:birdmoo@box020.hobbs.com)  
To: [FW-E](#)  
Subject: Comment - ST Federal Way Link Extension  
Date: Friday, April 10, 2015 8:54:15 PM

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From: Michael Hobbs <[birdmarymoor@frontier.com](mailto:birdmarymoor@frontier.com)>

Message Body:

SR 99 Comment: I definitely think Light Rail should go down SR-99. Contrary to what the City of Des Moines claims, it will stimulate economic growth along that corridor. Putting the Light Rail along I-5 would mean, essentially, that Des Moines would not get service. This is terribly short-sighted thinking on the part of Des Moines. Yes, there will be short-term disruptions. But Light Rail down SR-99 will trigger tremendous growth in the coming years, as well as providing significant short-distance ridership, AND allowing Des Moines residents to easily use Light Rail for commuting.

I-5 Comment:

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment:

Other Comment:

Name: Michael Hobbs  
Address: 13506 NE 66th St  
City: Kirkland  
State: Washington  
Zipcode: 98033

Email: [birdmarymoor@frontier.com](mailto:birdmarymoor@frontier.com)

I live nearby. If so, where?:

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify): I fairly regularly visit retail and restaurant establishments along SR-99 in Des Moines.

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# Letter FW003

Anonymous

Page 1

From: [urjhsl@trns920.bluehost.com](mailto:urjhsl@trns920.bluehost.com)  
To: F.W.L.E.  
Subject: Comment - ST Federal Way Link Extension  
Date: Friday, April 10, 2015 8:02:57 PM

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From: No No <ehodne@msn.com>

Message Body:  
SR 99 Comment: Best alternative

I-5 Comment: 2nd best alternative

13-1 SR 99 to I-5 Comment: Tied for 3rd best alternative

I-5 to SR 99 Comment: Tied for 3rd best alternative

Environmental Comment: Seems the SR 99 route would have by far the smallest environmental impact as it would be almost exclusively in an existing high capacity transportation right of way.

13-2 Other Comment: Maximizing ridership and accessibility should be the highest weighted factors.

Name: No No  
Address: No  
City: No  
State: No  
Zipcode: No

Email: ehodne@msn.com

I live nearby. If so, where?:

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify): Transit, mobility and livability interested.

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## *Response to Comment 13-1*

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

## *Response to Comment 13-2*

Ridership and accessibility were factors considered by the Sound Transit Board in identifying the Preferred Alternative. The Board will also consider ridership in selecting the project to build. Sound Transit modified the Preferred Kent/Des Moines Station location to have access and projected ridership similar to the SR 99 Alternative.

From: [wsrd@hawaii.gov](mailto:wsrd@hawaii.gov)  
 To: FWLE  
 Subject: Comment - ST Federal Way Link Extension  
 Date: Friday, April 10, 2015 5:45:12 PM

From: Walter Brooks <[skoorb62@comcast.net](mailto:skoorb62@comcast.net)>

Message Body:

14-1 SR 99 Comment: I would recommend that there only be one station between the airport area and the Federal Way transit center to shorten the time along the route. On the other hand if development such as has occurred along MLK is likely then more stops would be worthwhile. The route should be along Hiway 99 exclusively except where it goes to the FW Transit center. The current bus route can manage the local ridership. A second major parking garage is needed now and does not need to wait for construction of the light rail line. If there is a single stop between the airport and FW it should be at Highline Community College. If there is to be development of an education center on the current Weyco property then stop should be allowed for near the existing hqtrs building.

14-2 I-5 Comment: There is no point in running the line along I-5 since there is very limited access to businesses along any such route. Parking is currently a major issue in the present system around the airport area and FW transit ctr.

14-3 SR 99 to I-5 Comment: any such path would make the light rail path inaccessible to Highline College and any possible development along HWY 99

I-5 to SR 99 Comment:

14-4 Environmental Comment: The impact along Hiway 99 is minimal and would in fact encourage increased business development. The current light rail route in south Seattle near MLK demonstrates the positive development of using HWY 99.

14-5 Other Comment: I believe that Sound Transit's timing decisions are outrageous. Anyone who has to travel to FW is constantly tied up in heavy traffic. The ST decisions are strangling the development of Federal Way. ST has added significantly to the impact of global environmental change by failing to appeal for greater funding for public transit using electrically powered trains and buses. It is time for ST to build solar power stations in eastern WA. Our current hydro-power dams will start feeling the impact of our drier weather in the near future. My view of the public need for transportation is urgent and it would be advisable to seek Federal funding immediately. My personal preference is to create a state wide public transit agency and merge ST, Metro and other local agencies into that structure. 14-6

Name: Walter Brooks  
 Address: 29814 11th Ave SW  
 City: Federal Way  
 State: WA  
 Zipcode: 98023-8210

Email: [skoorb62@comcast.net](mailto:skoorb62@comcast.net)

I live nearby. If so, where?: 5 miles from FW transit center which mostly overflowing on to local streets

I work in the project area. If so, where?: Retired

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify): I believe Sound Transit's current views on public transit are antiquated and do not meet public needs

*Response to Comment I4-1*

All FWLE alternatives include two stations between the Angle Lake Station and the Federal Way Transit Center, including one at Highline College. Both the Kent/Des Moines and Federal Way Transit Center stations are in areas where transit-oriented development (TOD) is planned for by local governments. There are currently no plans to provide service to the Weyerhaeuser property on the east side of I-5.

*Response to Comment I4-2*

Please see responses to Common Comments 1 and 5 in Table 9-6 of Chapter 9 of the Final EIS.

*Response to Comment I4-3*

All FWLE alternatives would have a Kent/Des Moines Station that would provide access to Highline College. Please see Chapter 2, Alternatives Considered, for a description of all the alternatives.

*Response to Comment I4-4*

Please see response to Common Comment 1.

*Response to Comment I4-5*

Please see response to Common Comment 10.

*Response to Comment I4-6*

Please see response to Common Comment 10. Sound Transit is evaluating the potential for federal funding for the FWLE. As described in Section 2.5.1, Project Funding, additional funding sources could include Federal Transit Administration (FTA) grants. Energy needs to operate the FWLE and the fuel source mix of the energy supplier in the study area are described in Section 4.10, Energy Impacts.

## Letter FW005

Walter, Christopher

Page 1

### *Response to Comment 15-1*

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

From: [pr-rail@box920.bluehost.com](mailto:pr-rail@box920.bluehost.com)  
To: [FW-E](#)  
Subject: Comment - ST Federal Way Link Extension  
Date: Friday, April 10, 2015 5:05:32 PM

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From: christopher walter <>

Message Body:

15-1 SR 99 Comment: The whole point of Light Rail is to link communities together and expand the potential for TOD so we can accommodate the population growth that is coming. This option seems to provide the best options to do that.

I-5 Comment:

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment:

Other Comment:

Name: christopher walter  
Address: 4833 s holden st  
City: seattle  
State: wa  
Zipcode: 98118

Email:

I live nearby. If so, where?:

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

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Letter FW006

Pines, Roger

Page 1

*Response to Comment I6-1*

No comments provided.

From: [rod@iain@sox620.lituchost.com](mailto:rod@iain@sox620.lituchost.com)  
To: [FW/E](#)  
Subject: Comment - ST Federal Way Link Extension  
Date: Friday, April 10, 2015 4:46:21 PM

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From: Roger Pines <[rogerjpines@msn.com](mailto:rogerjpines@msn.com)>

Message Body:  
SR 99 Comment:

I-5 Comment: No comment at this time.

SR 99 to I-5 Comment:

I-5 to SR 99 Comment: No comment at this time.

Environmental Comment:

Other Comment:

Name: Roger Pines  
Address: 22700 30th Ave. S. Unit A206  
City: Des Moines  
State: WA  
Zipcode: 98198-7243

Email: [rogerjpines@msn.com](mailto:rogerjpines@msn.com)

I live nearby. If so, where?: I live at Newport Village Condominiums.

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

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*Response to Comment 17-1*

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

From: [jrc141@box920.bluehost.com](mailto:jrc141@box920.bluehost.com)  
To: FWLE  
Subject: Comment: ST Federal Way Link Extension  
Date: Friday, April 10, 2015 3:46:50 PM

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From: Justin Clark <>

Message Body:

SR 99 Comment: This is my favorite option. Based on most of the options, it seems like it carries a great amount of people, but it also is closer to a more dense area. I like the idea of having rail near businesses, the college, and eventually running to the mall, as these are destinations for people, as opposed to having stations and alignment along I-5, where there are no destinations and you still have to get in another mode of transport to get where you're going.

17-1 I-5 Comment: I don't like the idea of having rail continue along the interstate for a long period of time when there are no "destinations" near the stations. Also, there isn't a lot of density near the interstate, so all users MUST either drive or bus to the station.

SR 99 to I-5 Comment: better than the I-5 all, but doesn't match the SR99.

I-5 to SR 99 Comment: better than the I-5 all, but doesn't match the SR99.

Environmental Comment:

Other Comment:

Name: Justin Clark  
Address: 999 3rd ave  
City: seattle  
State: wa  
Zipcode: 98144

Email:

I live nearby. If so, where?: I live in seattle near the mt baker station, but have family in kent, seatac, and auburn, so I would plan to use the rail to see them

I work in the project area. If so, where?: seatac

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify): I work in Seatac and have family in Kent, seatac and auburn

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This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

# Letter FW008

Schuler, Eric

Page 1

From: [urjhaj@kx920.bluehost.com](mailto:urjhaj@kx920.bluehost.com)  
To: FWLE  
Subject: Comment - ST Federal Way Link Extension  
Date: Friday, April 10, 2015, 3:04:45 PM

From: Eric Schuler <eric.schuler@gmail.com>

Message Body:  
SR 99 Comment:

I-5 Comment:

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment:

18-1 [Other Comment: Travel time and cost above all else, please. It would appear that I-5 alternative is both the fastest and the least expensive. At 12 minutes on top of 40 from Angle Lake to Downtown, this is already slower than the existing 577 bus service from FWTC. What really needs to happen is finding a way for express service from the Airport to Downtown - preferably bypassing all of the at-grade line through south seattle and the Beacon Hill tunnel. ] 18-2

18-3 [No matter what the choice, PARKING is critical. Nobody in Federal Way walks.

Name: Eric Schuler  
Address: 31820 53rd Pl S  
City: Auburn  
State: Washington  
Zipcode: 98001

Email: eric.schuler@gmail.com

I live nearby. If so, where?: West Hill Auburn

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify): I commute from FWTC to Downtown Seattle daily.

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## *Response to Comment 18-1*

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS

## *Response to Comment 18-2*

Express service as suggested here is not part of this project and is not proposed by Sound Transit at this time. Please see the project Purpose and Need described in Chapter 1 of the Final EIS.

## *Response to Comment 18-3*

Please see response to Common Comment 5.

## Letter FW009

Stephenson, Andrew

Page 1

From: [urrhqj@kox920.bluehost.com](mailto:urrhqj@kox920.bluehost.com)  
To: [FWLE](#)  
Subject: Comment - ST Federal Way Link Extension  
Date: Friday, April 10, 2015 12:28:37 PM

From: Andrew Stephenson <amstephenson93@gmail.com>

Message Body:

SR 99 Comment: This is a far better alternative than I-5, apples and oranges actually. I-5 alignment is for drivers to park their car and ride, but it is a disservice for residents living nearby. Building the rail line along SR 99 allows for tremendous TOD potential, huge space for future additional parallel rail lines for "express trains" between Tacoma, Sea-Tac and Seattle, and SR 99 is far slower than I-5 guaranteeing drivers will be passed by the train regularly, probably them wishing they were sitting on the train than at a red traffic light.

That said, I would rather the rail line be as far from the road as possible even if it could tempt drivers to convert. Maximize usage of the utility lines to run the train in trenches at the highest possible speeds. By having stations in trenches, it also keeps pedestrians off the road. Pedestrians can enter pedestrian tunnels to reach the underground station from every direction. The more people running across the road to make their train, the more fatalities there will be.

Keep the rail near I-99 in trenches and away from the road as much as possible.

19-1 I-5 Comment: Foolish to even consider putting heavy rail along a freeway. People do not live on the Freeway, and no one likes living near the freeway. If the rail line cannot be built right, build it along the SR 99 corridor as far as funding allows. Do not make the same mistake that Sound Transit is making between Northgate and Lynnwood. Please build this rail line for those that can walk, bike and take transit to the station. Do NOT build this rail line for drivers - driving is declining not just for the Millennial Generation, but for Baby Boomers and younger generations alike.

Avoid I-5 at all costs!

SR 99 to I-5 Comment: I-5 is a deafening concrete wall of carcinogenic toxic emissions - no one is moving near I-5, so why even consider rail near I-5? Keep rail near the residents, or don't build it at all. You have one chance to get this right.

I-5 to SR 99 Comment: I-5 is a deafening concrete wall of carcinogenic toxic emissions - no one is moving near I-5, so why even consider rail near I-5? Keep rail near the residents, or don't build it at all. You have one chance to get this right.

Environmental Comment:

19-2 Other Comment: Please consider building two extra tracks (4-tracks wide) at smaller stations for "Sea-Tac Express" trains to bypass these stations and whisk commuters to the airport and downtown Seattle.

19-3 Also, at these stations in trenches, build several underground pedestrian tunnels so commuters are not tempted to run across the road to catch a train. Keep pedestrians off crosswalks as much as possible.

Name: Andrew Stephenson  
Address: 104 S Main St Apt 312  
City: Moscow  
State: ID  
Zipcode: 83843

Email: amstephenson93@gmail.com

I live nearby. If so, where?:

### *Response to Comment I9-1*

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS. Section 4.6.1, Non-motorized Elements, of Appendix G1, Transportation Technical Report of the Final EIS, describes improvements Sound Transit would implement near stations to ensure safe pedestrian access.

### *Response to Comment I9-2*

Express service as suggested here is not part of this project and is not proposed by Sound Transit at this time. Please see the project Purpose and Need described in Chapter 1 of the Final EIS.

### *Response to Comment I9-3*

Section 4.6.1, Non-motorized Elements of Appendix G1, Transportation Technical Report of the Final EIS, describes improvements Sound Transit would implement near stations to ensure safe pedestrian access.

*No comments*

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify): I want all of Greater Seattle to have a world-class heavy-rail transit network as soon as possible, but I am concerned about Sound Transit considering I-5 as an alternative, which would be a disservice to everyone living in that area.

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# Letter FW010

Brooks, Ben

Page 1

From: [benagain@firenet.net](mailto:benagain@firenet.net)  
To: FWLE  
Subject: Comment - ST Federal Way Link Extension  
Date: Friday, April 10, 2015 11:53:21 AM

From: Ben Brooks <benagain@firenet.net>

Message Body:

SR 99 Comment: Ideally the best route would.

- 1. Cost the least
- 2. Displace the least residences/businesses
- 3. Be grade separated (elevated/tunnel) to allow for higher speeds
- 4. Should serve major destinations, esp. ones people can park at:
  - a. Highline CC
  - b. Redondo Heights P&R
  - c. Fed Way Transit Center

I-5 Comment: Portions of this line appear reasonable as it may be cheaper and have less displacements; however the tool seems to show that this would displace a lot of people. Also, the stations aren't located near many of the points they need to be located at.

SR 99 to I-5 Comment: Similar issues as to the I-5 alternative

I-5 to SR 99 Comment: This may have possibilities, tho it seems to displace more people.

Environmental Comment:

Other Comment: Please include parking at all stations when possible/expand parking at Fed Way/Redondo. Expecting people to use local buses to get to the station when they are being cut is unreasonable. Getting people out of the cars for at least part of their commute is good enough.

Name: Ben Brooks  
Address: 2169 62nd Ave, E. # 11-104  
City: Fife  
State: WA  
Zipcode: 98424

Email: benagain@firenet.net

I live nearby. If so, where?: Fife, WA

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

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This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

## *Response to Comment I10-1*

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS. All FWLE alternatives would be grade-separated and have stations at Kent/Des Moines (to serve Highline College), S 272nd Street, and the Federal Way Transit Center. Chapter 8 of the Final EIS discusses the various trade-offs among the alternatives.

## *Response to Comment I10-2*

Please see response to Common Comment 3.

## *Response to Comment I10-3*

Please see Section 4.1, Acquisitions, Displacements, and Relocations, of the Final EIS for additional information on property acquisition, relocations, and displacements.

## *Response to Comment I10-4*

Please see response to Common Comment 5. Section 3.4.2 of the Final EIS describes changes in bus routes to provide access to the FWLE stations and Section 3.4.6 of the Final EIS describes planned improvements for non-motorized users to facilitate access.

From: [rrrlg@cov920.hobos.com](mailto:rrrlg@cov920.hobos.com)  
 To: FWLE  
 Subject: Comment: ST Federal Way Link Extension  
 Date: Friday, April 10, 2015, 11:38:44 AM

From: Chris Karnes <[chris.tacoma@gmail.com](mailto:chris.tacoma@gmail.com)>

Message Body:

111-1 SR 99 Comment: I like that these alternatives have the shortest travel time between Federal Way Transit Center and S. 200th. My preference would be for the SR 99 Alternative with Federal Way SR 99 Station - I could see myself using all of the stations on that alignment. As light rail approaches the Federal Way Transit Center it should be heading either south or west in order to be in the correct orientation to make the journey to Fife and Tacoma. An SR 99 alignment that would terminate at the Federal Way Transit Center would be an impact to travel times between Tacoma and Federal Way and Tacoma and SeaTac Airport. I do not favor adding any more optional stations (at S 216th or S 260th), as that would increase travel time between Federal Way and SeaTac Airport with only a few thousand more riders per day. The SR 99 Alternative with S 216th West and S 260th East Stations is the worst case in my opinion, as there will be no legibility of the route from anyone driving along SR-99. Weaving around over and under streets and SR-99 seems like a substantial engineering challenge as well. 111-2

111-3 I-5 Comment: I like that the I-5 alternatives are less costly than the SR-99 alternatives, but I do not like that the travel times are longer and the ability to do transit oriented development is much more difficult.

SR 99 to I-5 Comment: I could live with this alternative, but I would probably never use half of the stations, because of their park and ride nature.

111-4 I-5 to SR 99 Comment: This is the worst set of alternatives. High costs, eastbound approach to Federal Way Transit Center, unnecessary double-backing, and poor service to Highline Community College. I do not support this set of alternatives.

Environmental Comment:

111-5 Other Comment: Please take into account how this project will influence the development of a future extension of light rail to Tacoma, as that is likely to be a project in the Sound Transit 3 ballot measure in 2016.

Name: Chris Karnes  
 Address: 418 North L St #4  
 City: Tacoma  
 State: WA  
 Zipcode: 98403

Email: [chris.tacoma@gmail.com](mailto:chris.tacoma@gmail.com)

I live nearby. If so, where?:

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify): I'm in Tacoma. The design of this corridor will impact travel time between Tacoma and Seatac airport.

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This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

*Response to Comment 111-1*

The SR 99 Alternative would have the same travel time as the Preferred Alternative and the I-5 to SR 99 Alternative. Travel times for each alternative and station option are presented in Section 4.2.3, Transit Travel Time, of Appendix G1, Transportation Technical Report, of the Final EIS. Please see response to Common Comment 6 in Table 9-6 of Chapter 9 of the Final EIS.

*Response to Comment 111-2*

Please see response to Common Comment 11.

*Response to Comment 111-3*

The travel time for the Preferred Alternative would the same as the SR 99 Alternative. Travel times for each alternative and station option are presented in Section 4.2.3, Transit Travel Time, of Appendix G1, Transportation Technical Report, of the Final EIS. Please see response to Common Comment 11.

*Response to Comment 111-4*

Please see response to Common Comment 11.

*Response to Comment 111-5*

Please see response to Common Comment 6.

# Letter FW012

Young, Levi

Page 1

## Response to Comment I12-1

Please see Chapter 5, Construction, for a description of construction methods, impacts, and mitigation. Section 5.2.1, Transportation, describes potential closures of SR 99 to construct the SR 99 Alternative.

From: [jredhill@box920.bluehost.com](mailto:jredhill@box920.bluehost.com)  
To: FWLE  
Subject: Comment: ST Federal Way Link Extension(I  
Date: Friday, April 10, 2015 11:16:53 AM

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From: Levi Young <lhyoung05@comcast.net>

Message Body:

112 1 SR 99 Comment: What would the construction plans be for this alternative? It seems major portions of SR 99 would have to be closed in order to build the drilled shafts and columns. Would SR 99 also have to be closed while the gantry truss is erecting the elevated guide way? This seems like the best route for the Light Rail while being the most technically challenging one to construct and coordinate. What is the planned detour for when portions of SR 99 are closed?

I-5 Comment:

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment:

Other Comment:

Name: Levi Young  
Address: 6219 S 253RD ST APT HH204  
City: Kent  
State: WA  
Zipcode: 98032

Email: lhyoung05@comcast.net

I live nearby. If so, where?: Kent

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

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## Letter FW013

Wasiewicz, Leon

Page 1

From: [prrdigi@fox920.houston.com](mailto:prrdigi@fox920.houston.com)  
To: FWLE  
Subject: Comment - ST Federal Way Link Extension  
Date: Friday, April 10, 2015 10:42:20 AM

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From: leon wasiewicz <zuqu9@aol.com>

Message Body:  
SR 99 Comment:

I-5 Comment:

SR 99 to I-5 Comment:

113-1 I-5 to SR 99 Comment: how big and where will the park and rides be. The current one's now are not big enough for the current time.

Environmental Comment:

113-2 Other Comment: does it make any difference what we think you will pick the alt you want and do it

Name: leon wasiewicz  
Address: 13707-116th ave ct east  
City: puyallup  
State: wa  
Zipcode: 98374

Email: zuqu9@aol.com

I live nearby. If so, where?:

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify): homeowner

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This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

### *Response to Comment I13-1*

Chapter 2, Alternatives Considered, and Chapter 3, Transportation, of the Final EIS describes the parking associated with each station.

### *Response to Comment I13-2*

The Sound Transit Board considers input from all stakeholders, including members of the public, when identifying the Preferred Alternative and selecting the project to be built.

## Letter FW014

Coleman, Nikole

Page 1

From: [prrdigi@box920.feduspost.com](mailto:prrdigi@box920.feduspost.com)  
To: FWLE  
Subject: Comment - ST Federal Way Link Extension  
Date: Friday, April 10, 2015 10:21:37 AM

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From: Nikole Coleman <nikole.coleman@gmail.com>

Message Body:

SR 99 Comment: This option is the best option for creating a system that can create walkable, livable communities along the alignment.

114-1 I-5 Comment: This alignment does not offer enough options for creating walkable communities along the route. It simply serves a park and ride system for commuters to Seattle. Why can't the LLR be more than that? Look to other cities for what the light rail can be!

114-2 SR 99 to I-5 Comment: This alignment ignores the college too much.

114-3 I-5 to SR 99 Comment: This alignment would be my second choice.

114-4 Environmental Comment: Social equity is important. The important of more than just the commute to Seattle needs to be considered. What about people getting from Sea Tac to Fed Way? Or Des Moines to Sea Tac? Those are just as important.

Other Comment:

Name: Nikole Coleman  
Address: 4901 NE Fairwood BLVD # 116  
City: Tacoma  
State: WA  
Zipcode: 98422

Email: [nikole.coleman@gmail.com](mailto:nikole.coleman@gmail.com)

I live nearby. If so, where?:

I work in the project area. If so, where?: Des Moines

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

..

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### *Response to Comment I14-1*

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

### *Response to Comment I14-2*

Please see response to Common Comment 5.

### *Response to Comment I14-3*

Please see response to Common Comment 11.

### *Response to Comment I14-4*

Section 3.5.2 of the Final EIS provides travel times between the FWLE and several regional destinations. The greatest travel time savings will be between Federal Way Transit Center and Sea-Tac Airport. Please see also response to Common Comment 8.

# Letter FW015

## NewPort Village

### Page 1

From: [nrvl@ox920.huchess.com](mailto:nrvl@ox920.huchess.com)  
To: PWE  
Subject: Comment - ST Federal Way Link Extension  
Date: Friday, April 10, 2015 8:47:00 AM

From: NewPort Village <>

Message Body:

115-1 SR 99 Comment: SR 99 Route is preferred and has better accessibility for riders and less impact to residents.

115-2 I-5 Comment: The I-5 alternatives will impact too many residential properties in the Pacific Ridge Neighborhood including several large multi-family units. The Pacific Ridge neighborhood is the most neglected/underserved part of Des Moines, please do not make it worse by displacing more residents.

115-3 SR 99 to I-5 Comment: SR 99 Route is preferred and has better accessibility for riders and less impact to residents.

115-4 I-5 to SR 99 Comment: The I-5 alternatives will impact too many residential properties in the Pacific Ridge Neighborhood including several large multi-family units. The Pacific Ridge neighborhood is the most neglected/underserved part of Des Moines, please do not make it worse by displacing more residents.

Environmental Comment:

Other Comment:

Name: NewPort Village  
Address: 22700 30TH AVE S  
City: Des Moines  
State: wa  
Zipcode: 98198

Email:

I live nearby. If so, where?: I live in the Pacific Ridge Neighborhood

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

--

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### *Response to Comment I15-1*

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

### *Response to Comment I15-2*

Please see response to Common Comment 3.

### *Response to Comment I15-3*

Please see response to Common Comment 11.

### *Response to Comment I15-4*

Please see response to comment I15-2 above.

Weerts, Jon

From: [sayrij@aol.com](mailto:sayrij@aol.com)  
 To: FWLE  
 Subject: Kent, DesMoines Station Options Comments  
 Date: Friday, April 10, 2015 12:07:31 PM

To whom it may concern:

As a homeowner on 35<sup>th</sup> Avenue South (backyard adjacent I-5), we strongly oppose the K/DM At-Grade Station option – for the following reasons:

116-1 First – Little to no economic value or benefit  
 By locating this station behind the Lowes Hardware Store (as it looks on your graphic), there is little to no economic benefit for any local businesses. The area behind the Lowes is void of commerce. It seems that there would be a more lucrative benefit for businesses if a site along SR99 was chosen. It seems a station closer to the college would make more sense as more riders would probably utilize the light rail if the station was closer to the college.

116-2 Second – Negative impact on our quality of life  
 Spending time in our backyard is tenuous at best already due to I-5 and the noise. Having a station at grade level will further diminish the time we do spend in our yard as it would be almost directly level with our yard. Although across the interstate, cause for voyeurs is a concern. Will home owners along that stretch of I-5 receive a barrier if this site is chosen to ensure privacy?

116-3 Third – Located near a previous landfill  
 Should riders be worried or concerned about possible long-term health issues if this station is located this close to a previous landfill. Also, it seems this location would potentially be a difficult location for future expansion and returning to SR99. 116-4

116-5 Fourth – Safety Concerns  
 The question of the safety of riders/passengers gives some cause for concern. There are not many buildings or businesses located around this proposed site. If a passenger was assaulted or attacked after departing a train or the station it doesn't seem likely that there would be many people around to hear or to see or to help in this type of situation. Also, with little to no businesses around this location, it seems like it could potentially become a location for loitering at all hours.

These are just a few thoughts for consideration from a concerned Kent citizen.

Thank you,

Jon Weerts  
 24103 35<sup>th</sup> Avenue South  
 Kent, WA 98032  
[sayrij@aol.com](mailto:sayrij@aol.com)

*Response to Comment I16-1*

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

*Response to Comment I16-2*

Section 4.5, Visual and Aesthetic Resources, of the Final EIS describes visual impacts of the FWLE. Existing vegetation on the east side of I-5 between the freeway and residences to the east would screen views of these residences.

*Response to Comment I16-3*

As described in Section 4.12, Hazardous Materials, of the Final EIS, the landfill has been closed for over 20 years and contamination at the site was to groundwater. Monitoring of groundwater is ongoing but would not affect station users.

*Response to Comment I16-4*

This option is not designed to connect to SR 99.

*Response to Comment I16-5*

Please see response to Common Comment 7.

# Letter FW018

Osborne, Kerry

Page 1

## Response to Comment I17-1

Please see response to Common Comment 2 in Table 9-6 of Chapter 9 of the Final EIS.

**From:** [kerrjoi@bny920.hushpost.com](mailto:kerrjoi@bny920.hushpost.com)  
**To:** [FWLE](#)  
**Subject:** Comment - ST Federal Way Link Extension  
**Date:** Saturday, April 11, 2015 11:18:51 PM

---

From: Kerry Osborne <kerry.osborne@comcast.net>

Message Body:  
SR 99 Comment:

I-5 Comment: This option is more appealing because of the cost and disruption of the SR99 option would repeat the Rainier Valley disaster. More people drive to link hubs, rather than walk in a neighborhood to the rail. Please keep rail out of neighborhoods.

117-1 SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment: Hwy 99 doesn't need to be another Empire Way disaster.

Other Comment:

Name: Kerry Osborne  
Address: 17304 34th Ave South  
City: SeaTac  
State: WA  
Zipcode: 98188

Email: kerry.osborne@comcast.net

I live nearby. If so, where?: Seatac

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

--

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## Letter FW019

Thompson, Mike

Page 1

From: [urcfai@krs920.bluehost.com](mailto:urcfai@krs920.bluehost.com)  
To: [FWLE](#)  
Subject: Comment - ST Federal Way Link Extension  
Date: Saturday, April 11, 2015 10:10:11 PM

---

From: Mike Thompson <>

Message Body:  
SR 99 Comment:

118-1 I-5 Comment: I-5 Alternative with Federal Way S 320th Park and Ride Station is the best route choice for long term connections going farther south.

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

118-2 Environmental Comment: What environmental impacts?? Are you kidding me! In the long run this is way less of an impact than millions of single car commutes!

Other Comment:

Name: Mike Thompson  
Address: 320th st  
City: Federal way  
State: WA  
Zipcode: 98003

Email:

I live nearby. If so, where?: Yes

I work in the project area. If so, where?: Yes

I own a business nearby. If so, where?: Yes

I attend school in the project area. If so, where?: No

Other (please specify):

--

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### *Response to Comment 118-1*

Please see response to Common Comment 6 in Table 9-6 of Chapter 9 of the Final EIS.

### *Response to Comment 118-2*

Please see response to Common Comment 11.

## Letter FW020

Hagen-Lillevik, Severin

Page 1

From: [sevin@box920.tiustos.com](mailto:sevin@box920.tiustos.com)  
To: FWLE  
Subject: Comment - ST Federal Way Link Extension  
Date: Saturday, April 11, 2015 2:41:24 PM

---

From: Severin Hagen-Lillevik <sevillevik@hotmail.com>

Message Body:

SR 99 Comment: Running down highway 99 is the best option for the light rail, because it would be the most visible to people and probably would be the most accessible. It would be very assessable for future residents living along highway 99, as well as students attending Highline College.

119-1 I-5 Comment: This alternative would favor more driving to the light rail. walking from highway 99 to I-5 on SR 516 is unpleasant. New development in the new up zoned area in Kent would not really be transit-oriented development if the light rail is further away.

119-2 SR 99 to I-5 Comment: Not a straight route.

I-5 to SR 99 Comment:

119-3 Environmental Comment: Going along I-5 would require lots of trees to be cut down, I am assuming.

Other Comment:

Name: Severin Hagen-Lillevik  
Address: 25120 98th place south unit A305  
City: Kent  
State: WA  
Zipcode: 98030

Email: sevillevik@hotmail.com

I live nearby. If so, where?:

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify): I live on the other side of the Valley in East Hill, close to downtown. I think that it is important to have the light rail run through Kent as well as the train to help reduce traffic on I-5 and 167.

—  
This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

### *Response to Comment I19-1*

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

### *Response to Comment I19-2*

Please see response to Common Comment 11.

### *Response to Comment I19-3*

Please see Section 4.9, Ecosystems, of the Final EIS, which documents the amount of vegetation affected.

## Letter FW021

Smith, Suzanne

Page 1

### *Response to Comment I20-1*

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

**From:** [iprrdign@krcv920.bluewin.com](mailto:iprrdign@krcv920.bluewin.com)  
**To:** FWLE  
**Subject:** Comment: ST Federal Way Link Extension  
**Date:** Saturday, April 11, 2015 1:19:46 PM

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From: Suzanne Smith <kentluckybug@hotmail.com>

Message Body:  
SR 99 Comment:

I-5 Comment: I prefer the I5 route, it will serve the east side of the I5 corridor which I feel has limited to no bus service, better service to UW, can walk to the station

SR 99 to I-5 Comment: too many businesses displaced, would have to drive and park on hwy 99

I-5 to SR 99 Comment:

Environmental Comment:

Other Comment:

Name: Suzanne Smith  
Address: 27022 Cardiff Ave  
City: Kent  
State: WA  
Zipcode: 98032

Email: kentluckybug@hotmail.com

I live nearby. If so, where?: star lake I5 entrance

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify): transportation to UW

--

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## Letter FW022

Biddlecom, Mark

Page 1

From: [markbiddlecom@cox920.bluebox.com](mailto:markbiddlecom@cox920.bluebox.com)  
To: EWE  
Subject: Comment - ST Federal Way Link Extension  
Date: Saturday, April 11, 2015 9:55:08 AM

---

From: Mark Biddlecom <markbiddlecom@gmail.com>

Message Body:

121-1 SR 99 Comment: The only reason this one makes sense to me is because of the option to have a station close to High Line, which the other three do not.

121-2 I-5 Comment: I broadly prefer this one as it's the cheapest (potentially leaving more funds for other ST corridors?) but also as most of my businesses south of Seattle is in Kent proper.

121-3 SR 99 to I-5 Comment: The hybrid alternatives both make poor connections to High Line.

I-5 to SR 99 Comment: The hybrid alternatives both make poor connections to High Line.

Environmental Comment:

Other Comment:

Name: Mark Biddlecom  
Address: 8645 24th Ave SW  
City: Seattle  
State: Wa  
Zipcode: 9810

Email: markbiddlecom@gmail.com

I live nearby. If so, where?:

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify): Family and friends live near the corridor

--

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### *Response to Comment I21-1*

Please see response to Common Comment 4 in Table 9-6 of Chapter 9 of the Final EIS.

### *Response to Comment I21-2*

Please see response to Common Comment 11.

### *Response to Comment I21-3*

Please see response to Common Comment 4.

## Letter FW023

Gemmill, Matthew

Page 1

From: [mcdford@brev920.bluehost.com](mailto:mcdford@brev920.bluehost.com)  
To: [FWLE](#)  
Subject: Comment: ST Federal Way Link Extension  
Date: Saturday, April 11, 2015 7:52:24 AM

From: Matthew Gemmill <>

Message Body:

122-1 SR 99 Comment: This is likely the best bet. If stations absolutely need to be "trenched" in order to minimize visual impacts, than so be it. This alternative has the best walkshed, the best potential for development, and would serve the most transit riders.

122-2 I-5 Comment: This just seems like a waste? Why skirt I-5? There's little walkshed, and we'd have to build the alignment around a landfill. The potential for people to easily use this alignment seems diminished.

122-3 SR 99 to I-5 Comment: Much like the I-5 alignment, this is only marginally better (thanks to the KDM 30th Ave Station). Still a "thumbs down" in my opinion.

122-4 I-5 to SR 99 Comment: This is acceptable, if need be. I can understand the desire to minimize visual impacts, and this alternative has somewhat less than the SR 99 alternative.

122-5 Environmental Comment: Minimize and mitigate as necessary. The environmental impact of giving people an alternative to the internal combustion engine will outweigh any site impacts.

Other Comment:

Name: Matthew Gemmill  
Address: 8806 Nesbit Ave N Apt 5  
City: Seattle  
State: WA  
Zipcode: 98103

Email:

I live nearby. If so, where?:

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify): Interested in expanding that regional transit grid

--

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### *Response to Comment I22-1*

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

### *Response to Comment I22-2*

Based on additional data collected during preliminary design after the Draft EIS was published, the Preferred Alternative could be constructed across the landfill. Please see response to Common Comment 1.

### *Response to Comment I22-3*

Please see response to Common Comment 11.

### *Response to Comment I22-4*

Please see response to Common Comment 11.

### *Response to Comment I22-5*

Sound Transit is committed to mitigating project impacts. Details about proposed mitigation are provided in Appendix H.

## Letter FW024

Kuznetsov, Alexey

Page 1

### *Response to Comment I23-1*

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

From: [urrhqj@sox920.hushpost.com](mailto:urrhqj@sox920.hushpost.com)  
To: [FWLE](#)  
Subject: Comment - ST Federal Way Link Extension  
Date: Saturday, April 11, 2015 2:13:35 AM

---

From: Alexey Kuznetsov <kuzaa9@gmail.com>

Message Body:

I23-1 { SR 99 Comment: This should be a project which will allow more people to use transit, which is preferably in a walking distance or has connection to other means of public transportation. There is already I-5 for cars with its own problems like potholes and high traffic - it does not need more congestion.

I-5 Comment:

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment:

Other Comment:

Name: Alexey Kuznetsov  
Address: 3021 SW Bradford St, Apt 408  
City: Seattle  
State: WA  
Zipcode: 98126

Email: kuzaa9@gmail.com

I live nearby. If so, where?:

I work in the project area. If so, where?: I work in Kent, but a little away from any of the suggested routes. Though I will enjoy good bus connections between the new Link stations and Kent/Southcenter.

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

--

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

## Letter FW025

Condon, William

Page 1

From: [urcfai@trns920.bluelosi.com](mailto:urcfai@trns920.bluelosi.com)  
To: [FWLE](#)  
Subject: Comment - ST Federal Way Link Extension  
Date: Saturday, April 11, 2015 1:51:24 AM

---

From: William Condon <wc5003042@gmail.com>

Message Body:

124-1 [SR 99 Comment: Do it cause it's high line and the transit center

I-5 Comment:

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

124-2 [Environmental Comment: Good idea just get it done faster. South link is the priority not east

Other Comment:

Name: William Condon  
Address: 764 S. 293rd St  
City: Federal Way  
State: Wa  
Zipcode: 98003

Email: wc5003042@gmail.com

I live nearby. If so, where?:

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

--

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### *Response to Comment I24-1*

Please see response to Common Comment 4 in Table 9-6 of Chapter 9 of the Final EIS.

### *Response to Comment I24-2*

Please see response to Common Comment 10.

# Letter FW026

Wayne, Jason

Page 1

From: [jrr:hqr@box920.hq.ches.com](mailto:jrr:hqr@box920.hq.ches.com)  
To: DWE  
Subject: Comment - ST Federal Way Link Extension  
Date: Monday, April 13, 2015 9:59:58 PM

From: Jason Wayne <>

Message Body:

125-1 SR 99 Comment: I like this route more due to better access and more route stops along SR 99 especially at Highline College. I travel to Seattle using the Rapid Ride along SR 99 and then catching the Light Rail at the Airport or Tukwila International Blvd Station. Having the Light Rail at SR 99 would be more of a favor for public transit riders and help revitalize businesses SR 99.

125-2 I-5 Comment: This does not look like a good idea because feel like I would better served with the SR 99 Route. This route curves away from major areas and then the trying to avoid the landfill by going over I-5 made me face-palm myself who came up with this idea?

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment:

Other Comment:

Name: Jason Wayne  
Address: 3835 S 261st ST  
City: Kent  
State: WA  
Zipcode: 98032

Email:

I live nearby. If so, where?:

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?: Highline College

Other (please specify):

--  
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## *Response to Comment 125-1*

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

## *Response to Comment 125-2*

Please see response to Common Comment 1. Section 2.2.3.5 in Chapter 2, Alternatives Considered, describes that the Landfill Median Alignment Option was developed during the Draft EIS to address uncertainties about geologic conditions under the landfill and regulatory requirements for construction. Geotechnical borings completed to date confirm that crossing the landfill is feasible.

# Letter FW027

Whalen, David

Page 1

From: [prndtj@box920.bluehost.com](mailto:prndtj@box920.bluehost.com)  
To: FWLE  
Subject: Comment: ST Federal Way Link Extension()  
Date: Monday, April 13, 2015 9:18:05 PM

---

From: David Whalen <dvwhalen@gmail.com>

Message Body:

SR 99 Comment: Best ridership, TOD potential, development catalyst potential...a few minutes slower, but that's not as important.

I-5 Comment: Generally a complete waste of time and money. Freeway occupies far too much of the station-area walksheds and TOD potentials.

126-1 SR 99 to I-5 Comment: Compromises such as this should not be made in the name of capital savings. It will cost more to realign later.

I-5 to SR 99 Comment: Compromises such as this should not be made in the name of capital savings. It will cost more to realign later.

126-2 Environmental Comment: No significant environmental impacts were identified. The usage of the trains themselves will mitigate any such impacts, in any case.

126-3 Other Comment: It is vitally important that a 99 alignment be selected, and that it be entirely grade-separated. The preferred end-point is the Federal Way Transit Center.

Name: David Whalen  
Address: 10520 NE 136th Pl  
City: Kirkland  
State: WA  
Zipcode: 98034

Email: dvwhalen@gmail.com

I live nearby. If so, where?:

I work in the project area. If so, where?: I work all over the region. Commuting by bus or sounder schedule is unreliable, and so is driving.

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify): I am interested in providing the best transit connections possible to the region.

--  
This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

## *Response to Comment 126-1*

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

## *Response to Comment 126-2*

Sound Transit is committed to mitigating project impacts. Details about proposed mitigation are provided in Appendix H.

## *Response to Comment 126-3*

Please see response to Common Comment 11. All alternatives have grade-separated crossings.

## Letter FW028

Cathcart, Richard

Page 1

From: [richcath92@stlouis920highline.com](mailto:richcath92@stlouis920highline.com)  
To: [PWE](#)  
Subject: Comment - ST Federal Way Link Extension  
Date: Monday, April 15, 2015 8:52:23 AM

---

From: Richard Cathcart <[richcath92@gmail.com](mailto:richcath92@gmail.com)>

Message Body:

127-1 SR 99 Comment: It seems like this alignment would disturb the most businesses. While there's better opportunity for TOD when half the station walkshed is not obstructed by a freeway (I-5 in this case), I wonder if the trade-off is worth it for the additional relocations required.

127-2 I-5 Comment: This is a fine alignment except for the Kent/Des Moines station being so far from Highline College. Seems like a really good transit destination is lost here given the distance needed to walk from the campus to the station.

127-3 SR 99 to I-5 Comment: I like this alternative the best as it transitions to I-5 when 99 is the closest to that highway and maintains a station close enough to Highline College to make it a viable origin or destination within walking distance of the Kent/Des Moines station.

127-4 I-5 to SR 99 Comment: This alignment seems rather pointless since the alignment already starts on highway 99. Why move to I-5 only to go back again. None of the benefits of the I-5 alignment are realized to their full potential here (less relocations, more WSDOT ROW can be used, fewer driveways/cross streets to manage) and all of the negatives of a 99 alignment are still in play.

Environmental Comment:

Other Comment:

Name: Richard Cathcart  
Address: 300 Vermont Place NE  
City: Renton  
State: Washington  
Zipcode: 98056

Email: [richcath92@gmail.com](mailto:richcath92@gmail.com)

I live nearby. If so, where?:

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify): I have family that live in the area and visit them regularly. Improved transit access for them, and myself when visiting is of interest to me. Also, I'm in general very interested in seeing light rail expanded in our region as a whole and want to see the best alignment possible.

--

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### *Response to Comment I27-1*

See Section 4.1, Acquisitions, Displacements, and Relocations, for a discussion of business and residential displacements, as well as the relocation process and benefits provided to displaced residents.

### *Response to Comment I27-2*

Please see response to Common Comment 4 in Table 9-6 of Chapter 9 of the Final EIS.

### *Response to Comment I27-3*

Please see response to Common Comment 1.

### *Response to Comment I27-4*

Please see response to Common Comment 1.

From: [nrdfigit@hwy920.bluehost.com](mailto:nrdfigit@hwy920.bluehost.com)  
 To: FWLE  
 Subject: Comment: ST Federal Way Link Extension  
 Date: Sunday, April 12, 2015 4:59:06 PM

From: ANGELA NUNEZ <aununez@gmail.com>

Message Body:

128-1 SR 99 Comment: This seems to be the optimal alternative. It directly serves businesses; decreasing the need of parking and car-use.

I-5 Comment: NO; the puget sound area, has plenty park and rides; we don't need more sprawl and more incentives to drive!

128-2 SR 99 to I-5 Comment: No... park and rides!

I-5 to SR 99 Comment: No park and rides! And these options do not serve the area; they serve the commuters PASSING BY the area. Not incentives to walk to the many restaurants and bussinesses to the area.

128-3 Environmental Comment: Make sure to allow ordinances to lower parking. Make sure to add and improve buses going on the main arterial - SR99.

128-4 Other Comment: It makes me uneasy that the EIS already has private money. Developers tend to not care much for the public. Do not give away tax-free anything to developer just because you want the area not to be empty. There plenty options besides parking lots: farmers markets, parks, urban farming, wetlands!

128-5 Make things available in other languages!

Name: ANGELA NUNEZ  
 Address: 4547 8TH AVE NE  
 City: SEATTLE  
 State: Washington  
 Zipcode: 98105

Email: aununez@gmail.com

I live nearby. If so, where?: n/a

I work in the project area. If so, where?: n/a

I own a business nearby. If so, where?: n/a

I attend school in the project area, If so, where?: n/a

Other (please specify): I have friends that I visit occasionally nearby.

--  
 This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

*Response to Comment 128-1*

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

*Response to Comment 128-2*

Please see response to Common Comment 5.

*Response to Comment 128-3*

Please see response to Common Comment 5. Improved bus service to access each station is included as part of the FWLE and is described in Chapter 3, Transportation, of the Final EIS. Ordinances to reduce parking are determined by local jurisdictions.

*Response to Comment 128-4*

The FWLE EIS has been funded by taxes collected as part of the ST2 voter-approved tax package. Sound Transit would surplus properties acquired for project construction but not needed for operation of the FWLE (such as staging areas outside of highway right-of-way) in accordance with Sound Transit’s Real Property Excess, Surplus, and Disposition Policy. Redevelopment of the property would depend on several factors including local land use plans, policies, and regulations.

*Response to Comment 128-5*

All of Sound Transit’s notices and literature for the FWLE offer translation services. Project fact sheets, as well as articles for newsletters, websites, and other communication tools are translated into other languages, and interpreters were available at many of the public meetings/outreach events. Additional information on Sound Transit’s outreach to non-English-speaking populations is provided in Chapter 7, Environmental Justice, of the Final EIS.

*Response to Comment I29-1*

Please see response to Common Comment 2 in Table 9-6 of Chapter 9 of the Final EIS.

From: [pmr@gai@box9201.cohoes.com](mailto:pmr@gai@box9201.cohoes.com)  
To: FWLE  
Subject: Comment - ST Federal Way Link Extension  
Date: Tuesday, April 14, 2015 9:42:55 AM

---

From: Tyron Bardwell <[tyron.bardwell@aecom.com](mailto:tyron.bardwell@aecom.com)>

Message Body:  
SR 99 Comment:

I29-1 I-5 Comment: This is the most desirable alternative. It saves money, is a quicker commute time, a straighter shot, and is located next to freeway where noise is already located. Please expect to travel along the I-5 corridor when commuting to Seattle. It should stay that way. Eliminates potential noise impacts that would occur for all of the homes and residences in the SR99 vicinity.

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment:

Other Comment:

Name: Tyron Bardwell  
Address: 20310 13th Ave. S  
City: Federal Way  
State: WA  
Zipcode: 98003

Email: [tyron.bardwell@aecom.com](mailto:tyron.bardwell@aecom.com)

I live nearby. If so, where?: Marine Hills Neighborhood of Federal Way (off of Dash Point and SR 99)

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

---  
This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federatwaylink.org>)

## Letter FW032

Fagan-Schmieder, Kellie

Page 1

**From:** [currtan@bc920.huskyos.com](mailto:currtan@bc920.huskyos.com)  
**To:** FWLE  
**Subject:** Comment - ST Federal Way Link Extension  
**Date:** Wednesday, April 15, 2015 3:15:35 PM

---

From: Kellie Fagan-Schmieder <whatwerewethinking@comcast.net>

**Message Body:**

SR 99 Comment: This impacts the LEAST amount of homes/residents. Do not displace residents if you can help it. Please.

I-5 Comment:

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment:

Other Comment: In our culdesack, most of the residents have lived here for 50+ years, some of which are the original occupants. Please do not displace our seniors on the end of 253rd St. They became parents together, grandparents and widows together. Do not make them HOMELESS together!

Name: Kellie Fagan-Schmieder  
Address: 3018 So. 253RD ST  
City: Kent  
State: Wa  
Zipcode: 98032

Email: whatwerewethinking@comcast.net

I live nearby. If so, where?: In the culdesac on 253RD ST.

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

--

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### *Response to Comment 130-1*

In developing alternatives Sound Transit avoided and minimized impacts where possible, but some displacements would be unavoidable. Appendix D4.1 identifies parcels that could potentially be acquired by the FWLE alternatives. Section 4.1, Acquisitions, Displacements, and Relocations, describes the property acquisition and relocation processes, and the relocation assistance and benefits that Sound Transit will provide.

# Letter FW033

Anonymous

Page 1

From: [prr1qai@ny920.hushbox.com](mailto:prr1qai@ny920.hushbox.com)  
To: [P.W.E](#)  
Subject: Comment - ST Federal Way Link Extension  
Date: Wednesday, April 15, 2015 2:57:51 PM

---

From: a poop <123@gopro.com>

Message Body:

SR 99 Comment: More ridership, tod opportunities, more closer to the college , and closer to the transit center.

131-1 I-5 Comment: Less tod opportunities.

SR 99 to I-5 Comment: Less tod opportunities ,station locations have poor walk shed, very similar to the I-5 option ..

131-2 I-5 to SR 99 Comment: The same as the 99 option or at least really similar.

Environmental Comment:

Other Comment:

Name: a poop  
Address: 123  
City: seattle  
State: washington  
Zipcode: 98101

Email: 123@gopro.com

I live nearby. If so, where?:

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

--

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## *Response to Comment I31-1*

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

## *Response to Comment I31-2*

Please see response to Common Comment 11.

## Letter FW034

Lasersohn, Jim

Page 1

### *Response to Comment I32-1*

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

From: [prrfdai@ox920.hi.chcs.com](mailto:prrfdai@ox920.hi.chcs.com)  
To: [P.W.E](#)  
Subject: Comment - ST Federal Way Link Extension  
Date: Wednesday, April 15, 2015 2:32:09 PM

---

From: Jim Lasersohn <jlaserso@yahoo.com>

Message Body:

132-1 SR 99 Comment: seems to serve a corridor where more pedestrians will likely be.

I-5 Comment:

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment:

Other Comment:

Name: Jim Lasersohn  
Address: 1722 32nd Ave  
City: Seattle  
State: WA  
Zipcode: 98122

Email: jlaserso@yahoo.com

I live nearby. If so, where?:

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify): I am interested in good development of transit. I have driven along the routes of 99 and I-5 many times. I am also a big transit supporter and user in general

--

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

# Letter FW035

Anonymous

Page 1

## *Response to Comment I33-1*

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

From: [prnfai@ox920.hi.chcs.com](mailto:prnfai@ox920.hi.chcs.com)  
To: [PWE](#)  
Subject: Comment - ST Federal Way Link Extension  
Date: Wednesday, April 15, 2015 2:29:12 PM

---

From: a c <222@gmail.com>

Message Body:

SR 99 Comment: It will promote lots of tod & ridership

I-5 Comment: No tod opportunity

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment:

Other Comment:

Name: a c  
Address: 123  
City: angle lake  
State: Washington  
Zipcode: 98101

Email: 222@gmail.com

I live nearby. If so, where?:

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

--

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## Letter FW036

Deriugin, Alex

Page 1

### *Response to Comment I34-1*

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

**From:** [rrrdigi@no5920.bluehost.com](mailto:rrrdigi@no5920.bluehost.com)  
**To:** [FWLE](#)  
**Subject:** Comment : ST Federal Way Link Extension  
**Date:** Wednesday, April 15, 2015 8:36:04 AM

---

From: Alex Deriugin <aderiugin@msn.com>

Message Body:

134-1 SR 99 Comment: This is the way to go!!!! The infrastructure & commerce that it will build is infinite!

I-5 Comment:

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment:

Other Comment:

Name: Alex Deriugin  
Address: 28057 13th Ave South  
City: Des Moines  
State: WA  
Zipcode: 98198-9432

Email: [aderiugin@msn.com](mailto:aderiugin@msn.com)

I live nearby. If so, where?: Redondo. I want light rail within walking distance to travel to Seattle and Tacoma sometime in the near future.

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

--

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org/>)

Letter FW037

Robertson, Gary

Page 1

*Response to Comment 135-1*

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

**From:** [GARY ROBERTSON](#)  
**To:** [FWLE](#)  
**Subject:** Proposed Light Rail  
**Date:** Wednesday, April 15, 2015 1:09:23 PM

---

135-1 I am a longtime resident of Federal Way and I support the proposal to extend the light rail to the Federal Way Transit Center via I-5 routing.

Gary Robertson

## Letter FW038

M, Eric

Page 1

### *Response to Comment I36-1*

Please see responses to Common Comments 1 and 4 in Table 9-6 of Chapter 9 of the Final EIS.

**From:** [erridigit@box920.hiobost.com](mailto:erridigit@box920.hiobost.com)  
**To:** [FWLE](#)  
**Subject:** Comment - ST Federal Way Link Extension  
**Date:** Thursday, April 16, 2015 11:54:27 AM

---

From: Eric M <[e\\_ebaer@earthlink.net](mailto:e_ebaer@earthlink.net)>

Message Body:

136 1 SR 99 Comment: This clearly would service many people - folks who currently ride the A line, and others. Serving Highline College and their > 10,000 students in a way that does not require those users to cross SR 99 is critical. There are already significant problems with the placement of the A line stops across the street from Highline - traffic issues as well as safety issues as students jaywalk across 99 and 240th.

I-5 Comment: The I-5 corridor option is horrible. There is no clear residential or commercial areas that it would service until the route managed to get to Federal Way. It would be an empty train.

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment:

Other Comment:

Name: Eric M  
Address: 4557 49th ave SW  
City: Seattle  
State: Washington  
Zipcode: 98116

Email: [e\\_ebaer@earthlink.net](mailto:e_ebaer@earthlink.net)

I live nearby. If so, where?:

I work in the project area. If so, where?: Highline College

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

--

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

## Letter FW039

Condon, William

Page 1

From: [wmrtdj@bny920.hugoboss.com](mailto:wmrtdj@bny920.hugoboss.com)  
To: FWLE  
Subject: Comment - ST Federal Way Link Extension  
Date: Thursday, April 16, 2015 6:49:32 AM

From: William Condon <wc5003042@gmail.com>

Message Body:

137-1 SR 99 Comment: This gives the best views of the cities while reducing the eyesore of lightrail through the city. Constantly being reminded that light rail is there is not appealing. I think that it should flow with landscape and provide the ability to have Transit Oriented Development but not overpower those area and main roads.

I-5 Comment:

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

137-2 Environmental Comment: I understand that the transit oriented development helps to consolidate businesses into a downtown but that doesnt mean that we still shouldnt have buisnesses along SR 99 that are not below light rail. I think that the TOD benefits are great but we should try to limit the scenery effects as much as possible.

137-3 Other Comment! Please work to move more of the last stretch out the median and away from Federal Way highschool. An additional trench that would turn into a tunnel that ends at the federal way transit center would be preferable. If not that then have it surface as it reaches the transit center but do not have it run straight through the area west of the transit center. PLEASE DO THIS QUICKLY. THE FACT THAT WE HAVE NOT DISCUSSED THIS UNTIL NOW IS BAD. WE SHOULD BE MOVING FORWARD ONCE S. 200 ST IS DONE NOT A YEAR OR SO AFTER THAT. MOVE UP THE TIME TABLE!!!!!!

Name: William Condon  
Address: 764 S. 293rd St.  
City: Federal Way  
State: Wa  
Zipcode: 98003

Email: wc5003042@gmail.com

I live nearby. If so, where?: Pedondo Heights

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

--

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### *Response to Comment I37-1*

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS. Section 4.5, Visual and Aesthetic Resources, of the Final EIS describes potential visual impacts of the FWLE.

### *Response to Comment I37-2*

Section 4.5, Visual and Aesthetic Resources, of the Final EIS discusses visual impacts from all FWLE alternatives as well as potential minimization and mitigation measures.

### *Response to Comment I37-3*

Sound Transit evaluated and screened out tunnel profiles during the alternatives analysis phase of the project. More information on why tunnel profiles were not carried forward can be found in the Level 1 Alternatives Screening Report available on Sound Transit's website. The guideway is elevated in front of Federal Way High School and near the Federal Way Transit Center instead of at-grade to allow for grade-separated road crossings, which ensure reliability and avoid potential conflicts between cars and pedestrians.

### *Response to Comment I37-4*

Please see response to Common Comment 10.

# Letter FW040

Gostisha, Zachery

Page 1

From: [prcdigit@box920.hbusboer.com](mailto:prcdigit@box920.hbusboer.com)  
To: FWLE  
Subject: Comment: ST Federal Way Link Extension  
Date: Thursday, April 16, 2015 7:12:21 PM

From: Zachery Gostisha <[zgostisha@gmail.com](mailto:zgostisha@gmail.com)>

Message Body:

SR 99 Comment: The two chief issues I see with this option are:

1. Displacement/General hindrance
2. Sight issues

138-1 Since it is right on a major thoroughfare, there would be countless difficulties during construction that get in people's way, as well as the fact that a massive train may disrupt business in the area for a long time to come.  
138-2 Secondly, the Pacific highway area is very beautiful, with a sort of a small green belt around it. Again, a massive train, both during and after construction, would get in the way of the trees and open air we now enjoy, as well as the possibility of monetary harm through decreased land values and the like. However, these could be mostly avoided by building the route primarily underground (it is a convenient route after all)

138-3 I-5 Comment: The main problem with this route would be its crossing large residential areas, possibly being a hindrance. Also, its distance from Pacific highway could make getting to and from stations difficult.

138-4 SR 99 to I-5 Comment: This is possibly the worst option, as it has the negatives of all the others and not many positives.

I-5 to SR 99 Comment:

Environmental Comment: Essentially, preservation of both our clean environment and natural beauty are incredibly important.

Other Comment:

Name: Zachery Gostisha  
Address: 2321 South 302 Street  
City: Federal Way  
State: Washington  
Zipcode: 98003

Email: [zgostisha@gmail.com](mailto:zgostisha@gmail.com)

I live nearby. If so, where?:

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?: Federal Way High

Other (please specify):

--

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## *Response to Comment 138-1*

Please see response to Common Comment 2 in Table 9-6 of Chapter 9 of the Final EIS.

## *Response to Comment 138-2*

Section 4.5, Visual and Aesthetic Resources, of the Final EIS discusses visual impacts from all FWLE alternatives as well as potential minimization and mitigation measures. Some of the SR 99 Alternative station options include trench profiles where the trackway is cut into the ground with a retaining wall on one or both sides. These options are described in Chapter 2, Alternatives Considered, and include: the Potential Additional S 216th West Station Option, Kent/Des Moines Highline Campus Station Option, and the S272nd Redondo Trench Station Option.

## *Response to Comment 138-3*

Please see response to Common Comment 3. Section 4.4, Social Impacts, Community Facilities, and Neighborhoods, of the Final EIS describes the impacts on neighborhoods from all alternatives, including acquisitions, noise, vibration, and visual impacts. The Kent/Des Moines and Federal Way stations would be in the same general location (within 1,000) feet for all alternatives. Sound Transit, in partnership with various stakeholders, will examine ways to improve access in the Preferred Alternative's S 272nd station area. After the Draft EIS was published Sound Transit made refinements to the Preferred Alternative to improve station access as described in Chapter 2, Alternatives Considered.

## *Response to Comment 138-4*

Please see response to Common Comment 11.

## Letter FW041

Lopez, Jesus

Page 1

From: [prrrrrrr@box920.lh.ebus.com](mailto:prrrrrrr@box920.lh.ebus.com)  
To: FW-E  
Subject: Comment - ST Federal Way Link Extension  
Date: Thursday, April 16, 2015 6:34:12 PM

---

From: Jesus Lopez <jmlopezguisa@yahoo.com>

Message Body:

139-1 SR 99 Comment: The disruption of major traffic on I5 it would be perfect for the commuting and bring people into the SR99 corridor

I-5 Comment:

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

139-2 Environmental Comment: The less digging and the most usage of middle of either I5 or SR99 it is the ideal with the least impact and cost

139-3 Other Comment: I will build the fastest possible project at the least possible cost. I will consider first the fastest factor and second the cost. The traffic and public in Seattle is a disaster. I am glad that Puget Sound Transit is doing something. Metro it is the worst transit service in the world

Name: Jesus Lopez  
Address: 14453 157th PL SE  
City: Renton  
State: WA  
Zipcode: 98059

Email: jmlopezguisa@yahoo.com

I live nearby. If so, where?:

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify): I would like to see an efficient system that reduces commuting time and the trains are the most environmental friendly option

--

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### *Response to Comment 139-1*

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

### *Response to Comment 139-2*

Please see response to Common Comment 11. Factors considered when determining the profile of light rail are described in Chapter 2, Alternatives Considered, of the Final EIS.

### *Response to Comment 139-3*

Please see response to Common Comment 11.

## Letter FW042

Hassen, Bill

Page 1

From: [billhjq@sox920.hqwest.com](mailto:billhjq@sox920.hqwest.com)  
To: FWLE  
Subject: Comment - ST Federal Way Link Extension  
Date: Thursday, April 16, 2015 1:10:22 PM

---

From: Bill Hassen <[hassenprop@comcast.net](mailto:hassenprop@comcast.net)>

Message Body:  
SR 99 Comment:

140-1 I-5 Comment: On all options, you mentioned an acronym of TOD. What does TOD mean?

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment:

Other Comment:

Name: Bill Hassen  
Address: 3727 S. 194th Street  
City: SeaTac  
State: Wa  
Zipcode: 98188

Email: [hassenprop@comcast.net](mailto:hassenprop@comcast.net)

I live nearby. If so, where?:

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

--

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### *Response to Comment I40-1*

TOD is an abbreviation for "transit-oriented development." Transit-oriented development is defined in the Glossary in Appendix A4. Additional information about TOD as part of the FWLE can be found in Section 4.2, Land Use.

## Letter FW043

Mitchell, Ben

Page 1

### *Response to Comment I41-1*

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

From: [urehaji@box920.bluehost.com](mailto:urehaji@box920.bluehost.com)  
To: EWI-E  
Subject: Comment - ST Federal Way Link Extension  
Date: Friday, April 17, 2015 1:40:21 PM

---

From: Ben Mitchell <[bmitch1536@gmail.com](mailto:bmitch1536@gmail.com)>

Message Body:

SR 99 Comment: I'm strongly in favor of the SR 99 alignment because of the much larger potential for transit oriented development along this corridor. Our investment in transit infrastructure have the potential to dramatically shape the future of residential patterns and commercial development, and for me a big priority is encouraging development around transit so as to reduce automobile use

I41-1 I-5 Comment: Not in favor of this one due to the relatively poor transit oriented development potential

SR 99 to I-5 Comment: Would prefer an exclusive SR 99 alignment

I-5 to SR 99 Comment: Would prefer an exclusive SR 99 alignment

Environmental Comment:

Other Comment:

Name: Ben Mitchell  
Address: 351 NW 80th Street  
City: Seattle  
State: WA  
Zipcode: 98117

Email: [bmitch1536@gmail.com](mailto:bmitch1536@gmail.com)

I live nearby. If so, where?:

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify): I live and work in Seattle, but I'm interested in transit development throughout our region.

--

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## Letter FW045

Mead, Alek

Page 1

From: [fredhaji@box920.bluehost.com](mailto:fredhaji@box920.bluehost.com)  
To: FWLE  
Subject: Comment: ST Federal Way Link Extension  
Date: Friday, April 17, 2015 10:08:41 AM

From: Alek Mead <alekmead@hotmail.com>

Message Body:

142-1 SR 99 Comment: For the SR99 alternative I think it makes sense to add the optional S 216th and the S 260th stations. Either way the Federal Way station should be located at the FWTC. My concerns with this option are that I don't believe you would pull much of the traffic off of I5 to park and rides. 142-2

142-3 I-5 Comment: The I5 alternative displaces too many residences and does not provide sufficient access or stations for residents along the SR99 corridor which is where a large percentage of the system usage will come from.

142-4 SR 99 to I-5 Comment: With the S 216th and the FWTC stations included I think this could be the best option. It would serve the Highline CC just as well as the SR99 option and it would encourage I5 users to pull into the Star Lake P&R thereby reducing traffic along I5.

142-5 I-5 to SR 99 Comment: I don't see any benefit of this option vs. the SR99 option. You lose the option for the S 216th station and you displace more residents and businesses.

142-6 Environmental Comment: The environmental impacts seem relatively minimal to me. None of the routings are traversing particularly sensitive ecological areas and the noise/visual impacts of the rail system will be minimal considering the existing noise impacts from I5 and SR99, not to mention the reduction in bus service we would see with rail construction.

142-7 Other Comment: Just build it, please. And Soon.

Name: Alek Mead  
Address: 1003 St 308TH st # 25  
City: Federal Way  
State: WA  
Zipcode: 98003

Email: alekmead@hotmail.com

I live nearby. If so, where?: Federal Way

I work in the project area. If so, where?: SeaTac

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

--

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

### *Response to Comment I42-1*

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

### *Response to Comment I42-2*

See Section 3.5.2, Transit Service and Operations, of the Final EIS for a discussion of ridership and mode of access.

### *Response to Comment I42-3*

Please see response to Common Comment 3. The Kent/Des Moines and Federal Way stations would be in the same general location (within 1,000) feet for all alternatives. Sound Transit, in partnership with various stakeholders, will examine ways to improve access in the Preferred Alternative's S 272nd station area. After the Draft EIS was published Sound Transit made refinements to the Preferred Alternative to improve station access as described in Chapter 2, Alternatives Considered.

### *Response to Comment I42-4*

Please see response to Common Comment 11.

### *Response to Comment I42-5*

Please see response to Common Comment 11.

### *Response to Comment I42-6*

Chapter 8, Alternatives Evaluation, of the Final EIS provides a comparison of key environmental impacts among the FWLE alternatives. Section 4.2 of Appendix G1, Transportation Technical Report, of the Final EIS describes proposed changes in transit operations with the FWLE and discusses impacts on transit level of service, including service frequency and hours of service.

### *Response to Comment I42-7*

Please see response to Common Comment 10.

## Letter FW046

Pina, E Gary

Page 1

From: [ericpini@no920.hq.usps.com](mailto:ericpini@no920.hq.usps.com)  
To: [FWLE](#)  
Subject: Comment - ST Federal Way Link Extension/I  
Date: Friday, April 17, 2015 9:02:28 AM

---

From: E Gary Pina <>

Message Body:

SR 99 Comment: Supports business, displaces less people from their homes! This also utilizes Park and rides that already exist

143-1

I-5 Comment: Displaces too many people from their homes of which a lot are older & lower income so they may not qualify for a new mortgage!

SR 99 to I-5 Comment: No

I-5 to SR 99 Comment: No

143-2

Environmental Comment: Older homes are likely to have been built using asbestos products - flooring, siding....

143-3

The 99 option is the best option

Other Comment:

Name: E Gary Pina  
Address: 2807 S 284th pl  
City: Federal Way  
State: wa  
Zipcode: 98003

Email:

I live nearby. If so, where?: For something that is supposed to be for the people, the I-5 option displaces more people likely to use it!

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

--

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

### *Response to Comment I43-1*

Please see responses to Common Comments 1 and 3 in Table 9-6 of Chapter 9 of the Final EIS.

### *Response to Comment I43-2*

As described in Section 5.2.13, Hazardous Materials, asbestos or lead could be released while demolishing, removing, and disposing of structures. Sound Transit will adhere to applicable regulations regarding hazardous materials handling during construction.

### *Response to Comment I43-3*

Please see response to Common Comment 11.

## Letter FW047

Boosman, Frank

Page 1

From: [fredhill@box920.bluehost.com](mailto:fredhill@box920.bluehost.com)  
To: EWLE  
Subject: Comment - ST Federal Way Link Extension  
Date: Friday, April 17, 2015 8:06:59 AM

From: Frank Boosman <[frank@boosman.com](mailto:frank@boosman.com)>

Message Body:

144-1 SR 99 Comment: I strongly support the SR 99 alignment. Routing mass transit along freeways is a strategy that minimizes pain in the very short term (the next five years or so) but would saddle the people of this area with a less useful transit system for the next century. Every bit of evidence we have demonstrates that urban alignments, "where the people already are", are best for transit systems.

I-5 Comment: I do not support any alignment along I-5. This would simply serve short-term interests at the expense of long-term utility.

144-2 SR 99 to I-5 Comment: I do not support any alignment along I-5. This would simply serve short-term interests at the expense of long-term utility.

I-5 to SR 99 Comment: I do not support any alignment along I-5. This would simply serve short-term interests at the expense of long-term utility.

Environmental Comment:

Other Comment:

Name: Frank Boosman  
Address: 4630 South 214th Place  
City: Kent  
State: WA  
Zipcode: 98032

Email: [frank@boosman.com](mailto:frank@boosman.com)

I live nearby. If so, where?: I live just off South 212th Street in Kent, in the valley at the base of West Hill (near the terminus of Orillia Road).

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

--  
This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

### *Response to Comment 144-1*

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

### *Response to Comment 144-2*

Please see response to Common Comment 11.

## Letter FW048

Ojeda II, Reyes

Page 1

From: [uref@ii@box920.bluehost.com](mailto:uref@ii@box920.bluehost.com)  
To: FWLE  
Subject: Comment: ST Federal Way Link Extension  
Date: Friday, April 17, 2015 4:06:40 PM

From: Reyes Ojeda II <[reyes\\_ojeda@yahoo.com](mailto:reyes_ojeda@yahoo.com)>

Message Body:

SR 99 Comment: My preference:  
H.C. Campus / 276 Redondo (No-trench) / Fed Way TC-Hwy 99

145-1 Aligning service along Hwy 99 serves the most businesses and highest number of residents as there are many apartment complexes lining Hwy 99 rather than I-5. Additionally, buses can easily connect with light rail and they won't have to deviate to I-5.

I-5 Comment: Great for commuters, but this alternative is too far off the main path of where businesses and apartments are located. Bus service would have to deviate too much to serve rail stations along the freeway.

145-2 SR 99 to I-5 Comment: The Hwy 99/I-5 mix doesn't make sense. It should be one or the other.

I-5 to SR 99 Comment: The Hwy 99/I-5 mix doesn't make sense. It should be one or the other.

145-3 Environmental Comment: Honestly, I'm not concerned with the environmental impacts as much as I am with fast service that serves as many residents & businesses and provides easy bus connections.

Other Comment:

Name: Reyes Ojeda II  
Address: 22926 edmonds wy  
City: edmonds  
State: wa  
Zipcode: 98020

Email: [reyes\\_ojeda@yahoo.com](mailto:reyes_ojeda@yahoo.com)

I live nearby. If so, where?:

I work in the project area. If so, where?: S 216th St - Steven J Underwood Park

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify): Visit SeaTac airport and HCC area.

--

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### *Response to Comment I45-1*

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS. All FWLE stations would be accessible by bus because bus service is planned at each station. Sound Transit continues to coordinate with King County Metro and Pierce Transit regarding transit integration at FWLE stations. See Section 3.5.2, Transit Service and Operations, of the Final EIS for a discussion of planned transit improvements.

### *Response to Comment I45-2*

Please see response to Common Comment 11.

### *Response to Comment I45-3*

Please see response to Common Comment 11.

## Letter FW049

Reidy, Cornelius

Page 1

From: [ureid@box920.bluehost.com](mailto:ureid@box920.bluehost.com)  
To: EWLE  
Subject: Comment: ST Federal Way Link Extension  
Date: Friday, April 17, 2015 11:22:31 PM

---

From: Cornelius Reidy <cornelius.reidy@horizonair.com>

Message Body:

146-1 SR 99 Comment: I think the SR 99 option is the best any station along I5 will be really inconvenient.

I-5 Comment:

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment:

146-2 Other Comment: I believe a really good place for a Federal Way Station would be in the old Top Foods  
Bldg. It's only a block west of the Federal Way Transit Center. There needs to be more parking no matter  
where the station is put. Every weekday the Federal Way Transit Center is completely full by 10:00am. 146-3

Name: Cornelius Reidy  
Address: 31012 20th Avenue South  
City: Federal Way  
State: WA  
Zipcode: 98003

Email: [cornelius.reidy@horizonair.com](mailto:cornelius.reidy@horizonair.com)

I live nearby. If so, where?: I live a quarter mile from the Transit Center on Steel Lake and would love  
to be able to ride the Light Rail to work at the Airport and to Seattle.

I work in the project area. If so, where?: I work at the airport.

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

--

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

### *Response to Comment 146-1*

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

### *Response to Comment 146-2*

The Federal Way SR 99 Station Option for the SR 99 and I-5 to SR 99 alternatives includes a station to the south of the property mentioned.

### *Response to Comment 146-3*

Please see response to Common Comment 5.

## Letter FW050

Anderson, Matthew

Page 1

From: [errdign@fox920.bluehost.com](mailto:errdign@fox920.bluehost.com)  
To: FWLE  
Subject: Comment: ST Federal Way Link Extension  
Date: Friday, April 17, 2015, 11:10:01 AM

From: Matthew Anderson <[sonofanander@gmail.com](mailto:sonofanander@gmail.com)>

Message Body:

147-1 SR 99 Comment: I think following 99 past Highline Community college, 272nd station and then to the main transit center is best. This will provide great exposure for Highline and allow the route to touch the current park and rides.

147-2 I-5 Comment: horrible idea. why follow an existing route where busses currently serve. It would be crazy expensive to build down the center of I-5 around the land-fill with the opportunity cost of delaying north bound traffic for that many years.

147-3 SR 99 to I-5 Comment, poor idea.

I-5 to SR 99 Comment, poor idea with little exposure to the community

147-4 Environmental Comment: Following 99 would be the best option. you could easily build future branches heading east to incorporate the Kent/ Auburn valley without interfering with federal interstates with federal restrictions and federal environmental studies.

Other Comment: In the future with increasing pugel sound density it will only become increasingly difficult to build a route on 99. In the future you could always branch off from the transit center to auburn or north or south on I5 from the Transit center.

Name: Matthew Anderson  
Address: 29853 6th Ave S  
City: Federal Way  
State: WA  
Zipcode: 98003

Email: [sonofanander@gmail.com](mailto:sonofanander@gmail.com)

I live nearby. If so, where?: I live in Federal way and commute north.

I work in the project area. If so, where?: I work in Tukwila and could use this daily

I own a business nearby. If so, where?: I plan to open a small business in the future and see this as a better opportunity to open it in my community rather than Seattle.

I attend school in the project area. If so, where?: I have children who may one day use the 99 route to commute to Highline and UW

Other (please specify): I love mass transportation and only see this as an opportunity.

--

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### *Response to Comment 147-1*

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

### *Response to Comment 147-2*

Please see Section 5.2.1 of Chapter 5, Construction, of the Final EIS for information on potential traffic impacts from construction of the Landfill Median Alignment Option. As described in Section 3.5.2, Transit Service and Operations, bus service would complement the FWLE, and transit agencies have identified conceptual bus service plans that could be integrated with light rail.

### *Response to Comment 147-3*

Please see response to Common Comment 11.

### *Response to Comment 147-4*

Sound Transit is required to comply with the National Environmental Policy Act (NEPA) if federal funding is used for a project as well as for any federal permits needed for the project. The Sound Transit Long-Range Plan does not currently include Link extensions to Kent or Auburn, but does include an extension south to Tacoma that could occur on SR 99 or I-5.

## Letter FW051

West, Ken

Page 1

### *Response to Comment 148-1*

Please see response to Common Comment 5 in Table 9-6 of Chapter 9 of the Final EIS.

**From:** [urefqi@box920.bluehost.com](mailto:urefqi@box920.bluehost.com)  
**To:** [EW-E](#)  
**Subject:** Comment - ST Federal Way Link Extension  
**Date:** Friday, April 17, 2015 10:27:13 PM

---

From: Ken West <[kwest918@hotmail.com](mailto:kwest918@hotmail.com)>

Message Body:

SR 99 Comment: There should be parking at each of the stations and increased parking at the Federal Way station. 148-1

I-5 Comment:

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment:

Other Comment:

Name: Ken West  
Address: 20973 38th Pl S  
City: Des Moines  
State: Wa  
Zipcode: 98198

Email: [kwest918@hotmail.com](mailto:kwest918@hotmail.com)

I live nearby. If so, where?: Des Moines

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

--

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## Letter FW052

Gutschmidt, Jeffrey

Page 1

### *Response to Comment I49-1*

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

From: [jredhill@box920.bluehost.com](mailto:jredhill@box920.bluehost.com)  
To: EWI/E  
Subject: Comment - ST Federal Way Link Extension  
Date: Friday, April 17, 2015 8:03:54 PM

---

From: Jeffrey Gutschmidt <j.allen206@yahoo.com>

Message Body:

SR 99 Comment: Third best plan. Only do this if I-5 alternative or I-5 to SR 99 alternative can't be accomplished.

149-1 I-5 Comment: Best plan! Go with this one please.

SR 99 to I-5 Comment: Second best plan. Only go with this if I-5 alternative can't be accomplished.

I-5 to SR 99 Comment: DON'T do this alternative.

Environmental Comment:

Other Comment:

Name: Jeffrey Gutschmidt  
Address: 2617 S 272nd #9  
City: Kent  
State: WA  
Zipcode: 98032

Email: j.allen206@yahoo.com

I live nearby. If so, where?: I live off of S 272nd near proposed stations.

I work in the project area. If so, where?: N/A

I own a business nearby. If so, where?: N/A

I attend school in the project area. If so, where?: N/A

Other (please specify): N/A

--

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## Letter FW053

Taratuta, Iryna

Page 1

From: [JPL](#)  
To: [EWLE](#)  
Subject: Comments on the Draft EIS  
Date: Friday, April 17, 2015 10:48:53 PM

---

1. Please share your comments about project alternatives and station options.

I50-1 I like 'SR 99 ALTERNATIVE' with fewer stations. We do not need potential additional stations because it has negative impact on the environment (digging underground). Fewer stations will get me to Seattle faster. I like the final stop at the Federal Way TC because passengers can transfer to other buses (no need to drive). More people would use SR 99 among other alternatives because the stations are where people live, dine, and shop. Stations on other alternatives are remote – people have to drive there.

2. Please share your feedback on the environmental impacts.

SR 99 ALTERANTIVE with fewer stations is the best for the environment.

Iryna Taratuta  
432 S 321<sup>st</sup> Pl, # G6  
Federal Way, WA 98003

### *Response to Comment I50-1*

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

## Letter FW054

Strader, Ian

Page 1

From: [Ian Strader](#)  
To: [EWA](#)  
Subject: Choice 3 HW 99 alignment  
Date: Saturday, April 18, 2015 8:57:30 AM

---

Hello,

I51-1 In order to justify the expense of light rail in south King County, we need to maximize the TOD potential. The line will never be competitive with Sounder on peak commute speed. Maximizing TOD acreage and walksheds around stations must be the paramount goal of design of light rail in this subarea.

Pick a pure 99 alignment so that future generations have a chance to live affordable and environmentally friendly car free lives in South King.

Regards,  
Ian Strader

### *Response to Comment I51-1*

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

Letter FW055

Williams, Ricky

Page 1

*Response to Comment I52-1*

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

From: [uref@i@box9201.bluehost.com](mailto:uref@i@box9201.bluehost.com)  
To: EWI-E  
Subject: Comment - ST Federal Way Link Extension  
Date: Saturday, April 18, 2015 11:34:13 AM

---

From: Ricky Williams <>

Message Body:  
SR 99 Comment:

I-5 Comment:

SR 99 to I-5 Comment:

I52-1 I-5 to SR 99 Comment: I would really like to have a station at 260th and believe this will get more riders from the apartments in the area.

Environmental Comment:

Other Comment:

Name: Ricky Williams  
Address: 4210 S. 249th St.  
City: Kent  
State: WA  
Zipcode: 98032

Email:

I live nearby. If so, where?: near Sunnycrest school

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

--

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## Letter FW056

DePoppe, Richard

Page 1

From: [irefdqj@fnoy9201bluehost.com](mailto:irefdqj@fnoy9201bluehost.com)  
To: FWLE  
Subject: Comment - ST Federal Way Link Extension  
Date: Saturday, April 18, 2015 10:54:11 AM

From: Richard DePoppe <[rdepoppe@msn.com](mailto:rdepoppe@msn.com)>

Message Body:

SR 99 Comment: my best feedback is by answering this question. How would I be using the system? See page 36. I would prefer transportation from my home (BEST) or nearest park-n-ride (Security problem)

I-5 Comment: See page 36. The ending route will determine the related development growth around the route. Also, Can a large accident put the rail out of commission for a period of time? We do not need blockage to both rail and SR99 at same time.

153-1 SR 99 to I-5 Comment: The page 36 version is where I would vote for. It would service the Des Moines area better and give alternate street travel traffic impact improvement. i.e. not clog up the High line college area or Star lake as much.

I-5 to SR 99 Comment: From Kent west hill page 36 option gives my area the best of two choices to connect with stations. Hopefully, the feedback from the Federal Way Area will generate the best continuation route. i.e. allow the best growth and development along the route so that traffic does not get snarled up.

Environmental Comment: see above.

153-2 Other Comment: What is the impact if I train is full of Airport travelers and Sport event travelers? How would next stop Airport riders make their airport time?

Name: Richard DePoppe  
Address: 3826 S 252nd ST  
City: Kent  
State: Wa  
Zipcode: 98032

Email: [rdepoppe@msn.com](mailto:rdepoppe@msn.com)

I live nearby. If so, where?: Kent West Hill opposite I-5 from the project.

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area, If so, where?:

Other (please specify): Question.... Will students be able to afford or need using the SoundTransit over a lower cost bus travel choice?

--

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### *Response to Comment 153-1*

The FWLE would operate within its own (exclusive) right-of-way, so it would not conflict with vehicular traffic. An accident on SR 99 would not impact the operation of light rail vehicles. Sections 4.2, Land Use, and 4.3, Economics, provide information on TOD potential around the stations.

### *Response to Comment 153-2*

Section 2.2.7 of the Final EIS provides the operating schedule expected for the FWLE. The capacity of Link trains could be expanded by increasing the number of cars.

## Letter FW057

Vandehey, Kevin

Page 1

From: [Kevin Vandehey](#)  
To: [FWLE](#)  
Subject: Public comment on light rail  
Date: Saturday, April 18, 2015 10:06:54 AM

154-1 As an engineer with extensive experience working on large projects, I strongly oppose the light rail system. The real future is in driverless car systems and internet-coordinated ride-sharing businesses which will be far more effective and far less costly.

The failure of Sound Transit to adapt to current and upcoming technological trends is a costly and counterproductive mistake with many grave opportunity costs.

Cons of current Sound Transit light rail proposals:

It moves a statistically insignificant number of people in a rigid route that cannot accommodate the vast majority of real-life travel needs.

The extremely high cost per actual rider is unjustifiable and extremely damaging to families especially in these difficult economic times

The users do not bear the real costs.

It interferes with space for sorely needed road projects.

It takes money away from sorely needed road projects.

It funnels crime into the region and makes people more vulnerable to criminal activity.

It is an eyesore.

It reduces property values.

It interferes significantly with radio transmissions.

154-2 Note that all of these issues are solved with the alternatives I mentioned in the opening of this correspondence.

Sincerely,  
Kevin Vandehey  
4211 S 249th St  
Kent, WA 98032

## *Response to Comment 154-1*

Mass transit will continue to be critical during the evolution and ultimate implementation of future automated vehicle technology. With automated vehicle technology there would still be fixed constraints on how many vehicles, automated or standard, can fit into the region's most congested areas.

Although automated vehicle technology is moving quickly, the timeline for fully-automated (including completely unoccupied) cars is very uncertain and requires the resolution of numerous policy issues. The technology will also not necessarily or automatically have a net positive impact on congestion or transportation system capacity. Gains could easily be cancelled by unoccupied cars returning to other locations after dropping off passengers rather than parking, or by people sending cars on trips that would not have otherwise occurred if an occupant had to endure the congestion.

At such time that fleets of fully automated vehicles do become feasible, mass transit will be complementary, providing potential improvements to last-mile connections between transit centers where people can access congestion-free travel without sending more vehicles into high-demand areas.

## *Response to Comment 154-2*

As described in Section 3.5.2.4 of Chapter 3, Transportation, of the Final EIS, FWLE alternatives are projected to have ridership ranging from 31,000 to 39,500 daily riders. Chapter 1, Purpose and Need, of the Final EIS describes the purpose and need for the FWLE.

Sound Transit has coordinated with Washington State Department of Transportation and the Federal Highway Administration about the use of highway right-of-way and to ensure the FWLE would not conflict with future uses of the right-of-way. Funding for this project would be from

Page 1 (continued)

tax levies specifically for this purpose and possibly federal grants for transit projects, and would not take funding from roadway projects.

Section 4.14, Public Services, Safety, and Security, provides information on crime and how crime at transit facilities is not anticipated to increase, along with information on measures to minimize crime. Section 4.3, Economics, describes potential indirect impacts of the FWLE on property values. Section 4.5, Visual and Aesthetic Resources, describes visual impacts and proposed mitigation. Section 4.13, Electromagnetic Fields, provides information on radio wave impacts.

Letter FW058

Emiley, Mark

Page 1

*Response to Comment I55-1*

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

*Response to Comment I55-2*

Please see response to Common Comment 5.

From: [markemil@fox920.bluehost.com](mailto:markemil@fox920.bluehost.com)  
To: [EIS/E](#)  
Subject: ST Federal Way Link Extension  
Date: Sunday, April 19, 2015 10:03:01 PM

From: Mark Emiley <>

Message Body:

I55-1

SR 99 Comment: These routes hold the greatest possibility for revitalizing the 99 corridor and not just providing business to Sound Transit but business to the area. The displaced business will be quickly replaced with businesses looking to capitalize on the increased traffic. The rail should end at the Transit Center for maximized connectivity. The Transit Center parking should be expanded to accommodate for the increased transit.

I-5 Comment: If this route is selected, the rail should end at the Transit Center for maximized connectivity. The Transit Center parking should be expanded to accommodate for the increased transit.

I55-2

SR 99 to I-5 Comment: If this route is selected, the rail should end at the Transit Center for maximized connectivity. The Transit Center parking should be expanded to accommodate for the increased transit.

I-5 to SR 99 Comment: If this route is selected, the rail should end at the Transit Center for maximized connectivity. The Transit Center parking should be expanded to accommodate for the increased transit.

Environmental Comment:

Other Comment:

Name: Mark Emiley  
Address: 2615 S 302nd St  
City: Federal Way  
State: WA  
Zipcode: 98003

Email:

I live nearby. If so, where?

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

--

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## Letter FW059

Uhrich, Lisa

Page 1

From: [lurehali@box920.bluehost.com](mailto:lurehali@box920.bluehost.com)  
To: EWI-E  
Subject: Comment - ST Federal Way Link Extension  
Date: Sunday, April 19, 2015 12:41:18 PM

---

From: Lisa Uhrich <lisa.uhrich@gmail.com>

Message Body:

SR 99 Comment: This is my top pick. I would love to see this happen and am happy to pay more taxes to have it done. The sooner the better! I also would really like to see the trench station built at s. 216th on the West side.

156-1 I-5 Comment: I really don't like this option, it's my least favorite.

SR 99 to I-5 Comment: This would be my second pick out of the options.

I-5 to SR 99 Comment: I don't like this option.

156-2 Environmental Comment: I'm excited to have the light rail near where I live, please make this happen!

Other Comment:

Name: Lisa Uhrich  
Address: 2614 S. 226th St  
City: Des Moines  
State: WA  
Zipcode: 98198

Email: lisa.uhrich@gmail.com

I live nearby. If so, where?: I live just off of SR 99 on S. 226th St.

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

--

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### *Response to Comment 156-1*

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

### *Response to Comment 156-2*

Please see response to Common Comment 10.

# Letter FW060

Dodge, Adam

Page 1

## Response to Comment I57-1

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

From: [adam.dodge@seattlelight.com](mailto:adam.dodge@seattlelight.com)  
To: FWLE  
Subject: Comment - ST Federal Way Link Extension  
Date: Sunday, April 19, 2016 9:22:53 AM

---

From: Adam Dodge <>

Message Body:

SR 99 Comment: In order to maximize the possibility of future development around the stations, going with SR 99 is the clear winner, even if it means a larger initial financial outlay. If we're building this line for the future and not just for today, go with SR 99.

I-5 Comment: The I-5 alignment has dismal development potential and doesn't really serve much purpose (including over the current bus service) except to waste money to build a substandard system permanently cut off from the world thanks to I-5.

SR 99 to I-5 Comment: Bad compromise.

I-5 to SR 99 Comment: Bad compromise.

Environmental Comment: Building dense community clusters around stations negates most any localized environmental impacts due to easing demand elsewhere.

Other Comment: Build this line for the currently-silent future residents, not necessarily pandering to the vocal residents of today. That means building the line with the best opportunities to develop dense community clusters near stations and not designing it around future-killing freeway access and park and rides.

Name: Adam Dodge  
Address: 3001 S Genesee St  
City: Seattle  
State: WA  
Zipcode: 98108

Email:

I live nearby. If so, where?:

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify): I live in near the light rail line in Seattle and want to make sure that actual destinations and communities line the line, not just a string of P&Rs.

--  
This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

## Letter FW061

Estes, Kenneth

Page 1

From: [Kenneth Estes](#)  
To: [james.johnson@FWLE](#)  
Subject: So 200th St to Federal Way Link  
Date: Sunday, April 19, 2015 11:25:52 AM

Hello,

I will be glad to attend the May 6-7 public hearings on the extension of services of the light rail to Federal Way. I am a long-time advocate of light and heavy rail in our Puget Sound region, having enjoyed similar services in Europe during my service there in the armed forces. Nothing could be better and more suited to our Puget Sound environment.

I remain, however, a bit nonplused by the rather abrupt naming of the So. 200th St. Station the "Angle Lake" stop. Angle Lake is not a commercial entity but a quiet residential area that needs no publicity. The **Angle Lake Park** of the City of SeaTac is already served by the Rapid Ride 'A Line' bus stop. The Link light rail stop at 200th is not even in view of Angle Lake and the residents of Angle Lake such as myself need no additional promotion in order to make use of Link light rail as I already do.

159 1 There was no public participation in the decision of the town council of SeaTac[ky] to propose the name of the So. 200th station. Perhaps the egos of the 7 of 9 council members, including the mayor, who live on Angle Lake had something to do with it. For the rest of us, the nominal residents of Angle Lake, we need not advertise our presence to car thieves, burglars and drug dealers, so thanks a lot -- not! There is no value gained for the designation of this station to Angle Lake, trust me.

A more appropriate name is the original **So. 200th St.** designation, highly appropriate to those of us already familiar with the very convenient and logical street grid of King County. Otherwise, I'd have proposed the name **Federal Detention Center**, for its close proximity to the stop and the logical destination of a lot of people who are users of public transportation to that location, speaking of the numerous employees of the center.

Please be prepared for discussion I shall introduce at these two meetings of 6-7 May.

159 2 As for the proposed trajectories of the route connecting Federal Way, I think you had it right in the first place, for the "SR 99 Alternative" simply reflects well the long term population of the area along US99 and the services are best oriented to those population concentrations, the Water District, businesses, the Highline Community College and other entities.

Thanks for your time and attention.

Kenneth W. Estes  
LtCol, US Marines (Ret)

--  
Kenneth W. Estes, PhD.  
19202 39th Ave So  
Seattle WA 98188-5316

### *Response to Comment 159-1*

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

### *Response to Comment 159-2*

Please see response to Common Comment 1.

Your comment regarding the naming of Sound Transit Link stations has been noted.

From: [Kenneth Estes](#)  
To: [Estes, Jennifer - FWLE](#)  
Subject: Re: So 200th St to Federal Way Links  
Date: Monday, April 20, 2015 12:16:13 PM

---

Greetings,

158-1 I have reconsidered my position on the naming of the So. 200th St. Link station. It is not appropriate to raise this issue so long after the decisions were made. Please disregard my previous message.

Regards,

Kenneth Estes

On Sun, Apr 19, 2015 at 11:25 PM, Kenneth Estes <[kenneth.w.estes@gmail.com](mailto:kenneth.w.estes@gmail.com)>

wrote:

Hello,

I will be glad to attend the May 6-7 public hearings on the extension of services of the light rail to Federal Way. I am a long-time advocate of light and heavy rail in our Puget Sound region, having enjoyed similar services in Europe during my service there in the armed forces. Nothing could be better and more suited to our Puget Sound environment.

I remain, however, a bit nonplused by the rather abrupt naming of the So. 200th St. Station the "Angle Lake" stop. Angle Lake is not a commercial entity but a quiet residential area that needs no publicity. The **Angle Lake Park** of the City of SeaTac is already served by the Rapid Ride 'A Line' bus stop. The Link light rail stop at 200th is not even in view of Angle Lake and the residents of Angle Lake such as myself need no additional promotion in order to make use of Link light rail as I already do.

There was no public participation in the decision of the town council of SeaTac[ky] to propose the name of the So. 200th station. Perhaps the egos of the 7 of 9 council members, including the mayor, who live on Angle Lake had something to do with it. For the rest of us, the nominal residents of Angle Lake, we need not advertise our presence to car thieves, burglars and drug dealers, so thanks a lot -- not! There is no value gained for the designation of this station to Angle Lake, trust me.

A more appropriate name is the original **So. 200th St.** designation, highly appropriate to those of us already familiar with the very convenient and logical street grid of King County. Otherwise, I'd have proposed the name **Federal Detention Center**, for its close proximity to the stop and the logical destination of a lot of people who are users of public transportation to that location, speaking of the numerous employees of the center.

Please be prepared for discussion I shall introduce at these two meetings of 6-7 May.

As for the proposed trajectories of the route connecting Federal Way, I think you had it right in the first place, for the "SR 99 Alternative" simply reflects well the long term population of the area along US99 and the services are best oriented to

*No comments*

those population concentrations, the Water District, businesses, the Highline Community College and other entities.

Thanks for your time and attention.

Kenneth W. Estes  
LtCol, US Marines (Ret)

--  
Kenneth W. Estes, PhD.  
19202 39th Ave So  
Seattle WA 98188-5316  
[\(206\) 243 6965](tel:(206)2436965)  
[\(206\) 992 3083](tel:(206)9923083) [cell]

--  
Kenneth W. Estes, PhD.  
19202 39th Ave So  
Seattle WA 98188-5316  
(206) 243 6965  
(206) 992 3083 [cell]

Letter FW063

Bellinghausen, Jeff

Page 1

*Response to Comment I60-1*

Please see response to Common Comment 2 in Table 9-6 of Chapter 9 of the Final EIS.

From: [jrbell@box920.bluehost.com](mailto:jrbell@box920.bluehost.com)  
To: EWLE  
Subject: Comment - ST Federal Way Link Extension  
Date: Tuesday, April 21, 2015 4:54:30 PM

---

From: jeff bellinghausen <jdbelli@msn.com>

Message Body:

I60-1

SR 99 Comment: divides a community

I-5 Comment: uses an existing divide and offers the least harm to the community

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment:

Other Comment:

Name: jeff bellinghausen  
Address: 31617 1 ave s  
City: federal way  
State: wa  
Zipcode: 98003

Email: jdbelli@msn.com

I live nearby. If so, where?: tacoma

I work in the project area. If so, where?: fire stations

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

--

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

Letter FW064

Hrisko, Cynthia

Page 1

*Response to Comment I61-1*

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

From: [urefai@box920.bluehost.com](mailto:urefai@box920.bluehost.com)  
To: EWI-E  
Subject: Comment - ST Federal Way Link Extension  
Date: Tuesday, April 21, 2015 3:51:06 PM

---

From: Cynthia Hrisko <>

Message Body:  
SR 99 Comment:

I-5 Comment:

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment:

I61-1 Other Comment: What ever happened to SR509 @ 272nd???

Name: Cynthia Hrisko  
Address: 26645 16th Avenue South  
City: Des Moines  
State: WA  
Zipcode: 98198

Email:

I live nearby. If so, where?: I live in a relatively small residential area on 509 by Woodmont Elementary & we have a large rehab center being built to the East on 99 and with the transit center on 99 also will devalue our properties immensely, not to mention any other new businesses developed by the Woodmont Library. It would be less costly (in my mind) to buy out residential compared to buying out businesses. We would be happy to sell to further light rail, rather than loose value on our home of 20+ years.

I work in the project area. If so, where?:

I own a business nearby, if so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

--

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## Letter FW065

Petersen, Gary & Adele

Page 1

From: [andy.moran](#)  
To: [FWLE](#)  
Subject: Sound Transit Project  
Date: Tuesday, April 21, 2015 9:21:19 PM

**PLEASE SHARE YOUR COMMENTS ABOUT PROJECT ALTERNATIVES AND STATION OPTIONS?**

**Electing on the 1-5 alternative:** This option is more cost effective, Displaces less business that provide generated tax revenue for all cities concerned. More attractive streamlined route running along the 1-5 corridors. This route allows the elevated option to grade next to SR 99 for a Transit Station close enough access to the Highline Community College for students that attend the School, and the option to the 1-5 median to avoid the Midway Landfill. This 1-5 Alternative has less underground trenches, in my option being also more cost effective.

**PLEASE SHARE YOUR FEEDBACK ON THE ENVIROMNETAL IMPACTS?**

162-1

I believe that the 1-5 alternative routes would provide ease of congested traffic during time of the construction of the project, also providing more ease, accessibility and safety for emergency vehicles. Also keeping in mind SR99 currently has the Metro Rapid Ride running from Tukwila to Federal Way that provides transportation to the public already. It's my understanding that they want to also extend this Rapid Ride project going further south of Federal Way that will also impact the SR99 corridor in the future as well. The other Alternative route's such as the ( SR 99)( SR 99 to 1-5) (1-5 to SR99) ALTERNATIVES would create more congestion for our already congested roadways within the cities being impacted.

My Mailing Address is: Gary & Adele Petersen, 509 So 222<sup>nd</sup> St, Des Moines, WA 98198

Property Address: 21815 Pacific Hwy So, Des Moines, WA 98198

### *Response to Comment 162-1*

Please see responses to Common Comments 2 and 4 in Table 9-6 of Chapter 9 of the Final EIS. All of the build alternatives would operate in exclusive right-of-way, outside of traffic.

From: [gary.petersen](#)  
To: [FWLE](#)  
Subject: Sound Transit Project  
Date: Tuesday, April 21, 2015 3:25:55 PM

**PLEASE SHARE YOUR COMMENTS ABOUT PROJECT ALTERNATIVES AND STATION OPTIONS?**

**Electing on the 1-5 alternative:** This option is more cost effective, Displaces less business that provide generated tax revenue for all cities concerned. More attractive streamlined route running along the 1-5 corridors. This route allows the elevated option to grade next to SR 99 for a Transit Station close enough access to the Highline Community College for students that attend the School, and the option to the 1-5 median to avoid the Midway Landfill. This 1-5 Alternative has less underground trenches, in my option being also more cost effective.

**PLEASE SHARE YOUR FEEDBACK ON THE ENVIROMNETAL IMPACTS?**

163-1

I believe that the 1-5 alternative routes would provide ease of congested traffic during time of the construction of the project, also providing more ease, accessibility and safety for emergency vehicles. Also keeping in mind SR99 currently has the Metro Rapid Ride running from Tukwila to Federal Way that provides transportation to the public already. It's my understanding that they want to also extend this Rapid Ride project going further south of Federal Way that will also impact the SR99 corridor in the future as well. The other Alternative route's such as the ( SR 99)( SR 99 to 1-5) (1-5 to SR99) ALTERNATIVES would create more congestion for our already congested roadways within the cities being impacted.

My Mailing Address is: Gary & Adele Petersen, 509 So 222<sup>nd</sup> St, Des Moines, WA 98198

Property Address: 21815 Pacific Hwy So, Des Moines, WA 98198

## Letter FW069

Timulak, Shawn

Page 1

From: [ure8qil@box920.bluehost.com](mailto:ure8qil@box920.bluehost.com)  
To: FWLE  
Subject: Comment - ST Federal Way Link Extension  
Date: Wednesday, April 22, 2015 9:44:43 PM

From: Shawn Timulak <[stimulak@fwps.org](mailto:stimulak@fwps.org)>

Message Body:

SR 99 Comment: What is the point of a mass transit system if it can't transport the masses? The SR99 route brings transit to where people need it... where they live. The I5 route will only favor people that already have cars.

164-1 I-5 Comment: I can't comprehend the purpose or benefit of this option?

SR 99 to I-5 Comment: Any route to I5 makes no sense.

I-5 to SR 99 Comment: same as above

164-2 Environmental Comment: The environment had already been impacted by SR99. The I5 alternative will destroy precious natural buffers between the highway and residential areas.

164-3 Other Comment: How often is there an opportunity to bring mass transit to one of the largest secondary public education facilities in S King County (Highline Community College) just as an added bonus to an already established route? The auxiliary enhancement to this, also public, entity should be part of ROI assessment of the options in the name of public tax dollars. The project managers should broaden their vision to see how a strategic placement of mass transit can be horizontally integrated into the public works portfolio, which after all is how this is being paid for.

Name: Shawn Timulak  
Address: 24709 9th Ave S  
City: Des Moines  
State: WA  
Zipcode: 98198

Email: [stimulak@fwps.org](mailto:stimulak@fwps.org)

I live nearby. If so, where?: Des Moines

I work in the project area. If so, where?: Federal Way

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

--

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### *Response to Comment 164-1*

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

### *Response to Comment 164-2*

Section 4.5, Visual and Aesthetic Resources, and Section 4.9, Ecosystems, have been updated to provide further analysis of impacts from vegetation removal.

### *Response to Comment 164-3*

Please see response to Common Comment 4. Section 4.2, Land Use, of the Final EIS describes the consistency of all FWLE alternatives with local, regional, and state land-use plans.

## Letter FW070

Gouldman, Stephanie

Page 1

From: [urefajl@box920.bluehost.com](mailto:urefajl@box920.bluehost.com)  
To: FWLE  
Subject: Comment - ST Federal Way Link Extension  
Date: Wednesday, April 22, 2015 8:11:31 PM

From: Stephanie Gouldman <[stephaniegouldman@gmail.com](mailto:stephaniegouldman@gmail.com)>

Message Body:

165-1 SR 99 Comment: This has the best access points for pedestrians.

I-5 Comment: This cuts out a lot of stops that people could get on at with easy of access.

165-2 SR 99 to I-5 Comment: To far away for people to get to except at the beginning cuts out Highline College.

I-5 to SR 99 Comment: To far away for people to get to except at the end cuts out Highline College

165-3 Environmental Comment: I don't think any of them will impact the environment.

165-4 Other Comment: I would love to see the light rail come from the WA/Canadian border to the WA/OR

Name: Stephanie Gouldman  
Address: 2405 S Star Lake Rd Apt 62-103  
City: Federal Way  
State: WA  
Zipcode: 98003

Email: [stephaniegouldman@gmail.com](mailto:stephaniegouldman@gmail.com)

I live nearby. If so, where?: I live off of 272nd and Pacific Hwy.

I work in the project area. If so, where?: No

I own a business nearby. If so, where?: No

I attend school in the project area. If so, where?: Not me personally but my daughter goes to Highline College.

Other (please specify):

--

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### *Response to Comment 165-1*

Please see response to Common Comment 7 in Table 9-6 of Chapter 9 of the Final EIS.

### *Response to Comment 165-2*

All FWLE alternatives would have a station near Highline College.

### *Response to Comment 165-3*

Please see response to Common Comment 11.

### *Response to Comment 165-4*

Sound Transit serves the urban areas of King, Pierce, and Snohomish Counties. Amtrak provides rail service linking the Puget Sound region to Canada and Oregon.

## Letter FW071

Martin, Robert

Page 1

From: [puredigi@box.9201.bluehost.com](mailto:puredigi@box.9201.bluehost.com)  
To: EWE  
Subject: Comment - ST Federal Way Link Extension  
Date: Wednesday, April 22, 2015 1:21:18 PM

---

From: Robert Martin <inzone2@aol.com>

Message Body:  
SR 99 Comment:

I-5 Comment: This route keeps the majority of train traffic along existing vehicle traffic. The placement of an elevated train above Hwy 99 is disruptive to traffic due to the support columns. The existing monorail in Seattle creates more to pay attention to while driving. The columns also block a driver's view of both traffic and upcoming intersections. I suspect there are more accidents per block than a comparable street in downtown.

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment:

Other Comment:

Name: Robert Martin  
Address: 17837 1st Ave. S., PMB 288  
City: Normandy Park  
State: WA  
Zipcode: 98148

Email: inzone2@aol.com

I live nearby. If so, where?: #4 is mailing address. I live on North Hill, 1 block from 1st Ave. S., Des Moines

I work in the project area. If so, where?:

I own a business nearby, if so, where?:

I attend school in the project area. If so, where?:

Other (please specify): Retired

--

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### *Response to Comment I66-1*

Please see response to Common Comment 2 in Table 9-6 of Chapter 9 of the Final EIS. Section 3.5.4, Safety, in Chapter 3, Transportation Environment and Consequences, provides information on traffic safety. Visual impacts are described in Section 4.5, Visual and Aesthetic Resources, of the Final EIS.

## Letter FW072

Bell, Larry

Page 1

From: [lureball@box920.bluehost.com](mailto:lureball@box920.bluehost.com)  
To: EWLE  
Subject: Comment - ST Federal Way Link Extension  
Date: Wednesday, April 22, 2015 10:02:32 AM

---

From: Larry R Bell <laroba55@yahoo.com>

Message Body:

167-1 SR 99 Comment: As a resident of South King County, this option although more expensive (based on estimates) is my option for preferred routes. From your design is the least instructive with the displacement of residents and businesses of the proposed transit options.

I-5 Comment: See above

167-2 SR 99 to I-5 Comment: Too much of a reroute for businesses and residents along this corridor

I-5 to SR 99 Comment: Same as above

Environmental Comment:

Other Comment:

Name: Larry R Bell  
Address: 22219 39th Place South  
City: Kent  
State: Wa  
Zipcode: 98032

Email: laroba55@yahoo.com

I live nearby. If so, where?: Kent

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify): Frequent rider of Light Rail Transit for commuting to work and sporting/social activities

--

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### *Response to Comment I67-1*

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

### *Response to Comment I67-2*

Please see response to Common Comment 11.

## Letter FW073

Klein, David

Page 1

From: [ureball@box920.bluehost.com](mailto:ureball@box920.bluehost.com)  
To: FWLE  
Subject: Comment: ST Federal Way Link Extension  
Date: Wednesday, April 22, 2015 3:13:40 AM

From: David Klein <david\_m\_klein@kcomcast.net>

Message Body:

168-1 SR 99 Comment: This is the worst option. It will bring increased pollution, crime in and around stations, noise and increased car/train accidents to residential neighborhoods.

168-2 I-5 Comment: This is the least offensive choice. Pollution, crime, noise kept close to the freeway. But why not just improve I-5?

168-3 SR 99 to I-5 Comment: Keep the mess away from SR 99.

168-3 I-5 to SR 99 Comment: Keep the mess away from SR 99.

168-4 Environmental Comment: Any of these alternatives will be destructive to the environment and our wallets. Homes and businesses will be destroyed. Many peoples lives will be ruined while a few will line their pockets with taxpayer money.

Other Comment: Why spend so much money for only 26,000 riders? I would never use any of the alternatives as such trains don't go anywhere that I need to go. The money would be much better spent on improving roads.

Name: David Klein  
Address: 29827 8th Ave. S.  
City: Federal Way  
State: WA  
Zipcode: 98003

Email: david\_m\_klein@kcomcast.net

I live nearby. If so, where?: Federal Way. Near SR99

I work in the project area. If so, where?: Federal Way. Near I-5

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify): I don't appreciate my tax dollars being wasted on such a boondoggle.

--  
This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

### *Response to Comment 168-1*

Section 4.6, Air Quality and Greenhouse Gases, describes reductions in emissions and greenhouse gases and improvements in air quality. Section 4.14, Public Services, Safety, and Security, describes how crime is not anticipated to increase at transit facilities and that there are no differences among the alternatives in terms of safety. The FWLE alternatives operate in exclusive right-of-way, outside of traffic.

### *Response to Comment 168-2*

Improvements to I-5 would not meet the purpose and need for the project. As described in Chapter 1, Purpose and Need for Federal Way Link Extension, of the Final EIS, the purpose of the project includes providing a rapid, reliable, accessible, and efficient alternative for travel and expanding mobility by improving connections to the regional multimodal transportation system.

### *Response to Comment 168-3*

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

### *Response to Comment 168-4*

Please see response to Common Comment 11. Updated ridership information is provided in Section 3.5.2, Transit Service and Operations, of the Final EIS.

## Letter FW074

Maney, Mary Ann

Page 1

*No comments*

No comments provided.

**From:** [prekitt@fox920bluehost.com](mailto:prekitt@fox920bluehost.com)  
**To:** FW-E  
**Subject:** Comment: ST Federal Way Link Extension  
**Date:** Wednesday, April 22, 2015 8:08:08 AM

---

From: Mary Ann Maney <srvnghm50@yahoo.com>

Message Body:  
SR 99 Comment:

I-5 Comment:

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment:

Other Comment:

Name: Mary Ann Maney  
Address: 807 S. 219th St. Apt. A  
City: Des Moines  
State: WA  
Zipcode: 98198

Email: srvnghm50@yahoo.com

I live nearby. If so, where?: I live near the projected 216th St. station.

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

--

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

## Letter FW075

Maney, Mary Ann

Page 1

### *Response to Comment 170-1*

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

**From:** [urekqi@box920.bluehost.com](mailto:urekqi@box920.bluehost.com)  
**To:** EWE  
**Subject:** Comment - ST Federal Way Link Extension  
**Date:** Wednesday, April 22, 2015 8:07:05 AM

---

From: Mary Ann Maney <srnghm50@yahoo.com>

Message Body:

170-1 SR 99 Comment: This seems like the best alternative for everyone concerned and the least amount to build. Why would you want to build along the I-5 corridor only to have to bring the rail back into Kent/Des Moines? I would also urge consideration for a stop at 216th in Des Moines. This is an extremely high traffic/commuter/residential area that would have a considerable amount of volume for the light rail.

I-5 Comment:

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment:

Other Comment:

Name: Mary Ann Maney  
Address: 807 S. 219th St, Apt A  
City: Des Moines  
State: WA  
Zipcode: 98198

Email: srnghm50@yahoo.com

I live nearby. If so, where?:

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

--

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

## Letter FW076

Moore, Dereck

Page 1

From: [derekmoore@bluehost.com](mailto:dereckmoore@bluehost.com)  
To: FWLE  
Subject: Comment: ST Federal Way Link Extension  
Date: Tuesday, April 21, 2015 7:06:19 PM

From: Dereck Moore <dereck.moore@gmail.com>

Message Body:

171-1 SR 99 Comment: SR 99 Alternative with S 216th West and S 260th East Stations. This route would promote more ridership and those going to Highline Community College would have easy access to campus. Stations appear to be in more populated areas and will promote ridership.

I-5 Comment:

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment:

171-2 Other Comment: Would have some concerns about light rail noise, but probably could be mitigated.

Name: Dereck Moore  
Address: 2051 S 263rd St  
City: Des Moines  
State: WA  
Zipcode: 98198

Email: dereck.moore@gmail.com

I live nearby. If so, where?: I would live within walking distance to a potential 260th station.

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify): I already take light rail to my job downtown.

--

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

### *Response to Comment 171-1*

Please see responses to Common Comments 1 and 4 in Table 9-6 of Chapter 9 of the Final EIS.

### *Response to Comment 171-2*

Section 4.7, Noise and Vibration, provides information on the potential noise and vibration impacts during operation of the FWLE and proposed mitigation. All noise impacts could be mitigated.

## Letter FW077

Ihlenfeldt, Mike

Page 1

From: [mredqil@cox920.bluehost.com](mailto:mredqil@cox920.bluehost.com)  
To: FWLE  
Subject: Comment: ST Federal Way Link Extension  
Date: Thursday, April 23, 2015 4:32:31 PM

From: Mike Ihlenfeldt <Mizzle51@hotmail.com>

Message Body:

172-1 SR 99 Comment: I think the 99 routes are the best options, with a preference to routes that have a stop on 216th and 99. Following 99 is like how Link currently follows MLK instead of I-5 for more commuters/riders.

172-2 I-5 Comment: Feel this would remove a lot of potential riders.

172-3 SR 99 to I-5 Comment: Feel that this loses too many riders and destroys too much land or housing

172-3 I-5 to SR 99 Comment: Feel that this loses too many riders and destroys too much land or housing

172-4 Environmental Comment: Would prefer as small as possible, but progress can always cause issues.

172-5 Other Comment: Station at 216th! Taking the Rapid Ride to Link is unreliable for a commute.

Name: Mike Ihlenfeldt  
Address: 21422 29th Ave S  
City: SeaTac  
State: WA  
Zipcode: 98198

Email: Mizzle51@hotmail.com

I live nearby. If so, where?: 29th Ave and 216th.

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

--

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

### *Response to Comment 172-1*

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

### *Response to Comment 172-2*

Section 3.5.2, Transit Service and Operations, provides information on the ridership forecasts for the FWLE alternatives.

### *Response to Comment 172-3*

Please see response to comment 172-2 above and response to Common Comment 3.

### *Response to Comment 172-4*

Please see response to Common Comment 11.

### *Response to Comment 172-5*

Please see response to Common Comment 11.

## Letter FW078

Wax, Jason

Page 1

### *Response to Comment 173-1*

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

From: [jredhill@box920.bluehost.com](mailto:jredhill@box920.bluehost.com)  
To: EWI/E  
Subject: Comment: ST Federal Way Link Extension  
Date: Thursday, April 23, 2015 5:47:05 PM

---

From: Jason Wax <[wax.jason@gmail.com](mailto:wax.jason@gmail.com)>

Message Body:

173-1 SR 99 Comment: I support the full 99 alternative. Better TOD potential than I-5.

I-5 Comment: No

SR 99 to I-5 Comment: no

I-5 to SR 99 Comment: no

Environmental Comment:

Other Comment:

Name: Jason Wax  
Address: 4208 SW Thistle St.  
City: Seattle  
State: WA  
Zipcode: 98136

Email: [wax.jason@gmail.com](mailto:wax.jason@gmail.com)

I live nearby. If so, where?:

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

--

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org/>)

## Letter FW079

Hedt, Stephen

Page 1

### *Response to Comment I74-1*

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

From: [irefdai@box9201.bluehost.com](mailto:irefdai@box9201.bluehost.com)  
To: EWE  
Subject: Comment - ST Federal Way Link Extension  
Date: Friday, April 24, 2015 10:47:01 PM

---

From: Stephen Hedt <hedts@yahoo.com>

Message Body:

I74-1 SR 99 Comment: I favor and advocate for the SR99 route. I think a trench station at highline would be best as it would provide better security and convenience for students. I prefer the elevated station @ S272nd and south of the FW transit center because of easier access to the Park & Ride and Transit garage. I think this route would serve the communities of Federal Way & North to SeaTac best. I personally prefer it for my own accessibility.

I-5 Comment:

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment:

Other Comment:

Name: Stephen Hedt  
Address: 1843 S. 286th Ln, Apt# T203  
City: Federal Way  
State: WA  
Zipcode: 98003

Email: hedts@yahoo.com

I live nearby. If so, where?: S. 286th Ln Federal Way

I work in the project area. If so, where?: I work at the VA - sometimes Seattle, Sometimes American Lake. I prefer to use public transport for my commute. I eagerly await the completion of the light rail FW extension & beyond.

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify): I want the accessibility and ease of transport the Light Rail will bring.

--  
This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

## Letter FW080

Lucas, John

Page 1

### *Response to Comment 175-1*

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

**From:** [juraj@kro920.husnet.com](mailto:juraj@kro920.husnet.com)  
**To:** [EWE](#)  
**Subject:** Comment: ST Federal Way Link Extension  
**Date:** Friday, April 24, 2015 6:09:52 PM

---

From: John Lucas <[john@lucas.net](mailto:john@lucas.net)>

Message Body:

SR 99 Comment: definitely need to have a Highline CC Station w/ possibility of 216th and SR99 station, 272nd and SR99 station

I-5 Comment: you have to be kidding

SR 99 to I-5 Comment: you have to be kidding

175-1 I-5 to SR 99 Comment: you have to be kidding

Environmental Comment:

Other Comment: please keep the art in the stations, not on the roof (the art on the roof at the airport station does a great job of blocking the view of the the Olympic Mountains which are much more beautiful)

Name: John Lucas  
Address: 19211 39th Ave S  
City: SeaTac  
State: wa  
Zipcode: 98188

Email: [john@lucas.net](mailto:john@lucas.net)

I live nearby. If so, where?: Angle Lake

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

--

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

## Letter FW081

Bernal, Gerardo

Page 1

From: [prrdigit@box920.hushbox.com](mailto:prrdigit@box920.hushbox.com)  
To: EWLE  
Subject: Comment - ST Federal Way Link Extension  
Date: Saturday, April 25, 2015 9:14:34 PM

From: GERARDO BERNAL <gerar5454@yahoo.com>

Message Body:

SR 99 Comment: Esta ruta me parece con mayor atracción y beneficio para mas pasajeros que quieren usar el tren con la conveniencia de la ruta; las estaciones potenciales en 216 y otra beneficiarian y le darian la oportunidad de compartir los beneficios del tren a mas personas. La ruta seria mas costosa pero mas conveniente para el futuro con mayor beneficio para mas pasajeros

176-1

I-5 Comment:

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment: Manteniendo el tren por arriba o abajo de la tierra; sin interferir con el trafico por las calles beneficiaria a el tren y el trafico a viajar mas rapido y seguro cada uno por su ruta

176-2

Other Comment: Sufisientes estacionamientos para que personas disfruten el tren en lugar de manejar; Mas espacios para bicicletas y equipaje. Un personal con sufisiente entrenamiento para trabajar en dar servicio de seguridad ala comunidad sin dar duda y inseguridad a los pasajeros

176-3

Name: GERARDO BERNAL  
Address: 2115 S. KENT DES MOINES RD.  
City: DES MOINES  
State: WA  
Zipcode: 98198

Email: gerar5454@yahoo.com

I live nearby. If so, where?: DES MOINES

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify): tener mayor beneficio de la ruta para hoy y el futuro

--

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federatwaylink.org>)

### Respuesta al Comentario 176-1

Respuesta al comentario frecuente 1: El Capítulo 8 de la Declaración Final de Impacto Ambiental (Environmental Impact Statement, EIS) compara las alternativas, incluye los intercambios entre los pasajeros, el costo y el impacto ambiental. Las alternativas del I-5 son más específicas que los lineamientos de la Ruta Estatal 99 (State Route, SR 99) de muchos de los desarrollos residenciales multifamiliares con mayor densidad y los usos comerciales del SR 99. Sin embargo, las estaciones Kent/Des Moines y Federal Way se ubicarían en los mismos lugares (a 1,000 pies), independientemente de las alternativas. Estas estaciones también se encuentran en áreas que las ciudades han identificado con el mayor aumento de densidad, crecimiento y desarrollo orientado al transporte (Transit-Oriented Development, TOD). El área de la estación Kent/Des Moines es donde Kent y Des Moines apuntan a urbanizaciones de alta densidad, mientras que Federal Way planifica una urbanización de mayor uso mixto cerca de la estación Federal Way.

La Alternativa SR 99 incluye posible estaciones adicionales en las calles S 216th y S 260th. Aunque estas estaciones adicionales incrementarían la valoración general del TOD para la SR 99 y aumentarían el acceso peatonal en el sistema de tren ligero, actualmente, no existen fondos disponibles para desarrollar estas estaciones.

En la estación S 272nd Redondo, las alternativas de SR 99 e I-5 hasta SR 99 tendrían mayor posibilidad de TOD y acceso peatonal hacia la urbanización de uso mixto potencial futuro que las preferidas o las alternativas I-5 hasta SR 99. No obstante, Federal Way se concentra más en que su crecimiento y desarrollo suceda en el centro de la ciudad. Los pantanos impedirán futuros desarrollos cerca de esta estación.

Sound Transit, conjuntamente con varias compañías interesadas, estudiará las formas de mejorar el acceso y las oportunidades de desarrollo en el área de la calle S 272nd. El personal de Sound Transit evaluará las formas de mejorar el potencial para el TOD en las estaciones

[Page 1 \(continued\)](#)

a lo largo de la ruta, incluyendo la Calle S 272nd. Los ejemplos podrían comprender el servicio de tránsito mejorado este-oeste y mejoras en el servicio RapidRide en SR 99 para facilitar las conexiones con las estaciones de tren ligero, el acceso peatonal y de bicicletas, las iniciativas de creación del lugar y las oportunidades de desarrollo.

Sound Transit y Metro King County elaboraron un Plan de Servicio de Tránsito Conceptual para todas las alternativas de Extensión de Conexión de Federal Way (Federal Way Link Extension, FWLE). Se incluirá una nueva ruta local entre Des Moines y Federal Way. Para la Alternativa Preferida, esta ruta brindará acceso entre SR 99 y la Estación Star Lake S 272nd cada 15 minutos durante las horas principales y cada 30 minutos al mediodía.

La Alternativa SR 99 tendrá la menor cantidad de desalojos residenciales, pero ocasionará el desalojo de la mayoría de los negocios, ya que SR 99 se encuentra, en su mayoría, rodeada de propiedades comerciales.

[Respuesta al Comentario 176-2](#)

Todas las alternativas de construcción de la FWLE se realizarán en una vía exclusiva, fuera del tráfico, para evitar conflictos de seguridad y operativos.

[Respuesta al Comentario 176-3](#)

Respuesta al comentario frecuente 5: Sound Transit ubicó la provisión de estacionamientos de la FWLE, de acuerdo con la demanda de estacionamientos prevista y con la información de los centros de tránsito similares en la Región de Puget Sound y más ampliamente en otros sistemas de trenes de Estados Unidos. Tal como se presentó en la Sección 3.5.5 del Capítulo 3, Sound Transit evaluó, en su totalidad, las necesidades de estacionamiento a lo largo de la ruta y, luego, desarrolló estacionamientos en las estaciones a fin de satisfacer la necesidad estimada de acuerdo con factores, tales como: uso del terreno circundante, proximidad al sistema de transporte regional, acceso a las calles locales, congestión y ubicación de las estaciones.

En todas las estaciones de la FWLE se dispondrá de casilleros y estacionamientos para bicicletas. Por favor, vea la Sección 4.14, Servicios Públicos, Protección y

Seguridad, para una descripción completa de los servicios de seguridad que se ofrecen en las estaciones.

From: GERARDO BERNAL  
Saturday, April 25, 2015 9:14:34 PM

Message Body:

SR 99 Comment: This route seems more attractive and useful for other riders who want to use the rail because of the route's convenience. The potential stations in 216 and elsewhere would be useful and would provide the chance to share the rail's advantages with more people. The route would be pricier but more convenient for the future, with greater advantages for more riders

176-1

I-5 Comment:  
SR 99 to I-5 Comment:  
I-5 to SR 99 Comment:

Environmental Comment: Keeping the rail aboveground or underground, without interference to street traffic, would benefit the rail and the traffic for faster and safer trips, each one through their own route

176-2

Other Comment: Enough parking spots so that people can enjoy the rail instead of driving, more space for bikes and luggage, an adequately trained staff to work on providing a safe service to the community without expressing doubt and insecurity to the riders

176-3

Name: GERARDO BERNAL  
Address: 2115 S. KENT DES MOINES RD.  
City: DES MOINES  
State: WA  
Zipcode: 98198  
Email: [gerar5454@yahoo.com](mailto:gerar5454@yahoo.com)

I live nearby. If so, where?: DES MOINES

I work in the project area. If so, where?:

I own a business nearby.

If so, where?:

I attend school in the project area. If so, where?:

Other (please specify): Benefit more from the route today and in the future

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

*Response to Comment 176-1*

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

*Response to Comment 176-2*

All FWLE build alternatives would operate in exclusive right-of-way, outside of traffic, to avoid operating and safety conflicts.

*Response to Comment 176-3*

Please see response to Common Comment 5. Parking and bike lockers would be provided at all FWLE stations. Please see Section 4.14, Public Services, Safety, and Security, for a description of security provided at stations.

## Letter FW082

Walton, Richard

Page 1

From: [srllink@krs92b.hawaii.gov](mailto:srllink@krs92b.hawaii.gov)  
To: EIS  
Subject: Comment: ST Federal Way Link Extension  
Date: Saturday, April 25, 2015 5:16:08 PM

From: Richard Walton <rich081659@gmail.com>

Message Body:

SR 99 Comment: dont agree unless street level so more people would be apt to use

I-5 Comment: best i think, keeps elevated structures off hwy 99

177-1 SR 99 to I-5 Comment: same as above, alot of excess land next to I-5 not in use

I-5 to SR 99 Comment: same as above, keep elevated stations away from Hwy-99, would just cause alot more traffic problems

Environmental Comment: I think link rail is a good idea, but what has been built so far avoids alot of people wanting to use.

177-2 Other Comment: I always thought it avoids to many places for making ease of use by the public, instead of so much elevated structures it should have ran down Hwy 99 to FedWay like they did on MLK, ideas dont seem to be geared to get more people on the rail. It runs behind my work and i amazed how few people are on it.

Name: Richard Walton  
Address: 19300 51h ave s  
City: Des Moines  
State: WA  
Zipcode: 98148

Email: rich081659@gmail.com

I live nearby. If so, where?: Just curious about the plans and route it going to take, i dont ride the rail it doesn't stop by my work but runs right behind it in Tukwila

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

..

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federawaylink.org>)

### *Response to Comment 177-1*

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

### *Response to Comment 177-2*

Sound Transit uses elevated structures to cross over geographic or physical barriers to accommodate higher train frequencies. Coordination with WSDOT and the local cities during the Alternatives Analysis process determined that an at-grade alignment on SR 99 was not preferable due to traffic impacts and restrictions on left turns and u-turns.

## Letter FW083

Hudak, Douglas

Page 1

From: [jurilic@fox926.biznet.com](mailto:jurilic@fox926.biznet.com)  
To: EIS  
Subject: Comment: ST Federal Way Link Extension  
Date: Saturday, April 25, 2015 11:41:02 AM

From: Douglas Hudak <djhudak@earthlink.net>

Message Body:

SR 99 Comment: I am against SR-99 routes for the following reasons:

- these are more expensive
- would require extensive construction disruptions
- the SR-99 corridor is currently well-served by the Rapid Ride route
- would be less aesthetically appealing

I-5 Comment: I am in favor of the I-5 alternative for the following reasons:

- align mass transit to the currently available Park & Ride lots on the I-5 corridor
- I-5 options are the least expensive
- public mass transit options on I-5 have greatly diminished in recent years since Metro routes 190 & 152 have been terminated. There are currently no options during non-rush hours, except by having to do multiple transfers via Seattle Airport!
- I-5 options would eliminate extensive construction disruptions along SR-99 which would be required with the SR 99 options
- I-5 options would reduce congestion along SR-99

SR 99 to I-5 Comment: My 2nd choice.

I-5 to SR 99 Comment: I am against SR-99 routes for the following reasons:

- these are more expensive
- would require extensive construction disruptions
- the SR-99 corridor is currently well-served by the Rapid Ride route
- would be less aesthetically appealing

Environmental Comment:

Other Comment: Light rail vehicles should be transitioned to driver-less vehicles in the future. These would be safer and less expensive than driver-operated vehicles. Mass transit fares are too expensive.

Name: Douglas Hudak  
Address: 26921 35th Ave S  
City: Kent  
State: WA  
Zipcode: 98032

Email: djhudak@earthlink.net

I live nearby. If so, where?: Star Lake. Current mass transit options on I-5 are terrible.

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

--

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

### *Response to Comment 178-1*

Please see response to Common Comment 2 in Table 9-6 of Chapter 9 of the Final EIS.

### *Response to Comment 178-2*

The Federal Way Link Extension is part of the “spine” of the light rail system that extends north to Lynnwood, south to Federal Way, and east to Redmond. Driverless technology cannot be used safely on the spine itself, because it includes several at-grade signalized intersections north of Angle Lake Station, which are also used by passenger vehicles and pedestrians.

## Letter FW084

Thompson, Brad

Page 1

From: [brt84@box920.bluehost.com](mailto:brt84@box920.bluehost.com)  
To: FWLE  
Subject: Comment: ST Federal Way Link Extension  
Date: Saturday, April 25, 2015 9:53:56 AM

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From: Brad Thompson <>

Message Body:

179-1 SR 99 Comment: Preferred. Stops closer to the college and more options for stops on the way to FWTC

I-5 Comment:

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

179-2 Environmental Comment: There is less of a greenbelt along 99 than I5.

Other Comment:

Name: Brad Thompson  
Address: 3803 S 261st ST  
City: Kent  
State: Washington  
Zipcode: 98032

Email:

I live nearby. If so, where?: west hill neighborhood in Kent

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

--

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

### *Response to Comment 179-1*

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

### *Response to Comment 179-2*

See Section 4.5, Visual and Aesthetic Resources, and Section 4.8, Ecosystem Resources, for a discussion of impacts on vegetation.

## Letter FW085

Gomez, Emerson

Page 1

From: [urefai@box920.bluehost.com](mailto:urefai@box920.bluehost.com)  
To: EWI-E  
Subject: Comment: ST Federal Way Link Extension  
Date: Sunday, April 26, 2015 5:21:45 PM

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From: emerson gomez <EMERSONSHALIM@YAHOO.COM>

Message Body:

180-1 SR 99 Comment: I am student . Like the 99route to commute from home to work at airport, now even better to attend school.

I-5 Comment:

SR 99 to I-5 Comment.

I-5 to SR 99 Comment:

180-2 Environmental Comment: It will contribute to decrease air pollution.

Other Comment:

Name: emerson gomez  
Address: 2405 s star lake road 60-202. federal way  
City: federal way  
State: wa  
Zipcode: 98003

Email: EMERSONSHALIM@YAHOO.COM

I live nearby. If so, where?: like near 272nd pacific highway

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify): work at seatac airport

--

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

### *Response to Comment 180-1*

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

### *Response to Comment 180-2*

Please see Section 4.6, Air Quality and Greenhouse Gases, for a discussion of air quality benefits.

## Letter FW086

Kesterson, Stephanie

Page 1

From: [irefdail@box920.bluehost.com](mailto:irefdail@box920.bluehost.com)  
To: FWLE  
Subject: Comment: ST Federal Way Link Extension  
Date: Sunday, April 26, 2015 8:31:50 PM

From: Stephanie Kesterson <[stephaniewitsil@hotmail.com](mailto:stephaniewitsil@hotmail.com)>

Message Body:

SR 99 Comment: Not a good option with 99 being so busy when there is an accident on I-5 which happens quite a bit. During the morning commute or rush hour there are often cars left in intersections and this could create a nightmare for light rail. Schools are also within hundreds of feet to the light rail posing a threat to the children in the area.

I-5 Comment:

SR 99 to I-5 Comment: Fantastic option to be away from local elementary schools and still have transportation in to the city.

I-5 to SR 99 Comment:

Environmental Comment:

Other Comment:

Name: Stephanie Kesterson  
Address: 23441 23rd Place South  
City: Des Moines  
State: IA  
Zipcode: 50319

Email: [stephaniewitsil@hotmail.com](mailto:stephaniewitsil@hotmail.com)

I live nearby. If so, where?: I'm a teacher to a local school and live in the area.

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

--

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

### *Response to Comment I81-1*

All FWLE build alternatives would operate in exclusive right-of-way, outside of traffic, to avoid operating and safety conflicts.

### *Response to Comment I81-2*

Sections 4.7, Noise and Vibration; 4.14, Public Services, Safety, and Security; and 4.17, Parklands and Open Space, discuss potential impacts on schools.

## Letter FW087

Bartholomew, Mary Ann

Page 1

From: [urefdail@box920.bluehost.com](mailto:urefdail@box920.bluehost.com)  
To: FWLE  
Subject: Comment: ST Federal Way Link Extension  
Date: Sunday, April 26, 2015 8:23:45 PM

From: Mary Ann Bartholomew <mabartholomew@q.com>

Message Body:

182-1 SR 99 Comment: This route is already served by bus, which provides access to the many businesses and residences along 99. Light rail should be an alternative to that route. The 99 corridor is already congested. Why add another element?

182-2 I-5 Comment: The I-5 Alternative provides a true alternative to existing transit. Seems to offer a good balance of ridership, speed, cost, and disruption to existing business and residential units. The transit center provides better parking and access to Federal Way services than the 320th P&R.

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment:

Other Comment:

Name: Mary Ann Bartholomew  
Address: 30305 19th PL SW  
City: Federal Way  
State: WA  
Zipcode: 98023

Email: mabartholomew@q.com

I live nearby. If so, where?: I live in Federal Way near Adelaide Elementary. I use Metro to go into Seattle and to the airport.

I work in the project area. If so, where?:

I own a business nearby, if so, where?:

I attend school in the project area. If so, where?:

Other (please specify): I love Metro's service from the FW Transit Center into Seattle--quicker, easier, and cheaper than driving. As Metro adds service, that service should meet the same criteria.

--

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

### *Response to Comment 182-1*

Please see Section 3.5.3, Arterial and Local Street Operations, in Chapter 3 of the Final EIS for a description of traffic impacts. All FWLE build alternatives would operate in exclusive right-of-way, outside of traffic, to avoid operating and safety conflicts.

### *Response to Comment 182-2*

Please see response to Common Comment 2 in Table 9-6 of Chapter 9 of the Final EIS.

## Letter FW088

Easterling, Ruth

Page 1

From: [iref@i@box920.bluehost.com](mailto:iref@i@box920.bluehost.com)  
To: FWLE  
Subject: Comment - ST Federal Way Link Extension  
Date: Tuesday, April 28, 2015 2:34:20 PM

From: Ruth Easterling <ruth.easterling@gmail.com>

Message Body:

183-1 SR 99 Comment: This doesn't seem to be the most cost efficient

183-2 I-5 Comment: Sounds like this is a straightforward plan

SR 99 to I-5 Comment:

183-3 I-5 to SR 99 Comment: Easy way for commuters to get to and from the light rail. Less impact on homes and noise

Environmental Comment:

183-4 Other Comment: Your decisions will impact families and our community for years to come. Please help the light rail be a positive point for our town to boast about for years to come.

Name: Ruth Easterling  
Address: 1214 S 2341h Pl  
City: Des Moines  
State: WA - Washington  
Zipcode: 98198

Email: ruth.easterling@gmail.com

I live nearby. If so, where?: Des Moines.

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify): I know the I-5 plan will save many homes and families in the Des Moines area

--

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

### *Response to Comment 183-1*

Section 2.5, Estimated Project Costs and Funding, in Chapter 2 of the Final EIS provides a comparison of costs for all FWLE alternatives.

### *Response to Comment 183-2*

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

### *Response to Comment 183-3*

Please see response to Common Comment 3. Refer to Section 4.7, Noise and Vibration, for information on potential noise impacts and mitigation. For all FWLE alternatives, noise impacts could be mitigated.

### *Response to Comment 183-4*

Please see response to Common Comment 11.

# Letter FW089

Robinett, Jolene

Page 1

## *Response to Comment 184-1*

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

## *Response to Comment 184-2*

Please see response to Common Comment 11.

From: [jredig@box920.bluehost.com](mailto:jredig@box920.bluehost.com)  
To: EWE  
Subject: Comment - ST Federal Way Link Extension  
Date: Tuesday, April 28, 2015 12:40:03 PM

From: Jolene Robinett <[Jodierobinett@comcast.net](mailto:Jodierobinett@comcast.net)>

Message Body:

SR 99 Comment: I like the SR 99 alternatives at every junction. I believe these options will best serve the largest number of people overall and particularly those low to middle income. Also direct service to Highline College from both the North and South will provide much needed options for students, faculty and staff.

I-5 Comment:

184-1 SR 99 to I-5 Comment: I like the SR 99 alternatives at every junction. I believe these options will best serve the largest number of people overall and particularly those low to middle income. Also direct service to Highline College from both the North and South will provide much needed options for students, faculty and staff

I-5 to SR 99 Comment: I like the SR 99 alternatives at every junction. I believe these options will best serve the largest number of people overall and particularly those low to middle income. Also direct service to Highline College from both the North and South will provide much needed options for students, faculty and staff

184-2 Environmental Comment: The high-mid income to high income residents are worried about their property values and inconvenience. I think serving the most numbers and likely riders it's much more important.

Other Comment:

Name: Jolene Robinett  
Address: 1819 S Kent-Des Moines Rd. # B-12  
City: Des Moines  
State: WA  
Zipcode: 98198

Email: [Jodierobinett@comcast.net](mailto:Jodierobinett@comcast.net)

I live nearby. If so, where?: City of Des Moines

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?: Highline College

Other (please specify): access to SR 99 best serves high school and college students because of the number of jobs

--  
This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

Letter FW090

Sumner, Janreed

Page 1

*Response to Comment I85-1*

Please see responses to Common Comments 2 and 3 in Table 9-6 of Chapter 9 of the Final EIS.

From: [janreedsumner](#)  
To: [EWE](#)  
Subject: Federal way light rail extension  
Date: Tuesday, April 28, 2015 12:53:35 PM

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I85-1

My opinion is that the light rail should travel along I-5 to avoid traffic build up on pacific highway (during and after construction) and to avoid displacing too many homes. If it cuts up through the neighborhoods it will cause a lot of people to lose their homes.

Sent from my Verizon Wireless 4G LTE smartphone

## Letter FW091

Davidson, Bree

Page 1

### *Response to Comment I86-1*

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

**From:** [Bree Davidson - Earthlink](mailto:Bree.Davidson@earthlink.net)  
**To:** [FWLE](#)  
**Subject:** Federal Way Link Light Extension Draft EIS Comments  
**Date:** Tuesday, April 28, 2015 11:10:07 AM  
**Attachments:** [Federal Way Link Extension Draft EIS Comments April 28.docx](#)  
[ATT00001.htm](#)

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Hello Sound Transit Board,

I am sending the attached letter by mail as well for the public record, but assume that it will save your agency time by sending an electronic copy as well.

I86-1

I strongly support the I-5 alignment options (especially the one put forth by the cities of Des Moines, Kent, and Federal Way). I believe those options would best serve all of the communities in the region and would increase ridership among those - myself included - who don't currently utilize public transit.

I strongly oppose the SR 99 alignments, especially the Highline College trench station, as it would require the demolition of my cute little family home, and would forever change our quiet, working class neighborhood.

Many thanks for your consideration,

**Bree Davidson**  
:: (206) 354-8081  
:: [breedavidson@earthlink.net](mailto:breedavidson@earthlink.net)

Sent from my iPad

Federal Way Link Extension Draft EIS Comments  
 Sound Transit  
 401 S. Jackson St.  
 Seattle, WA 98104

April 28, 2015

Attn Sound Transit Board of Directors:

I wish to make my public comment regarding the Draft Environmental Impact Statement. I will testify at the upcoming meetings as well.

Disclosure: Our home would be acquired by Sound Transit if the SR99 Alternative with trench station at Highline College were to be selected. I consider this to be the worst of all of the options, and will make a case against it at the end of this letter. First, I'll present the case for the I-5 Alternative.

#### Case for the I-5 Alternative

This choice will best serve all of the cities in the region, will cost far less than the SR99 Alternative, will increase the use of public transit by non-commuters, and will improve the quality of life for the greatest number of Mid-Sound residents.

186-2 By running parallel to I-5, the Link Light Rail route will be convenient from the cities of Kent, Auburn, Des Moines and Federal Way. East-west travel tends to be quite congested from Seatac to Des Moines, Kent to Des Moines, and especially Auburn to Federal Way. By reducing travel times for those east of I-5, Link Light Rail will be far more attractive.

At nearly \$350 million less than the SR 99 Alternative, the I-5 Alternative will be the best use of public dollars. In addition, displacing only 29 businesses makes the best sense for local governments' tax bases and the region's economy.

I mentioned the use of public transit by non-commuters. I fit into that category, and can speak to why I never use public transit:

1. I do not commute – I'm a remote worker for a nationwide charity based out of New York. I'm glad that this status reduces my carbon footprint greatly.
2. I travel to Seattle during non-commute hours. While a bus trip from the Kent/Des Moines Park & Ride can be very quick (30 minutes during commute hours), the same trip takes up to two hours and multiple transfers midday. (I timed a 2 p.m. trip from my home to Westlake Center on Metro trip planner, and I would need to walk .6 miles to the nearest stop, transfer up to three times, and ride the bus for a minimum of 90 minutes.) Given that I can make the same trip by car in 30% of the time, I'll choose to drive nearly every time.
3. Light Rail, while very attractive for frequency and speed of travel, does not work if I cannot park at the station. Given that lots fill by 6:30 a.m., it's difficult – if not impossible – to find legal parking. Multiple times I've driven to the Tukwila station, searched for parking in vain, and ended up driving to Seattle anyhow, having added an unnecessary 20 minutes to my trip.

#### Response to Comment 186-2

Please see response to Common Comment 2.

If the I-5 Alternative is chosen and the stations are located within easy walking distance of Park & Rides, travelers like me will be far more likely to use public transit midday and on evenings/weekends. By combining the rapid and reliable light rail option with the existing options to combine car, bus, and bike trips, using public transit to Seattle (for shopping, appointments, games and tourism) would become a very workable option.

186-3 On a less measurable level, I believe that frequent and reliable public transit options increase peoples' quality of life. I would look forward to less reliance on cars (and the associated costs of gas, insurance, and maintenance), less traffic-related stress, more leisure time on the train, and more engagement with the greater community. While some of these benefits will come with any of the alternatives chosen, picking the I-5 Alternative will bring this benefit to the greatest number of people from Kent and Auburn (in addition to those from Seatac, Des Moines and Federal Way).

#### Case Against SR 99 Alternative with Trench Station at Highline College

This option will poorly serve the cities of Kent and Auburn, will cost far more than the I-5 Alternative, and will negatively impact my neighborhood, my family, and the wildlife in Massey Creek.

186-4 Tucked on the far west side of SR 99, this route would be annoyingly inaccessible for those east of I-5. It can take more than 10 minutes to travel by car from the Kent/Des Moines Park & Ride to Highline Community College, and those extra 10 minutes would likely deter some commuters from using Link Light Rail at all.

This option is also far more expensive (\$350 million more than I-5), displaces 75 additional businesses, and serves only a small niche of the greater community. While Highline College is a very important institution, it will be well served by a station in easy walking distance to the east. There is no need for a dedicated station on the campus.

#### Displacement of Family Home

My family owns a small rambler at 23252 28<sup>th</sup> Ave S, and our house is so important to us. We've planted trees, landscaped the yard, painted every wall in the house, and refinished the kitchen (I wish you could see our hand-laid tiles – they are amazing.) This is the home we've made for our children. It's our anchor in the very wonderful town of Des Moines. We're active in the community (my wife sits on the Parks & Recreation Advisory Board and I'm spearheading the Field Day 5K to benefit the foundation of the Des Moines Waterfront Farmers Market), our kids are attached to their schools, and we hope to retire in this community.

#### Associated Financial Losses

We're 10 years in to a \$250,000 mortgage on a house that is currently valued at \$204,000. In the midst of the mortgage crisis, we watched our home value plummet as neighbors with comparable homes short-sold by as much as \$100,000. We remained responsible homeowners and taxpayers, and have watched values slowly start to recover. If we were to lose our home now, we would lose any opportunity to (re)build equity and would have to commit to a new mortgage on a timeframe that would interfere with our retirement plans.

#### *Response to Comment 186-3*

Please see Section 3.5.6 in Chapter 3, Transportation, for a description of non-motorized access to stations.

#### *Response to Comment 186-4*

Please see response to Common Comment 2. Please see Section 4.9, Ecosystems, of the Final EIS regarding impacts on wildlife and Massey Creek. Chapter 8 of the Final EIS discusses trade-offs among the alternatives.

**Neighborhood Impact**

186-5 [ As I understand it, all 18 single-family homes on 28<sup>th</sup> Ave S would be demolished. Those of us who were displaced would have a very difficult time finding comparable/affordable homes in Des Moines, and our neighbors who were not displaced would be subject to many years of construction disruption. I can't imagine what the frogs, ducks and plants on Massey Creek would have to say about all of this. I can only assume they would be worried about losing some of their equity. (Brief moment of environmental humor. But seriously, think about the frogs.)

186-6 [ For personal, financial, and environmental reasons, I hope that the I-5 Alternative is chosen, and that the project meets with much success and public support.

Kind Regards,

Bree Davidson  
23252 28<sup>th</sup> Ave S  
Des Moines, WA 98198  
(206) 354-8081

Cc: Dave Upthegrove  
Tina Orwall  
Karen Keiser  
Dave Kaplan

*Response to Comment 186-5*

Please see Appendix D4.1, Potentially Affected Parcels, of the Final EIS for a list of parcels that might be affected by the FWLE. Sound Transit would pay fair market value for property needed for the project and would provide relocation assistance for those displaced. Section 4.1, Acquisitions, Displacements, and Relocations, describes the property acquisition and relocation processes, and the relocation assistance and benefits that Sound Transit will provide. Sound Transit evaluated potential impacts on wildlife and habitat. These impacts and potential avoidance, minimization, and mitigation measures are described in Section 4.9, Ecosystem Resources.

*Response to Comment 186-6*

Please see response to Common Comment 11.

## Letter FW092

Peffer, Doug

Page 1

### *Response to Comment 187-1*

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

From: [dredgigi@cox920.bluehost.com](mailto:dredgigi@cox920.bluehost.com)  
To: FWLE  
Subject: Comment - ST Federal Way Link Extension  
Date: Wednesday, April 29, 2015 3:05:58 PM

---

From: Doug Peffer <>

Message Body:  
SR 99 Comment:

187-1

I-5 Comment: The big problem with the light rail was that it was suppose to be a high speed route for regular work commuters. But I have used the system and it has turned into a high priced very inefficient milk run. Now all the businesses want access to their stores. The cars are carrying more casual riders that would more efficiently be carried by rapid ride. All of these stops are ridiculous they slow what should be a fast transit systems for work commuters. The better option would to have few stops with fast transit from major park and rides to major employment sites, Seattle, Boeing, transfer to Everett rail, South Center, Federal Way, Airport, Highline might work lots of students teachers, and area commuters. Current line carries alot of streeet people with too many stops. Almost any bus is faster especially the Expresses which are often over filled with riders to and from work.

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment:

Other Comment:

Name: Doug Peffer  
Address: 33309 1st Way S, Suite A-101  
City: Federal Way  
State: Washington  
Zipcode: 98003

Email:

I live nearby. If so, where?: Browns PT

I work in the project area. If so, where?: Seattle

I own a business nearby. If so, where?: Federal Way

I attend school in the project area. If so, where?:

Other (please specify):

--

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

## Letter FW094

Nelson, Andrea

Page 1

From: [jurilgit@fox926.hawaii.net](mailto:jurilgit@fox926.hawaii.net)  
To: EIS  
Subject: Comment: ST Federal Way Link Extension  
Date: Thursday, April 30, 2015 6:05:55 PM

From: Andrea Nelson <aerd@juno.com>

Message Body:

SR 99 Comment: I like this option best. It has the least amount of displacements. Going underground when possible is a good way to go. Yes, it may cost more, but in the long run you are saving real estate.

I-5 Comment: This is out of the way for easy access (foot traffic wise). This would cut down on money making potential in local transportation.

188-1

SR 99 to I-5 Comment: This option seems to be a compromise between the SR 99 and I-5 options. It seems to be the best bang for your buck, but not really contributing to local access.

I-5 to SR 99 Comment: I'm torn between the SR 99 option and this one. This would save 5 billion though...compared to SR 99. This has a decent amount of local access.

Environmental Comment:

188-2

Other Comment: I like the idea of local access for the stations. This increases ridership, which is ultimately what is needed. If you have to drive to get to a station, it kind of defeats the purpose of the service. Local access should cause businesses to benefit as well.

Name: Andrea Nelson  
Address: 23453 16th AVE S, A304  
City: Des Moines  
State: WA  
Zipcode: 98198

Email: aerd@juno.com

I live nearby. If so, where?: Between S 240th and Kent-Des Moines Rd.

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

### *Response to Comment 188-1*

Please see responses to Common Comments 2 and 3 in Table 9-6 of Chapter 9 of the Final EIS.

### *Response to Comment 188-2*

Chapter 2, Alternatives Considered, and Section 3.5.6, Non-motorized Facilities, of the Final EIS describe proposed facilities to provide local access to the FWLE stations. Chapter 2 also describes how Sound Transit, in partnership with stakeholders, modified the Preferred Alternative to provide better access to the station areas.

## Letter FW095

Simpson, Seth

Page 1

From: [ireball@box920.bluehost.com](mailto:ireball@box920.bluehost.com)  
To: FWLE  
Subject: Comment: ST Federal Way Link Extension  
Date: Thursday, April 30, 2015 4:19:06 PM

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From: Seth Simpson <[simpson.seth@gmail.com](mailto:simpson.seth@gmail.com)>

Message Body:

SR 99 Comment: The only way to not ruin businesses on 99 would be to run down the medium of SR99 in the Kent / Des Moines option #2. It would have the least impact on current businesses. Any alternative would create a multi million dollar move for my business with the expense to the tax payer. Also relocating my business would potentially affect my bottom line also costing the tax payers millions of dollars.

I-5 Comment:

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment: My business properties are located at 23407 and 23419 pacific Hwy South. We are currently the 4th largest recreational 502 store in the State of Washington. Moving my businesses would cost several Millions of dollars not including the properties. Just the move alone. And the light rail would also be liable for loss of business which could be in the millions as well.

Other Comment: I will fight this option.

Name: Seth Simpson  
Address: 23407 & 23419 pacific hwy south  
City: Des Moines  
State: wa  
Zipcode: 98198

Email: [simpson.seth@gmail.com](mailto:simpson.seth@gmail.com)

I live nearby. If so, where?: my business would be impacted

I work in the project area. If so, where?:

I own a business nearby. If so, where?: same as above addresses

I attend school in the project area. If so, where?:

Other (please specify):

--  
This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

### *Response to Comment I89-1*

Please see Appendix D4.1, Potentially Affected Parcels, of the Final EIS for a list and maps of parcels that might be affected by the FWLE. Sound Transit would pay fair market value for property needed for the project, and would provide relocation assistance for those displaced. Section 4.1, Acquisitions, Displacements, and Relocations, describes the property acquisition and relocation processes, and the relocation assistance and benefits that Sound Transit will provide.

## Letter FW096

Nelson, Lesley

Page 1

From: [urefdai@box920.bluehost.com](mailto:urefdai@box920.bluehost.com)  
To: EWI-E  
Subject: Comment: ST Federal Way Link Extension  
Date: Thursday, April 30, 2015 2:40:56 PM

From: Lesley Nelson <lesleys22@hotmail.com>

Message Body:

190-1 SR 99 Comment: I think this is best option.

I-5 Comment: My home would be greatly negatively affected by this plan.

SR 99 to I-5 Comment: My home would be greatly negatively affected by this plan.

190-2 I-5 to SR 99 Comment: My home would be greatly negatively affected by this plan.

Environmental Comment: Major construction concerns getting to my home. I have a business from home and people visit my home daily for business. This would greatly impact my business and home.

190-3 Other Comment: I don't think this is necessary. Stop it at 200th street station. Bus system works fine.

Name: Lesley Nelson  
Address: 20732 13th Ave S  
City: SeaTac  
State: Wa  
Zipcode: 98198

Email: lesleys22@hotmail.com

I live nearby. If so, where?: I live in SeaTac, own a rental in Des Moines right off I-5

I work in the project area. If so, where?: I have a business out of my home

I own a business nearby. If so, where?: In my home

I attend school in the project area. If so, where?: My child will attend school in area

Other (please specify):

--

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

### *Response to Comment 190-1*

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

### *Response to Comment 190-2*

Construction impacts are described in Chapter 5, Construction of the Final EIS. Please see Section 5.2.1 of Chapter 5 for transportation-related impacts, including access.

### *Response to Comment 190-3*

Please see Chapter 1, Purpose and Need, of the Final EIS for a discussion of the purpose and need for extending light rail from S 200th to Federal Way.

From: [jrr111@fox926.bizwest.com](mailto:jrr111@fox926.bizwest.com)  
 To: EIS  
 Subject: Comment: ST Federal Way Link Extension  
 Date: Thursday, April 30, 2015 9:07:08 AM

From: Ruth Strawser <[granbyco53@msn.com](mailto:granbyco53@msn.com)>

Message Body:

SR 99 Comment: This alternative is way too costly and way too disruptive to current commuters and terrible impact to business, not to mention the high number of business relocations that would be required. And it would add noise to an already noise-impacted area. DO NOT CHOOSE!

191-1 I-5 Comment: The I-5 Alternative with Kent Des Moines I-5 At Grade Station IS MY PREFERRED ALTERNATIVE. It is low cost, would be less disruptive to current commuters, follows an already built transportation corridor (I-5), would require fewer business relocations in an already difficult economic environment where businesses are already struggling, and achieves ridership estimates.

SR 99 to I-5 Comment: This alternative is more disruptive, but again lower cost and in the same transportation corridor used by existing I-5. This alternative would be my second choice.

191-2 I-5 to SR 99 Comment: This alternative is too costly and way too disruptive to current commuters and businesses and would bring SR 99 to a standstill during construction and terribly unsightly when built. And the noise it would generate for a community already impacted with airplane noise would be just too much. Don't get me wrong, I'm use to the airport noise, just don't add any more noise! DO NOT CHOOSE!

191-3 Environmental Comment: While I believe we have stripped away too many trees from this land of ours already, with proper mitigation and building the link rail extension in an already "industrial" type transportation corridor (I-5 alignment) there would be less environmental impact. Its appearance would be less unsightly and would have less impact on the view of our most precious environmental gem - Puget Sound. As mentioned previously, the I-5 Alternative would keep the noise in an already established transportation/commuter corridor. That is where it belongs.

191-4 Other Comment: In my view SR99 is an arterial roadway and building along it would have a much greater impact to the environment -- is closer to water for one reason. In a city where traffic congestion is pretty close to the top of the list of negatives for this region, it makes absolutely no sense to build the extension other than along I-5. Frankly, riders just want a quick and easy way to their work. Support for options more supportive of TOD is very low in importance to me. It is about moving people and reducing the number of cars on the area roadways. I'll do my shopping elsewhere than at/near a transit station/center. Therefore, I strongly urge the choice be made for the I-5 Alternative with Kent Des Moines I-5 At Grade Station. Thank you for the opportunity to comment on this important transportation link.

Name: Ruth Strawser  
 Address: 1435 South 263rd Place  
 City: Des Moines  
 State: WA  
 Zipcode: 98198

Email: [granbyco53@msn.com](mailto:granbyco53@msn.com)

I live nearby. If so, where?: I live in the Woodmont area of Des Moines, west of SR 99.

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

*Response to Comment I91-1*

Please see response to Common Comment 2 in Table 9-6 of Chapter 9 of the Final EIS.

*Response to Comment I91-2*

Please see Section 4.7, Noise and Vibration, for a discussion of noise impacts and proposed mitigation. All impacts could be mitigated.

*Response to Comment I91-3*

All FWLE alternatives would travel along existing transportation corridors. Impacts from loss of vegetation are described in Section 4.5, Visual and Aesthetic Resources, and Section 4.9, Ecosystems. Sound Transit would mitigate removal of trees in accordance with the Washington State Department of Transportation (WSDOT) and local jurisdiction requirements. Section 4.5 also describes the visual impacts of all of the alternatives and identifies areas where the SR 99 Alternative would intrude on views that residents have of the Puget Sound.

*Response to Comment I91-4*

Please see response to Common Comment 11.

*No comments*

Other (please specify): We live in a uniquely beautiful corner of this great nation. Moving people about is important. I've taken light rail into Seattle. I've seen the stations and the pillars and the track. Running this along I-5 just makes sense to me from an environmental and an aesthetic viewpoint.

--

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Letter FW098

Deppe, Rober

Page 1

*Response to Comment I92-1*

Please see response to Common Comment 5 in Table 9-6 of Chapter 9 of the Final EIS.

From: [irefdail@box920.bluehost.com](mailto:irefdail@box920.bluehost.com)  
To: EWLE  
Subject: Comment - ST Federal Way Link Extension  
Date: Friday, May 01, 2015 10:07:39 AM

From: Rober Deppe <[robertdeppe6@gmail.com](mailto:robertdeppe6@gmail.com)>

Message Body:  
SR 99 Comment:

I-5 Comment:

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment:

I92-1 - Other Comment: One of the major problem I have with the current plans is the lack of parking at the future and existing light rail stations. I travel downtown twice a week and try to find suitable parking at the Tukwila Light Rail Station and often spend 30 minutes looking for parking. With the potential growth in the south end - without additional parking the use of the light rail servc will be of little use to decrease the traffic

Name: Rober Deppe  
Address: 18215 51 Ave S  
City: SeaTac  
State: WA  
Zipcode: 98188

Email: [robertdeppe6@gmail.com](mailto:robertdeppe6@gmail.com)

I live nearby. If so, where?:

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify): I try to use the light rail to travel downtown (Seattle) as much as possible - if I can find parking at the station. To me, it's important to cut down on driving and parking my car downtown.

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This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

## Letter FW099

Hobbs Jr., Thomas

Page 1

### *Response to Comment 193-1*

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

From: [Thomas Hobbs Jr.](#)  
To: [EWLE](#)  
Subject: Draft EIS  
Date: Friday, May 01, 2015 2:55:29 PM

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193-1 I prefer the SR 99 Alternative, with as much trenching as possible. I like the idea of the light rail mirroring PachWwy as much as possible with a station located at the Redondo P&R. This will give me a great opportunity to utilize the Light rail when necessary.

Thanks

**THOMAS HOBBS JR | REDFIN | AGENT**

[thomas.hobbs@redfin.com](mailto:thomas.hobbs@redfin.com) | Tel: 253-280-7073 | Fax: 253-444-5015

## Letter FW100

Sieler, Kevin

Page 1

From: [fredhill@box920.bluehost.com](mailto:fredhill@box920.bluehost.com)  
To: [FWLE](#)  
Subject: Comment - ST Federal Way Link Extension  
Date: Friday, May 01, 2015 10:36:28 PM

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From: Kevin Sieler <[kevin.sielier@alaskaair.com](mailto:kevin.sielier@alaskaair.com)>

Message Body:

194 1 SR 99 Comment: SR 99 Alternative with S 216th West Station, HC Station, S 260th East Station, Redondo Trench Station and FW Transit Center

I-5 Comment: No! - Light rail must have easy access to/from local neighborhoods and lots of parking

SR 99 to I-5 Comment: No! - Light rail must have easy access to/from local neighborhoods and lots of parking

194 2 I-5 to SR 99 Comment: No! - Light rail must have easy access to/from local neighborhoods and lots of parking

Environmental Comment: No worries

Other Comment: Light rail must have easy access to/from local feeder neighborhoods and lots of parking at each station.

Name: Kevin Sieler  
Address: 2615 SW 335th CT  
City: Federal Way  
State: WA  
Zipcode: 98023

Email: [kevin.sielier@alaskaair.com](mailto:kevin.sielier@alaskaair.com)

I live nearby. If so, where?: 2615 SW 335th CT, Federal Way

I work in the project area. If so, where?: Next door to Angle Lake Station

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

--

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

### *Response to Comment 194-1*

Please see response to Common Comment 2 in Table 9-6 of Chapter 9 of the Final EIS.

### *Response to Comment 194-2*

Please see responses to Common Comments 1 and 5.

## Letter FW101

Loeffler, Brian

Page 1

From: [urefqi@fox920.bluehost.com](mailto:urefqi@fox920.bluehost.com)  
To: FWLE  
Subject: Comment - ST Federal Way Link Extension  
Date: Friday, May 01, 2015 7:50:09 PM

From: Brian Loeffler <briloeffler@comcast.net>

Message Body:

195-1 SR 99 Comment: Seems like it would completely bog down that arterial during construction and possibly takes away lanes that could remain for HOV or buses. Businesses along the SR99 corridor would be staring at that elevated track. 195-2

195-3 I-5 Comment: I would highly recommend aligning the option to the park & rides. The parking options right now for light rail stations is very limited so continuing to add options after Angle Lake would be a great thing. The Seattle region is not the most walkable option for people to any of the stations so I always think that there will be a driving component that may be involved. This option also gives better access to the Kent/Auburn valley of getting up those west hills and having access to a station. I like the P&R option at 320th because it's also seems like the most reasonable to envision future expansion to the south along I-5 and towards Tacoma.

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment:

Other Comment:

Name: Brian Loeffler  
Address: 14626 12th Avenue SW  
City: Burien  
State: WA  
Zipcode: 98166

Email: briloeffler@comcast.net

I live nearby. If so, where?: Burien

I work in the project area. If so, where?: Kent

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

--

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

### *Response to Comment 195-1*

Please see Section 5.2.1, Transportation, of the Final EIS, for a description of lane closures needed for construction of each alternative and the impacts from these closures.

### *Response to Comment 195-2*

Please see Section 4.5, Visual and Aesthetic Resources, of the Final EIS for a discussion of visual impacts and potential mitigation measures for all FWLE alternatives.

### *Response to Comment 195-3*

Please see responses to Common Comments 2, 5, and 6 in Table 9-6 of Chapter 9 of the Final EIS.

Letter FW102

Scott, Mary

No comments

Page 1

4. Please tell us about yourself. Why are you interested in the project?

- I live nearby. If so, where? Des Moines
- I work in the project area. If so, where? \_\_\_\_\_
- I own a business nearby, if so, where? \_\_\_\_\_
- I attend school in the project area. If so, where? \_\_\_\_\_
- Other \_\_\_\_\_

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return address

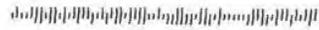
SEATTLE WA 980

01 MAY 2015 PM 7 L



Attention: Federal Way Link Extension Draft EIS Comments  
 Union Station  
 401 S. Jackson St.  
 Seattle, WA 98104-2826

56104262601



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Stay in touch

Sound Transit is required to mail a notice to each person that comments on the Draft EIS to announce when the Final EIS is available. Please help us meet this requirement by providing your name and mailing address:

Name Mary Scott

Mailing Address 24707 10th Ave S

City, State, Zip Des Moines WA 98198

If you would like to receive project updates by email, please provide your email address: \_\_\_\_\_

### Send us your comments

The Federal Transit Administration and Sound Transit invite your comments on the Draft Environmental Impact Statement (EIS). The Draft EIS comment period ends on May 26, 2015. All comments received during the comment period will be addressed in the Final EIS. Return this form at a public hearing or mail to the address provided on the back. Comments can also be provided by email to FWLE@soundtransit.org or submitted online at FederalWayLink.org.

#### 1. Please share your comments about the project alternatives and station options

196-1 SR 99 Alternative *It is essential for the good of the people in this community that the light rail stop at Highline Community College. This is the only route that does so.*

I-5 Alternative \_\_\_\_\_

SR 99 to I-5 Alternative \_\_\_\_\_

I-5 to SR 99 Alternative \_\_\_\_\_

No Build \_\_\_\_\_

#### 2. Please share your feedback on the environmental impacts

#### 3. Other comments?

### Response to Comment 196-1

Please see response to Common Comment 4 in Table 9-6 of Chapter 9 of the Final EIS.

## Letter FW103

Odwyer, William

Page 1

From: [irefdai@box920.bluehost.com](mailto:irefdai@box920.bluehost.com)  
To: FWLE  
Subject: Comment: ST Federal Way Link Extension  
Date: Saturday, May 02, 2015 4:50:34 PM

From: WILLIAM ODWYER <[billjanieo@earthlink.net](mailto:billjanieo@earthlink.net)>

Message Body:  
SR 99 Comment:

197-1 I-5 Comment: I like the I-5 Alternative with a Kent/Des Moines SR 99 East station. This facilitates Highline College students ridership. The link should only have stations where there is an I-5 exit to facilitate car drivers to park and ride the light rail. Keep the RapidRide bus along SR99. No need to have light rail along SR99. Minimizes congestion during construction and operation. 197-2

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

197-3 Environmental Comment: Near I-5 except for KM/HC station minimizes noise to residents.

197-4 Other Comment: I'm very happy that the light rail is being extended even if my alternative is not picked. Sound Transit people were excellent at both neighborhood meetings I attended.

Name: WILLIAM ODWYER  
Address: 22411 28TH AVE S  
City: DES MOINES  
State: WA  
Zipcode: 98198

Email: [billjanieo@earthlink.net](mailto:billjanieo@earthlink.net)

I live nearby. If so, where?: Just north of Highline College on the west side of 28th Ave. S

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify): Will make it easier for me to get to the Airport and downtown Seattle.

--

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

### *Response to Comment 197-1*

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

### *Response to Comment 197-2*

All build alternatives would maintain RapidRide A Line service along SR 99. This service would provide access to the FWLE stations.

### *Response to Comment 197-3*

Section 4.7, Noise and Vibration, provides information noise impacts from all FWLE alternatives. All noise impacts could be mitigated.

### *Response to Comment 197-4*

Please see response to Common Comment 2.

## Letter FW104

Arslangiray, Ismail

Page 1

### *Response to Comment 198-1*

Please see response to Common Comment 10 in Table 9-6 of Chapter 9 of the Final EIS.

From: [irefdjil@box920.bluehost.com](mailto:irefdjil@box920.bluehost.com)  
To: EWLE  
Subject: Comment - ST Federal Way Link Extension  
Date: Saturday, May 02, 2015 4:04:04 PM

---

From: Ismail Arslangiray <iarslangiray@yahoo.com>

Message Body:  
SR 99 Comment:

I-5 Comment:

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

198-1 [ Environmental Comment: Your project is too slow and nothing but pissing money away instead of building it

Other Comment:

Name: Ismail Arslangiray  
Address: 2906 N 30th  
City: Tacoma  
State: WA  
Zipcode: 98407

Email: iarslangiray@yahoo.com

I live nearby. If so, where?:

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify): I am believer of public project. But yours is mismanaged and horrid

--

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

## Letter FW105

Upton, Shawn

Page 1

From: [urefajl@box920.bluehost.com](mailto:urefajl@box920.bluehost.com)  
To: [EWE](#)  
Subject: Comment: ST Federal Way Link Extension  
Date: Saturday, May 02, 2015 1:43:48 PM

---

From: Shawn Upton <flexkeys@yahoo.com>

Message Body:

199-1 SR 99 Comment: How are the business displacement numbers counted? Do multi-tenant buildings count as one or the number of businesses displaced.

I-5 Comment:

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment:

Other Comment:

Name: Shawn Upton  
Address: 2201 So. 312th St. #37  
City: Federal Way  
State: WA  
Zipcode: 98003

Email: flexkeys@yahoo.com

I live nearby. If so, where?: Two blocks north of FW Transit Center

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

--

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### *Response to Comment 199-1*

The number of units in a building determines the number of displaced businesses or residences. Please see Section 4.1, Acquisitions, Displacements, and Relocations, of the Final EIS for additional information on business displacements.

## Letter FW106

Swanson, Hilmer

Page 1

### *Response to Comment I100-1*

Please see response to Common Comment 2 in Table 9-6 of Chapter 9 of the Final EIS.

From: [prsigel@box900.bluehost.com](mailto:prsigel@box900.bluehost.com)  
To: [FWLE](#)  
Subject: Comment - ST Federal Way Link Extension  
Date: Saturday, May 02, 2015 12:19:13 PM

---

From: Hilmer Swanson <hilmers@aol.com>

Message Body:  
SR 99 Comment:

1100-1 I-5 Comment: I believe that the Midway to Star Lake to Federal Way route for light rail should be along I-5. It is lower cost, fastest to install, fastest operating travel time and least disruptive for homes and business of all the suggested routes.

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment:

Other Comment:

Name: Hilmer Swanson  
Address: 4018 S. 272 St.  
City: Kent  
State: WA  
Zipcode: 98032

Email: hilmers@aol.com

I live nearby. If so, where?: Residence at 4018 S. 272 St.

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

--

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

## Letter FW107

Hosick, Dave

Page 1

From: [purdqiq@box920.bluehost.com](mailto:purdqiq@box920.bluehost.com)  
To: [FWLE](#)  
Subject: Comment: ST Federal Way Link Extension()  
Date: Saturday, May 02, 2015 7:37:47 AM

---

From: Dave Hosick <pappa56@comcast.net>

Message Body:

SR 99 Comment: The disruption of lives and vehicle traffic and cost. Make this a non starter for me.

I-5 Comment: this would be my second choice even though I don't like the amount of people being effected.

1101-1 SR 99 to I-5 Comment: I believe this is the best plan with the least amount of disruption for the communities involved

I-5 to SR 99 Comment: Cost is to much, displacement is to high and I see no advantage to this route.

Environmental Comment:

1101-2 Other Comment: Another concern is how any of these plans might impact the 509 to I-5 connection. Or how can the two construction projects be combined to save money, if they cross paths.

Name: Dave Hosick  
Address: 2819 S. 299th PL  
City: Federal Way  
State: wa  
Zipcode: 98003

Email: [pappa56@comcast.net](mailto:pappa56@comcast.net)

I live nearby. If so, where?: Federal way by military Road

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

--

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

### *Response to Comment 1101-1*

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

### *Response to Comment 1101-2*

See Section 2.6, Relationship to RapidRide A Line and SR 509 Extension Project, of the Final EIS for a discussion of the relationship between the FWLE and the SR 509 Extension. The Preferred Alternative has been designed to not conflict with the SR 509 Extension. As design progresses on both projects, Sound Transit will coordinate with WSDOT to identify opportunities to coordinate construction and reduce costs for both projects.

# Letter FW108

Morlas, Ruth

Page 1

From: [prtdgill@box920.bluehost.com](mailto:prtdgill@box920.bluehost.com)  
To: [FWLE](#)  
Subject: Comment: ST Federal Way Link Extension()  
Date: Sunday, May 03, 2015 9:08:49 PM

---

From: Ruth Morlas <[ruth.morlas@gmail.com](mailto:ruth.morlas@gmail.com)>

Message Body:

SR 99 Comment: I don't like this option because it would be a huge eye sore all along SR-99.

I-5 Comment: I don't like this option because there doesn't seem to be enough stations along the way between Fed Way and the existing stations.

1102-1

SR 99 to I-5 Comment: This is probably the best option to keep SR-99 aesthetically pleasing as well as providing enough stations along the way with one at 216th St.

I-5 to SR 99 Comment: I don't like this option because it resembles the SR-99 Alternative too much.

1102-2

Environmental Comment: I would think that building the route as close to I-5 as possible should minimize the environmental impacts.

Other Comment:

Name: Ruth Morlas  
Address: 21507 42nd Ave S  
City: Seatac  
State: WA  
Zipcode: 98198

Email: [ruth.morlas@gmail.com](mailto:ruth.morlas@gmail.com)

I live nearby. If so, where?: Near SR 99 and 216th St

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

--

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

## *Response to Comment I102-1*

Section 4.5, Visual and Aesthetic Resources, describes how visual impacts for all FWLE alternatives could be mitigated.

## *Response to Comment I102-2*

Chapter 8, Alternatives Evaluation, includes a comparison of alternatives and shows the trade-offs among alternatives, including ridership, cost, and environmental impacts. The Preferred Alternative would minimize some types of impacts, such as visual impacts, noise impacts, and business displacements, but would have greater vibration impacts, ecosystem impacts, and residential displacements.

## Letter FW109

Hayden, Alice

Page 1

From: [prcdgill@box920.bluehost.com](mailto:prcdgill@box920.bluehost.com)  
To: [FWLE](#)  
Subject: Comment: ST Federal Way Link Extension  
Date: Sunday, May 03, 2015 5:47:11 PM

---

From: Alice Hayden <[lighthousegal60@gmail.com](mailto:lighthousegal60@gmail.com)>

Message Body:  
SR 99 Comment:

1103-1 I-5 Comment: Using the I-5 route will minimize increased hwy 99 traffic due to the transit

SR 99 to I-5 Comment:

1103-2 I-5 to SR 99 Comment: This would allow for Highline college access without impacting the surrounding neighborhood

Environmental Comment:

Other Comment:

Name: Alice Hayden  
Address: 23240 27th Ave So  
City: Des Moines  
State: WA  
Zipcode: 98198

Email: [lighthousegal60@gmail.com](mailto:lighthousegal60@gmail.com)

I live nearby. If so, where?: see above address

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

--

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

### *Response to Comment 1103-1*

Chapter 3, Transportation, of the Final EIS describes traffic impacts associated with all FWLE alternatives. The project would reduce the amount of vehicle miles traveled (VMT) at the regional level, as described in Section 3.5.1 of the Final EIS. As described in Section 3.5.3, near all proposed stations, traffic is expected to increase due to additional vehicles and buses accessing the station.

### *Response to Comment 1103-2*

All FWLE alternatives would provide access to Highline College.

## Letter FW110

Dupleich, Marlys

Page 1

From: [preddai@box920.bluehost.com](mailto:preddai@box920.bluehost.com)  
To: [FW110](#)  
Subject: Comment: ST Federal Way Link Extension  
Date: Monday, May 04, 2015 4:51:59 PM

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From: Marlys Dupleich <[iacopaya@comcast.net](mailto:iacopaya@comcast.net)>

Message Body:  
SR 99 Comment:

1104-1 I-5 Comment: I-5 Alternative (with Kent/Des Moines I-5 At-Grade Station) has the lowest cost with the least business displacements and commercial land acquired. Residential displacements are higher than some alternatives, but residents would have plenty of time to plan. This would be my (and my husband's) preference.

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment:

1104-2 Other Comment: You have done an exceptional job with the draft and information available.

Name: Marlys Dupleich  
Address: 25112 43rd Ave S  
City: Kent  
State: WA  
Zipcode: 98032

Email: [iacopaya@comcast.net](mailto:iacopaya@comcast.net)

I live nearby. If so, where?: Kent/Des Moines area

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

--

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

### *Response to Comment I104-1*

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

### *Response to Comment I104-2*

Thank you for your comment.

# Letter FW112

Bailey, Courtni

Page 1

From: [judfiqui@nois920.bluehost.com](mailto:judfiqui@nois920.bluehost.com)  
To: FWLE  
Subject: Comment: ST Federal Way Link Extension  
Date: Tuesday, May 05, 2015 10:50:46 PM

From: Courtni Bailey <[courtni.bailey@gmail.com](mailto:courtni.bailey@gmail.com)>

Message Body:

SR 99 Comment: If your going SR 99, you have to have a station at Highline CC. There is no need for a 216th St station after Angel Lake. At the 272nd stop make sure there is plenty of parking, if you get more parking with a trench, then do that. And I think it should link to the Federal Way TC. Parking is always an issue, just make sure there are plenty. This would be my # 2 option.

1105-1 I-5 Comment: If you do the I-5 route, then I would suggest have a stop at Kent/Des Moines SR 99 East Station, to make it easier for students at HCC to commute. For the Federal Way station either Federal Way S 320th Park & Ride Station or Federal Way Transit Center Station. This is my # 3 option.

SR 99 to I-5 Comment: I LOVE the idea of SR99 to I-5, but I wish the last SR99 stop was closer to HCC, not on 308th Ave. And I do not think there needs to be a 216th St stop. I think this is the best option. My # 1 choice.

I-5 to SR 99 Comment: I think this is silly. There is no stop on I5 so I don't know why you would do this. My # 4 option.

1105-2 Environmental Comment: I understand the impacts and do not worry as much about them.

1105-3 Other Comment: Make sure parking is available at all stations. I live no where near a bus stop and drive to stations and park my car for the day. Parking lots at the following stations are full by 7am Monday thru Thursday: Kent, Auburn and Tukwila Int'l. Making it hard for families that have to get children to school and then want to take later transit.

Name: Courtni Bailey  
Address: 3104 M Drive NE  
City: Auburn  
State: WA  
Zipcode: 98002

Email: [courtni.bailey@gmail.com](mailto:courtni.bailey@gmail.com)

I live nearby. If so, where?: I live in Auburn, WA off 272nd.

I work in the project area. If so, where?: n/a

I own a business nearby. If so, where?: n/a

I attend school in the project area. If so, where?: n/a

Other (please specify): I work in Seattle, and want more options then the Sounder which does not have mid-day runs.

--

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

## Response to Comment 1105-1

All FWLE alternatives would provide access to Highline College with the Kent/Des Moines Station. Please see response to Common Comment 5 in Table 9-6 of Chapter 9 of the Final EIS. The Preferred Alternative includes a Kent/Des Moines Station located on the west side of 30th Avenue S. The Federal Way Transit Center Station would be located at the Federal Way Transit Center and would add 400 new parking spaces to the 1200 that are now there. See Appendix C, Alternatives Analysis Reports and Scoping Summary, of the Final EIS for a description of how alternatives and their stations were developed.

## Response to Comment 1105-2

Sound Transit is committed to mitigating project impacts. Details about proposed mitigation are provided in Appendix H.

## Response to Comment 1105-3

Please see response to Common Comment 5.

## Letter FW113

Wert, Jerry

Page 1

From: [jerrywert@no920.bluehost.com](mailto:jerrywert@no920.bluehost.com)  
To: FWLE  
Subject: Comment: ST Federal Way Link Extension  
Date: Tuesday, May 05, 2015 9:47:48 PM

From: Jerry Wert <wertj@yahoo.com>

Message Body:

SR 99 Comment: This is attractive because it displaces the least residents, but is the most expensive and in my opinion the riskiest in terms of cost increases.

1106-1 I-5 Comment: Too many residents are displaced.

SR 99 to I-5 Comment: I like this option the best because it is doable, displaces an acceptable number of residents and will contain costs.

I-5 to SR 99 Comment: This is a mess.

1106-2 Environmental Comment: The positive environmental impact of all options far outweigh the impact of doing nothing. Too much time is wasted on this topic. Try to stay near the I5 corridor. Can the midway landfill be used for parking? 1106-3

1106-4 Other Comment: SoundTransit has done an abysmal job so far. None of the stations in the south end have adequate parking to meet the needs of commuters and event goers. We would use the Tukwila station but there is no parking and we do not like the bus options - feel they are too dangerous.

Name: Jerry Wert  
Address: 29355 13th ave s  
City: federal way  
State: wa  
Zipcode: 98003

Email: wertj@yahoo.com

I live nearby. If so, where?: north federal way

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

--

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

### *Response to Comment I106-1*

Please see responses to Common Comments 1 and 3 in Table 9-6 of Chapter 9 of the Final EIS. Chapter 8, Alternatives Evaluation, includes a comparison of alternatives and shows the trade-offs among alternatives, including ridership, cost, and environmental impacts.

### *Response to Comment I106-2*

The Preferred Alternative would be located primarily along the I-5 corridor.

### *Response to Comment I106-3*

The Midway Landfill is owned and managed by Seattle Public Utilities. Parking on this property would be too far from the Kent/Des Moines station.

### *Response to Comment I106-4*

Please see response to Common Comment 5.

## Letter FW114

Ojeda Espinoza, Ivette

Page 1

From: [jredhill@box920.hawaii.gov](mailto:jredhill@box920.hawaii.gov)  
To: [FWLE](#)  
Subject: Comment: ST Federal Way Link Extension  
Date: Tuesday, May 05, 2015 9:40:21 AM

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From: Ivette Ojeda Espinoza <[i.stephanie.ojeda@gmail.com](mailto:i.stephanie.ojeda@gmail.com)>

Message Body:

1107-1 SR 99 Comment: I the SR 99 route alternative route. It has fewer residential displacements than many of the other routes. A station at Highline College, or on 99 adjacent to Highline college is essential. The college is a hub of activity and travel. A station on 99 at Highline or at Highline is ideal to increase economic development and activity in the area, and to improve commutes to/from the college and Seattle.

I-5 Comment:

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment:

1107-2 Other Comment: A station at 272nd in the Redondo shopping center would be beneficial to that area, particularly as ACE has vacated their building.

Name: Ivette Ojeda Espinoza  
Address: 26856 12th Ave S  
City: Des Moines  
State: WA  
Zipcode: 98198

Email: [i.stephanie.ojeda@gmail.com](mailto:i.stephanie.ojeda@gmail.com)

I live nearby. If so, where?: I live in the Redondo/Woodman area, blocks from the possible 272nd/99 station

I work in the project area. If so, where?: I work at Highline College

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

--

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

### *Response to Comment I107-1*

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

### *Response to Comment I107-2*

The S 272nd Redondo Station for the SR 99 and I-5 to SR 99 alternatives would be located at the Redondo Heights Park-and-Ride, which is near this shopping center. Due to the area needed for a station and staging during construction, a station at this shopping center would require displacing many of the businesses there.

# Letter FW115

Dugan, Andrew

Page 1

From: [andydugan@comcast.net](mailto:andydugan@comcast.net)  
To: FWLE  
Subject: Comment - ST Federal Way Link Extension  
Date: Tuesday, May 05, 2015 4:41:55 AM

From: Andrew Dugan <[andydugan@comcast.net](mailto:andydugan@comcast.net)>

Message Body:  
SR 99 Comment:

I-5 Comment:

SR 99 to I-5 Comment: To serve the public best the route I like is "SR 99 to I-5 alternative with S 216th West Station". This route is pictured on page 36 in the Draft EIS Summary handout. In my opinion this route strikes a good balance of being easily accessible to riders, displaces less businesses and keeps the costs down. In comparison the route that stays along SR 99 (pg. 30) and has stations at S 216th and S 260th is the most accessible to riders but displaces more businesses and the costs are higher. In contrast the route that follows I-5 and has an at-grade Kent/Des Moines station (pg. 32) and a station at S 272nd has the lowest costs attached to it but unfortunately is the least accessible to riders.

This route has a station at S 216th in a trench style layout and format. This station is good for walk on riders and also allows walk on riders to easily shop at the local Safeway. As the light rail tracks continue south on this route it follows SR 99 shortly and then swings east over Kent-Des Moines road and then turns south to follow 30th Ave S. The alternate Kent-Des Moines 30th Ave East Station is the best location for this station, in my opinion, for several reasons. Most importantly, I think this location is close enough to the Kent-Des Moines Park & Ride for potential riders to walk to and from that station. Secondly, if an elevated sky bridge is constructed from the station to Highline College the students will gladly walk the increased distance to that station. The K-DM 30th Ave East Station will displace a lot less businesses along SR 99 than the station options closer to Pac-Highway. This station option has higher costs but is accessible to more riders and has more TOD potential. Lastly, when the light rail route gets to the Federal Way Transit Center Station, I believe it is best for the train to exit this station traveling west so that it can more easily continue its way along SR 99 to Tacoma.

I-5 to SR 99 Comment:

Environmental Comment:

Other Comment:

Name: Andrew Dugan  
Address: 24440 Russell Road, Apt. # 245  
City: Kent  
State: WA  
Zipcode: 98032

Email: [andydugan@comcast.net](mailto:andydugan@comcast.net)

I live nearby. If so, where?: I live in the Kent valley. I like living in Kent to

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

## Response to Comment I108-1

The Preferred Kent/Des Moines Station would be located on the west side of 30th Avenue S. Please see response to Common Comment 4 in Table 9-6 of Chapter 9 of the Final EIS regarding access to Highline College. Please see response to Common Comment 6 regarding connections south to Tacoma. Although a potential additional station at S 216th Street is evaluated in the EIS, it is not funded under ST2 or proposed for funding under ST3. Chapter 8, Alternatives Evaluation, of the Final EIS describes the trade-offs among the FWLE alternatives.

From: [andreg@box920.bluehost.com](mailto:andreg@box920.bluehost.com)  
 To: [FWLE](#)  
 Subject: Comment - ST Federal Way Link Extension  
 Date: Tuesday, May 05, 2015 6:00:04 AM

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From: Andrew Dugan <andydugan@comcast.net>

Message Body:  
SR 99 Comment:

I-5 Comment:

SR 99 to I-5 Comment: I choose the SR 99 to I-5 Alternate with S 216th West Station. To serve the public best the route I like is "SR 99 to I-5 alternative with S 216th West Station". This route is pictured on page 36 in the Draft EIS Summary handout. In my opinion this route strikes a good balance of being easily accessible to riders, displaces less businesses and keeps the costs down. In comparison the route that stays along SR 99 (pg. 30) and has stations at S 216th and S 260th is the most accessible to riders but displaces more businesses and the costs are higher. In contrast the route that follows I-5 and has an at-grade Kent/Des Moines station (pg. 32) and a station at S 272nd has the lowest costs attached to it but unfortunately is the least accessible to riders.

1108-1

This route has a station at S 216th in a trench style layout and format. This station is good for walk on riders and also allows walk on riders to easily shop at the local Safeway. As the light rail tracks continue south on this route it follows SR 99 shortly and then swings east over Kent-Des Moines road and then turns south to follow 30th Ave S. The alternate Kent-Des Moines 30th Ave East Station is the best location for this station, in my opinion, for several reasons. Most importantly, I think this location is close enough to the Kent-Des Moines Park & Ride for potential riders to walk to and from that station. Secondly, if an elevated sky bridge is constructed from the station to Highline College the students will gladly walk the increased distance to that station. The K-DM 30th Ave East Station will displace a lot less businesses along SR 99 than the station options closer to Pac-Highway. This station option has higher costs but is accessible to more riders and has more TOD potential. Lastly, when the light rail route gets to the Federal Way Transit Center Station, I believe it is best for the train to exit this station traveling west so that it can more easily continue its way along SR 99 to Tacoma.

I-5 to SR 99 Comment:

Environmental Comment:

Other Comment:

Name: Andrew Dugan  
 Address: 24440 Russell Road, Apt. # 245  
 City: Kent  
 State: WA  
 Zipcode: 98032

Email: andydugan@comcast.net

I live nearby. If so, where?: I believe this light rail is very important for people that commute along this corridor. The population in this region will increase dramatically in the future so we need to build infrastructure to support a more dense population.

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Letter FW118

Hanson, Madge A.

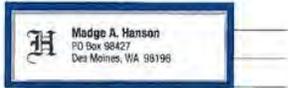
No comments

Page 1

4. Please tell us about yourself. Why are you interested in the project?

- I live nearby. If so, where? 24910 15 AVE SO
- I work in the project area. If so, where? \_\_\_\_\_
- I own a business nearby. If so, where? \_\_\_\_\_
- I attend school in the project area. If so, where? \_\_\_\_\_
- Other \_\_\_\_\_

FOLD HERE FOR MAILING



SEATTLE WA 981  
05 MAY 2015 PM 8 T



Attention: Federal Way Link Extension Draft EIS Comments  
 Union Station  
 401 S. Jackson St.  
 Seattle, WA 98104-2826

FOLD HERE FOR MAILING

Stay in touch

Sound Transit is required to mail a notice to each person that comments on the Draft EIS to announce when the Final EIS is available. Please help us meet this requirement by providing your name and mailing address:

Name MADGE A. HANSON

Mailing Address 24910 15 AVE SO

City, State, Zip DES MOINES, WA 98198-8535

If you would like to receive project updates by email, please provide your email address: \_\_\_\_\_

### Send us your comments

The Federal Transit Administration and Sound Transit invite your comments on the Draft Environmental Impact Statement (EIS). The Draft EIS comment period ends on May 26, 2015. All comments received during the comment period will be addressed in the Final EIS. Return this form at a public hearing or mail to the address provided on the back. Comments can also be provided by email to FWLE@soundtransit.org or submitted online at FederalWayLink.org.

#### 1. Please share your comments about the project alternatives and station options

SR 99 Alternative \_\_\_\_\_  
\_\_\_\_\_

I-5 Alternative \_\_\_\_\_  
\_\_\_\_\_

SR 99 to I-5 Alternative \_\_\_\_\_  
\_\_\_\_\_

I-5 to SR 99 Alternative \_\_\_\_\_  
\_\_\_\_\_

No Build \_\_\_\_\_  
\_\_\_\_\_

#### 2. Please share your feedback on the environmental impacts

\_\_\_\_\_  
\_\_\_\_\_

#### 3. Other comments?

0-1

I ATTENDED THE APRIL 30 MEETING AT DES MOINES COUNCIL CHAMBERS, BUT WAS UNABLE TO GET THE HANDOUT BOOKLET SHOWING ALL THE ROUTES. PLEASE MAIL THAT AND ANY OTHER INFORMATION TO ME AT THE ADDRESS SHOWN ON THIS SHEET. THANK YOU.

Madge A. Hanson 5-5-15

#### Response to Comment I110-1

The requested booklet was mailed by Sound Transit at the time this request was received.

## Letter FW119

Hoel, Shan

Page 1

From: [prrd@a1@fox950.bluehost.com](mailto:prrd@a1@fox950.bluehost.com)  
To: [FW-E](#)  
Subject: Comment: ST Federal Way Link Extension  
Date: Wednesday, May 06, 2015 8:30:54 PM

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From: Shan Hoel <hoel.s@hotmail.com>

Message Body:

1111-1 SR 99 Comment: SR 99 Alternative with S 216th West and Kent/Des Moines HC Campus Stations - This is the best option for long-term positive results.

I-5 Comment:

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment: Much of this section of SR99 is in dire need of revitalization. Running the rail extension via this option will have similar positive impacts as it did in the MLK section near Seattle. Mitigation of the displacement impacts to existing businesses and residences is Federally mandated, so there is no net loss in that regard. Plus, the project will serve as a catalyst for the development of modern and sustainable infrastructure where there is currently either no existing infrastructure or the existing infrastructure is at/near the end of it's useful/design life.

1111-2 Other Comment: I strongly feel that the SR 99 Alternative with S 216th West and Kent/Des Moines HC Campus Stations is the best option for long-term positive results. The higher initial cost is outweighed by the TOD potential; plus, the Des Moines Creek Business Park and Highline College will benefit exponentially by being tied directly to SeaTac Airport and the University of Washington, respectively. In addition, much of this section of SR99 is in dire need of revitalization. Running the rail extension via this option will have similar positive impacts as it did in the MLK section near Seattle - it will serve as a catalyst for the development of modern and sustainable infrastructure where there is currently either no existing infrastructure or the existing infrastructure is at/near the end of it's useful/design life.

Name: Shan Hoel  
Address: 201 S. 216th St.  
City: Des Moines  
State: WA  
Zipcode: 98198

Email: hoel.s@hotmail.com

I live nearby. If so, where?: Des Moines North Hill

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

--

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

### *Response to Comment 1111-1*

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

### *Response to Comment 1111-2*

Please see response to Common Comment 1.

From: [rrrdig@bov920.ku.phost.com](mailto:rrrdig@bov920.ku.phost.com)  
 To: FWLE  
 Subject: Comment - SF Federal Way Link Extension  
 Date: Wednesday, May 06, 2015 7:54:04 PM

From: Jeri Frangello <jerber40@hotmail.com>

Message Body:

SR 99 Comment: Dear Sound Transit Board,  
 I am writing in support of the SR-99 Alignment option for the Angle Lake – Federal Way Link Light Rail Extension. Our reasons are as follows:

- 1) The light rail has the potential to be a catalyst for more sustainable economic development in south west King County. To reach that long term potential, the stops need to be located where people and businesses are - or where we want them to be in the future. Concentrations of businesses and people are what we need for sustainable development.
  - o The FAA facility that will be going in at 216th and 24th is a good example – it has 1600 employees. There should be a stop at 216th. If that facility is well served, other large-scale employers are more likely to locate there.
- 2) The light rail should be transit within our richly diverse community, not just another commuter train for people who work in Seattle. The Sounder Trains and express buses on I-5 already serve Seattle commuters – and do it faster.
- 3) No matter what the route, it's a lot of money (\$1.4-1.9 Billion). That money should be an investment with the greatest long term potential for serving – and improving the livability and quality of life – of our communities.
  - o South West King County is disadvantaged compared to wealthier areas of King County in terms of life expectancy (77 vs. 85 yrs), household income (\$45.5k vs. \$118.5k) and educational attainment (bachelor's degree or higher 24% vs. 46% for the county as a whole). To a large degree, the current placement of infrastructure – the freeways, airport, and large-scale industrial and retail facilities – have created those disparities. The light rail route should make an explicit effort to improve this history by creating as much potential for sustainable, community-accessible, mixed development as possible.
- 4) Public safety – as well as perceived safety – is another important argument for an SR-99 alignment. More ridership in well-traveled areas is safer. Keeping the stops in visible, busy destinations along Pacific Highway reduces the potential for riders to be targets for crime – or to feel that they are. This regional development project is a unique opportunity to simultaneously address many challenges facing South West King County in a positive manner. We have the chance to create a model of how suburban transit can permanently transform a diverse community that has been historically disadvantaged in terms of housing, education, jobs and local transportation. To ignore the local neighborhoods in favor of building yet another way for development to literally pass us by would be a short-sighted and costly mistake.

Signed,

Jeri Frangello-Anderson City of Tukwila

I-5 Comment: Dear Sound Transit Board,  
 I am writing in support of the SR-99 Alignment option for the Angle Lake – Federal Way Link Light Rail Extension. Our reasons are as follows:

- 1) The light rail has the potential to be a catalyst for more sustainable economic development in south west King County. To reach that long term potential, the stops need to be located where people and businesses are - or where we want them to be in the future. Concentrations of businesses and people are what we need for sustainable development.
  - o The FAA facility that will be going in at 216th and 24th is a good example – it has 1600 employees. There should be a stop at 216th. If that facility is well served, other large-scale employers are more likely to locate there.
- 2) The light rail should be transit within our richly diverse community, not just another commuter train for people who work in Seattle. The Sounder Trains and express buses on I-5 already serve Seattle commuters – and do it faster.
- 3) No matter what the route, it's a lot of money (\$1.4-1.9 Billion). That money should be an

*Response to Comment I112-1*

Although a potential additional station at S 216th Street is evaluated in the EIS, it is not funded under ST2 or proposed for funding under ST3. The FAA facility at S 216th Street would be accessible via light rail from the Angle Lake or Kent/Des Moines Station with a transfer to RapidRide A Line.

*Response to Comment I112-2*

Please see response to Common Comment 8 in Table 9-6 of Chapter 9 of the Final EIS.

*Response to Comment I112-3*

See Section 4.14, Public Services, Safety, and Security, for information on security at stations and how Crime Prevention Through Environmental Design (CPTED) principles would be incorporated.

*Response to Comment I112-4*

Please see response to Common Comment 8.

*Response to Comment I112-5*

See responses to comments I112-1 to I112-4 in this letter.

investment with the greatest long term potential for serving – and improving the livability and quality of life – of our communities.

o South West King County is disadvantaged compared to wealthier areas of King County in terms of life expectancy (77 vs. 85 yrs), household income (\$45.5k vs. \$118.5k) and educational attainment (bachelor's degree or higher 24% vs. 46% for the county as a whole). To a large degree, the current placement of infrastructure – the freeways, airport, and large-scale industrial and retail facilities – have created those disparities. The light rail route should make an explicit effort to improve this history by creating as much potential for sustainable, community-accessible, mixed development as possible.

4) Public safety – as well as perceived safety – is another important argument for an SR-99 alignment. More ridership in well-traveled areas is safer. Keeping the stops in visible, busy destinations along Pacific Highway reduces the potential for riders to be targets for crime – or to feel that they are. This regional development project is a unique opportunity to simultaneously address many challenges facing South West King County in a positive manner. We have the chance to create a model of how suburban transit can permanently transform a diverse community that has been historically disadvantaged in terms of housing, education, jobs and local transportation. To ignore the local neighborhoods in favor of building yet another way for development to literally pass us by would be a short-sighted and costly mistake.

Signed,

Jeri Frangello-Anderson City of Tukwila

SR 99 to I-5 Comment: Dear Sound Transit Board,

I am writing in support of the SR-99 Alignment option for the Angle Lake – Federal Way Link Light Rail Extension. Our reasons are as follows:

1) The light rail has the potential to be a catalyst for more sustainable economic development in south west King County. To reach that long term potential, the stops need to be located where people and businesses are - or where we want them to be in the future. Concentrations of businesses and people are what we need for sustainable development.

o The FAA facility that will be going in at 216th and 24th is a good example – it has 1600 employees. There should be a stop at 216th. If that facility is well served, other large-scale employers are more likely to locate there.

2) The light rail should be transit within our richly diverse community, not just another commuter train for people who work in Seattle. The Sounder Trains and express buses on I-5 already serve Seattle commuters – and do it faster.

3) No matter what the route, it's a lot of money (\$1.4-1.9 Billion). That money should be an investment with the greatest long term potential for serving – and improving the livability and quality of life – of our communities.

o South West King County is disadvantaged compared to wealthier areas of King County in terms of life expectancy (77 vs. 85 yrs), household income (\$45.5k vs. \$118.5k) and educational attainment (bachelor's degree or higher 24% vs. 46% for the county as a whole). To a large degree, the current placement of infrastructure – the freeways, airport, and large-scale industrial and retail facilities – have created those disparities. The light rail route should make an explicit effort to improve this history by creating as much potential for sustainable, community-accessible, mixed development as possible.

4) Public safety – as well as perceived safety – is another important argument for an SR-99 alignment. More ridership in well-traveled areas is safer. Keeping the stops in visible, busy destinations along Pacific Highway reduces the potential for riders to be targets for crime – or to feel that they are. This regional development project is a unique opportunity to simultaneously address many challenges facing South West King County in a positive manner. We have the chance to create a model of how suburban transit can permanently transform a diverse community that has been historically disadvantaged in terms of housing, education, jobs and local transportation. To ignore the local neighborhoods in favor of building yet another way for development to literally pass us by would be a short-sighted and costly mistake.

Signed,

Jeri Frangello-Anderson City of Tukwila

I-5 to SR 99 Comment: Dear Sound Transit Board,

I am writing in support of the SR-99 Alignment option for the Angle Lake – Federal Way Link Light Rail

Extension. Our reasons are as follows:

1) The light rail has the potential to be a catalyst for more sustainable economic development in south west King County. To reach that long term potential, the stops need to be located where people and businesses are - or where we want them to be in the future. Concentrations of businesses and people are what we need for sustainable development.

o The FAA facility that will be going in at 216th and 24th is a good example - it has 1600 employees. There should be a stop at 216th. If that facility is well served, other large-scale employers are more likely to locate there.

2) The light rail should be transit within our richly diverse community, not just another commuter train for people who work in Seattle. The Sounder Trains and express buses on I-5 already serve Seattle commuters - and do it faster.

3) No matter what the route, it's a lot of money (\$1.4-1.9 Billion). That money should be an investment with the greatest long term potential for serving - and improving the livability and quality of life - of our communities.

o South West King County is disadvantaged compared to wealthier areas of King County in terms of life expectancy (77 vs. 85 yrs), household income (\$45.5k vs. \$118.5k) and educational attainment (bachelor's degree or higher 24% vs. 46% for the county as a whole). To a large degree, the current placement of infrastructure - the freeways, airport, and large-scale industrial and retail facilities - have created those disparities. The light rail route should make an explicit effort to improve this history by creating as much potential for sustainable, community-accessible, mixed development as possible.

4) Public safety - as well as perceived safety - is another important argument for an SR-99 alignment. More ridership in well-traveled areas is safer. Keeping the stops in visible, busy destinations along Pacific Highway reduces the potential for riders to be targets for crime - or to feel that they are. This regional development project is a unique opportunity to simultaneously address many challenges facing South West King County in a positive manner. We have the chance to create a model of how suburban transit can permanently transform a diverse community that has been historically disadvantaged in terms of housing, education, jobs and local transportation. To ignore the local neighborhoods in favor of building yet another way for development to literally pass us by would be a short-sighted and costly mistake.

1112-5 - Signed,

Jeri Frangello-Anderson City of Tukwila

Environmental Comment:

Other Comment: Dear Sound Transit Board,

I am writing in support of the SR-99 Alignment option for the Angle Lake - Federal Way Link Light Rail Extension. Our reasons are as follows:

1) The light rail has the potential to be a catalyst for more sustainable economic development in south west King County. To reach that long term potential, the stops need to be located where people and businesses are - or where we want them to be in the future. Concentrations of businesses and people are what we need for sustainable development.

o The FAA facility that will be going in at 216th and 24th is a good example - it has 1600 employees. There should be a stop at 216th. If that facility is well served, other large-scale employers are more likely to locate there.

2) The light rail should be transit within our richly diverse community, not just another commuter train for people who work in Seattle. The Sounder Trains and express buses on I-5 already serve Seattle commuters - and do it faster.

3) No matter what the route, it's a lot of money (\$1.4-1.9 Billion). That money should be an investment with the greatest long term potential for serving - and improving the livability and quality of life - of our communities.

o South West King County is disadvantaged compared to wealthier areas of King County in terms of life expectancy (77 vs. 85 yrs), household income (\$45.5k vs. \$118.5k) and educational attainment (bachelor's degree or higher 24% vs. 46% for the county as a whole). To a large degree, the current placement of infrastructure - the freeways, airport, and large-scale industrial and retail facilities - have created those disparities. The light rail route should make an explicit effort to improve this history by creating as much potential for sustainable, community-accessible, mixed development as possible.

4) Public safety - as well as perceived safety - is another important argument for an SR-99 alignment. More ridership in well-traveled areas is safer. Keeping the stops in visible, busy destinations

1112.5 along Pacific Highway reduces the potential for riders to be targets for crime – or to feel that they are. This regional development project is a unique opportunity to simultaneously address many challenges facing South West King County in a positive manner. We have the chance to create a model of how suburban transit can permanently transform a diverse community that has been historically disadvantaged in terms of housing, education, jobs and local transportation. To ignore the local neighborhoods in favor of building yet another way for development to literally pass us by would be a short-sighted and costly mistake.

Signed,

Jeri Frangello-Anderson                      City of Tukwila

Name: Jeri Frangello  
Address: 15021 43rd Place S  
City: Tukwila  
State: WA  
Zipcode: 98188

Email: jerber40@hotmail.com

I live nearby. If so, where?: Tukwila

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

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## Letter FW121

Shasha, Emmanuella

Page 1

**From:** [emalpi@fox920hiuenvst.com](mailto:emalpi@fox920hiuenvst.com)  
**To:** [EWE](#)  
**Subject:** Comment - ST Federal Way Link Extension  
**Date:** Wednesday, May 06, 2015 7:50:05 PM

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From: Emmanuella Shasha <shalemoy@gmail.com>

Message Body:

1113-1 - SR 99 Comment: This is the best route for our community. It will help many people.

I-5 Comment:

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment:

Other Comment:

Name: Emmanuella Shasha  
Address: 1025 S 234th PL  
City: Des Moines  
State: Washington  
Zipcode: 98188

Email: shalemoy@gmail.com

I live nearby. If so, where?: i am a resident of des moines and a highline alumnus

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

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### *Response to Comment I113-1*

Please see response to Common Comment and 11 in Table 9-6 of Chapter 9 of the Final EIS.

## Letter FW122

Olsen, Elizabeth

Page 1

From: [rrrtg@box280.bluehost.com](mailto:rrrtg@box280.bluehost.com)  
To: [FW-E](#)  
Subject: Comment - ST Federal Way Link Extension  
Date: Wednesday, May 06, 2015 1:38:55 PM

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From: Elizabeth Olsen <JNolsen@yahoo.com>

Message Body:

1114-1 SR 99 Comment: If this gets it built faster and cheaper, This is the one. Just keep in mind that people prefer an express to airport option.

I-5 Comment:

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

1114-2 Environmental Comment: If you are going to have to delay the project due to I-5 easements, this will be costly and a time component that is going frustrate everyone. I am not going to vote for anything that will cause a delay in the build out.

1114-3 Other Comment: I am retired, but very active user of mass transit. This should have been a priority years ago!

Name: Elizabeth Olsen  
Address: 35421 1st Avenue So., Unit A  
City: Federal Way  
State: WA  
Zipcode: 98003

Email: JNolsen@yahoo.com

I live nearby. If so, where?: I live by 317th park and ride

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify): I am retired, prefer and depend on mass transit.

--

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### *Response to Comment I114-1*

The FWLE to Kent/Des Moines is expected to open in 2023, regardless of the alternative selected. The I-5 Alternative, which was the lowest cost Draft EIS alternative, was identified as the Preferred Alternative by the Sound Transit Board. Travel times to the airport from south King County would improve with the project. Please see response to Common Comment 10 in Table 9-6 of Chapter 9 of the Final EIS.

### *Response to Comment I114-2*

Sound Transit has been coordinating with WSDOT and FHWA throughout the FWLE project on use of the I-5 right-of-way and this process is not expected to delay the project.

### *Response to Comment I114-3*

Please see response to Common Comment 11.

## Letter FW123

Avelar, Eduardo

Page 1

### *Response to Comment I115-1*

Please see response to Common Comment and 11 in Table 9-6 of Chapter 9 of the Final EIS.

**From:** [grujali@box920.bluehost.com](mailto:grujali@box920.bluehost.com)  
**To:** FWLE  
**Subject:** Comment - ST Federal Way Link Extension  
**Date:** Wednesday, May 06, 2015 1:07:27 PM

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From: Eduardo Avelar <guayo.avelar@gmail.com>

Message Body:

1115-1 SR 99 Comment: The Sounder busses do a good job of traveling down I-5, and driving on 99 is very slow. With light rail having it's one right of way on 99, you get two good travel options

I-5 Comment:

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment: none

Other Comment:

Name: Eduardo Avelar  
Address: 825 Kirkland Ave NE  
City: Renton  
State: WA  
Zipcode: 98056

Email: guayo.avelar@gmail.com

I live nearby. If so, where?:

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify): We are looking into moving to the Federal Way area and would use light rail to commute to Seattle

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This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

From: [purdigit@tnc920.bluehost.com](mailto:purdigit@tnc920.bluehost.com)  
 To: FWLE  
 Subject: Comment: ST Federal Way Link Extension  
 Date: Wednesday, May 06, 2015 10:11:03 AM

From: MICHELLE WILLS <willski00@earthlink.net>

Message Body:

SR 99 Comment: Do not like this as an option, as this would impact struggling businesses in Des Moines the most AND would take our house. Our house is slated to be torn down to make way for the trench station that goes directly into Highline College. I agree that the College needs access to LightRail, but DO NOT think that the station should be ON the college campus. That would only benefit the few students, and not the surrounding area residents as well. Also, these options are the most expensive and impact wetlands.

I-5 Comment: This one makes the most sense to me, as it is not in the middle of business districts and would be the furthest East. This would make it more accessible to residents in the East, and is closer to existing Park and Ride lots. These routes seem the cheapest. It does affect many residents (primarily apartment dwellers) but impacts less businesses. The option to have the station further west, closer to Highline College would serve the students fine. This route would benefit the residents on the West side of 99 too, Des Moines side. It is close but not in their backyards. This also most closely follows the previously planned 509 extension to I-5. Once towards Federal Way it would partner with the Star Lake park and ride closely, and would ride into the Federal Way transit center.

1116-1

SR 99 to I-5 Comment: Again, would affect the businesses along 99 in Des Moines most negatively. Des Moines does not have a huge business base, so we have to be mindful of this.

I-5 to SR 99 Comment: My second preferred route. Would follow the SR509 route, not impact as many businesses, but serve those on both East and West sides of 99.

1116-2

Environmental Comment: All of it will impact the environment. We have a wetland and creek near our house (at Kent Des Moines Road). Construction and new pilings (if above grade) or digging (trench) will cause issues.

1116-3

There is a concern for noise and vibration for any of those, businesses or residents, near the tracks and stations.

1116-4

Other Comment: Please do not take our house (23252 28th Ave South, Des Moines). We have owned this house for 10 years and put a lot of blood, sweat and tears into it. We have plans to continue to do so. This is both of our kids only home and we established our family here in this house and in this community. Our neighborhood is quiet, blue-collar residential. We don't want to see it destroyed.

Name: MICHELLE WILLS  
 Address: 23252 28TH AVE S  
 City: DES MOINES  
 State: WA  
 Zipcode: 98198

Email: [willski00@earthlink.net](mailto:willski00@earthlink.net)

I live nearby. If so, where?: yes, behind La Plaza shopping center at midway- 23252 28th Ave S, Des Moines.

I work in the project area. If so, where?: see above.

*Response to Comment 1116-1*

Please see response to Common Comment 2 in Table 9-6 of Chapter 9 of the Final EIS. The Preferred Kent Des Moines Station would be on the west side of 30th Avenue, closer to Highline College and SR 99 than it was with the I-5 Alternative in the Draft EIS. Section 4.1, Acquisitions, Displacements, and Relocations, describes the property acquisition and relocation processes, and the relocation assistance and benefits that Sound Transit will provide.

Potential tax impacts on businesses are discussed in Section 4.3, Economics, of the Final EIS. Appendix D4.3 shows commercial property acquisitions and tax impacts by city.

*Response to Comment 1116-2*

The Kent/Des Moines HC Campus Station Option would require an elevated crossing of Massey Creek and its associated wetlands, as described in Section 4.9, Ecosystems, of the Final EIS.

*Response to Comment 1116-3*

Noise and vibration impacts would occur at locations along all FWLE alternatives. Section 4.7, Noise and Vibration, and the Noise and Vibration Technical Report (Appendix G3) provide information on where noise and vibration impacts would occur and how they would be mitigated.

*Response to Comment 1116-4*

In developing alternatives Sound Transit avoided and minimized impacts where possible, but some displacements would be unavoidable. Appendix D4.1 to the Final EIS shows specific property acquisitions and displacements.

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?: My kids attend Des Moines schools, not in the project area, but we are active PTSA members.

Other (please specify):

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This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federatwaylink.org>)

*No comments*

## Letter FW125

Stacey, Anna Maria

Page 1

From: [stl@stl.gov](mailto:stl@stl.gov)  
To: FW-E  
Subject: Comment - ST Federal Way Link Extension  
Date: Wednesday, May 06, 2015 7:43:23 AM

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From: Anna Maria Stacey <amstacey1969@gmail.com>

Message Body:

1117-1 SR 99 Comment: I think this will alleviate the traffic in Pacific 99

I-5 Comment:

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment:

Other Comment:

Name: Anna Maria Stacey  
Address: 13004 33rd Ave. S., Apt 2  
City: Tukwila  
State: WA  
Zipcode: 98168

Email: amstacey1969@gmail.com

I live nearby. If so, where?: I live in 130th St in Tukwila and from 130th there are a lot of stop lights on the road that takes about an hour to travel by bus. 15 mins by car. A railway will save the students a lot of travel time.

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

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This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

### *Response to Comment I117-1*

Chapter 3, Transportation, of the Final EIS describes how the project would affect traffic on regional and local roadways with all alternatives. The project would reduce the amount of vehicle miles traveled (VMT) at the regional level, as described in Section 3.5.1 of the Final EIS. Near all proposed stations, traffic is expected to increase due to additional vehicles and buses accessing the station. Mitigation for these impacts is described in Section 3.7.2.

Letter FW126

Pasta, Diane

Page 1

From: [diane.pasta](#)  
To: FWLE  
Subject: Federal Way Extension comments  
Date: Wednesday, May 06, 2015 1:02:15 PM

Dear Planners,

I am providing feedback about the Federal Way extension alternatives. I have read a number of the resources that you have provided. I especially appreciated the visual mailer with the four major alternatives in different color that made it visually accessible, and the more detailed Draft Environmental Impact Statement. The chart on page 28 is a nice summary, with additional details clarifying it.

1118-1 After studying the materials carefully, I have concluded that I prefer the SR 99 proposed alternative, with the I-5 to SR 99 a second choice. (The first of the options listed, Green in the brochure, and fourth, in Purple.) The other two are unacceptable to me. I realize the plans I have chosen are the two most expensive, but I think that it is worth it, as the real costs will occur over many years, including indefinite-term long lasting environmental impacts. The short term displacement is perhaps the most personal issues that people and businesses respond to, but the long term picture is more important.

1118-2 The significantly lower eco-system impacts of the two plans I prefer (SR99 and I-5 to SR 99, hereafter "Green" and "Purple") are a crucial consideration. The reason the two other plans are totally unacceptable to me is because of the impact on Bingaman Creek, the wetlands and the many acres of vegetation lost. I do not believe that we should be taking risks with habitats or water flow of any kind in these days of climate change and resource shortages. If each local community makes such choices as in the two I-5 and 99 to I-5 proposed plans, the environmental impact will be devastating to wildlife and ecosystems. An acre of wetlands and Bingaman Creek's 1055 feet with its two and a half acres of buffers would be a significant loss to our immediate area and beyond. In addition, there are twenty-nine and thirty-five acres of vegetation impacted which I do not feel we can justify when we have two alternatives that have much smaller environmental footprints.

1118-3 I read carefully the impact on Historic Properties that the Green and Purple plans will have and find them acceptable, as the structures will remain intact and in the Green plan the positive impact on access to Highline College will be a positive resource to the community.

1118-4 I understand that individual businesses and residents will be actively opposing plans that impact their own employment and homes (displacement, visual quality reductions, and/or noise increases). The Seattle housing market has encouraged more people to move into our area, and this will increase with the light rail commute option. We can recognize that in the long run, the residential values, employment, and business profits should increase in spite of the initial losses as the new travel option improves access to remaining businesses and increases the commute convenience of homes. This will support the tax base as well, eventually. Let's keep our attention on the longer term. Therefore, the displacements are acceptable short term costs. That is, if we take care to retain the ecosystems that make our region so desirable.

1118-5 Of the two acceptable (Green and Purple) plans, the one with the least residential impact is the Green SR 99 plan. It would have some impact with noise and such in my own home at the Saddlebrook apartments on 260<sup>th</sup> just off 99. I am pleased that attempts to mitigate these are included in your planning. Nonetheless, I would rather accept these negative impacts than put them off on the delicate ecosystems and vulnerable wildlife that reside in our community. There is much higher residential impact (though slightly less short term impact on employment) in the Purple I-5 to SR 99 plan, so the Green plan is the one I prefer. The Green plan also has the highest estimated ridership which is a factor in evaluating per-capita costs (and potential income). I do not have a strong preference for the location of stations—even whether the one at 260<sup>th</sup> where I live is built or which side of the street it would be on. We would simply make a short drive to the nearest station that is accessible (to people with disabilities as well as nearby) to pick up someone arriving or drop off someone leaving. I think those station decisions could be made based on a detailed financial cost and ridership benefit analysis that I do not have the information to make.

1118-6

1118-7 In summary, the 2<sup>nd</sup> I-5 Red and 3<sup>rd</sup> 99 to I-5 Blue plans are unacceptable to me because of the ecosystem and environmental impacts. The other two are both acceptable, and I strongly prefer the first, SR 99 Green plan. I am willing to pay taxes (or increased rent) to support these. Please let our decision effectively represent the non-human animals and ecosystems that do not have a voice in these decisions.

Sincerely,  
Diane Pasta

[Response to Comment 1118-1](#)

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

[Response to Comment 1118-2](#)

As described in Section 4.9, Ecosystems, of the Final EIS, the Preferred Alternative and the SR 99 to I-5 Alternative would have greater wetland and stream impacts. The Preferred Alternative has been modified to allow Bingaman Creek to remain in an open channel where it passes under the guideway. All wetland impacts can be mitigated.

[Response to Comment 1118-3](#)

Section 4.16, Historic and Archaeological Resources, provides information about impacts on historic resources. All FWLE alternatives would provide access to Highline College.

[Response to Comment 1118-4](#)

Section 4.3, Economics, describes the potential positive and negative impacts from the FWLE. It includes information on the immediate negative impacts on businesses, employees, and the local tax base, and the potential for benefits for some businesses and the community.

[Response to Comment 1118-5](#)

Chapter 8, Alternatives Evaluation, of the Final EIS describes the trade-offs that exist among the FWLE alternatives.

[Response to Comment 1118-6](#)

The potential additional stations at S 216th and S 260th streets are not funded or approved by voters. Chapter 8 of the Final EIS summarizes information on cost and ridership for these stations.

[Response to Comment 1118-7](#)

Please see response to Common Comment 11.

*No comments*

2100 S 260th St Apt B103  
Des Moines, WA 98198

Letter FW127

Adair, Marie

Page 1

Date: May 6 12:23  
Email: [marieadair1@gmail.com](mailto:marieadair1@gmail.com)  
Name: Marie Adair  
Subject: Federal Way route selection  
COMMENT:

1119-1 { I don,t and will not use rail.  
If rail will go along SR 99, I will stay out of Federal Way.  
A prior bus user, I learned to hate the rail stations, I avoid all public transit routes now, both bus and rail. Never wish to go to Seattle again. Am considering a move to a nicer area.

*Response to Comment 1119-1*

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

## Letter FW131

Saeed, Muhamad

Page 1

13

1 And Sound Transit is going to be incredibly disruptive  
2 to that community. The I-5 route is less costly. It'll  
3 allow for future -- and I think it will allow for future  
4 advancement of the system quicker down to -- point  
5 south. So thank you for this opportunity.

6 MS. STRAUZ-CLARK: Thank you.

7 Up next is Muhamad Saeed, followed by I.J.  
8 Eustaquio and Bob Pond.

9 **FW131** MR. SAEED: My name is Muhamad Saeed. Last  
10 name, S-a-e-e-d. I am -- We are the owner of the  
11 parcel -- the property north of 304th Street. It's just  
12 right on the 99. It's not developed yet. We plan to  
13 develop the property and -- commercial and probably  
14 maybe office. So my request is just to minimize the  
15 negative impact on our project. And so I won't take too  
16 much time.

17 So it's a bigger piece of property. It's a  
18 4-acre piece of property right on 99, north of 304th  
19 Street. So when you are considering this property, so  
20 please keep in mind. So I personally request if you  
21 guys can minimize the negative impact on our project.  
22 Okay. Thank you.

23 MS. STRAUZ-CLARK: Okay. Next on the  
24 microphone is I.J. Eustaquio, followed by Bob Pond and  
25 Jack Birmingham.

### *Response to Comment I120-1*

In developing alternatives, Sound Transit avoided and minimized impacts where possible, but some displacements would be unavoidable. Appendix D.1 to the Final EIS shows specific property acquisitions. Section 4.1, Acquisitions, Displacements, and Relocations, describes the property acquisition and relocation processes, and the relocation assistance and benefits that Sound Transit will provide.

1           If you could please state your name and spell  
2 your last name for the record.

3 **FW132** SPEAKER: Hello. My name is I.J. Eustaquio.  
4 I reside in Tukwila. And I've been in contact with  
5 Sound Transit since 2009. Shaky -- my home. Vibrate --  
6 my home. I don't know the latest test results -- many  
7 years since 2009.

8           All I'm asking is before anybody thinks on a  
9 levy with Sound Transit -- I understand Sound Transit  
10 request system. But on the light rail, please have  
11 Sound Transit handle its smaller claims. I've been in  
12 talks with them for many years now, and I've been  
13 waiting for an answer. And one thing I dislike is  
14 prepping of tests which takes about two, three months.

15           I contact you. And then by about three or  
16 four months or two months, you already prepped up the  
17 light rail, re-welded everything on the continuous weld,  
18 changed the fasteners on the light rail -- all before a  
19 test. I watched it. I witnessed it.

20           I've had people below my home tell me, "Go  
21 back to bed" at 3:00 in the morning when they woke me  
22 up, and it sounded like they were drilling outside. I  
23 find all these things unfair. I'm just asking in good  
24 faith since I have written to you in Sound Transit  
25 in 2009 -- work in good faith. So that's pretty much

*Response to Comment I121-1*

Section 4.7, Noise and Vibration, in the Final EIS describes potential vibration impacts and potential mitigation measures for FWLE alternatives.

1121-1

1 everything. And what happens to you down the road, to  
 2 the public, I hope you're not treated the same in that  
 3 many years because it's going to be there. It's going  
 4 to be there forever. Thank you.

5 MS. STRAUZ-CLARK: Okay.

6 Up next at the mike is Bob Pond, followed by  
 7 Jack Bermingham and then Rebecca Martin. Please state  
 8 your name and spell your last name.

9 MR. POND: Hello. My name is Bob Pond,  
 10 P-o-n-d. I've been following the light rail issue since  
 11 its inception. And my thoughts are that we should put  
 12 it right down 99 for numerous reasons. Yes, it's  
 13 short-term disruption. Yes, it's the most costly.  
 14 That's where people shop. That's where business is  
 15 done. That's where growth will happen.

16 We need to take back 99th Avenue from the  
 17 prostitutes, from drug dealers. This will be immense  
 18 growth. This has been all over the nation. Where these  
 19 plans work is where people shop. When you send them out  
 20 to the freeway or where people don't shop, they don't  
 21 see where -- as they're going by, they don't see the  
 22 shops. They don't see -- they --

23 There's no connection to the community at that  
 24 point. I live in Des Moines. And for the twenty-five  
 25 years I've lived there, most people that don't live

1 everything. And what happens to you down the road, to  
2 the public, I hope you're not treated the same in that  
3 many years because it's going to be there. It's going  
4 to be there forever. Thank you.

5 MS. STRAUZ-CLARK: Okay.

6 Up next at the mike is Bob Pond, followed by  
7 Jack Bermingham and then Rebecca Martin. Please state  
8 your name and spell your last name.

9 **FW133** MR. POND: Hello. My name is Bob Pond,  
10 P-o-n-d. I've been following the light rail issue since  
11 its inception. And my thoughts are that we should put  
12 it right down 99 for numerous reasons. Yes, it's  
13 short-term disruption. Yes, it's the most costly.  
14 That's where people shop. That's where business is  
15 done. That's where growth will happen.

16 We need to take back 99th Avenue from the  
17 prostitutes, from drug dealers. This will be immense  
18 growth. This has been all over the nation. Where these  
19 plans work is where people shop. When you send them out  
20 to the freeway or where people don't shop, they don't  
21 see where -- as they're going by, they don't see the  
22 shops. They don't see -- they --

23 There's no connection to the community at that  
24 point. I live in Des Moines. And for the twenty-five  
25 years I've lived there, most people that don't live

*Response to Comment I122-1*

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS. Chapter 8, Alternatives Evaluation, of the Final EIS describes the trade-offs that exist among the FWLE alternatives.

I122-1



1 there don't even know we exist. And that's the way  
2 it'll always be because our property's way down in the  
3 valley, and yet we -- we're not visible.

4 We've been planning a Pacific Ridge  
5 development where we're going to put large-scale housing  
6 in there. And that would -- if we send it that way,  
7 we'll just carve into that along with 509. We've been  
8 planning that for 35 years. That's our growth area.  
9 That's our only plan that we've had.

10 So I believe it is a hard choice. But, being  
11 a conservative, I know how to spend money to make money.  
12 And by going the cheaper route, in the short-term  
13 there'll be less disruption; but I think long -- looking  
14 out 50, 100 years from now, I think we'll have major  
15 insight.

16 Just like when we build -- didn't build the  
17 5 -- again, we built the hardest, most expensive, most  
18 technically challenging thing we've ever built and  
19 probably ever will. But when you look back on it,  
20 there's some wisdom to that. We got back our  
21 shorefront. It's a beautiful city, and we made it even  
22 more beautiful. But that was a hard, expensive choice.

23 And I think we're up against that same choice  
24 again. And I think we should have all the stops. It  
25 doesn't matter how close it is to the next stop, like --

1 Des Moines really needs that 216 stop, although we're  
2 kind of ignored most of the time since we're so small  
3 and so disadvantaged. We need every boost we can get.  
4 And having that stop is important to our leaders, and  
5 it's important to our city's growth.

6 And we just put in a million dollars down the  
7 middle, and I know we don't want to disrupt that. But I  
8 still feel, in the long run, sending it down 99 will  
9 connect all the cities together -- shopping -- People  
10 are not going to use the buses. There will never be  
11 enough parking or safe parking. It's got to be  
12 convenient for the masses -- down 99 -- with all four  
13 stops. Thank you.

14 MS. STRAUZ-CLARK: Okay. Next up is Jack  
15 Bermingham, followed by Rebecca Martin and Tracy Hills.

16 Please state your name for the record and  
17 spell your last name.

18 MR. BERMINGHAM: Good evening. My name is  
19 Jack Bermingham, B-e-r-m-i-n-g-h-a-m. I'm the President  
20 of Highline College, and I wanted to talk tonight about  
21 the station location at Highline College.

22 First and foremost, light rail needs to be  
23 about moving people. All those other factors are maybe  
24 critically important; but, first and foremost, it's  
25 about moving people. And Highline College is a

1 for the long-term -- 30 years, 50 years -- not an  
2 immediate 5- or 10-year plan.

3 The Chamber understands that the continued  
4 viability of business requires a strategic vision with  
5 decisions that may outlast every single one of us in  
6 this room today. And that's okay, because developing  
7 the economic potential of Federal Way as a business hub  
8 is in the best long-range interest of the Chamber of  
9 Commerce.

10 Again, thank you for your time. As we  
11 continue to address the light rail proposals, the  
12 Chamber is holding another business roundtable with  
13 Sound Transit on May 12th as we continue to seek input  
14 from our business community. Naturally, you are invited  
15 to attend because the way the business success is the  
16 Federal Way.

17 MS. STRAUZ-CLARK: Okay.

18 Up next is Tracy Hills, followed by Elizabeth  
19 Kari and John Jackson.

20 Please state your name and spell your last  
21 name.

22 **FW136** MR. HILLS: I'm Tracy Hills, H-i-l-l-s. And I  
23 would like Sound Transit to build the light rail -- 99  
24 to I-5 Alternative. I would like -- and the -- the old  
25 transit center. Make the light rail go into the 320th

1123-1



*Response to Comment 1123-1*

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

22  
 1123-1

1 Transit Center and build a parking garage. And we can  
 2 rebuild that -- redevelop that transit center. Thank  
 3 you.

4 MS. STRAUZ-CLARK: Up next is Elizabeth Kari,  
 5 followed by John Jackson, followed by -- and I  
 6 apologize; I'm having trouble reading the name -- James  
 7 Evans or Evars.

8 Please state your name and spell your last  
 9 name.

10 MS. KARI: My name is Elizabeth Kari, spelled  
 11 K-a-r-i. And I question, basically, every one of these  
 12 proposed light rail things -- particularly living here  
 13 in Federal Way -- where one thing was spoken on. We've  
 14 been paying taxes for years and years.

15 Building out to 320th is potentially closer to  
 16 20 years away. I question whether or not that is the  
 17 best use of the tax dollars, who is it serving, how is  
 18 it serving, for instance, commuters when your own times  
 19 will take you 52 minutes to get from the proposed  
 20 station -- that won't be help for 20 years -- to  
 21 Downtown Seattle.

22 I think more money should be considered to be  
 23 put into buses that -- Granted, there's rainy days and  
 24 it's always going to take eternity -- but in the here  
 25 and now, I think we'd be better served spending some of

# Letter FW137

Kari, Elizabeth

Page 1

22

1 Transit Center and build a parking garage. And we can  
2 rebuild that -- redevelop that transit center. Thank  
3 you.

4 MS. STRAUSZ-CLARK: Up next is Elizabeth Kari,  
5 followed by John Jackson, followed by -- and I  
6 apologize; I'm having trouble reading the name -- James  
7 Evans or Evars.

8 Please state your name and spell your last  
9 name.

10 **FW137** MS. KARI: My name is Elizabeth Kari, spelled  
11 K-a-r-i. And I question, basically, every one of these  
12 proposed light rail things -- particularly living here  
13 in Federal Way -- where one thing was spoken on. We've  
14 been paying taxes for years and years.

15 Building out to 320th is potentially closer to  
16 20 years away. I question whether or not that is the  
17 best use of the tax dollars, who is it serving, how is  
18 it serving, for instance, commuters when your own times  
19 will take you 52 minutes to get from the proposed  
20 station -- that won't be help for 20 years -- to  
21 Downtown Seattle.

22 I think more money should be considered to be  
23 put into buses that -- Granted, there's rainy days and  
24 it's always going to take eternity -- but in the here  
25 and now, I think we'd be better served spending some of

## *Response to Comment I124-1*

Chapter 1, Purpose and Need, of the Final EIS, describes why the FWLE is needed and what it will achieve. Please also see response to Common Comment 5 in Table 9-6 of Chapter 9 of the Final EIS.

1  
~~1124-1~~

this money on buses to transport people much more quickly and expeditiously now. And I don't know where the 25,000-riders-per-day estimate is coming from; but 25,000 people with 4,800 parking spots doesn't really seem like that's going to be sufficient. And those would be my main comments.

MS. STRAUZ-CLARK: Up next is John Jackson, followed by James Evans or Evars.

Please state your name and spell your last name for the record.

MR. JACKSON: Yes. My name is John Jackson, J-a-c-k-s-o-n. I'm the Director of Operations for the McDonald's here in Federal Way on 320th. The option -- the I-5 Alternative where -- in particular where that station is at -- 23rd Avenue South -- that would be the one that would impact our business.

You know, we're potentially relocating that. William Cho spoke a little bit about the -- just, you know, overall -- the financial. Just the move, you know -- losing the drive-through, which is 80 percent of our business. If we were to move somewhere else in that area, we would -- greatly impact us. Just --

Again, moving at all also changes the whole financial thing with McDonald's. And this store, we have 8 restaurants that we -- that William owns and

## Letter FW140

Henry, Craig

Page 1

26

1 dramatically. We'd love for you guys to choose another  
2 option other than that one, just because we have up to  
3 100 people working for us at a time.

4 It would directly affect my development if we  
5 have one less store, other managers' development or  
6 potential managers that we would have in the future as  
7 well. You know, like Willy touched on earlier, it's a  
8 great entry-level position for people to start out or  
9 make a career out of it. So, yeah, that's all I can  
10 say. Thank you.

11 MS. STRAUZE-CLARK: Okay. Looks like we don't  
12 have any other sign-ups. Would anyone like a chance at  
13 the microphone?

14 As a reminder, you are also welcome to speak  
15 with our court reporter who will be here till 7:00 p.m.  
16 So you can feel free to provide any comment to her;  
17 she'll take it down verbatim. Or you can use one of the  
18 paper forms if you have a comment.

19 I'm now going to hand it back to Councilmember  
20 Upthegrove to close out the hearing.

21 MR. UPTHEGROVE: Thank you all for coming  
22 tonight. We are done.

23 **FW140** MR. HENRY: My name is Craig Henry, C-r-a-i-g  
24 H-e-n-r-y. I live in Des Moines. I prefer the I-5 --  
25 or the 99 to I-5 Alternative for several reasons. I

1125-1



### *Response to Comment 1125-1*

Please see response to Common Comment 2 in Table 9-6 of Chapter 9 of the Final EIS. Section 3.5 of Chapter 3, Transportation, of the Final EIS describes how the alternatives are grade-separated and how they would affect traffic. Section 4.3, Economics, discusses impacts on property values.

1 think this is going to be a tremendous eyesore. I think  
2 it's going to decrease the values around this area. I  
3 think it's going to cost a lot of traffic problems,  
4 especially during the construction -- even afterwards.  
1125-1 5 Because what I've heard, there are a lot of accidents  
6 and stuff like that in the Rainier Valley because of the  
7 route that it takes.

8 This one just seems to make the most sense  
9 because it's already following the I-5 corridor. You  
10 know, there's not that much construction over here.  
11 It'll be out of the way. You'll still be able to get to  
12 different stations. One -- I have a question about  
13 something. I'm not sure if -- what the answer is.

14 I am concerned about residential  
15 displacements. But I'm wondering, since they're already  
16 expanding 509, are they taking into account those people  
17 as part of the displacements that are already going to  
18 be displaced? I do know that they're going to have to  
19 take out an apartment complex somewhere near the  
1125-2 20 Kent/Des Moines Road, and that might factor into the  
21 displacements.

22 But some of those apartments buildings are in  
23 really bad shape and are going to fall down anyhow. So  
24 I don't want anybody to be displaced -- businesses or  
25 otherwise -- but it's something that's going to happen.

*Response to Comment 1125-2*

The FWLE would begin construction prior to the SR 509 Extension Project and therefore Sound Transit would be responsible for the property acquisition and relocation of residents in this area.

1 This one, the 99 to I-5 Alternative, if they have to  
 1125-3 build 216th Station -- which I think is a good idea --  
 3 this would be probably, you know, okay.  
 4 I'm trying to think what else I have to say.  
 5 If for some reason they choose the 99 Alternative -- I  
 6 know they need to go near Highline College -- but if  
 7 they go directly onto the campus, which is one of the  
 1125-4 proposed routes, I think that would be terrible. First  
 9 of all, there is -- there are ponds and wildlife around  
 10 there. There's tree frogs that live in that  
 11 neighborhood that use that pond for breeding, for  
 12 starters.  
 13 You know, I know that they're trying to  
 14 accommodate the community college and the students and  
 15 the faculty. But they could easily just build it  
 16 along -- next to 99, and then people walk a block or two  
 17 blocks. Because there's other people that would be  
 18 using that station besides people going to college. So  
 1125-5 I think everybody needs to be included; not just them.  
 20 Not to mention, if -- if they took the first  
 21 routes that were directly into the campus, it would take  
 22 out a lot of houses and be kind of an eyesore and  
 23 decrease property values, I would imagine, because of  
 24 that. And that is a concern of mine. I don't know what  
 25 else to say.

*Response to Comment 1125-3*

Please see response to Common Comment 11.

*Response to Comment 1125-4*

Section 4.9, Ecosystems, of the Final EIS, describes the potential impacts on wetlands, habitat, and wildlife from the FWLE alternatives and potential mitigation measures.

*Response to Comment 1125-5*

All Kent/Des Moines stations would be within a quarter mile of Highline College. Sound Transit and the stakeholders involved in identifying the Preferred Alternative location for this station did consider the needs of all users when deciding on the station location, which is on the west side of 30th Avenue S. As described in Section 4.1, Acquisitions, Displacements, and Relocations, of the Final EIS, the SR 99 Alternative would have the lowest number of residential displacements, but the HC Campus Station Option would increase residential displacements. As described in Section 4.5, Visual and Aesthetic Resources, of the Final EIS, visual impacts would also occur north of Highline College with this option, but with mitigation the visual quality could be restored after several years.

1 Do you have any questions for me, or are you  
2 just writing everything I say? Well, thank you very  
3 much. Have a good day.  
4 **FW141** MR. CARTER: My name is Reginald Carter. It's  
5 C-a-r-t-e-r, is the last name. And I prefer the I-5  
6 corridor because I live out near Covington. And I think  
7 it would be easier for me to get access to the train  
8 station if they have an I-5 -- what they do is -- or on  
9 the west side of the freeway. So I'm advocating that.  
10 And I don't like the 99 corridor. Short and sweet.  
11 Thank you, thank you. I'm done.

12 MS. RAAK: So my name is Cherie Raak. Last  
13 name is R-a-a-k. First name is C-h-e-r-i-e. So, two  
14 points that I would like to address. One, is that I'm a  
15 current rider of light rail. And I see the positive  
16 impact that it's had on the Rainier Valley.

17 So, you know, from that viewpoint I would  
18 suggest 99 as being much more people-accessible. You  
19 want people to be able to get to the train. I see that  
20 more readily available on 99 than on Interstate 5.

21 And the other part is to really encourage them  
22 to make more parking available. Right now we go in and  
23 out of the Tukwila Park and Ride. And, you know, if we  
24 have to be Downtown Seattle for work at 1:00 in the  
25 afternoon, we're getting there around 11:00. Often we

*Response to Comment I126-1*

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

## Letter FW142

Raak, Cherie

Page 1

29

1 Do you have any questions for me, or are you  
2 just writing everything I say? Well, thank you very  
3 much. Have a good day.

4 MR. CARTER: My name is Reginald Carter. It's  
5 C-a-r-t-e-r, is the last name. And I prefer the I-5  
6 corridor because I live out near Covington. And I think  
7 it would be easier for me to get access to the train  
8 station if they have an I-5 -- what they do is -- or on  
9 the west side of the freeway. So I'm advocating that.  
10 And I don't like the 99 corridor. Short and sweet.  
11 Thank you, thank you. I'm done.

12 **FW142** MS. RAAK: So my name is Cherie Raak. Last  
13 name is R-a-a-k. First name is C-h-e-r-i-e. So, two  
14 points that I would like to address. One, is that I'm a  
15 current rider of light rail. And I see the positive  
1127-1 impact that it's had on the Rainier Valley.

17 So, you know, from that viewpoint I would  
18 suggest 99 as being much more people-accessible. You  
19 want people to be able to get to the train. I see that  
20 more readily available on 99 than on Interstate 5.

21 And the other part is to really encourage them  
22 to make more parking available. Right now we go in and  
23 out of the Tukwila Park and Ride. And, you know, if we  
24 have to be Downtown Seattle for work at 1:00 in the  
25 afternoon, we're getting there around 11:00. Often we  
1127-2

### *Response to Comment I127-1*

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

### *Response to Comment I127-2*

Please see responses to Common Comments 5 and 7.

30

1 have to park in the neighborhood because all three  
2 parking lots are filled. That -- when we come back at  
3 10:00 or 11:00 at night, is kind of scary.

4 So I would really encourage them to focus on,  
5 you know, public safety -- in that aspect of parking --  
6 which really wasn't addressed today either. So that's  
7 all. Thank you.

8 MS. KOISTINEN: Heather. The last name is  
9 Koistinen, K-o-i-s-t-i-n-e-n. I've just purchased a  
10 home that's off of 253rd, and my back yard is I-5. My  
11 father lives in the house that's right there, looking  
12 out at I-5. We're finding that having -- putting a  
13 transit like this on that property behind there is not  
14 as -- is not as helpful to the public as it would be  
15 along the corridor -- 99 -- on Highway 99 corridor.

16 We're concerned about noise. I hate to see  
17 286-something residences being uprooted. And  
18 businesses -- Even though they say it's quite a few  
19 businesses, I think a lot of those businesses -- if they  
20 look at them -- probably are quite dated and maybe not  
21 as important as -- yeah, as effective as what it is --  
22 disrupting a lot of people.

23 I also think that one of the things that I  
24 find the worst about this is that how little  
25 notification a lot of the people that are being

1 have to park in the neighborhood because all three  
2 parking lots are filled. That -- when we come back at  
3 10:00 or 11:00 at night, is kind of scary.

4 So I would really encourage them to focus on,  
5 you know, public safety -- in that aspect of parking --  
6 which really wasn't addressed today either. So that's  
7 all. Thank you.

8 **FW143** MS. KOISTINEN: Heather. The last name is  
9 Koistinen, K-o-i-s-t-i-n-e-n. I've just purchased a  
10 home that's off of 253rd, and my back yard is I-5. My  
11 father lives in the house that's right there, looking  
12 out at I-5. We're finding that having -- putting a  
13 transit like this on that property behind there is not  
14 as -- is not as helpful to the public as it would be  
15 **1128-1** along the corridor -- 99 -- on Highway 99 corridor.

16 We're concerned about noise. I hate to see  
17 286-something residences being uprooted. And  
18 businesses -- Even though they say it's quite a few  
19 businesses, I think a lot of those businesses -- if they  
20 look at them -- probably are quite dated and maybe not  
21 as important as -- yeah, as effective as what it is --  
22 disrupting a lot of people.

23 I also think that one of the things that I  
24 find the worst about this is that how little  
25 notification a lot of the people that are being

**1128-2**



*Response to Comment 1128-1*

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

*Response to Comment 1128-2*

As described in Appendix B, Sound Transit has conducted extensive outreach for the FWLE, including tabling at public places such as grocery stores, neighborhood meetings, and one-on-one meetings with property owners in their homes when requested. Sound Transit also mailed about 25,000 postcards to residents and businesses in the corridor inviting them to various meetings, and ran ads in local media. Every communication includes a phone number for more information.

1 affected -- When it comes to the residences, a lot of  
2 the people that live in the area where I'm speaking of  
3 are elderly. And they don't even know what Sound

11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25  
4 Transit is. So here they are receiving information,  
5 they don't know what it's for, and they may not read it.

6 And as far as getting on commuters or being  
7 able to go to town meetings, again they're not able to  
8 actually go to those meetings to be able to see it.  
9 They're more confined to their homes. So my concern is  
10 being able to have them -- without consideration of the  
11 people and just businesses. Thanks.

12 MR. CHO: William Cho, C-h-o. And, again, I  
13 wanted to -- I was just a little short on time, so I  
14 wanted to further talk about the specifics. So one of  
15 the things I also wanted to talk about was our -- the  
16 McDonald's on 2302 South 320th Street is a significant  
17 part of the community in terms of charitable activities.

18 We work with McTeacher's Night -- which we've  
19 done with a variety of schools within the Federal Way  
20 area, including Rainier View Elementary, Adelaide  
21 Elementary, Brooklake Christian Elementary, Panther Lake  
22 PTA, Enterprise Elementary, Christian Faith School,  
23 Lakeland Elementary, Brigadoon Elementary, Silver Lake  
24 Elementary, Northeast Tacoma Elementary, Todd Beamer  
25 Booster Club, Christian Heights Elementary.

1 I'd like to state that -- that I have 8  
2 locations. Because of the way it's structured, that  
3 location is responsible for 75 percent of my profit. So  
4 my other 7 locations, which are all of a newer time --  
5 ages, in terms of -- of property purchase and how  
6 McDonald's looks at that, is -- is not nearly as  
7 profitable.

8 So there is no way that any type of  
9 condemnation could properly compensate for the loss of  
10 the value. Thank you.

11 **FW144** MR. KIM: Albert Kim, K-i-m. I'm the owner of  
12 a commercial rental property on 99 -- 3800. I bought  
13 it, anyway. I bought it. I like to tell my experience.  
14 Three years ago, there are road -- road renovations, the  
15 99, from 322 North -- the Kent/Des Moines. I'm not sure  
16 exactly what it was, but it's the end of the north.

17 At that time took quite a while. So the --

18 KOREAN TRANSLATOR: I might interpret for him.

19 MR. KIM: We end up happy that time. Because  
20 too much noise, too much tractors come. And then a lot  
21 of dust, noise. We lost a lot of business during that  
22 time. And if light rail is elevated, you know, we --  
23 near the station -- people will be happier because a lot  
24 of traffic, foot traffic.

25 But between the -- station to station -- less

*Response to Comment I129-1*

Please see response to Common Comment 2 in Table 9-6 of Chapter 9 of the Final EIS. Chapter 5, Construction, of the Final EIS describes impacts on businesses during construction. Section 4.3, Economics, discusses impacts on businesses during operation. Sound Transit would work with business owners on alternative signage if their signage would be blocked by the light rail guideway.

I129-1



1 cars, less people drive the, you know -- under light  
2 rail.

3 KOREAN TRANSLATOR: During the construction,  
4 there's going to be a lot of noise and there's going to  
5 be dust and things are going to be damaging to the  
6 business.

7 So with the elevated stations and a few  
8 stations in between, the stations themselves or the  
9 businesses near the stations will benefit because there  
10 are more foot traffic, maybe.

11 But if the business that's in between the  
12 stations -- if the rail is elevated -- they will not be  
13 able to see the signs of the businesses, and the  
14 business will lose customers.

15 And, on top of that, if more people use the  
16 light rail, that means less people will be driving by  
17 and less people will be traveling via buses. That means  
18 less people will stop by, and less people will visit the  
19 commercials or the businesses.

20 That means, in the long run too, there will  
21 not be -- have as much business as before the  
22 construction. So it will not benefit at all for the  
23 businesses in between the stations.

24 MR. KIM: That's about it.

25 KOREAN TRANSLATOR: That's about it. So he

1129-1

35

1 prefers the alternative for I-5 -- elevated stations  
2 down the I-5. That's about it. Thank you.

3 MR. EUSTAQUIO: I.J. And the last name,  
4 E-u-s-t-a-q-u-i-o. I've been in contact with Sound  
5 Transit, as I said earlier, since 2009. And I've had  
6 vibration specialists show up. But the problem is they  
7 show up two, three months later. And in the very  
8 beginning, I had an entry agreement -- which was every  
9 time for every month. And I've signed many of those.

10 And I don't know if there will be proof of  
11 those, but I have a copy. And I took pictures of a  
12 couple. And with the entry agreement, what it says is  
13 they will make my place equal to or better than.

14 Now, I'm on the phone with somebody named  
15 Esree Chambers. And the papers say -- and she said she  
16 was in charge of high risk in management. I go down  
17 about 4 or 5 years or 3 years later. And she said, oh,  
18 she's just a middle person -- which is, I think, unfair.  
19 Because here I am, thinking I've been talking to my  
20 claims department. And so I haven't talked to her since  
21 then.

22 But then I've also had Roger Pence. I invited  
23 him to my home. And I have a letter that states that he  
24 would love to come back any time -- "Just ask me when."  
25 Well, the reason for the letter and why he would be

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1. Please share your comments about the project alternatives and station options

SR 99 Alternative As long as the rail on 16<sup>th</sup> transitions @ 272nd, and not as shown on the published material just N. of 288<sup>th</sup>.

I-5 Alternative makes the most sense to me

SR 99 to I-5 Alternative OK

I-5 to SR 99 Alternative makes the least sense

No Build

2. Please share your feedback on the environmental impacts

3. Other comments?

I130-1

No comments

4. Please tell us about yourself. Why are you interested in the project?

- I live nearby. If so, where? 288<sup>th</sup> & Pac Hwy S.
- I work in the project area. If so, where? \_\_\_\_\_
- I own a business nearby. If so, where? \_\_\_\_\_
- I attend school in the project area. If so, where? \_\_\_\_\_
- Other \_\_\_\_\_

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Name Janine Walker

Mailing Address 288th 16<sup>th</sup> Ave S #203

City, State, Zip Federal Way, WA 98003

If you would like to receive project updates by email, please provide your email address: jannew13@yahoo.com

William R. Elliott Jr.  
email me @ wre970@yahoo.com

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1. Please share your comments about the project alternatives and station options

SR 99 Alternative \_\_\_\_\_  
\_\_\_\_\_

I-5 Alternative \_\_\_\_\_  
\_\_\_\_\_

SR 99 to I-5 Alternative \_\_\_\_\_  
\_\_\_\_\_

I-5 to SR 99 Alternative \_\_\_\_\_  
\_\_\_\_\_

No Build \_\_\_\_\_  
\_\_\_\_\_

2. Please share your feedback on the environmental impacts

\_\_\_\_\_  
\_\_\_\_\_

3. Other comments?

I'd like to speak up at  
a proposal of the G line from  
Federalway to West Seattle.

1131-1

Response to Comment 1131-1

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

No comments

4. Please tell us about yourself. Why are you interested in the project?

- I live nearby. If so, where? Pack Hwy
- I work in the project area. If so, where? \_\_\_\_\_
- I own a business nearby. If so, where? \_\_\_\_\_
- I attend school in the project area. If so, where? \_\_\_\_\_
- Other \_\_\_\_\_

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1. Please share your comments about the project alternatives and station options

X SR 99 Alternative My preferred option because it keeps more traffic away from I-5. Prefer Trench station at Highline College, or SR99 west station. Prefer trench station at 272nd/Redondo. Prefer SR99 station at Federal Way. I-5 Alternative would prefer SR99 East station near Highline CC. would prefer FWTC station.

1132-1

SR 99 to I-5 Alternative no good station options north of 272nd. would prefer FWTC option.

I-5 to SR 99 Alternative would prefer 272nd elevated station.

No Build Bad option, we must ease traffic on I-5 and arterials near it.

2. Please share your feedback on the environmental impacts

1132-2

Construction near Midway landfill seems questionable.

3. Other comments?

1132-3

In general, an elevated option seems better for most locations, this will prevent conflict between train and surface traffic.

1132-4

Also, keeping the system away from I-5 will ease arterial traffic between those using ST vs. I-5.

Response to Comment 1132-1

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

Response to Comment 1132-2

Section 4.11, Geology and Soils, and Section 5.12, of Chapter 5, Construction, discuss construction of the Preferred Alternative through the Midway Landfill.

Response to Comment 1132-3

All FWLE alternatives would be grade-separated from traffic to avoid any potential conflicts between trains and surface traffic.

Response to Comment 1132-4

Chapter 3, Transportation Environment and Consequences, describes the traffic impacts that would occur for all FWLE alternatives. This chapter also describes how these impacts would be mitigated.

No comments

4. Please tell us about yourself. Why are you interested in the project?

- I live nearby. If so, where? Near 272<sup>nd</sup> off Star Lake Rd.
- I work in the project area. If so, where? off 336<sup>th</sup> in Federal Way
- I own a business nearby. If so, where? \_\_\_\_\_
- I attend school in the project area. If so, where? \_\_\_\_\_
- Other \_\_\_\_\_

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Name Lee Abbott

Mailing Address \_\_\_\_\_

City, State, Zip Federal Way, WA

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1. Please share your comments about the project alternatives and station options

1133-1

SR 99 Alternative I would love to see this down old 99 & Pac Hwy so close to the front of the 7th & behind the mall & close to the I-5

I-5 Alternative \_\_\_\_\_

SR 99 to I-5 Alternative \_\_\_\_\_

I-5 to SR 99 Alternative \_\_\_\_\_

No Build \_\_\_\_\_

2. Please share your feedback on the environmental impacts

3. Other comments?

No comments

4. Please tell us about yourself. Why are you interested in the project?

- I live nearby. If so, where? 32723 19th Pl, So.
- I work in the project area. If so, where? \_\_\_\_\_
- I own a business nearby. If so, where? \_\_\_\_\_
- I attend school in the project area. If so, where? \_\_\_\_\_
- Other \_\_\_\_\_

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32723 19th Pl, So. Apt # N-105  
7W WA 98003  
Jennie M. Hills



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Name Jennie M. Hills  
 Mailing Address 32723 19th Pl, So, Apt # N-105  
 City, State, Zip 7W WA 98003

If you would like to receive project updates by email, please provide your email address: jennie.m.malcolm@yahoo.com

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1. Please share your comments about the project alternatives and station options

SR 99 Alternative \_\_\_\_\_  
\_\_\_\_\_

I-5 Alternative \_\_\_\_\_  
\_\_\_\_\_

SR 99 to I-5 Alternative \_\_\_\_\_  
\_\_\_\_\_

I-5 to SR 99 Alternative *My preference*

1134-1

No Build *NO*

2. Please share your feedback on the environmental impacts

\_\_\_\_\_  
\_\_\_\_\_

3. Other comments?

1134-2

*Whichever ALT is chosen - I strongly feel that the end point should be the FWTC.*

*Response to Comment 1134-1*

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

*Response to Comment 1134-2*

All FWLE alternatives have a station near the Federal Way Transit Center.

No comments

4. Please tell us about yourself. Why are you interested in the project?

- I live nearby. If so, where? FW near Celebration Park
- I work in the project area. If so, where? \_\_\_\_\_
- I own a business nearby. If so, where? \_\_\_\_\_
- I attend school in the project area. If so, where? \_\_\_\_\_
- Other I commute regularly to Seattle

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Name ALAN BORDEN

Mailing Address 32317-11th Pl S #114

City, State, Zip FEDERAL WAY WA 98003

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1. Please share your comments about the project alternatives and station options

1135-1 SR 99 Alternative <sup>1</sup> This is the most expensive <sup>2</sup> A lot of business displacement <sup>3</sup> pollution on the densely populated area <sup>4</sup> An eye sore along business and residential area

I-5 Alternative <sup>1</sup> less cost than SR 99 <sup>2</sup> Less pollution impact on residential area <sup>3</sup> less business displacement

\* My first preference

1135-2 SR 99 to I-5 Alternative <sup>1</sup> This is my first preference <sup>2</sup> Less expensive than SR 99 + I-5 to SR 99 <sup>3</sup> Less business displacement + residential displacement <sup>4</sup> Less noise pollution

I-5 to SR 99 Alternative <sup>1</sup> More expensive <sup>2</sup> more residential + business displacement <sup>3</sup> More pollution

No Build

2. Please share your feedback on the environmental impacts

1135-4 Traffic along Pacific Hwy is already congested. Building the Light Rail here will make the traffic and pollution worse.

3. Other comments?

1135-3 Building the light rail along Pacific Hwy will spoil the beauty of Federal Way. The railway will be an eye sore.

Response to Comment I135-1

Please see response to Common Comment 2 in Table 9-6 of Chapter 9 of the Final EIS.

Response to Comment I135-2

Please see response to Common Comment 11.

Response to Comment I135-3

Please see response to Common Comment 11.

Response to Comment I135-4

Chapter 3, Transportation Environment and Consequences, describes the traffic impacts that would occur for all FWLE alternatives. This chapter also describes how these impacts would be mitigated.

Response to Comment I135-5

Section 4.5, Visual and Aesthetic Resources, summarizes the visual impacts that would occur with each FWLE alternative.

4. Please tell us about yourself. Why are you interested in the project?

- I live nearby. If so, where? 288 St. - Redondo Vista Condominium
- I work in the project area. If so, where? \_\_\_\_\_
- I own a business nearby. If so, where? \_\_\_\_\_
- I attend school in the project area. If so, where? \_\_\_\_\_
- Other \_\_\_\_\_

No comments

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Name Rufina Jordan

Mailing Address 28606 16th Ave. S. Unit 304

City, State, Zip Fed Way, WA 98003

If you would like to receive project updates by email, please provide your email address: Rufina1@comcast.net

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

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1. Please share your comments about the project alternatives and station options

SR 99 Alternative \_\_\_\_\_

\_\_\_\_\_

I-5 Alternative \_\_\_\_\_

\_\_\_\_\_

SR 99 to I-5 Alternative \_\_\_\_\_

\_\_\_\_\_

I-5 to SR 99 Alternative \_\_\_\_\_

\_\_\_\_\_

No Build \_\_\_\_\_

\_\_\_\_\_

2. Please share your feedback on the environmental impacts

\_\_\_\_\_

\_\_\_\_\_

3. Other comments?

I136-1

Please Take Care of your small claims first in Central  
Link - Light + Rail Before asking for more money!  
14424 57<sup>th</sup> Ave S, Tukwila 98168

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

No comments

4. Please tell us about yourself. Why are you interested in the project?

- I live nearby. If so, where? Shuking MY Home.
- I work in the project area. If so, where? \_\_\_\_\_
- I own a business nearby. If so, where? \_\_\_\_\_
- I attend school in the project area. If so, where? \_\_\_\_\_
- Other \_\_\_\_\_

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1. Please share your comments about the project alternatives and station options

1137-1 SR 99 Alternative I feel this is the least best route. Going down 99 will a disruption to the flow of traffic during construction + afterwards. It will also be an eyesore.

I-5 Alternative This route makes the most sense. It's the most cost effective, is closer to perimeters & will be the least disruptive to traffic.

1137-2 SR 99 to I-5 Alternative This is also acceptable, especially if a 21st station needs to be built.

I-5 to SR 99 Alternative

No Build

2. Please share your feedback on the environmental impacts

1137-3 On the corner of 99 + Kent/Des Moines Rd. is a pond. I don't know if this is important, but tree frogs breed in this pond. I know this because I live near here and I have the frogs in my yard.

3. Other comments?

1137-4 If the 99 alternative is chosen (and I sincerely hope it isn't), the the station should not go directly onto the Highline College campus. This will take out several houses, impact the pond + wooded area (where I have also seen owls + eagles) & will not benefit non-students or non-employees of the college. Other people will need to use this station + the surrounding businesses, so it makes the most sense to have it next to 99. Students can walk a block or two to school.

Response to Comment I137-1

Please see response to Common Comment 2 in Table 9-6 of Chapter 9 of the Final EIS.

Response to Comment I137-2

Please see response to Common Comment 11.

Response to Comment I137-3

Section 4.9, Ecosystems, of the Final EIS, discusses the ecosystem resources in the study area and impacts on them, including wetlands, habitat, and wildlife.

Response to Comment I137-4

Please see response to Common Comment 11. The Sound Transit Board of Directors identified the I-5 Alternative with the Kent/Des Moines SR 99 East Station Option as the Preferred Alternative in July 2015. The Board will select the project to build after considering the analysis in the Final EIS, including public and agency comments and responses.

4. Please tell us about yourself. Why are you interested in the project?

- I live nearby. If so, where? Des Moines
- I work in the project area. If so, where? \_\_\_\_\_
- I own a business nearby. If so, where? \_\_\_\_\_
- I attend school in the project area. If so, where? \_\_\_\_\_
- Other \_\_\_\_\_

No comments

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Name Craig Henry  
Mailing Address 23250 26th Ave S  
City, State, Zip Des Moines, WA 98198

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1. Please share your comments about the project alternatives and station options

1138-1 SR 99 Alternative Moving people to places for shopping, working and other activities seems to be accomplished with the SR99 option. I-5 is too far from many businesses.

I-5 Alternative

SR 99 to I-5 Alternative

I-5 to SR 99 Alternative

No Build

2. Please share your feedback on the environmental impacts

3. Other comments?

1138-2 Parking!! Presently the parking at Tukwila is not adequate. I am sure previous studies showed it should be sufficient it is not! I ride frequently and usually end up parking on top of the garage and some times a street a few blocks further away. Please include enough parking at each station.

Response to Comment I138-1

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

Response to Comment I138-2

Please see response to Common Comment 5.

No comments

4. Please tell us about yourself. Why are you interested in the project?

- I live nearby. If so, where? 260<sup>th</sup> + Military
- I work in the project area. If so, where? \_\_\_\_\_
- I own a business nearby. If so, where? \_\_\_\_\_
- I attend school in the project area. If so, where? \_\_\_\_\_
- Other Ride frequently from Tukwila to downtown

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Name Perry Rack

Mailing Address 3322 S. 256<sup>th</sup> St.

City, State, Zip Kent, WA 98032

If you would like to receive project updates by email, please provide your email address: \_\_\_\_\_

## Letter FW156

Hnin, Charis

Page 1

Dear Sound Transit Board,

I am writing in support of the SR-99 Alignment option for the Angle Lake – Federal Way Link Light Rail Extension.

I have two reasons— one stems from my person experience and another stems from my professional experience working at Highline College as Housing Coordinator for International Student Programs.

1. Personal Experience : **We do not need another commuter station in Des Moines.**

I live in a single-family home in Tukwila which is exactly 1.6 miles away from Tukwila International Boulevard Station (TIBS). I drive to TIBS every morning to drop off my husband who works in an engineering firm in downtown Seattle. TIBS is clearly a commuter station. The parking lot is often full by 6:30am.

Although TIBS serves our family well given that we have a car and our schedules work out, I plead that Sound Transit does not to put another commuter station in Des Moines. Many households in Southwest King County need the light rail to be in transit within our richly diverse community, not just another commuter train for people who work in Seattle. Many of them do not have an extra car to take them to the commuter station.

Therefore, in solidarity with many of my colleagues at Highline College, I support SR-99 alternative over any other alternatives.

2. Professional Experience

As I have mentioned, I work for Highline College as Housing Coordinator for International Student Programs (ISP). Highline College has on average of 500 international students every quarter. Approximately 46% live in Des Moines and 24% live in Federal Way. The remaining students are distributed throughout the municipalities near Highline. It is also important to note that vast majority of the international students (about 95%) rely solely on public transportation. Bringing the light rail closer to Highline College (SR-99 alternative) would serve as a great incentive for future international students to live and study in our community. Likewise, it would greatly benefit 10,000 plus domestic students enrolled at Highline. **What does increasing international and domestic student population at Highline mean?** It means greater economic impact on South King County!

In 2011-2012 academic year, Highline's international students contributed approximately \$9.4 million to the local economy. As the program grows, the positive economic impact on South King County will also increase.

Best, Charis Hnin (charis.m.hnin@gmail.com)



### *Response to Comment I140-1*

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS. Section 3.5.6.1 describes the walk- and bikesheds for the Kent/Des Moines Station.

### *Response to Comment I140-2*

Please see response to Common Comment 4.

Send us your comments

The Federal Transit Administration and Sound Transit invite your comments on the Draft Environmental Impact Statement (EIS). The Draft EIS comment period ends on May 26, 2015. All comments received during the comment period will be addressed in the Final EIS. Return this form at a public hearing or mail to the address provided on the back. Comments can also be provided by email to FWLE@soundtransit.org or submitted online at FederalWayLink.org.

1. Please share your comments about the project alternatives and station options

1141-1

SR 99 Alternative THIS IS BEST THIS IS ALREADY A BUSY COMMERCIAL CORRIDOR WITH ITS ASSOCIATED NOISES & ACTIVITIES - THIS IS WHERE THE PEOPLE ARE! (PEOPLE = RIDERS)

I-5 Alternative NO-GOOD - TOO MANY SIGNS & ZAGS (ZAGS = NOISE) &

SR 99 to I-5 Alternative IT MISSES TOO MANY BUSY AREAS

I-5 to SR 99 Alternative

1141-2

No Build = NOT AN ALTERNATIVE! 'NO-BUILD' WOULD BE A SERIOUS MISTAKE!

2. Please share your feedback on the environmental impacts

1141-3

SR 99 = LEAST ENVIRONMENTAL IMPACTS! (PROBABLY NO 'SENSITIVE' AREAS) - IT'S ALREADY DEVELOPED!

3. Other comments?

1141-4

KEEP THE TRAINS/TRACKS OUT IN PLAIN-SIGHT WHERE PEOPLE CAN SEE THEM AND USE THEM. A STATION AT SOUTH 216TH ST / PACIFIC HIGHWAYS IS IMPORTANT - PLEASE INCLUDE IT IN THE INITIAL BUILD PLAN/PHASE

1141-5

IT'S TIME TO STOP TALKING AND TO START CONSTRUCTION! THERE (MAY) WANT THIS!

Response to Comment I141-1

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

Response to Comment I141-2

Please see response to Common Comment 11.

Response to Comment I141-3

The SR 99 Alternative would have fewer impacts on many environmental resources, but would also have greater impacts on other resources. Chapter 8, Alternatives Evaluation, of the Final EIS describes the trade-offs in benefits and impacts of all FWLE alternatives.

Response to Comment I141-4

Although a potential additional station at S 216th Street is evaluated in the Final EIS, it is not funded under ST2 or proposed for funding under ST3. This area would be accessible from light rail at the Angle Lake or Kent/Des Moines Station with a transfer to RapidRide A Line.

Response to Comment I141-5

Please see response to Common Comment 10.

No comments

4. Please tell us about yourself. Why are you interested in the project?

- I live nearby. If so, where? DES MOINES, WA
- I work in the project area. If so, where? \_\_\_\_\_
- I own a business nearby. If so, where? \_\_\_\_\_
- I attend school in the project area. If so, where? \_\_\_\_\_
- Other \_\_\_\_\_

FIRST CLASS MAIL

SEATTLE WA 98104  
 06 MAY 2015 PM 3:1  
 FIRST CLASS MAIL  
 MEDAL OF HONOR

**SOUNDTRANSIT**  
 Attention: Federal Way Link Extension Draft EIS Comments  
 Union Station  
 401 S. Jackson St.  
 Seattle, WA 98104-2826

Jim Jollimore  
 22806 13th Ave S.  
 Des Moines, WA 98198

9810428462

Stay in touch

Sound Transit is required to mail a notice to each person that comments on the Draft EIS to announce when the Final EIS is available. Please help us meet this requirement by providing your name and mailing address:

Name Jim Jollimore

Mailing Address 22806 13th Ave S.

City, State, Zip Des Moines, WA 98198

If you would like to receive project updates by email, please provide your email address: \_\_\_\_\_

## Letter FW158

Whisner, Jack

Page 1

From: [trrdjar@box920.bluewin.com](mailto:trrdjar@box920.bluewin.com)  
To: [FW-E](#)  
Subject: Comment - ST Federal Way Link Extension  
Date: Thursday, May 07, 2015 9:46:51 AM

---

From: Jack Whisner <[eddiew@speakeasy.net](mailto:eddiew@speakeasy.net)>

Message Body:

SR 99 Comment: best, if you use Link

I-5 Comment: has almost no pedestrians; Link should not be placed in freeway envelopes

SR 99 to I-5 Comment: loopy

1142-1 I-5 to SR 99 Comment: loopy

Environmental Comment: ST should also study and fund a robust network of regional express bus service on revised and improved routes 574, 577, and 594 using the Federal Way TC and South 317th Street center access ramps and tolling of I-5 by state.

1142-2 Other Comment: ST3 may be decades away; need better service now.

Name: Jack Whisner  
Address: 8325 11th Ave NW  
City: Seattle  
State: Washington  
Zipcode: 98117

Email: [eddiew@speakeasy.net](mailto:eddiew@speakeasy.net)

I live nearby. If so, where?:

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify): transit interest and political activist and taxpayer.

---

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.com>)

### *Response to Comment I142-1*

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS. Please see Chapter 1, of the Final EIS for the purpose and need for the project.

### *Response to Comment I142-2*

Please see response to Common Comment 10.

From: [jurilgit@bus926.bizovest.com](mailto:jurilgit@bus926.bizovest.com)  
 To: EISL  
 Subject: Comment: ST Federal Way Link Extension  
 Date: Thursday, May 07, 2015 5:43:38 PM

From: Parveen Ericksen <ericksengp@gmail.com>

Message Body:

SR 99 Comment: We are writing in support of the SR-99 Alignment option for the Angle Lake – Federal Way Link Light Rail Extension. Our reasons are as follows:

1) The light rail has the potential to be a catalyst for more sustainable economic development in south west King County. To reach that long term potential, the stops need to be located where people and businesses are - or where we want them to be in the future. Concentrations of businesses and people are what we need for sustainable development.

o The FAA facility that will be going in at 216th and 24th is a good example – it has 1600 employees. There should be a stop at 216th. If that facility is well served, other large-scale employers are more likely to locate there.

2) The light rail should be transit within our richly diverse community, not just another commuter train for people who work in Seattle. The Sounder Trains and express busses on I-5 already serve Seattle commuters – and do it faster.

3) No matter what the route, it's a lot of money (\$1.4-1.9 Billion). That money should be an investment with the greatest long term potential for serving – and improving the livability and quality of life – of our communities.

o South West King County is disadvantaged compared to wealthier areas of King County in terms of life expectancy (77 vs. 85 yrs), household income (\$45.5k vs. \$118.5k) and educational attainment (bachelor's degree or higher 24% vs. 46% for the county as a whole). To a large degree, the current placement of infrastructure – the freeways, airport, and large-scale industrial and retail facilities – have created those disparities. The light rail route should make an explicit effort to improve this history by creating as much potential for sustainable, community-accessible, mixed development as possible.

4) Public safety – as well as perceived safety – is another important argument for an SR-99 alignment. More ridership in well-traveled areas is safer. Keeping the stops in visible, busy destinations along Pacific Highway reduces the potential for riders to be targets for crime – or to feel that they are.

This regional development project is a unique opportunity to simultaneously address many challenges facing South West King County in a positive manner. We have the chance to create a model of how suburban transit can permanently transform a diverse community that has been historically disadvantaged in terms of housing, education, jobs and local transportation. To ignore the local neighborhoods in favor of building yet another way for development to literally pass us by would be a short-sighted and costly mistake.

Signed,

Parveen Ericksen

I-5 Comment:

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

*Response to Comment I143-1*

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS. Although a potential additional station at S 216th Street is evaluated in the EIS, it is not funded under ST2 or proposed for funding under ST3.

*Response to Comment I143-2*

Please see response to Common Comment 8.

*Response to Comment I143-3*

Section 4.14, Public Services, Safety, and Security, provides additional information on security at stations and how Crime Prevention Through Environmental Design (CPTED) principles would be incorporated.

*Response to Comment I143-4*

Please see response to comment I149-2.

Environmental Comment:

Other Comment:

Name: Parveen Ericksen  
Address: 1321 S 303rd St  
City: Federal Way  
State: wa  
Zipcode: 98003

Email: ericksengp@gmail.com

I live nearby. If so, where?: Close to Pacific Hwy. That is what connects the community and is a good route.

I work in the project area. If so, where?: Des Moines 268th St

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify): Please keep the community in mind and go for the option of having it on Pacific Hwy. We may not live to see it but it is the chance to give future generations a easy commute and connectivity with the community.

--

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

*No comments*

# Letter FW160

Rogers, Alena

Page 1

From: [arc@hih.com](mailto:arc@hih.com)  
To: FWLE  
Subject: Comment - ST Federal Way Link Extension  
Date: Thursday, May 07, 2015 3:10:59 PM

From: Alena Rogers <[alena\\_rogers@yahoo.com](mailto:alena_rogers@yahoo.com)>

Message Body:  
SR 99 Comment:

I-5 Comment:

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment: I absolutely do not support the people in the area of 30th Ave between 232nd and 240th being displaced for this project. This is a low income community that also happens to be the largest Latina/o population in King County. Why are they chosen? Because they have the smallest voice? This is a marginalized population as it is, and if you take their homes for this project, it will be an environmental injustice.

1144-1

King County also has an affordable housing crisis on it's hands, and the number of homeless families is increasing. If you choose to displace the people in that neighborhood and demolish the housing, how does Sound Transit plan to work with King County to replace the exact number of affordably priced units to make up for the amount being lost? Thank you

Other Comment:

Name: Alena Rogers  
Address: 21825 30th Ave S APT 1  
City: Des Moines  
State: WA  
Zipcode: 98198

Email: [alena\\_rogers@yahoo.com](mailto:alena_rogers@yahoo.com)

I live nearby. If so, where?: See my address

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?: Alum of Highline

Other (please specify):

---  
This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

## Response to Comment I144-1

Please see response to Common Comment 3 in Table 9-6 of Chapter 9 of the Final EIS. Chapter 8, Alternatives Evaluation, includes a comparison of alternatives and shows the trade-offs among alternatives, including ridership, cost, and environmental impacts. See Chapter 7, Environmental Justice, and Appendix B, Public Involvement and Agency Coordination, of the Final EIS for information on the outreach that Sound Transit has performed and the efforts moving forward. Section 4.4, Social Impacts, Community Facilities, and Neighborhoods, and Chapter 7 provide information on Sound Transit's Transit-Oriented Development Policy related to affordable housing in station areas. Jurisdictions along the FWLE corridor have adopted goals and policies in their comprehensive plans related to the provision of affordable housing options.

## Letter FW161

Talkington, Barbara

Page 1

From: [bjrdan@box929.bluehost.com](mailto:bjrdan@box929.bluehost.com)  
To: FWLE  
Subject: Comment: ST Federal Way Link Extension  
Date: Thursday, May 07, 2015 3:02:32 PM

From: Barbara Talkington <bktalkington@gmail.com>

Message Body:

1145-1 SR 99 Comment: I like SR 99 Alternative with S 216th West but I would much rather have the stop near Highline College to be the 30th Ave West Station a little further from the college. I am worried about the safety of our students if the station is right next to or under the college especially since non students will be also using the light rail.

1145-2 I-5 Comment: Do not like any of the I-5 routes. There are not enough stops to make it useful to enough people, especially for the cost

1145-2 SR 99 to I-5 Comment: I like the station at 30th Ave West plus the 260th station but I do not like the rest of this route. It doesn't make sense for the light rail to follow I-5, it's doesn't serve or help local businesses.

1145-3 I-5 to SR 99 Comment: I like this route but don't understand why it has to go towards I5 at 208th. Would it not be better to have it go from Angle Lake station to 216th then to Kent/Des Moines 30th Ave West station?

Environmental Comment:

Other Comment:

Name: Barbara Talkington  
Address: 36225 23rd Pl S  
City: Federal Way  
State: WA  
Zipcode: 98003

Email: bktalkington@gmail.com

I live nearby. If so, where?: Yes, Federal Way

I work in the project area. If so, where?: Yes, Highline

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

--

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

### *Response to Comment I145-1*

The Preferred Kent/Des Moines Station would be located on the west side of 30th Avenue. Please also see response to Common Comment 7 in Table 9-6 of Chapter 9 of the Final EIS.

### *Response to Comment I145-2*

Please see response to Common Comment 1. The Preferred Kent/Des Moines Station would be located on the west side of 30th Avenue.

### *Response to Comment I145-3*

This alternative was intended to avoid the impacts that would occur on SR 99 between the Angle Lake and Kent/Des Moines stations with the SR 99 Alternative.

## Letter FW162

Ferguson, Daniel

Page 1

**From:** [ruphpl@fox920.hi.uspost.com](mailto:ruphpl@fox920.hi.uspost.com)  
**To:** [EJLE](#)  
**Subject:** Comment - ST Federal Way Link Extension  
**Date:** Thursday, May 07, 2015 8:37:29 AM

---

From: Daniel Ferguson <fergyme@yahoo.com>

Message Body:

1146-1 SR 99 Comment: The SR99 alternative is the correct way to go. Its impact on the local community will be felt far more than the alternative I-5 choice. I am opposed to Sound Transit building stops along I-5 because all it will do is create more and more stops for commuters to use as stop and go. We already have that in the Sounder trains. We need meaningful transportation options for our communities in the Des Moines, Sea Tac, Federal Way corridor along SR 99

I-5 Comment: Terrible choice, in my opinion. What are we creating, yet another way to subvert the local communities that should be served by a light rail option?

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

1146-2 Environmental Comment: It's clear that building light rail will better serve the local communities. I don't want light rail to be yet another way for people driving half way to work and then hopping on board the train. We have that already in Sounder trains.

Other Comment:

Name: Daniel Ferguson  
Address: 20627 4th Place S  
City: Des Moines  
State: WA  
Zipcode: 98198

Email: fergyme@yahoo.com

I live nearby. If so, where?: I live in the area close to Normandy Park

I work in the project area. If so, where?: Highline College

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

--

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

### *Response to Comment 1146-1*

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

### *Response to Comment 1146-2*

Please see response to Common Comment 11.

# Letter FW163

Villiers, Ana

Page 1

From: [pr.digi@box920.Husheer.com](mailto:pr.digi@box920.Husheer.com)  
To: FWLE  
Subject: Comment - ST Federal Way Link Extension  
Date: Wednesday, May 06, 2015 8:50:06 PM

---

From: Ana Villiers <[anavilliers@gmail.com](mailto:anavilliers@gmail.com)>

Message Body:  
SR 99 Comment:

I-5 Comment:

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

1147-1 Environmental Comment: I like to know how will impact in my house of 23438 28th Avenue South  
Des Moines WA 98198. I moved here on November 2014. If I am force to moved, what plan sound  
transist will have for us.

Other Comment:

Name: Ana Villiers  
Address: 23438 28 Avenue South  
City: Desmoines  
State: Washington  
Zipcode: 98198

Email: [anavilliers@gmail.com](mailto:anavilliers@gmail.com)

I live nearby. If so, where?: I am worry moving to another place and how is going to affect my family

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

—  
This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

## *Response to Comment 1147-1*

In developing alternatives, Sound Transit avoided and minimized impacts where possible, but some displacements would be unavoidable. Section 4.1, Acquisitions, Displacements, and Relocations, describes the property acquisition and relocation processes, and the relocation assistance and benefits that Sound Transit will provide. Appendix D4.1 identifies the parcels affected by each alternative and option.

From: [J.C. Harris](#)  
 To: [FWLE](#)  
 Subject: FWLE EIS Draft Comments  
 Date: Thursday, May 07, 2015 10:55:27 PM

1148-1 I live in Des Moines. I have read your brochure and I support the SR99 Alternative (with S216th St West Station)

My priorities are:

1. To provide as many stops as possible
2. To provide as many stops that do NOT require park n rides. IOW, some of the other alternatives seem geared more toward commuters - driving - to the stop.

We have to make it as easy as possible for the -locals- who want to work downtown to commute. It's currently VERY difficult to do this via bus.

My concerns are mainly MITIGATION... making sure that the stops do not degrade the quality of life along Pacific Highway.

Also, so far I haven't seen nearly enough INFORMATION about the quality of life impact:

1. I want information on how much planning (and money) is being set aside for each city (Des Moines/Kent/Federal Way) to manage the new traffic.
2. Will there be money for added police? For added garbage collection?
3. How will SoundTransit -coordinate- with city police and services? So far I haven't seen -any- information on those points.
4. What studies are being done as to the effect on property values for nearby homeowners? What sorts of new businesses can be expected?
5. What are the expected impacts on crime? Homeless people and vagrancy? Surely, you can make educated guesses on these but I haven't seen anything.

1148-2

Thanks,

---JC Harris  
 Des Moines

*Response to Comment 1148-1*

Please see responses to Common Comments 1 and 5 in Table 9-6 of Chapter 9 of the Final EIS. The FWLE will provide more reliable and frequent service to downtown Seattle for commuters in the FWLE corridor.

*Response to Comment 1148-2*

Chapter 3, Transportation, of the Final EIS provides information on traffic operations within the local jurisdictions and how the build alternatives would improve the speed and reliability of travel for both autos and buses. Chapter 3 also includes information on the mitigation measures that would be implemented by Sound Transit to address any transportation-related impacts. Section 4.14, Public Services, Safety, and Security, provides information on public service providers including police and solid waste. It also describes how Sound Transit security works with local law enforcement at transit facilities. Section 4.3, Economics, provides information on property values.

# Letter FW166

Multiple (230 signatures)

Page 1

Dear Sound Transit Board,

We are writing in support of the SR-99 Alignment option for the Angle Lake – Federal Way Link Light Rail Extension. Our reasons are as follows:

- 1149-1 1) The light rail has the potential to be a catalyst for more sustainable economic development in south west King County. To reach that long term potential, the stops need to be located where people and businesses are - or where we want them to be in the future. Concentrations of businesses and people are what we need for sustainable development.
  - o The FAA facility that will be going in at 216<sup>th</sup> and 24<sup>th</sup> is a good example – it has 1600 employees. There should be a stop at 216<sup>th</sup> close to Pacific Highway. If that facility is well served, other large-scale employers are more likely to locate there.
- 1149-2 2) The light rail should be transit within our richly diverse community, not just another commuter train for people who work in Seattle. The Sounder Trains and express busses on I-5 already serve Seattle commuters – and do it faster.
- 1149-3 3) No matter what the route, it's a lot of money (\$1.4-1.9 Billion). That money should be an investment with the greatest long term potential for serving – and improving the livability and quality of life – of our communities.
  - o South West King County is disadvantaged compared to wealthier areas of King County in terms of life expectancy (77 vs. 85 yrs), household income (\$45.5k vs. \$118.5k) and educational attainment (bachelor's degree or higher 24% vs. 46% for the county as a whole). To a large degree, the current placement of infrastructure – the freeways, airport, and large-scale industrial and retail facilities – have created those disparities. The light rail route should make an explicit effort to improve this history by creating as much potential for sustainable, community-accessible, mixed development as possible.
- 1149-4 4) Public safety – as well as perceived safety – is another important argument for an SR-99 alignment. More ridership in well-traveled areas is safer. Keeping the stops in visible, busy destinations along Pacific Highway reduces the potential for riders to be targets for crime – or to feel that they are.

This regional development project is a unique opportunity to simultaneously address many challenges facing South West King County in a positive manner. We have the chance to create a model of how suburban transit can permanently transform a diverse community that has been historically disadvantaged in terms of housing, education, jobs and local transportation. To ignore the local neighborhoods in favor of building yet another way for development to literally pass us by would be a short-sighted and costly mistake.

Signed,

181 on paper

49 digital

230 total

[Response to Comment I149-1](#)

Please see response to Comment I143-1.

[Response to Comment I149-2](#)

Please see response to Comment I143-2.

[Response to Comment I149-3](#)

Please see response to Comment I143-3.

[Response to Comment I149-4](#)

Please see response to Comment I143-4.

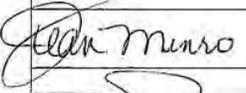
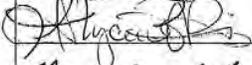
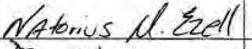
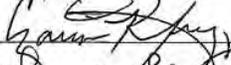
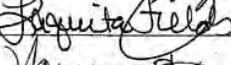
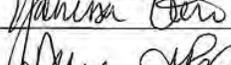
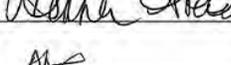
FW166-1

No comments

| Signature              | Name                   | City of Residence              |
|------------------------|------------------------|--------------------------------|
| OCTAVIA TOWNSEND       | Octavia Townsend       | SEATTLE                        |
| <del>M. M.</del>       | Melinda McCutchen      | Federal Way                    |
| Jeanette B. Wisser     | Jeanette B. Wisser     | tacoma -<br>work in Des Moines |
| BJ Silipa              | BJ SILIPA              | FEDERAL WAY.                   |
| Rachael Anderson       | Rachael Anderson       | Seatac                         |
| Alexis Williams        | Alexis Williams        | Federal Way                    |
| Rachelle Lyons         | Rachelle Lyons         | Burien                         |
| Ebony Jordan           | Ebony Jordan           | Des moines/Kent                |
| Debbie Faison          | Debbie Faison          | SeaTac                         |
| Daryl Stratford        | Daryl Stratford        | fife                           |
| Cecilia Jimenez-Mendez | cecilia Jimenez-Mendez | Kent                           |
| KENORA FERRER          | KENORA FERRER          | FEDERAL WAY                    |
| Sanchez, Vincent J.    | Sanchez, Vincent J.    | Puyallup                       |
|                        |                        |                                |
|                        |                        |                                |
|                        |                        |                                |

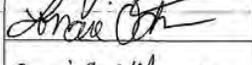
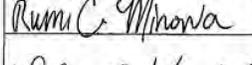
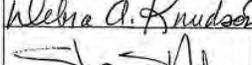
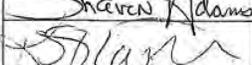
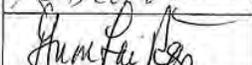
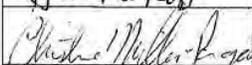
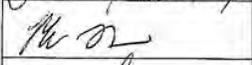
FW166-2

No comments

| Signature   | Name             | City of Residence |
|---|------------------|-------------------|
|  | Jean Munro       | Des Moines        |
|  | Dana Clark       | Kent              |
|  | Alycia Williams  | Kent              |
|  | Maria Tolosa     | Kent              |
|  | Watarus D. Ezell | Tacoma            |
|  | Susan Greenlee   | Tukwila           |
|  | Robyn Richins    | UP                |
|  | Carina Rehers    | Abqone            |
|  | Laquita Fields   | Federal Way       |
|  | Ynessa Oero      | Fed. Way          |
|  | DEANIA A. RADER  | Tacoma            |
|  | Ahmad Shir       | Kent              |
|   |                  |                   |
|   |                  |                   |
|   |                  |                   |
|   |                  |                   |

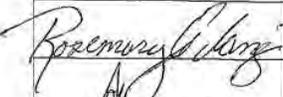
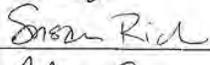
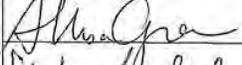
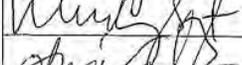
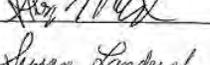
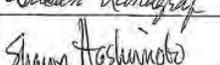
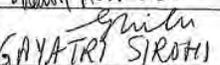
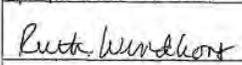
FW166-3

No comments

| Signature   | Name   | City of Residence                    |
|---|--|--------------------------------------|
|  | Kathy Day  | HC employee                          |
|  | Lorraine Odum  | HC employee                          |
|  | Rumi Catherine Minowa  | HC employee                          |
|  | Lebra A. Knudsen<br>22700 28th Ave S, 20<br>Apt. 207 Kent Des Moines | HC Employee                          |
|  | Sharon Adams   | Kent<br>Highline Employee            |
|  | Karen Steintach  | Pierce County<br>HC Employee Pugh up |
|  | Grem-Lair Ross   | Pierce County                        |
|  | Chris Langan   | Seattle                              |
|  | Macaria Dove   | Kent / HC Employee                   |
|  | Natalya Bagmanyan  | Auburn / HC employee                 |
|   |  |                                      |
|   |  |                                      |
|   |  |                                      |
|   |  |                                      |
|   |  |                                      |

FW166-4

No comments

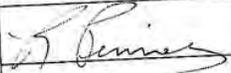
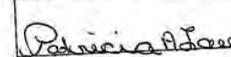
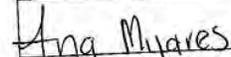
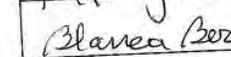
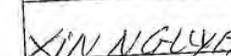
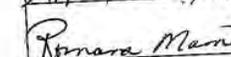
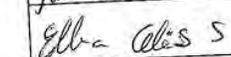
| Signature   | Name                    | City of Residence |
|---|-------------------------|-------------------|
|    | Rosemary Adams          | Renton            |
|    | Arany Viehmann          | Seattle           |
|    | Stephanie Qida Espinoza | Des Moines        |
|    | Arline L. Garai         | Seattle           |
|    | Susan Rich              | Seattle           |
|    | Allisa Green            | Seattle           |
|    | Wendy Swyf              | Seattle           |
|    | Angela Caster           | Auburn            |
|    | Shon Meckfessel         | Jewett            |
|    | Susan Landgraf          | Auburn            |
|    | SHARON HASHIMOTO        | Tukwila           |
|   | GAYATRI SIROTA          | ISSAQUAH          |
|  | ROTH WINDHOVER          | Seattle           |
|   |                         |                   |
|   |                         |                   |
|   |                         |                   |





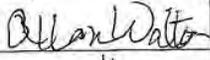
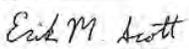
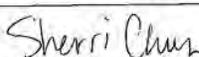
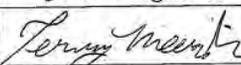
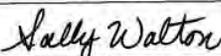
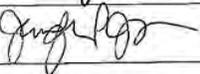
FW186-7

No comments

| Signature   | Name              | City of Residence |
|---|-------------------|-------------------|
|  | Becca Pinney      | Des Moines        |
|  | DAVID ABRUQUAH    | Federal Way       |
|  | Karen Herndon     | Seattle 98136     |
|  | LAP TRAN          | KENT              |
|  | TAM DUC           | Des Moines        |
|  | WILLIAM CHAMBERS  | GIG HARBOR        |
|  | Patricia A Lawson | Federal Way       |
|  | Ana Miyares       | Burien            |
|  | Blanca Berrios    | Burien            |
|  | XIN NGUYEN        | Federal Way       |
|  | Romera Mamerito   | Tukwila           |
|  | Elba Celis        | Renton            |
|   |                   |                   |
|   |                   |                   |
|   |                   |                   |
|   |                   |                   |

FW166-8

No comments

| Signature   | Name              | City of Residence |
|---|-------------------|-------------------|
|    | Allan Walton      | Normandy Park     |
|    | Razmehr Fardad    | Kent              |
|    | Helen Breen       | SEATTLE           |
|    | Scott Kn          | Kent              |
|    | Erik Scott        | Federal Way       |
|    | Sherri Chun       | Seattle           |
|    | Terry Meedink     | Federal Way       |
|    | Ellen Breen       | Seattle           |
|    | Shane Kibler      | Seattle           |
|    | Sally Walton      | Normandy Park     |
|    | Jennifer Johnston | Tacoma            |
|   | Christopher Benum | Tukwila           |
|  | Elizabeth Word    | Tacoma            |
|  | Marisa            | TACOMA            |
|   |                   |                   |



FW166-10

No comments

| Signature | Name                | City of Residence |
|-----------|---------------------|-------------------|
|           | James Peyton        | Kent              |
|           | KEVIN STANLEY       | Seattle           |
|           | Ruth Fricke         | Seattle           |
|           | Jennifer Jones      | Front             |
|           | Timothy J. McMannon | Seattle           |
|           | Shana Friend        | Auburn            |
|           | Ben Gonzalez        | Seattle           |
|           | Paul Fowers         | Bellevue          |
|           | Michele Mankin      | Seattle           |
|           | MARSA J. MAIR       | Kent              |
|           | Sue Fratton         | Renton            |
|           | Emmanuel Chiabi     | Spanaway          |
|           | MARK NORTH          | KENT              |
|           | Teresa Balkenende   | Seattle           |
|           | Lonnie Somer        | Seattle           |
|           | MOIRA FULTON        | SEATTLE           |

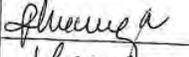
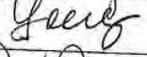
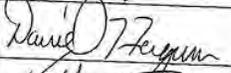
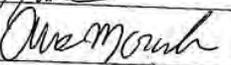
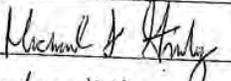
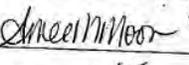
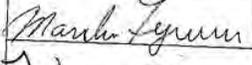
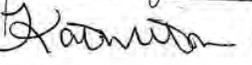
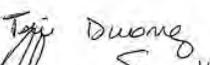
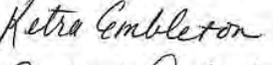
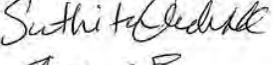
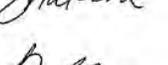
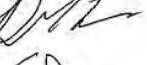
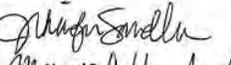
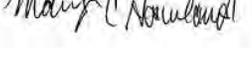
JACKIE PAN  
 LISA EASH  
 SHAWN BOUGHNER  
 BOB SAUGHNER

TERESA PAN  
 LISA EASH  
 SHAWN BOUGHNER  
 BOB SAUGHNER

NE TACOMA  
 Kent  
 New Castle  
 "

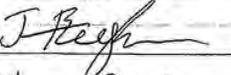
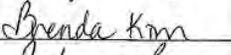
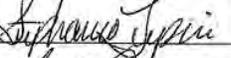
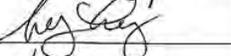
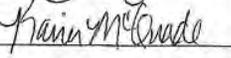
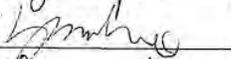
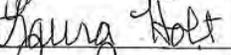
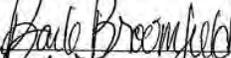
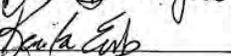
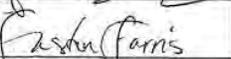


No comments

| Signature   | Name                | City of Residence |
|---|---------------------|-------------------|
|    | Eva Engelhard       | Kent              |
|    | NGA PHAM            | DES. MOINES       |
|    | Yung Suttell        | Maple Valley      |
|    | Daniel T Ferguson   | Des Moines        |
|    | KATHLEEN HASSELBLAD | TACOMA            |
|    | Ana Morales         | Auburn.           |
|    | Michael J Giruberg  | TACOMA            |
|    | Ameer M. Moon       | Kent              |
|    | Mariko Fujiwara     | Seattle.          |
|    | Katie Washington    | ORTING            |
|    | TRI DUONG           | DES MOINES.       |
|    | Adam Swallen        | Renton            |
|    | Ketra Embleton      | Edgewood          |
|   | Suthita Oudomsouk   | Tacoma            |
|  | Joe A. Aguilar      | Kent              |
|  | Shakira Erickson    | Federal Way       |
|  | Debra Dickson       | Federal Way       |
|  | Tania Lopez         | Seattle.          |
|  | Jennifer Sandler    | Federal Way       |
|  | MARY HOWLAND        | SEATTLE           |

FW166-13

No comments

| Signature   | Name              | City of Residence |
|---|-------------------|-------------------|
|    | LINDA J MICHAEL   | BURDEN            |
|    | James Birmingham  | TACOMA            |
|    | Elouise Cassatt   | Renton            |
|    | JUDI PERRY        | TACOMA            |
|    | Brenda Kim        | Issaquah          |
|    | Stephanie Turpin  | Spanaway          |
|    | Serey Long        | Kent              |
|    | Karin McQuade     | Sumner            |
|    | Meghan Spellman   | Kent              |
|    | Yasmin Mahalingam | Kent              |
|    | Laura Holt        | Federal way       |
|   | Barb Broomfield   | Autumn            |
|  | Kenita Erb        | Kirkland          |
|  | Crystal Kitterman | Des Moines        |
|  | Pha Siangxay      | Renton            |
|  | Justia Fornis     | Federal Way       |





FW166-16

No comments

| Signature | Name                | City of Residence |
|-----------|---------------------|-------------------|
|           | Patricia L. Daniels | Enumclaw          |
|           | Gary McLune         | Federal Way       |
|           | June Jarvey         | Bonney lake       |
|           | David Hanline       | Tacoma            |
|           | RACHNA KARNIK       | Federal Way       |
|           | MACIA MANCIN        | Federal Way       |
|           | Edward Richards     | Puyallup          |
|           | Randy Ellis         | Thurston/dly      |
|           | Mark Wynn           | Federal way       |
|           | Justin Pedersen     | Federal WAY       |
|           | Donald A. Sagmo     | Des Moines        |
|           | Kurtis W. Keltner   | Federal Way       |
|           | Dawn M. Saunders    | Seattle           |
|           | Phillip Wilson      | Federal Way       |
|           | Kyle Evans          | Kent              |
|           |                     |                   |

FW166-17

*No comments*

Digital Signatures:

Signed,

Name Kendall F. Evans City of Residence Pacific, WA

Signed,

Name Jonathan Brown City of Residence Seattle

Signed,

Noory Kim Seattle

Signed,

Name Clara Zamalloa City of Residence Federal Way

Signed,

Name Laura Yanez City of Residence Federal Way

Signed,

Name Sue Nickson City of Residence Federal Way WA

Signed,

Name Naomi Rujoni City of Residence Des Moines

Signed,

Name Richelle Enriquez City of Residence Burien

Signed,

Name Joey Taylor City of Residence Federal Way

FW166-18

*No comments*

Signed,

Cassandra L Bennett      City of Residence University Place

Signed,

Name Frkad Almaroof      City of Residence Kent, WA

Signed,

Name      City of Residence  
Kaylene Sum      Kent

Signed,

Thomas Bui      Renton

Signed,

Name Karina Adame-Meza      City of Residence Burien WA

Signed,

Rebecca Ring      City of Residence Des Moines

Signed,

Name **Kari Coglon Cantey**      City of Residence **Seattle**

Nadia B. Toussaint, West Seattle, WA

Dewayne Hartfield, Kent, WA

Maria Ramirez, Des Moines, WA

Mason Olivo, Burien, WA

Ben Friday, Des Moines, WA

Joyann Crisanto, Seattle, WA

Patty Worthington, Burien, WA

Thanks for sending this! I'd like to be a signer :) Madison Gridley, Federal Way

FW166-19

No comments

Please add my name!

*Vicky Hartley*

Sign on to the letter below by 1pm:

Barbara Lester Burien

Signed,

Noah Overby Resident of Des Moines, WA

*Noah Overby*

Signed,

Charlotte Fellers Auburn, WA 98002

Signed,

Ruth Krizan Normandy Park

Signed,

Hara Brook City of Residence – Seattle, WA 98118

I'd like to add my name to the letter.

Mariela Barriga, Seattle

Signed,

Name Angie Hunckler City of Residence Seattle

Signed,

Name: Ekkarath Sisavatdy City of Residence: Des Moines

FW166-20

No comments

Signed,  
Christine Neuffer                      Tukwila

I am in full support of the letter. Michael Pham, Auburn.

Thanks again!  
Gene Achziger                      Des Moines, WA 98198

Tim Wrye, Tacoma, WA

Signed,

Maati Ka'awa                      Resident of Des Moines

Dennis Steussy      City of Des Moines

Aylen Rounds, Seattle

Mary Boldt                      Auburn, WA

Rus Higley, Tacoma

Siew Lai Lilley                      Federal Way, WA

Emily Coates                      Des Moines

Signed,

Name Kip Wanzer                      City of Residence: Seattle

Signed,

Dana Rollins                      Kent

Awesome, James. Add me to the letter. I live in Seattle.

**Sherri Chun**

Natalie Sylva Bjorge                      Seattle

1 Des Moines, Washington, Thursday, May 7, 2015

2 4:00 p.m.

3 -----

4 **FW167** MS. DIAZ: Rebecca Diaz, R-e-b-e-c-c-a

5 D-i-a-z. I personally feel that the new route for the  
6 light rail should be definitely a lot closer to Highline  
7 because it makes it easier for the people that commute.  
8 Because right now the A Line takes a little bit too long  
9 because it makes a lot of stops, and it also doesn't  
10 create as much community or centers around it.

11 And I think that if the light rail was closer  
12 to Highline, that it would create a lot more businesses  
13 and a lot more people to Highline. Because right now we  
14 don't have a lot of like places to eat or like to hang  
15 out or do anything.

16 So we have to go a long way -- we either have  
17 to go up to like SeaTac or all the way down to Federal  
18 Way to eat. So I think that's very inconvenient. And  
19 it takes a lot of time out of my day as well as study  
20 time to go out to eat.

21 I really like the idea of the 5 Route because  
22 it would create an overpass to get closer. And it's  
23 like still close but doesn't cause a lot of disruption  
24 on the Pacific Highway.

25 But I also like the one where it's going

*Response to Comment I150-1*

Please see response to Common Comment 4 in Table 9-6 of Chapter 9 of the Final EIS.

I150-1



1 straight through the -- Route 99 -- because it's going  
 2 to create a lot of centers and really give, I feel, that  
 3 area more business. Because right now it's kind of dead  
 4 and not as nice as other parts that have more  
 5 transportation on them.  
 6 And that's it. That's all that I have to say.  
 7 Thank you.

8 MR. AN: My name is Bill An. A-n is last  
 9 name. First name is Bill, B-i-l-l. Thank you very much  
 10 giving me opportunity sharing this transit information.  
 11 The first thing I would like mentioning that -- as you  
 12 know, 320th exit over Federal Way is a four-lane exit  
 13 from the Freeway 5, including transit lane. Commercial  
 14 properties is location, location, location.

15 There is no four-lane exit from the Freeway 5,  
 16 south and north, up to California. This is a one-time  
 17 opportunity I buy this property. And then I would like  
 18 to keep as it is. If the transit taking over the  
 19 Gateway Center, it would be affected -- great impact  
 20 over City of Federal Way.

21 Because I have 22 tenants who has -- over  
 22 hundred -- several hundred employees -- plus direct  
 23 impact. They spending about their local community  
 24 thousands of dollars every year because of that. They  
 25 are annual expenses such as their landscape, electrical

1           So in order to organize all this, we strongly  
2 recommend that the 99 going through the Target area and  
3 the re-routing to behind the SeaTac Malls. That's most  
4 desirable at this moment because of that. And then we  
5 are --

6           However, this is the -- If you -- if the  
7 transit take over this property, there will be a great  
8 impact over -- economic impact over City of Federal Way  
9 because of that. Employment and their tenants -- or  
10 tenants' expenses -- local merchants and contractors  
11 will be -- may suffer from that.

12           So, if possible, please avoid this property.  
13 It is almost 17 acres property. Please try to avoid it  
14 as much as you can. And if you have to come -- 317 --  
15 please try to locate 317 north side rather than through  
16 my property -- by the school. Thank you very much.

17 **FW169**   MR. ROLLINS: My name is Dana Rollins. Last  
18 name, R-o-l-l-i-n-s. First name, D-a-n-a. I just like  
19 to say I'm in favor of having the light rail go here to  
20 campus, down 99. I think it makes a lot more sense in  
21 the long run, economically. I think it would do great  
22 for the community.

23           I think it'd be a safer route than running  
24 down I-5. It would be a lot more convenient for this  
25 area. I think -- which is -- it would be a boon for

1151-1

*Response to Comment 1151-1*

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

6  
1151-1

1 business as well -- for both Seattle and Des Moines/Kent  
2 area. Thank you for giving me the opportunity to say  
3 that.

4 MS. KRIZAN: My name is Ruth Krizan. It's  
5 K-r-i-z-a-n. I am a student here at Highline. I'm the  
6 Student Government Vice President. Highline College has  
7 17,000 students. Highline students live in Des Moines,  
8 Kent, Federal Way, SeaTac, Burien, Tukwila, Renton,  
9 Tacoma.

10 Highline College is a major destination for  
11 its public transportation users. Highline College  
12 students want a stop called Highline College Stop and  
13 the station to be as close to Highline College doors as  
14 possible. Thank you.

15 MR. ALMAROOF: I'm Erkad Almaroof, and I'm a  
16 student at Highline. And, actually, I found this  
17 project interesting -- to serve the community and the  
18 students, especially students at Highline. It connects  
19 Highline to Tacoma and the Tukwila and wherever this  
20 rail will go.

21 We need -- we urgently need the station close  
22 to our campus. This will help students to be more safe,  
23 save time. And it will encourage students like me who  
24 use their own cars to use the public transit --  
25 transportation.

## Letter FW170

Krizan, Ruth

Page 1

6

1 business as well -- for both Seattle and Des Moines/Kent  
2 area. Thank you for giving me the opportunity to say  
3 that.

4 **FW170** MS. KRIZAN: My name is Ruth Krizan. It's  
5 K-r-i-z-a-n. I am a student here at Highline. I'm the  
6 Student Government Vice President. Highline College has  
7 17,000 students. Highline students live in Des Moines,  
8 Kent, Federal Way, SeaTac, Burien, Tukwila, Renton,  
9 Tacoma.

10 Highline College is a major destination for  
11 its public transportation users. Highline College  
12 **I152-1** students want a stop called Highline College Stop and  
13 the station to be as close to Highline College doors as  
14 possible. Thank you.

15 MR. ALMAROOF: I'm Erkad Almaroof, and I'm a  
16 student at Highline. And, actually, I found this  
17 project interesting -- to serve the community and the  
18 students, especially students at Highline. It connects  
19 Highline to Tacoma and the Tukwila and wherever this  
20 rail will go.

21 We need -- we urgently need the station close  
22 to our campus. This will help students to be more safe,  
23 save time. And it will encourage students like me who  
24 use their own cars to use the public transit --  
25 transportation.

### *Response to Comment I152-1*

Sound Transit has a formal process for naming stations that occurs during final design. This is a public process and students, along with other members of the public, will have an opportunity to provide input on the station name. Please see response to Common Comment 4 in Table 9-6 of Chapter 9 of the Final EIS.

1 business as well -- for both Seattle and Des Moines/Kent  
2 area. Thank you for giving me the opportunity to say  
3 that.

4 MS. KRIZAN: My name is Ruth Krizan. It's  
5 K-r-i-z-a-n. I am a student here at Highline. I'm the  
6 Student Government Vice President. Highline College has  
7 17,000 students. Highline students live in Des Moines,  
8 Kent, Federal Way, SeaTac, Burien, Tukwila, Renton,  
9 Tacoma.

10 Highline College is a major destination for  
11 its public transportation users. Highline College  
12 students want a stop called Highline College Stop and  
13 the station to be as close to Highline College doors as  
14 possible. Thank you.

15 **FW171** MR. ALMAROOF: I'm Frkad Almaroof, and I'm a  
16 student at Highline. And, actually, I found this  
17 project interesting -- to serve the community and the  
18 students, especially students at Highline. It connects  
19 Highline to Tacoma and the Tukwila and wherever this  
20 rail will go.

21 We need -- we urgently need the station close  
22 to our campus. This will help students to be more safe,  
23 save time. And it will encourage students like me who  
24 use their own cars to use the public transit --  
25 transportation.

*Response to Comment I153-1*

Please see response to Common Comment 4 in Table 9-6 of Chapter 9 of the Final EIS.

7

1 This will be -- you know, would make a  
2 positive impact on our life as students, our safety, our  
3 connection to the -- to our campus, and also to be good  
4 for the environment -- for less consumption of fuel and  
1153-1 5 the pollution and all of that stuff.

6 I know that you have a very interesting  
7 alternatives -- designed alternatives. And I really  
8 like the SR 99, with the elevated station; not the  
9 trench station. And then -- in our parking area. I  
10 prefer the elevated station. I hope this one would be  
11 agreed. And thank you so much for your hard work to  
12 serve our community.

13 MR. BAH: My name is Abdul Aziz Bah,  
14 A-b-d-u-l. That's my name. My last name is B-a-h.  
15 Okay. So I am here to -- to speak out my opinion about  
16 the train being extended down to the south. I would  
17 like to -- I would like the train to be close to  
18 Highline, because I feel there's many -- there's  
19 students that commute to Highline and the train being  
20 closer to Highline.

21 The train being closer to Highline is going to  
22 help a lot of students commuting who don't have cars.  
23 And, on the other hand, to -- like, there are students  
24 who drive. I believe if the train is closer to  
25 Highline, I mean, some of them will opt for using the

Letter FW172

Bah, Abdul Aziz

Page 1

1 This will be -- you know, would make a  
2 positive impact on our life as students, our safety, our  
3 connection to the -- to our campus, and also to be good  
4 for the environment -- for less consumption of fuel and  
5 the pollution and all of that stuff.

6 I know that you have a very interesting  
7 alternatives -- designed alternatives. And I really  
8 like the SR 99, with the elevated station; not the  
9 trench station. And then -- in our parking area. I  
10 prefer the elevated station. I hope this one would be  
11 agreed. And thank you so much for your hard work to  
12 serve our community.

13 **FW172** MR. BAH: My name is Abdul Aziz Bah,

14 A-b-d-u-l. That's my name. My last name is B-a-h.

15 Okay. So I am here to -- to speak out my opinion about  
16 the train being extended down to the south. I would  
17 like to -- I would like the train to be close to  
18 Highline, because I feel there's many -- there's  
19 students that commute to Highline and the train being  
20 closer to Highline.

21 The train being closer to Highline is going to  
22 help a lot of students commuting who don't have cars.

23 And, on the other hand, to -- like, there are students  
24 who drive. I believe if the train is closer to  
25 Highline, I mean, some of them will opt for using the

1154-1  
1154-2

*Response to Comment 1154-1*

Please see response to Common Comment 4 in Table 9-6 of Chapter 9 of the Final EIS.

*Response to Comment 1154-2*

Student ridership for the Kent/Des Moines Station location would be similar for most Kent/Des Moines Station locations. Section 4.6, Air Quality, describes the air quality benefits associated with the FWLE.

*Response to Comment I154-3*

Please see response to Common Comment 11.

1 train other than their own cars.  
2           And I believe that's going to -- If less  
1154-2 3 people are driving, that's less carbon monoxide, you  
4 know, transmitted into the air, into the environment.  
5 So in the environmental protection aspect of it, I think  
6 that's going to save the environment. And, you know, us  
7 students driving -- I mean, less traffic too, you know,  
8 less traffic congestion. So that's also a plus for  
9 having the train close to Highline.  
10           And even if it's not just the students -- I  
11 have used the bus all times of the day and night. And  
12 there are a lot of -- the A Line to Federal Way is  
13 always busy. And I believe if -- because there are  
14 people who live in Federal Way who work at Seattle and  
15 who work at the airport.  
16           And I believe if -- and they use the A Line,  
1154-3 17 which is why the A Line is always busy. And I believe  
18 if the train passes through Highline -- you know, going  
19 down south -- it's going to really help a lot of people,  
20 you know, in their transportation.  
21           So I believe if -- if -- if the train is  
22 closer to Highline, you know, a lot of people will  
23 benefit from it. That's why -- That's my comment about  
24 the train extension, yeah.  
25           MR. EVANS: My name is Kendall Evans,

1 train other than their own cars.

2           And I believe that's going to -- If less  
3 people are driving, that's less carbon monoxide, you  
4 know, transmitted into the air, into the environment.  
5 So in the environmental protection aspect of it, I think  
6 that's going to save the environment. And, you know, us  
7 students driving -- I mean, less traffic too, you know,  
8 less traffic congestion. So that's also a plus for  
9 having the train close to Highline.

10           And even if it's not just the students -- I  
11 have used the bus all times of the day and night. And  
12 there are a lot of -- the A Line to Federal Way is  
13 always busy. And I believe if -- because there are  
14 people who live in Federal Way who work at Seattle and  
15 who work at the airport.

16           And I believe if -- and they use the A Line,  
17 which is why the A Line is always busy. And I believe  
18 if the train passes through Highline -- you know, going  
19 down south -- it's going to really help a lot of people,  
20 you know, in their transportation.

21           So I believe if -- if -- if the train is  
22 closer to Highline, you know, a lot of people will  
23 benefit from it. That's why -- That's my comment about  
24 the train extension, yeah.

25 **FW173**       MR. EVANS: My name is Kendall Evans,

1 K=e-n-d-a-l-l. Last name, E-v-a-n-s. My statement  
 2 would be -- I believe that it would be horribly  
 3 unethical and immoral for us to put a station anywhere  
 4 other than as close as we can get it to a major  
 5 destination, such as Highline College.

6 We have young people that attend college here.  
 7 We have the largest high school population that are  
 8 running -- are participating in the Running Start  
 9 Program. If we're going to make them walk through an  
 10 already known criminalized area to get to classes, we're  
 11 going to be spending more money in the long run than we  
 12 already do. It's just -- basically boils down to  
 13 numbers right now.

14 I understand the need to keep it -- that the  
 15 property gets cheaper as we move away from 99 and closer  
 16 to I-5. But the expenditures that I see afterwards will  
 17 be from criminal activity and putting our students in  
 18 harm's way. That's all I have to say. Thank you.

19 MS. KIM: Well, my name is Noory Kim,  
 20 N-o-o-r-y. And last name is Kim, K-i-m. All right. So  
 21 thank you so much for the opportunity for me to be here.  
 22 I'm really thankful that there is a chance for the  
 23 public to share our input. And so I wanted to share  
 24 more from a viewpoint of a state employee.

25 So I'm currently an employee of Highline

*Response to Comment I155-1*

Please see responses to Common Comments 4 and 7 in Table 9-6 of Chapter 9 of the Final EIS. Please refer to Section 4.14, Public Services, Safety, and Security, for information on crime and measures to address crime in the station areas.

## Letter FW174

Kim, Noory

*No comments*

Page 1

9

1 K-e-n-d-a-l-l. Last name, E-v-a-n-s. My statement  
2 would be -- I believe that it would be horribly  
3 unethical and immoral for us to put a station anywhere  
4 other than as close as we can get it to a major  
5 destination, such as Highline College.

6 We have young people that attend college here.  
7 We have the largest high school population that are  
8 running -- are participating in the Running Start  
9 Program. If we're going to make them walk through an  
10 already known criminalized area to get to classes, we're  
11 going to be spending more money in the long run than we  
12 already do. It's just -- basically boils down to  
13 numbers right now.

14 I understand the need to keep it -- that the  
15 property gets cheaper as we move away from 99 and closer  
16 to I-5. But the expenditures that I see afterwards will  
17 be from criminal activity and putting our students in  
18 harm's way. That's all I have to say. Thank you.

19 **FW174** MS. KIM: Well, my name is Noory Kim,  
20 N-o-o-r-y. And last name is Kim, K-i-m. All right. So  
21 thank you so much for the opportunity for me to be here.  
22 I'm really thankful that there is a chance for the  
23 public to share our input. And so I wanted to share  
24 more from a viewpoint of a state employee.

25 So I'm currently an employee of Highline

1 College. And I heard that there are different options  
 2 that are currently being laid out in terms of where all  
 3 the -- where all the light rail stations would possibly  
 4 be. And I think the two biggest options are either more  
 5 along the I-5 or more along the I-99.

6 And I wanted to share my opinion and just  
 7 input around why it's important to build the light rail  
 8 more along the 99 versus I-5. Because, one, I  
 9 understand that there is a cost difference in terms of  
 10 being less expensive on the I-5 versus I-99.

11 But when I was looking at the number of who  
 12 will be displaced in terms of the residents -- or  
 13 residential unit versus the business unit -- it was a  
 14 huge -- a significant difference in business being  
 15 displaced more along 99 and only about 36 of residential  
 16 area being displaced, versus the other way around on I-5  
 17 where there are close to over 300 residential area.

18 And I don't know what the state policy is  
 19 around compensating or really accommodating the  
 20 residential areas. And it was a concern for me because  
 21 I was looking at the study of what they have tested of  
 22 the areas -- of kind of all the different King County,  
 23 South King County. And where Highline is located is  
 24 very high population of low income.

25 We have a huge number of our immigrant

1156-1

1156-2

*Response to Comment I156-1*

Please see responses to Common Comments 1 and 3 in Table 9-6 of Chapter 9 of the Final EIS.

*Response to Comment I156-2*

Please see responses to Common Comments 4 and 8.

11

1 population, refugees. And all of them socioeconomically  
2 are limited in terms of what they're able to bring in  
3 terms of the vitality of the communities -- really  
4 dependent on light rail.

5         And so when it's along the I-5, it's really  
6 geared towards people who are really commuting from  
7 south up to Seattle to work Downtown, which usually are  
8 people who are at a higher pay rate. And so just the  
9 impact of who is it serving? It really -- it really is  
10 about who are we serving? Who are we serving in terms  
11 of the people who really need the services?

12         Because we do already have current public  
13 trans -- system link. You know, there is the train;  
14 there is the bus. And so what is unique to the light  
15 rail that is important? I think it really serves the  
16 community that are here.

17         And also, in terms of access for the students,  
18 another concern is that if we were to build the light  
19 rail away from Highline -- the farther away we go --  
20 then most likely -- like other Metro -- other systems  
21 that are actually not through the link rail will be  
22 planning around the station. So what -- will mean is  
23 that -- planning around this feature, wherever the  
24 station will be at.

25         And if that's the case, then all the bus

12

1 routes will be starting to be directed towards the --  
2 the station, wherever it is. And so the farther away it  
3 is from Highline, the current bus routes are moving --  
4 going directly to Highline -- will not be then going to  
5 Highline. They will be accommodating around this new  
6 station.

7 And so then that would be a decrease of our  
8 students -- of who can have access to the education here  
9 because then they can't -- they can't come to the school  
10 because that means -- What about our students with  
11 disability or even just the safety along just the  
12 development around here?

13 And so you just -- Even thinking about the  
14 long-term indirect impact of what would the station look  
15 like, I really feel like for our students in terms of --  
16 We have 70 percent of students of color, which means  
17 that they are -- Again, those students of color are  
18 oftentimes coming from a lower socioeconomic standpoint.

19 And so being able to serve our students, I  
20 think, is important that we're able to get all of their  
21 needs met. And so -- yeah, really, again to  
22 summarize really -- not the impact of the students of --  
23 of the route -- of residential areas that would be  
24 displaced. That's one point.

25 And then the second, really, is about how

1 would that bring access to our students in terms of them  
2 being able to serve our 17,000 students that are here  
3 long-term? And, really, I ask the people who are  
4 considering -- the Board and whoever is making the  
1156-2 decision is -- who are you really serving?

5  
6 If you're already investing 1.4 to 1.7  
7 whatever billion dollars on it, how would those  
8 long-term amounts actually really like be invested  
9 towards -- in terms of increased ridership and all that?  
10 So I really ask if you are here for true social justice,  
11 to really consider more closer to 99 as much as  
12 possible. So thank you so much for your time.

13 MS. HUDSON: My name is Amy Hudson. I  
14 basically had a question. And it was to -- where would  
15 residents, if they were tearing down properties and  
16 management -- I guess, different properties -- where  
17 would residents go that are currently living in those  
18 facilities?

19 MS. RENNER: I'm Cassandra Renner,  
20 R-e-n-n-e-r. Would Sound Transit help move the  
21 displaced residents as well?

22 MS. AZEEZ: My first name is Nimotalai,  
23 N-i-m-o-t-a-l-a-i. My last name is Azeez, A-z-e-e-z.  
24 And my comment. When I -- I remember when light rail  
25 first opened in Seattle. And I never really thought

## Letter FW175

Hudson, Amy

Page 1

13

1 would that bring access to our students in terms of them  
2 being able to serve our 17,000 students that are here  
3 long-term? And, really, I ask the people who are  
4 considering -- the Board and whoever is making the  
5 decision is -- who are you really serving?  
6 If you're already investing 1.4 to 1.7  
7 whatever billion dollars on it, how would those  
8 long-term amounts actually really like be invested  
9 towards -- in terms of increased ridership and all that?  
10 So I really ask if you are here for true social justice,  
11 to really consider more closer to 99 as much as  
12 possible. So thank you so much for your time.

13 **FW175** MS. HUDSON: My name is Amy Hudson. I  
14 basically had a question. And it was to -- where would  
15 residents, if they were tearing down properties and  
16 management -- I guess, different properties -- where  
17 would residents go that are currently living in those  
18 facilities?

19 MS. RENNER: I'm Cassandra Renner,  
20 R-e-n-n-e-r. Would Sound Transit help move the  
21 displaced residents as well?

22 MS. AZEEZ: My first name is Nimotalai,  
23 N-i-m-o-t-a-l-a-i. My last name is Azeez, A-z-e-e-z.  
24 And my comment. When I -- I remember when light rail  
25 first opened in Seattle. And I never really thought

### *Response to Comment I157-1*

Section 4.1, Acquisitions, Displacements, and Relocations, describes the property acquisition and relocation processes, and the relocation assistance and benefits that Sound Transit will provide.

## Letter FW176

Renner, Cassandra

Page 1

13

1 would that bring access to our students in terms of them  
2 being able to serve our 17,000 students that are here  
3 long-term? And, really, I ask the people who are  
4 considering -- the Board and whoever is making the  
5 decision is -- who are you really serving?

6 If you're already investing 1.4 to 1.7  
7 whatever billion dollars on it, how would those  
8 long-term amounts actually really like be invested  
9 towards -- in terms of increased ridership and all that?  
10 So I really ask if you are here for true social justice,  
11 to really consider more closer to 99 as much as  
12 possible. So thank you so much for your time.

13 MS. HUDSON: My name is Amy Hudson. I  
14 basically had a question. And it was to -- where would  
15 residents, if they were tearing down properties and  
16 management -- I guess, different properties -- where  
17 would residents go that are currently living in those  
18 facilities?

19 **FW176** MS. RENNER: I'm Cassandra Renner,  
20 R-e-n-n-e-r. Would Sound Transit help move the  
21 displaced residents as well?

22 MS. AZEEZ: My first name is Nimotalai,  
23 N-i-m-o-t-a-l-a-i. My last name is Azeez, A-z-e-e-z.  
24 And my comment. When I -- I remember when light rail  
25 first opened in Seattle. And I never really thought

### *Response to Comment I158-1*

Section 4.1, Acquisitions, Displacements, and Relocations, describes the property acquisition and relocation processes, and the relocation assistance and benefits that Sound Transit will provide.

Letter FW177

Azeez, Nimotalai

Page 1

1 would that bring access to our students in terms of them  
2 being able to serve our 17,000 students that are here  
3 long-term? And, really, I ask the people who are  
4 considering -- the Board and whoever is making the  
5 decision is -- who are you really serving?

6 If you're already investing 1.4 to 1.7  
7 whatever billion dollars on it, how would those  
8 long-term amounts actually really like be invested  
9 towards -- in terms of increased ridership and all that?  
10 So I really ask if you are here for true social justice,  
11 to really consider more closer to 99 as much as  
12 possible. So thank you so much for your time.

13 MS. HUDSON: My name is Amy Hudson. I  
14 basically had a question. And it was to -- where would  
15 residents, if they were tearing down properties and  
16 management -- I guess, different properties -- where  
17 would residents go that are currently living in those  
18 facilities?

19 MS. RENNER: I'm Cassandra Renner,  
20 R-e-n-n-e-r. Would Sound Transit help move the  
21 displaced residents as well?

22 **FW177** MS. AZEEZ: My first name is Nimotalai,  
23 N-i-m-o-t-a-l-a-i. My last name is Azeez, A-z-e-e-z.  
24 And my comment. When I -- I remember when light rail  
25 first opened in Seattle. And I never really thought

1159-1



*Response to Comment I159-1*

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

*Response to Comment I159-2*

Please see response to Common Comment 11.

14

1 about what that would be like to have it connected from  
2 Federal Way to Des Moines, as being someone who spent  
3 most of their life growing up in Federal Way.

4  
I159-1 And, personally, I would like to see that type  
5 of transportation happen; specifically, the Pacific  
6 Highway 99 Alternative mostly because this opportunity  
7 has a lot of room for transit-oriented development.  
8 I -- Always growing up, I thought Seattle was like the  
9 place to be and where stuff happens. And I would like  
10 to see that happen in Federal Way and Des Moines as  
11 well. Years later, I now feel connected to these  
12 places; one of which -- growing up in Federal Way.

13 And then, secondly, I am an alumni of Highline  
14 College. And so I feel really connected to Federal Way  
15 and Des Moines and feel like -- These places mean a lot  
16 to me, and I would like to see that be expanded to the  
17 broader county. I think that other places besides  
I159-2 Seattle can be places to go to.

19 And my only concern is that I would hope that  
20 with the development, that the culture that I find and  
21 the sense of home that I feel in Federal Way and Des  
22 Moines would not be diminished but only improved. Thank  
23 you.

24 MS. STRAUSS-CLARK: Ladies and gentlemen,  
25 we're going to be starting the hearing portion in just

## Letter FW178

Durkan, Martin

*No comments*

Page 1

21

1 microphone, please state your name for the record and  
2 spell your last name. And that will help our court  
3 reporter track your comments. I think that is all I  
4 have to mention -- Oh, yes, just a reminder. I've said  
5 this a few times.

6 But if speaking in the mike in front of a  
7 crowd is not your thing or your comment is longer  
8 than -- you need longer than three minutes to fully  
9 express your views or you have a lot of technical and  
10 detailed comments, as Kent mentioned, there's a number  
11 of other ways to provide comment. And all of the  
12 comments are considered. So speaking in a microphone  
13 does not trump any of the other ways you can provide  
14 your comments tonight.

15 So, with that, let's go ahead and get started.  
16 And please forgive me in advance if I mispronounce your  
17 last name. I will do my very best here.

18 Starting with Martin Durkan at the mike,  
19 followed by Shannon Shamseldin and then Travis Farrell.  
20 Please state your name and spell your last name for the  
21 record.

22 **FW178** MR. DURKAN: Martin Durkan Jr. 330 Southwest  
23 43rd Street, Renton, Washington. I'm a professional  
24 land use consultant and lobbyist.

25 Thank you, Jamie and Councilmember Upthegrove

1 and all the Sound Transit staff, for a very professional  
2 job and helpful job that you've done -- certainly, with  
3 the issues I'm working on and -- and appreciate the hard  
4 work you've put into the process.

5 I represent three clients -- City of Federal  
6 Way, who will be making an official decision next week  
7 on their preferred alternative so I can't speak to that  
8 right now; the Shamseldin Family, who owns the Alaska  
9 Gold Coast Building; and the Travis Farrell Group, that  
10 owns the Plaza Center. They are here with us tonight.  
11 So they will be speaking specifically to you.

12 We want to be on the record that we do favor  
13 the 509 to I-5 Route. One, it's considerably cheaper  
14 obviously -- which will provide you more funds to get  
15 further south to Federal Way and Tacoma. It also has  
16 substantially less impact on -- on businesses in the  
17 area, which is a very important --

18 Unlike Seattle, the economy hasn't come back  
19 as quick on the south end. And it's very important that  
20 we keep our employment base strong and revenue coming  
21 into our cities. It also has comparable ridership,  
22 which is important. And I know ridership is very  
23 important to everybody that's going to be supporting  
24 this issue.

25 It does, however, displace more single-family

*Response to Comment I160-1*

Please see response to Common Comment 2 in Table 9-6 of Chapter 9 of the Final EIS.



1160-1

1 homes. And so we understand the importance of providing  
2 those people with alternative places to live and moving  
3 expenses and things of that nature. So thank you again  
4 for your time, and I appreciate working with you.

5 MS. STRAUZ-CLARK: Thank you.

6 And up next is Shannon Shamseldin, followed by  
7 Travis Farrell and then a group of three -- Laura Yanez,  
8 Latonya Brisbane, and Ruth Krizan.

9 Please state your name and spell your last  
10 name for the record.

11 MR. SHAMSELDIN: Yes. Shannon Shamseldin,  
12 spelled S-h-a-m-s-e-l-d-i-n. And I want to start off by  
13 saying thank you so much for having -- giving us the  
14 opportunity to talk. Everybody here obviously -- what a  
15 great group and a beautiful campus. I've never been  
16 here, frankly. It's just incredible.

17 A couple of things -- And, also, I just want  
18 to say that you have an incredible group. I met  
19 everybody -- Cahill, Chelsea, Tulane, and Mike -- good  
20 group that represents Sound Transit.

21 My story is a basic one. My family -- my  
22 grandmother and grandfather -- a great immigrant story.  
23 They moved here from Lebanon in the 1930s, worked as a  
24 cook and a waitress and built -- and purchased some  
25 property next door, across the street, which is a chunk

## Letter FW184

Thomas, Ariana

*No comments*

Page 1

28

1 I really thank you for the opportunity to share.

2 MS. BRISBANE: So I'm here on behalf of the  
3 Thunder Watch Safety Committee. And a big concern of  
4 ours is in dealing with the ridership count that Sound  
5 Transit has provided -- between the 5,000 and 9,000 --  
6 between all 9 stops that have been discussed.

7 So our interest is for the safety of our  
8 students. And, that being a major priority, we're  
9 hoping that you seeing that the ridership for the stop  
10 that would be here at Des Moines would help alleviate  
11 some of that concern and the safety of our students  
12 walking from the farthest distance and, rather, having  
13 it closest to Highline as possible to help with that.

14 We also are interested in getting more  
15 students on public transportation. And we found that if  
16 more -- if the stop is closer to Highline, it's likely  
17 that students would -- would ride it more so than having  
18 it be at a farther distance. And I think that's it for  
19 me. So thank you.

20 MS. STRAUZ-CLARK: Up next is Ariana Thomas,  
21 followed by Kevin Morris, followed by -- I think it's  
22 Koro Harioniishi.

23 Please state your name and spell your last  
24 name.

25 **FW184** MS. THOMAS: Ariana Thomas, T-h-o-m-a-s. So

1 just to share a personal story, I live on 272nd; but,  
 2 also, 288th goes to my house. And because I'm a student  
 3 worker here, I do catch the A Line. And there are times  
 4 where the bus is too full or I don't have bus money.  
 5 And so I would have to walk from Highline to 272nd  
 6 and -- with my son.

7 And I know that there are other students on  
 8 campus who have children who would benefit a lot with a  
 9 light rail next to Highline and a light rail that would  
 10 drop off students on any street on Highway 99. And so I  
 11 definitely am for the light rail being as close to  
 12 Highline as possible, as they're all saying. And I know  
 13 that it would be beneficial to many students on this  
 14 campus. Thank you.

15 MS. STRAUZ-CLARK: Next up is Kevin Morris,  
 16 followed by Koro Harioniishi, followed by Isaiah Marley.

17 Please state your name and spell your last  
 18 name.

19 MR. MORRIS: Yes. Kevin Morris, M-o-r-r-i-s.  
 20 I own a business and property on 22805 Pacific Highway  
 21 South. Under the plan for the 99 corridor, the -- a  
 22 portion of my property's impacted. I received the  
 23 letter, as other landowners have as well. My biggest  
 24 concern is -- as I wrote my property tax assessment this  
 25 last week -- that it could be upwards of another year of

*Response to Comment I161-1*

Please see response to Common Comment 4 in Table 9-6 of Chapter 9 of the Final EIS.

## Letter FW185

Morris, Kevin

Page 1

29

1 just to share a personal story, I live on 272nd; but,  
2 also, 288th goes to my house. And because I'm a student  
3 worker here, I do catch the A Line. And there are times  
4 where the bus is too full or I don't have bus money.  
5 And so I would have to walk from Highline to 272nd  
6 and -- with my son.

7 And I know that there are other students on  
8 campus who have children who would benefit a lot with a  
9 light rail next to Highline and a light rail that would  
10 drop off students on any street on Highway 99. And so I  
11 definitely am for the light rail being as close to  
12 Highline as possible, as they're all saying. And I know  
13 that it would be beneficial to many students on this  
14 campus. Thank you.

15 MS. STRAUZ-CLARK: Next up is Kevin Morris,  
16 followed by Koro Harioniishi, followed by Isaiah Marley.

17 Please state your name and spell your last  
18 name.

19 **FW185** MR. MORRIS: Yes. Kevin Morris, M-o-r-r-i-s.

20 I own a business and property on 22805 Pacific Highway  
21 South. Under the plan for the 99 corridor, the -- a  
22 portion of my property's impacted. I received the  
23 letter, as other landowners have as well. My biggest  
24 concern is -- as I wrote my property tax assessment this  
1162-1 last week -- that it could be upwards of another year of

### *Response to Comment 1162-1*

The Sound Transit Board identified the FWLE Preferred Alternative in July 2015. Sound Transit notified potentially affected property owners prior to the Draft EIS publication in the fall of 2014. Sound Transit staff is available to meet with you to discuss the process and your concerns about your property.

1 sitting under a cloud, not being able to sell my  
2 property if I wanted to. And it has been listed.

1162-1 And my -- I would like to see -- as a  
4 landowner, I would like to be notified and have the  
5 landowners be notified as soon as possible whether  
6 they're going to be able to sell their property or not.  
7 And it's -- it's something that we have to disclose when  
8 we do try to sell property. And so it's important that  
9 we can be -- communicated -- and know. Thank you.

10 MS. STRAUZ-CLARK: Up next is Koro  
11 Harioniishi. I hope I'm saying that right. I'll read  
12 the address in case I'm mispronouncing that. 24018 26th  
13 Place. Does that ring a bell for anyone? Okay. If  
14 that person does come, we can call him later.

15 Isaiah Marley, followed by Virg Staiger,  
16 followed by James Peyton.

17 Isaiah? Please state your name and spell your  
18 last name.

19 MR. MARLEY: So can I just talk without the  
20 microphone?

21 MS. STRAUZ-CLARK: Sure, if you can speak  
22 loud enough for the court reporter.

23 MR. MARLEY: My name is Isaiah Marley. My  
24 last name is M-a-r-l-e-y, same as Bob Marley. I go to  
25 Highline College. I'm a sophomore here. I think it'll

Letter FW186

Marley, Isaiah

Page 1

30

1 sitting under a cloud, not being able to sell my  
2 property if I wanted to. And it has been listed.  
3 And my -- I would like to see -- as a  
4 landowner, I would like to be notified and have the  
5 landowners be notified as soon as possible whether  
6 they're going to be able to sell their property or not.  
7 And it's -- it's something that we have to disclose when  
8 we do try to sell property. And so it's important that  
9 we can be -- communicated -- and know. Thank you.

10 MS. STRAUZ-CLARK: Up next is Koro  
11 Harioniishi. I hope I'm saying that right. I'll read  
12 the address in case I'm mispronouncing that. 24018 26th  
13 Place. Does that ring a bell for anyone? Okay. If  
14 that person does come, we can call him later.

15 Isaiah Marley, followed by Virg Staiger,  
16 followed by James Peyton.

17 Isaiah? Please state your name and spell your  
18 last name.

19 **FW186** MR. MARLEY: So can I just talk without the  
20 microphone?

21 MS. STRAUZ-CLARK: Sure, if you can speak  
22 loud enough for the court reporter.

23 MR. MARLEY: My name is Isaiah Marley. My  
24 last name is M-a-r-l-e-y, same as Bob Marley. I go to  
25 Highline College. I'm a sophomore here. I think it'll

1163-1



*Response to Comment 1163-1*

In developing alternatives Sound Transit avoided and minimized impacts where possible, but some displacements would be unavoidable. Section 4.1, Acquisitions, Displacements, and Relocations, describes the property acquisition and relocation processes, and the relocation assistance and benefits that Sound Transit will provide.

1 be good that you guys are building the light rail. But  
 2 then I'm thinking about like -- what are people going to  
 3 do when -- when you guys make this light rail? Like the  
 4 people would have to move out and stuff. So, you know,  
 5 it's a cause-and-effect. So like -- I'm kind of a  
 6 little bit nervous, but -- And it's about it. I mean,  
 7 that's about it.

8 MS. STRAUSS-CLARK: Next up is Virg Staiger,  
 9 followed by James Peyton, followed by Dave Kaplan.

10 Please state your name and spell your last  
 11 name.

12 MR. STAIGER: My name is Virg Staiger,  
 13 S-t-a-i-g-e-r. I've been a resident of the Des Moines  
 14 area since 1963. It's the first year I enrolled at  
 15 Highline Community College, the first -- the first day  
 16 we had campus. And I've worked at Highline College for  
 17 32 years. And I'm currently the new Chair of the Alumni  
 18 Association, which began in December.

19 I really think that it's appropriate to have  
 20 the station as close to the college campus as possible.  
 21 And also I know the displacement if it would be on 99.  
 22 But looking forward to 20, 30, 40 years for economic  
 23 development, I think development on 99 would be very  
 24 beneficial for the future. And that's basically what I  
 25 see.

Letter FW187

Staiger, Virg

Page 1

1 be good that you guys are building the light rail. But  
2 then I'm thinking about like -- what are people going to  
3 do when -- when you guys make this light rail? Like the  
4 people would have to move out and stuff. So, you know,  
5 it's a cause-and-effect. So like -- I'm kind of a  
6 little bit nervous, but -- And it's about it. I mean,  
7 that's about it.

8 MS. STRAUZ-CLARK: Next up is Virg Staiger,  
9 followed by James Peyton, followed by Dave Kaplan.  
10 Please state your name and spell your last  
11 name.

12 **FW187** MR. STAIGER: My name is Virg Staiger,  
13 S-t-a-i-g-e-r. I've been a resident of the Des Moines  
14 area since 1963. It's the first year I enrolled at  
15 Highline Community College, the first -- the first day  
16 we had campus. And I've worked at Highline College for  
17 32 years. And I'm currently the new Chair of the Alumni  
18 Association, which began in December.

19 I really think that it's appropriate to have  
20 the station as close to the college campus as possible.  
21 And also I know the displacement if it would be on 99.  
22 But looking forward to 20, 30, 40 years for economic  
23 development, I think development on 99 would be very  
24 beneficial for the future. And that's basically what I  
25 see.

*Response to Comment I164-1*

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

I164-1  
↓

1  
1164-1

I also see the I-5 Alternative too as -- as  
less expensive. But I don't see it as offering that  
much economic development. And I really thank Sound  
Transit for coming tonight and for all the information,  
especially from Kent. I spent probably 10, 15 minutes  
with him and with David. So thank you.

MS. STRAUZ-CLARK: Up next is James Peyton,  
followed by Dave Kaplan, followed by Trey Taylor.

Please state your name and spell your last  
name.

MR. PEYTON: Hi, my name is James Peyton. And  
it's P-e-y-t-o-n. I'm here this evening to deliver a  
letter signed by 230 people.

Dear Sound Transit Board, we are writing in  
support of the State Route 99 Alignment option for the  
Angle Lake/Federal Way Light Rail Extension. Our  
reasons are as follows: One, the light rail has the  
potential to be a catalyst for a more sustainable  
economic development in Southwest King County.

To reach that long-term potential, the stops  
need to be located where people and businesses are or  
where we want them to be in the future. Concentrations  
of businesses and people are what we need for a  
sustainable development.

The FAA facility that will be going in at

Letter FW188

Peyton, James

Page 1

1 I also see the I-5 Alternative too as -- as  
2 less expensive. But I don't see it as offering that  
3 much economic development. And I really thank Sound  
4 Transit for coming tonight and for all the information,  
5 especially from Kent. I spent probably 10, 15 minutes  
6 with him and with David. So thank you.

7 MS. STRAUSZ-CLARK: Up next is James Peyton,  
8 followed by Dave Kaplan, followed by Trey Taylor.

9 Please state your name and spell your last  
10 name.

11 **FW188** MR. PEYTON: Hi, my name is James Peyton. And  
12 it's P-e-y-t-o-n. I'm here this evening to deliver a  
13 letter signed by 230 people.

14 Dear Sound Transit Board, we are writing in  
15 support of the State Route 99 Alignment option for the  
16 Angle Lake/Federal Way Light Rail Extension. Our  
17 reasons are as follows: One, the light rail has the  
18 potential to be a catalyst for a more sustainable  
19 economic development in Southwest King County.

20 To reach that long-term potential, the stops  
21 need to be located where people and businesses are or  
22 where we want them to be in the future. Concentrations  
23 of businesses and people are what we need for a  
24 sustainable development.

25 The FAA facility that will be going in at

1165-2

*Response to Comment 1165-1*

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

*Response to Comment 1165-2*

Although a potential additional station at S 216th Street is evaluated in the EIS, it is not funded under ST2 or proposed for funding under ST3. This area would be accessible from the Angle Lake or Kent/Des Moines Station with a transfer to RapidRide A Line.

*Response to Comment I165-3*

Please see responses to Common Comments 7 and 8.

1165-2

1 216th and 24th is a good example. It's got 1,600  
2 employees. There should be a stop at 216th, close to  
3 Pacific Highway. If that facility is well served, other  
4 large-scale employers are more likely to locate there.

5           The light rail should be -- two, the light  
6 rail should be a transit within our richly diverse  
7 community; not just another commuter train for people  
8 who work in Seattle. The Sounder train and express  
9 buses on I-5 already serve Seattle commuters and do it  
10 faster.

11           Number three, no matter what the route, it's a  
12 lot of money -- \$1.4 to \$1.9 billion. That money should  
13 be invested with the greatest long-term potential for  
14 serving and improving the livability and quality of life  
15 of our communities. Southwest King County is  
16 disadvantaged compared to wealthier areas of King County  
17 in terms of life expectancy, 77 versus 85 years;

1165-3

18 household income, 45,000 compared to 118,000; and  
19 educational attainment -- bachelor's degree or higher --  
20 24 percent compared to 46 percent for the county as a  
21 whole.

22           To a large degree, the current placement of  
23 infrastructure -- freeways, airports, large-scale  
24 industrial and retail facilities -- have created those  
25 disparities. The light rail route should make an

1 explicit effort to improve this history by creating as  
2 much potential for a sustainable, community-accessible,  
3 mixed development as possible.

4 Four, public safety as well as perceived  
5 safety is another important argument for State Route 99  
6 Alignment. More ridership in well-traveled areas is  
7 safer. Keeping the stops in visible, busy destinations  
8 along Pacific Highway reduces the potential for riders  
9 to be targets for crime or to feel that they are.

10 This regional development project is a unique  
11 opportunity to simultaneously address many challenges  
12 facing Southwest King County in a positive manner. We  
13 have the chance to create a model of how suburban  
14 transit can permanently transform a diverse community  
15 that has been historically disadvantaged in terms of  
16 housing, education, jobs, and local transportation.

17 To ignore the local neighborhoods in favor of  
18 building yet another way for development to literally  
19 pass us by, would be a shortsighted and costly mistake.

20 Signed. Thank you.

21 MS. STRAUSZ-CLARK: Next up is Dave Kaplan,  
22 followed by Trey Taylor, followed by Dwight Hyland.

23 Please state your name and spell your last  
24 name.

25 MR. KAPLAN: Dave Kaplan, K-a-p-l-a-n. I'm

## Letter FW190

Taylor, Joey

Page 1

36

1 development and does not result in a net loss for the  
2 city, that takes into consideration the costs involved  
3 in constructing and locating a facility, that serves the  
4 needs of the College, and that provides the best  
5 opportunities for mitigation and environmental impacts.

6 As you can see, these are complex challenges.  
7 And we are encouraged by the input we've received from  
8 the community. And we intend to address all of those  
9 issues. The city council establishes recommendations  
10 for preferred alignment in concert with our neighboring  
11 cities. And our council is taking that up at our  
12 council meeting this evening at 7:30. So thank you.

13 MS. STRAUZ-CLARK: Up next is Trey Taylor,  
14 followed by Dwight Hyland, followed by Robert Thorpe.

15 Is Trey here?

16 MR. TAYLOR: Are you sure it's not Joey  
17 Taylor?

18 MS. STRAUZ-CLARK: I'm sorry. You're right.  
19 It might be Joey Taylor. I apologize. Okay.

20 You're up, Joey Taylor. Please state your  
21 name and spell your last name.

22 **FW190** MR. TAYLOR: John Joey Taylor, T-a-y-l-o-r.  
23 And I'm a student here at Highline. I'm also -- along  
24 like the lines of what the proposals are for the light  
25 rail. I was also living in Tukwila during the

1 reconstruction of Tukwila, to where it first had the  
2 light rail.

3 And I think that the light rail should go  
4 through the 99 Route. Because if it goes next to I-5,  
5 it's pretty much acting just as an extension of I-5  
6 where everyone -- everything's in the back routes. And  
7 it doesn't really help to serve the community.

8 It might move a couple of businesses out of  
1166-1 9 the way, but overall it's going to bring in a lot more  
10 business. It's going to make it easier for students who  
11 are already here at Highline College to be able to  
12 commute to and from home and to bring in more students  
13 from farther away. Sorry, I'm trying to think through  
14 what I have -- from the sheet.

15 And also the proposal that I had was one that  
16 wasn't like specifically moving to the streets. They  
17 kind of like blocked off the views or made it awkward --  
1166-2 18 too much congestion. It's kind of like set off on the  
19 side to where it doesn't block off the views or  
20 anything -- as people live through here.

21 And I feel like it's easier for a business  
22 that already like makes a certain amount of profit in  
23 comparison to someone who's low income and such people  
24 in -- of most of the areas that this will be going  
25 through -- for them to be relocated than a business  
1166-3

*Response to Comment I166-1*

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

*Response to Comment I166-2*

See Section 4.5, Visual and Aesthetic Resources, and Appendix G5, Visual Technical Report, for assessment of visual impacts.

*Response to Comment I166-3*

Section 4.1, Acquisitions, Displacements, and Relocations, describes the property acquisition and relocation processes, and the relocation assistance and benefits that Sound Transit will provide.

1166-3

38

1 that's making more money. And that's it. Thank you.

2 MS. STRAUSS-CLARK: Okay. Up next is Dwight  
3 Hyland, followed by Robert Thorpe, followed by Jack  
4 Birmingham.

5 Please state your name and spell your last  
6 name.

7 MR. HYLAND: Dwight Hyland, H-y-l-a-n-d. And  
8 I'm here to advocate for an I-5 Routing for Sound  
9 Transit; not the 99 Routing. First, let me state a few  
10 simple truths. First, that local jobs build community.  
11 And that local jobs are better than a commute to  
12 Seattle.

13 The 99 Routing takes 30 acres of commercial  
14 land out of the economy -- more than any of the other  
15 routes. As a result, 580 jobs are lost with the 99  
16 Route -- more than double the number of jobs lost with  
17 the I-5 Route.

18 The next simple truth is that a concrete pylon  
19 is not a thing of beauty, no matter how smooth and curvy  
20 that pre-stressed concrete is -- especially when it's  
21 blocking a view of the Olympics on a beautiful evening  
22 like tonight.

23 A lot of work has been done on 99 to beautify  
24 it, and it is looking good. Once you give that away to  
25 a row of pylons, you'll never get it back. You end up

## Letter FW191

Hyland, Dwight

Page 1

38

1 that's making more money. And that's it. Thank you.

2 MS. STRAUSS-CLARK: Okay. Up next is Dwight

3 Hyland, followed by Robert Thorpe, followed by Jack

4 Birmingham.

5 Please state your name and spell your last

6 name.

7 **FW191** MR. HYLAND: Dwight Hyland, H-y-l-a-n-d. And

8 I'm here to advocate for an I-5 Routing for Sound

9 Transit; not the 99 Routing. First, let me state a few

10 simple truths. First, that local jobs build community.

11 And that local jobs are better than a commute to

12 Seattle.

13 **I167-1** The 99 Routing takes 30 acres of commercial

14 land out of the economy -- more than any of the other

15 routes. As a result, 580 jobs are lost with the 99

16 Route -- more than double the number of jobs lost with

17 the I-5 Route.

18 The next simple truth is that a concrete pylon

19 is not a thing of beauty, no matter how smooth and curvy

20 that pre-stressed concrete is -- especially when it's

21 blocking a view of the Olympics on a beautiful evening

22 like tonight.

23 A lot of work has been done on 99 to beautify

24 **I167-2** it, and it is looking good. Once you give that away to

25 a row of pylons, you'll never get it back. You end up

### *Response to Comment I167-1*

Please see response to Common Comment 2 in Table 9-6 of Chapter 9 of the Final EIS.

### *Response to Comment I167-2*

See Section 4.5, Visual and Aesthetic Resources, and Appendix G5, Visual Technical Report, for assessment of visual impacts.

I167-2

1 with a Fifth Avenue in Seattle with a monorail track  
2 overhead, or you end up with a South Forest Street by  
3 Franz Bakery with the Sound Transit elevated rail  
4 overhead.

5 Three, light rail is not a bus service.  
6 You're not going to take Sound Transit to go from Lowe's  
7 over to Fred Meyer. The -- Okay. So, anyway, let the

I167-3

8 buses serve the local transit needs. Even with the few  
9 stops already planned, it's already going to be a long  
10 ride from Federal Way into Seattle.

11 Next truth, stations increase transit-oriented  
12 development; but tracks across your property can reduce  
13 property values. So Sound Transit could merely be  
14 redistributing property values in a zero-sum game. The  
15 99 Routing could interfere with the present PRC land  
16 zoning, since business is allowed in Pacific Ridge

I167-4

Commercial Zoning -- are not seen under existing Sound  
18 Transit tracks at this time.

19 If you go from here up to Seattle, you  
20 don't -- you don't see those businesses anywhere under  
21 the tracks. In addition, the elevated line reduces  
22 street visibility for businesses that depend on that  
23 visibility.

24 So, in summary, I think we should keep mass  
25 transit with mass transit; not insert the tracks into

I167-5

*Response to Comment I167-3*

See Section 3.5.2 of Chapter 3, Transportation, the Final EIS for a discussion of travel times.

*Response to Comment I167-4*

See Section 4.3, Economics, of the Final EIS for a discussion of impacts on businesses and property value.

*Response to Comment I167-5*

See response to comment I67-1.

1 the middle of our communities. Send it down I-5. You  
2 already have some synergies with the 509 extension --  
3 all the planned stations -- about the same locations.  
4 So let the track run with the cars down I-5  
5 and then swoop over into the population areas like  
6 Highline and Federal Way, like it does at SeaTac.  
7 You'll get your transit-oriented development, and you'll  
8 save jobs. Thank you.

9 MS. STRAUSS-CLARK: Up next is Robert Thorpe,  
10 followed by Jack Bermingham, followed by Evon Hampton.

11 Please state your name and spell your last  
12 name.

13 MR. THORPE: My name is Robert W. Thorpe,  
14 T-h-o-r-p-e. 2737 Southeast 78th Mercer Island,  
15 Washington. I'm a certified planner/urban designer.  
16 And I teach classes, including at Highline College, in  
17 real estate economics and have served in the past as a  
18 consultant on the Des Moines revitalization study. I  
19 have a long history of working with property owners in  
20 this area.

21 My fellow board member, Kent, and I -- He  
22 helped me create a deal -- on spelling things out and  
23 helped me to a better -- and I thank you.

24 So I want to echo what Jamie Durkan and the  
25 property owners on the north said. We have done some

Letter FW192

Thorpe, Robert

Page 1

1 the middle of our communities. Send it down I-5. You  
2 already have some synergies with the 509 extension --  
3 all the planned stations -- about the same locations.  
4 So let the track run with the cars down I-5  
5 and then swoop over into the population areas like  
6 Highline and Federal Way, like it does at SeaTac.  
7 You'll get your transit-oriented development, and you'll  
8 save jobs. Thank you.

9 MS. STRAUSS-CLARK: Up next is Robert Thorpe,  
10 followed by Jack Bermingham, followed by Evon Hampton.

11 Please state your name and spell your last  
12 name.

13 **FW192** MR. THORPE: My name is Robert W. Thorpe,  
14 T-h-o-r-p-e. 2737 Southeast 78th Mercer Island,  
15 Washington. I'm a certified planner/urban designer.  
16 And I teach classes, including at Highline College, in  
17 real estate economics and have served in the past as a  
18 consultant on the Des Moines revitalization study. I  
19 have a long history of working with property owners in  
20 this area.

21 My fellow board member, Kent, and I -- He  
22 helped me create a deal -- on spelling things out and  
23 helped me to a better -- and I thank you.

24 So I want to echo what Jamie Durkan and the  
25 property owners on the north said. We have done some

1168-1



*Response to Comment 1168-1*

Please see response to Common Comment 2 in Table 9-6 of Chapter 9 of the Final EIS.

1 studies on these properties -- on the alignment west of  
2 99, south of 200th. And I do a lot of condemnation work  
3 around takings and that kind of thing. And what we  
4 studied -- all these properties in that corridor -- the  
5 center or the -- the west will take on the cloud of a  
6 virtual taking. It won't just take part of the  
7 properties. You'll be obligated to purchase the entire  
8 property.

9       So I think the -- the cities and people coming  
10 out and the speakers early -- the alternative of not --  
11 I-5 is good. I would like to make a comment. We work  
12 with several property owners, particularly older  
13 families that own mobile home parks -- the older ones --  
14 near the college.

15       I would like to suggest to the students that,  
16 yes, there is an alternative. Don't take it right next  
17 to the college. There are some properties there that  
18 could be used in mixed use or retail on the first floor  
19 and four, five stories of -- or residential above, much  
20 like what you see in the Rainier Valley and -- and  
21 Roosevelt and you'll see in Bellevue.

22       So I think there's an opportunity. So I will  
23 speak for an alternative that brings the station back  
24 close to Lowe's, someplace close to North 99 but west of  
25 99 -- at that point -- rather than having it clear out

*Response to Comment I168-2*

The Kent/Des Moines Station for the Preferred Alternative would be located on the west side of 30th Avenue S, closer to Highline College than the I-5 Station.

1 at I-5, which would serve a lot of people -- shoppers  
1168-2 2 and particularly the 17,000 students at the college.

3           And I think it might be good for you to be  
4 able to walk three or four blocks rather than one. That  
5 would be good for your health. So, hopefully, that  
6 would be a compromise for the students here. Thank you.

7           UNIDENTIFIED SPEAKER: It's on a hill.

8           MS. STRAUZ-CLARK: Up next is Jack  
9 Birmingham, followed by Evon Hampton, followed by Denny  
10 Steussy.

11           Please state your name and spell your last  
12 name.

13           MR. BIRMINGHAM: Jack Birmingham,  
14 B-e-r-m-i-n-g-h-a-m. I'm President at the College here.  
15 Welcome. I appreciate you holding this event at the  
16 College and giving so many of our local residents and  
17 students and faculty and staff an opportunity to speak  
18 tonight. My board met this morning, and they are not  
19 ready to state a full position.

20           But we all want to be clear that, in terms of  
21 locating a station, we are very adamant about the need  
22 to have the station very close to the College. Ideally,  
23 on the west side of 99; but if not, certainly on the  
24 east side of 99 and no farther away.

25           If you think about South King County and you

## Letter FW194

Hampton, Evon

Page 1

44

1 name.

2 MS. HAMPTON: My name is Evon Hampton.

3 MS. STRAUSS-CLARK: I'm sorry.

4 **FW194** MS. HAMPTON: That's okay. My last --

5 H-a-m-p-t-o-n. I live at the Bay Club Apartment. And I  
6 understand that the students here, they want close  
7 access to the Sound Transit. But -- And, you know, I  
8 understand that and -- but also that --

9 You know, they need to consider -- they need  
10 to take into consideration the safety of the kids that  
11 go to -- that go to Midway, Pacific, and Mount Rainier  
12 schools. Because if they build the Sound Transit where  
13 they have the pillars going down the streets, the  
14 students are going to have to cross those streets.

15 And also with the pillars being in those  
16 streets, you also have to consider the crime coming down  
17 from up there on 30th that they have a problem with.  
18 **I169-1** They're going to bring them down. And they're going to  
19 be hiding there, which is also going to bring them --  
20 wanting to hide under those pillars at night.

21 And, you know, it's going to be unsafe for  
22 people like me who don't have a car -- who have to go to  
23 the store. I don't even know if there is even going to  
24 be a store up there after you guys do -- have your  
25 station up there, if that's where you're going to have

### *Response to Comment I169-1*

Please see response to Common Comment 7 in Table 9-6 of Chapter 9 of the Final EIS. Section 4.1, Acquisitions, Displacements, and Relocations, describes the property acquisition and relocation processes, and the relocation assistance and benefits that Sound Transit will provide. See Chapter 7, Environmental Justice, for a discussion of potential impacts on limited-English-proficiency populations.

1 it.

2           So I'm hoping you guys do consider that. And  
3 plus if you guys do put it there, you're going to  
4 destroy where I have to live -- or my family's going to  
5 have to move. And that's going to be a problem for me.

6           Because where my community -- where I live in  
7 is one of the best communities that they have there.  
8 It's not -- it's very cost efficient; plus the other  
9 communities that they have is very cost -- not costly.

1169-1

10 But it's cost efficient for other people.

11           And we have a lot of non-English speaking  
12 people there too, and it's a varied community. And I  
13 would hate to see that place destroyed because it's a  
14 really nice place. And, you know, like I said, the kids  
15 that go to the school, they need to know that they are  
16 safe too. And I am advocating for the kids.

17           I understand that, you know, the people  
18 here -- the students here -- they want something closer  
19 to them. But we have to take into consideration the  
20 other students that are in the area too. Thank you very  
21 much.

22           MS. STRAUZ-CLARK: Up next is Denny Steussy,  
23 followed by William Cho, followed by Junhee Han.

24           Please state your name and spell your last  
25 name.

## Letter FW195

Steussy, Denny

Page 1

46

1 **FW195** MR. STEUSSY: Denny Steussy, S-t-e-u-s-s-y.  
2 First, thanks to Sound Transit for having this public  
3 contact today for us. I'm going to speak in favor of  
4 SR 99 Alternative here today. I am a resident of Des  
5 Moines; been here since 1982. I'm also a staff member  
6 here at Highline College. I've been working at the  
7 college for 33 years as well.  
8 I think it's important, as we look at the  
9 process here, that we're seeing all these different  
10 viewpoints. And there's never going to be one that's  
11 going to be perfect for everybody -- as well as we know  
12 that.  
13 I'm speaking -- I think that -- I do think  
14 that the SR 99 Alternative is going to serve not only  
15 the folks here at Highline Community College -- the  
16 students, and there are about 1,000 or so faculty and  
17 staff members.  
18 But I think it has an opportunity, both in the  
19 short-term and in the long-term, to really help the  
20 whole community. I think in the short-term, yes, we're  
21 going to lose some businesses and -- and those kinds of  
22 things. But as we create new things, we also have new  
23 opportunities as well. And I think that's what we want  
24 to look at as well.  
25 When you create situations like this and you

### *Response to Comment I170-1*

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

1 have places where stops finish, you have to create then  
2 structures for buses to move around, places to park.  
3 That's going to create opportunities for new businesses  
4 to come to and work with as well.

5 And I think that's another added feature that  
6 we want to look, long-term. Because I think that --  
7 ultimately in the end, I think that's going to enhance  
8 the community in which we live as well. So, again,  
9 that's why I'm supporting SR 99. Thank you.

10 MS. STRAUZ-CLARK: Up next is William Cho,  
11 followed by Junhee Han, followed by Suzette Cooke.

12 Please state your name and spell your last  
13 name.

14 MR. CHO: Hi. William Cho, C-h-o. I'm the  
15 McDonald's franchisee located at 2302 South 320th  
16 Street. And good evening. Good evening, Councilmember  
17 Upthegrove and members of the Sound Transit Board -- or  
18 Sound Transit.

19 You know, I would just, first of all, like to  
20 say that I really appreciate the accessibility, the  
21 transparency, and the -- the informative nature that  
22 you're going through this process, through -- from my  
23 initial contact with Tralayne Myers at the beginning of  
24 this -- last year all the way to meeting you -- to  
25 meeting the Board Member -- Councilmember Upthegrove.

## Letter FW198

Rader, Deana

*No comments*

Page 1

51

1 That alignment portion is not the key element. It's  
2 where the station is located. So, therefore, the City  
3 of Kent is supporting an I-5 Alignment as the most  
4 practical approach -- with the station located between  
5 Highway 99 -- on the east side of 99 and west of 30th;  
6 so somewhere within that vicinity. So it is still  
7 within practical walking distance to Highline students.

8 Additionally, as we look at maximizing the  
9 safety, we are very -- very -- we feel it's very  
10 important to have access from an elevated station -- not  
11 at ground level -- because of the safety factors and an  
12 elevated walkway from that station across Highway 99 to  
13 the campus. That elevated walkway, by the way, needs to  
14 be covered; so, a covered elevated walkway. That's the  
15 ideal setup.

16 So, in summary, we are "no" to a Highway 99  
17 Alignment; "yes" to an I-5 Alignment, with the caveat  
18 that an elevated station be located between the east  
19 side of Highway 99 and the west side of 30th.

20 MS. STRAUSS-CLARK: Okay. Next up is Deana  
21 Rader followed by Matt P-u-e-t-z. I apologize -- the  
22 spelling.

23 Please state your name and spell your last  
24 name.

25 **FW198** MS. RADER: Deana Rader, R-a-d-e-r. I'm also

1 a Highline staff here at Highline College. And I just  
2 want to share with you some of the experiences that I've  
3 had working with students who are low income, who live  
4 in this area.

5 Many of the students that we help in the  
6 program that I supervise are very low income. They're  
7 probably the lowest income of all of South King County.  
8 So transportation is vital for them to get anywhere --  
9 whether that's to child care, to school, to work.

10 And I also want to talk about access. You  
11 heard earlier from our President of our College --  
12 President Bermingham -- talk about equity. This is  
13 about equity. This is about having a place for people  
14 to come, to gain access to short-term training, to gain  
15 job skills so that they can in turn go out and find a  
16 job and become a taxpayer, right -- to support programs  
17 like this.

1171-1

18 And so the closer that you have this station  
19 or transit center to Highline College, the better. We  
20 have a lot of students who -- who ride the A Line. That  
21 is their only transportation. And if you displace that  
22 A Line, you're going to be impacting a huge amount of  
23 students and their access to get to short-term training  
24 and availability to job skills and then, in part,  
25 getting work.

*Response to Comment 1171-1*

Please see response to Common Comment 4 in Table 9-6 of Chapter 9 of the Final EIS. See Chapter 7, Environmental Justice, of the Final EIS for a discussion of potential impacts on low-income populations. The RapidRide A Line would not be displaced by any of the FWLE alternatives.

1           In addition to that, we have a lot of people  
2 who are low income in this area. You've heard of people  
3 who are socioeconomically disadvantaged in this area.  
4 And I could imagine this kind of a project would  
5 displace a lot of homeowners or low-income housing. I  
6 would ask that you pay special attention to developing  
7 some mixed neighborhoods, like you have in the past.

8           I think it was through Mercy Housing -- some  
9 workforce housing along the transit line -- so that  
10 there is availability for people who are low income, who  
11 perhaps are immigrants, who don't have access to -- you  
12 know, as much as other folks -- that you really take  
13 that into consideration. Thank you.

14           MS. STRAUSS-CLARK: Up next is Matt P-u-e-t-z,  
15 followed by Junhee Han, followed by Jason Schaplow.

16           Please state your name and spell your last  
17 name.

18           MR. PUETZ: My name is Matt Puetz. Last  
19 name's P-u-e-t-z. And some of the comments I'm going to  
20 make have already been made. But I'm a long-time  
21 resident, worker, and even a student here at Highline in  
22 the past. And I have multiple properties that are  
23 potentially fully or partially impacted by the  
24 particular options.

25           My particular interest is in the 240th

Letter FW199

Puetz, Matt

Page 1

1           In addition to that, we have a lot of people  
2 who are low income in this area. You've heard of people  
3 who are socioeconomically disadvantaged in this area.  
4 And I could imagine this kind of a project would  
5 displace a lot of homeowners or low-income housing. I  
6 would ask that you pay special attention to developing  
7 some mixed neighborhoods, like you have in the past.

8           I think it was through Mercy Housing -- some  
9 workforce housing along the transit line -- so that  
10 there is availability for people who are low income, who  
11 perhaps are immigrants, who don't have access to -- you  
12 know, as much as other folks -- that you really take  
13 that into consideration. Thank you.

14           MS. STRAUZ-CLARK: Up next is Matt P-u-e-t-z,  
15 followed by Junhee Han, followed by Jason Schaplow.

16           Please state your name and spell your last  
17 name.

18 **FW199** MR. PUETZ: My name is Matt Puetz. Last  
19 name's P-u-e-t-z. And some of the comments I'm going to  
20 make have already been made. But I'm a long-time  
21 resident, worker, and even a student here at Highline in  
22 the past. And I have multiple properties that are  
23 potentially fully or partially impacted by the  
24 particular options.

25           My particular interest is in the 240th

1172-1



*Response to Comment 1172-1*

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS. Although a potential additional station at S 216th Street is evaluated in the EIS, it is not funded under ST2 or proposed for funding under ST3. This area would be accessible from the Angle Lake or Kent/Des Moines Station with a transfer to RapidRide A Line.

*Response to Comment I172-2*

Please see response to Common Comment 11.

1 Station. I've been following the light rail projects  
2 since its inception. And after scrutinizing all the  
3 many options, I find the best choice to be the  
4 Highway 99 track -- the West 99 station. One of the  
I172-1 5 main criteria for this is it has the most options for  
6 stations in the corridor.  
7  
8 Particularly with the recent development of  
9 the 216th Des Moines Creek Business Park, they've  
10 announced 1,600 jobs and a \$200 million project going  
11 there. That's a lot of cars, a lot of potential riders  
12 that -- none of those probably live in this area. And  
13 the Business Park is going to expand, and there may be  
14 5,000 jobs -- people there -- maybe more, I don't know.  
15  
16 The 99 to I-5 is a nice route, as long as it  
17 encompasses the 216th Street and bounces over to the  
18 east side of 30th -- the blue track -- is also the track  
19 I'm interested in. Secondly, I'd like to say I'd like  
20 to minimize the amount of impacts. I mean, I feel  
21 like -- I don't think we need a helicopter pad here as  
22 well or, you know, skating rink or whatever. But it  
23 seems like everybody's got their hands in the cookie jar  
I172-2 24 here for prime properties.  
25  
26 We have multiple tenants, some of whom are  
27 here tonight -- many 20-year tenants -- and not just  
28 tenants, they also live in the area. So it's a

1  
 1172-2 dually-affected impact to those people. I'd also like  
 2 to point out here at the Highline location, there is  
 3 currently a plan to build 300 apartments on 236th  
 4 Lane -- the Highline Place Apartments. And that's --  
 5 Ironically, they're tearing down the buildings  
 6 today that they're going to -- be the location for that.  
 7 I know everybody wants to call it the Highline Station.  
 8 I personally think it should be Midway Station rather --  
 9 it's near Highline or not. People mentioned the boring  
 1172-3 concrete. I think we could bring back the old Midway  
 10 drive-in -- giant neon, red Midway letters in -- in lieu  
 11 of the art that they put in there.  
 12  
 13 MS. STRAUSS-CLARK: Your time's up.  
 14 MR. PUETZ: Time's up. Okay. Like I said,  
 15 the amount of riders is what you're looking for and  
 16 that's what generates the flow of money. So in order to  
 1172-4 expand to 260th in the future and who knows what  
 17 develops down there -- maybe a Costco, a Wal-Mart -- the  
 18 99 allows that to happen. Okay. Thank you.  
 19  
 20 MS. STRAUSS-CLARK: Thank you.  
 21 Up next is Junhee Han, followed by Jason  
 22 Schaplow, followed by Erik Seymour.  
 23 Please state your name and spell your last  
 24 name.  
 25 MR. HAN: My name is Junhee Han. I'm a

*Response to Comment 1172-3*

Sound Transit has a formal process for naming stations that occurs during final design. This is a public process and members of the public will have an opportunity to provide input on the station name. Sound Transit also gathers public input on station design and artwork as part of the final design process.

*Response to Comment 1172-4*

See response to comment 1 of this letter.

## Letter FW200

Han, Junhee

*No comments*

Page 1

55

1 dually-affected impact to those people. I'd also like  
2 to point out here at the Highline location, there is  
3 currently a plan to build 300 apartments on 236th  
4 Lane -- the Highline Place Apartments. And that's --  
5           Ironically, they're tearing down the buildings  
6 today that they're going to -- be the location for that.  
7 I know everybody wants to call it the Highline Station.  
8 I personally think it should be Midway Station rather --  
9 it's near Highline or not. People mentioned the boring  
10 concrete. I think we could bring back the old Midway  
11 drive-in -- giant neon, red Midway letters in -- in lieu  
12 of the art that they put in there.  
13           MS. STRAUZ-CLARK: Your time's up.  
14           MR. PUETZ: Time's up. Okay. Like I said,  
15 the amount of riders is what you're looking for and  
16 that's what generates the flow of money. So in order to  
17 expand to 260th in the future and who knows what  
18 develops down there -- maybe a Costco, a Wal-Mart -- the  
19 99 allows that to happen. Okay. Thank you.  
20           MS. STRAUZ-CLARK: Thank you.  
21           Up next is Junhee Han, followed by Jason  
22 Schaplow, followed by Erik Seymour.  
23           Please state your name and spell your last  
24 name.  
25 **FW200**   MR. HAN: My name is Junhee Han. I'm a

1 Highline College student. And, actually, I'm not taking  
 2 a bus to get here; but -- I'm driving -- but I think as  
 3 a student, transportation is important. One day, my  
 4 car is -- a flat tire. So I had to take a bus. But it  
 5 took -- for hours to get here from my house.

6 And then after I finish the school, I have to  
 1173-1 go back another -- an hour. So two hours to get back  
 8 and forth. So -- but so, as I said, the student need  
 9 the transportation. So they save the time, and then  
 10 they can focus more -- their study. And I think  
 11 although this project doesn't affect our community right  
 12 now, but it will -- I believe it will help Seattle  
 13 community group. Thank you.

14 MS. STRAUZ-CLARK: Up next is Jason Schaplow,  
 15 followed by Erik Seymour, followed by Karen Hopper.

16 Please state your name and spell your last  
 17 name.

18 MR. SCHAPLOW: Jason Schaplow,  
 19 S-c-h-a-p-l-o-w. Sorry for the clothes, but I was  
 20 working in my yard all day. Anyway, as this whole  
 21 project came up --

22 About a year ago, my wife and my daughter and  
 23 I moved to the neighborhood just north of here that will  
 24 be affected by the South 216th and South 260th --  
 25 alternative to 99 -- which would basically go on the --

*Response to Comment 1173-1*

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

Letter FW201

Schaplow, Jason

Page 1

1 Highline College student. And, actually, I'm not taking  
2 a bus to get here; but -- I'm driving -- but I think as  
3 a student, transportation is important. One day, my  
4 car is -- a flat tire. So I had to take a bus. But it  
5 took -- for hours to get here from my house.

6 And then after I finish the school, I have to  
7 go back another -- an hour. So two hours to get back  
8 and forth. So -- but so, as I said, the student need  
9 the transportation. So they save the time, and then  
10 they can focus more -- their study. And I think  
11 although this project doesn't affect our community right  
12 now, but it will -- I believe it will help Seattle  
13 community group. Thank you.

14 MS. STRAUZ-CLARK: Up next is Jason Schaplow,  
15 followed by Erik Seymour, followed by Karen Hopper.

16 Please state your name and spell your last  
17 name.

18 **FW201** MR. SCHAPLOW: Jason Schaplow,  
19 S-c-h-a-p-l-o-w. Sorry for the clothes, but I was  
20 working in my yard all day. Anyway, as this whole  
21 project came up --

22 About a year ago, my wife and my daughter and  
23 I moved to the neighborhood just north of here that will  
24 be affected by the South 216th and South 260th --  
25 alternative to 99 -- which would basically go on the --

1174-1



*Response to Comment I174-1*

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

1 the east side of 28th. I don't know if you're familiar  
2 with it. It kind of cuts -- that's our neighborhood.

3           Anyway, my biggest thought about the whole  
4 thing was that -- And it was conflicting for me because  
5 I understood the need for people who were in my position  
6 at one time, to get where they need to go -- to go to  
7 college and do that kind of stuff.

8           But I kind of wanted to have people to flash  
9 forward a little bit -- maybe 10 years -- to where they  
10 first get settled into their first place and start  
11 raising a family and find a community that they want to  
12 belong to.

13 I grew up on the Eastside by Kirkland and  
14 Bellevue and lived in Seattle and then moved out to West  
15 Seattle -- slowly and slowly got farther and farther  
16 out, right? But we finally found a place that we wanted  
17 to settle down and a community that we wanted to be a  
18 part of.

19           So I just kind of implore the people who are  
20 dealing with all these problems -- when they're kind of  
21 young and broke and trying to get to school -- to think  
22 about where they're going to be in 10 years and when  
23 they finally settle down and kind of get their life  
24 together -- like how it feels to have transit stations  
25 like coming through the neighborhood, you know what I

1174-1

58

1 mean? So that's about it.

2 MS. STRAUSS-CLARK: Up next is Erik Seymour,  
3 followed by Karen Hopper. And we'll be at the end of  
4 our list. And so if there's anyone else who would like  
5 to provide comments, please make sure you sign up by the  
6 welcome desk; and I'll take you.

7 Please state your name and spell your last  
8 name.

9 MR. SEYMOUR: Yep. Erik Seymour,  
10 S-e-y-m-o-u-r. Jason's my neighbor. I'm in the north  
11 side of Highline. I'm actually a business owner in the  
12 neighborhood as well as a -- as well as a student at  
13 Highline. Grew up in Des Moines; never had to use  
14 transit to get to Highline.

15 However, I've been around the world -- used  
16 transit systems everywhere -- and I understand the  
17 importance of them. It's really problematic for me --  
18 the transit system intentionally coming into my  
19 neighborhood.

20 I think, in the long run, if you look at the  
21 real -- the big picture -- you know, beyond 20 years  
22 when this project is done -- beyond that -- I think it's  
23 a net loss for the community of Des Moines to lose 134  
24 business just to have more people come to the area. To  
25 have more people come to the area and not have

1 mean? So that's about it.

2 MS. STRAUSS-CLARK: Up next is Erik Seymour,  
3 followed by Karen Hopper. And we'll be at the end of  
4 our list. And so if there's anyone else who would like  
5 to provide comments, please make sure you sign up by the  
6 welcome desk; and I'll take you.

7 Please state your name and spell your last  
8 name.

9 **FW202** MR. SEYMOUR: Yep. Erik Seymour,  
10 S-e-y-m-o-u-r. Jason's my neighbor. I'm in the north  
11 side of Highline. I'm actually a business owner in the  
12 neighborhood as well as a -- as well as a student at  
13 Highline. Grew up in Des Moines; never had to use  
14 transit to get to Highline.

15 However, I've been around the world -- used  
16 transit systems everywhere -- and I understand the  
17 importance of them. It's really problematic for me --  
18 the transit system intentionally coming into my  
19 neighborhood.

20 I think, in the long run, if you look at the  
21 real -- the big picture -- you know, beyond 20 years  
22 when this project is done -- beyond that -- I think it's  
23 a net loss for the community of Des Moines to lose 134  
24 business just to have more people come to the area. To  
1475-1 have more people come to the area and not have

*Response to Comment I175-1*

Section 4.3, Economics, describes the potential positive and negative impacts from the FWLE. It includes information on the immediate negative impacts on businesses, employees, and the local tax base, and the potential for benefits for some businesses and the community.

1 businesses to serve them is a net loss.

2 And -- and I -- I hear a lot of people's

1175-1 3 pleas, and it has to do with convenience. And I

4 definitely understand that. But the difference between

5 the convenience of walking across the street versus

6 landing right at school -- for families to lose their

7 homes and for businesses to be displaced -- 134 of

8 them -- it just doesn't pencil, so -- Thank you.

9 MS. STRAUSS-CLARK: Up next is Karen Hopper.

10 Please state your name and spell your last name.

11 MS. HOPPER: Karen Hopper, H-o-p-p-e-r -- like

12 bunny rabbit. And this is my moral support. We both

13 live in a development of 26 homes called Greenfield

14 Park, even though we don't have a sign to say that.

15 And I'm here to comment against the I-5

16 Alternative and the SR 99 to I-5 Alternative, because it

17 directly impacts the 26 homes that are in Greenfield

18 Park. And our concern is -- while you're not buying any

19 of our homes, our concern is that there is a sand base

20 underneath our homes in the soil.

21 And when you start digging to bring that train

22 underground, we're very concerned about the potential

23 damage that might happen to our lots. Our lots are

24 still, after 18 years, settling. Our homes are still

25 settling. And if you start digging under that earth, we

Letter FW203

Hopper, Karen

Page 1

1 businesses to serve them is a net loss.

2 And -- and I -- I hear a lot of people's  
3 pleas, and it has to do with convenience. And I  
4 definitely understand that. But the difference between  
5 the convenience of walking across the street versus  
6 landing right at school -- for families to lose their  
7 homes and for businesses to be displaced -- 134 of  
8 them -- it just doesn't pencil, so -- Thank you.

9 MS. STRAUSS-CLARK: Up next is Karen Hopper.  
10 Please state your name and spell your last name.

11 **FW203** MS. HOPPER: Karen Hopper, H-o-p-p-e-r -- like  
12 bunny rabbit. And this is my moral support. We both  
13 live in a development of 26 homes called Greenfield  
14 Park, even though we don't have a sign to say that.

15 And I'm here to comment against the I-5  
16 Alternative and the SR 99 to I-5 Alternative, because it  
17 directly impacts the 26 homes that are in Greenfield  
18 Park. And our concern is -- while you're not buying any  
19 of our homes, our concern is that there is a sand base  
20 underneath our homes in the soil.

21 And when you start digging to bring that train  
22 underground, we're very concerned about the potential  
23 damage that might happen to our lots. Our lots are  
24 still, after 18 years, settling. Our homes are still  
25 settling. And if you start digging under that earth, we

*Response to Comment I176-1*

See Section 4.11, Geology and Soils, of the Final EIS for a discussion of geologic conditions that could affect the design or geologic hazards that could be affected by the project.

1176-1



60

1176-1

1 don't know what's going to happen to our homes.

2           We are told we can file some appeals if there

3 is some damage that starts to happen. My primary

4 concern is that you're going to add 700 parking spaces

5 to the Park and Ride that's at the corner of 272nd and

6 26th. 26th Avenue South is a very small side street.

7 It is the only street we have to get out to 272nd.

8           And if you build a concrete parking structure

9 in that Park and Ride, you're going to take away from

10 the aesthetic appeal because the area is surrounded by

11 trees. And then you put this concrete structure up

12 there, it's going to block what little bit of sunlight

13 we do get between the trees. So the damage to -- the

14 potential damage to our homes.

15           And then I'm also concerned that there would

16 be a transit center in such close proximity to an

17 elementary school. There are babies walking to school.

18 And you have to admit that there is a certain element

1176-3

19 that comes with a transit center located there. And I'm

20 very concerned about the young children that are walking

21 to the elementary school that's located across the

22 street. Thank you.

23           MS. STRAUSS-CLARK: Up next is Iesha Valencia,

24 followed by Shijuan Haynes and Dana Howell.

25           Iesha, please -- I'm sorry?

1176-2

*Response to Comment I176-2*

See Section 3.5.3 in Chapter 3, Transportation, of the Final EIS regarding improvements to accommodate traffic from the parking garage. See Section 4.5, Visual and Aesthetic Resources, and Appendix G5, Visual Technical Report, for assessment of visual impacts.

*Response to Comment I176-3*

Please see Section 4.14, Public Services, for a description of security measures incorporated into station design and potential impacts related to crime.

# Letter FW204

Valencia, Iesha

Page 1

61

1 UNIDENTIFIED SPEAKER: (Unintelligible.)

2 MS. STRAUZ-CLARK: Iesha, please state your  
3 name and spell your last name.

4 **FW204** MS. VALENCIA: Hi. My name is Iesha Valencia.  
5 And that's V-a-l-e-n-c-i-a. And I just wanted to  
6 echo -- I work at Highline College, and I think a lot  
7 of the faculty and staff at Highline College really feel  
8 strongly about supporting the real needs of our  
9 students.

10 And a real need for every student I ever  
11 interacted with in my time here is around finances.  
12 And, you know, it is a real struggle for them to be able  
13 to afford just to get to campus, to be able pay for  
14 their tuition.

15 And one of my main concerns is just, you know,  
16 making sure that we are thinking about access and  
17 affordability as students find multiple ways to get to  
18 campus; but also thinking about the different residents  
19 and people that potentially can be displaced in our  
20 community.

21 Because many of these designs and -- and  
22 mock-ups that I've seen around here, they'll have  
23 different numbers attached to those; but each of those  
24 numbers have a story. And all of those numbers -- those  
25 residential units -- those are families, those are

## *Response to Comment I177-1*

Section 4.1, Acquisitions, Displacements, and Relocations, compares the number of displacements among alternatives and describes the property acquisition and relocation processes, and the relocation assistance and benefits that Sound Transit will provide.

62

1 community members, those are our students.  
2 And I just would really encourage Sound  
3 Transit to find an alternative -- you have many options  
4 to choose from -- but to find one that displaces the  
5 least amount of our community members, our students,  
6 people that we've grown to love over the years,  
7 and students that haven't even entered our community yet  
8 but they're still a part of our hearts.  
9 So if you could just really keep them at -- at  
10 the center of your decision-making, that would be -- I  
11 would appreciate that. Thank you.

12 MS. STRAUZE-CLARK: Up next is Shijuan Haynes,  
13 followed by Dana Howell.

14 Please state your name and spell your last  
15 name.

16 MS. HAYNES: Hello. My name is Shijuan  
17 Haynes. It's fine. H-a-y-n-e-s. I am a student at  
18 Highline College. I live on 216th and 30th, up the  
19 street. Although I would not personally be affected by  
20 the rail that you run through there, that community is  
21 still affected by the road you run through there. It's  
22 a low-income community. And building a rail --  
23 I'm -- I'm just going to echo some people.  
24 There's a certain, you know, kind of crowd that comes  
25 along with having a public transit station -- that will

## Letter FW205

Haynes, Shijuan

Page 1

62

1 community members, those are our students.

2 And I just would really encourage Sound  
3 Transit to find an alternative -- you have many options  
4 to choose from -- but to find one that displaces the  
5 least amount of our community members, our students,  
6 people that we've grown to love over the years,  
7 and students that haven't even entered our community yet  
8 but they're still a part of our hearts.

9 So if you could just really keep them at -- at  
10 the center of your decision-making, that would be -- I  
11 would appreciate that. Thank you.

12 MS. STRAUZ-CLARK: Up next is Shijuan Haynes,  
13 followed by Dana Howell.

14 Please state your name and spell your last  
15 name.

16 **FW205** MS. HAYNES: Hello. My name is Shijuan  
17 Haynes. It's fine. H-a-y-n-e-s. I am a student at  
18 Highline College. I live on 216th and 30th, up the  
19 street. Although I would not personally be affected by  
20 the rail that you run through there, that community is  
21 still affected by the road you run through there. It's  
22 a low-income community. And building a rail --

23 I'm -- I'm just going to echo some people.  
24 There's a certain, you know, kind of crowd that comes  
25 along with having a public transit station -- that will

### *Response to Comment I178-1*

Please see responses to Common Comments 4 and 7 in Table 9-6 of Chapter 9 of the Final EIS. Chapter 7, Environmental Justice, describes how the project would benefit and impact low-income and minority populations. Section 4.1, Acquisitions, Displacements, and Relocations, describes the property acquisition and relocation processes, and the relocation assistance and benefits that Sound Transit will provide.

1 draw toward an already low-income community, toward an  
2 already troubled community.

3           And then to say that it wouldn't affect the  
1178-1 4 safety of the students coming to Highline, I don't feel  
5 like that would be true. I feel like you could run the  
6 transit along I-5 and still loop it back to run the  
7 station close enough to Highline to keep, you know, the  
8 safety of the students in mind -- but also not to  
9 displace residents or businesses when you already have a  
10 highway or whatever that is -- a freeway -- running out  
11 there.

12           I mean, you can spend 1.4 billion to add an  
13 extra lane to something that's already out there and  
14 save yourself some money just to run the track this way,  
15 to provide for the students and -- and not disrupt their  
16 businesses, these people's houses. I mean, there's  
17 other alternatives than spending \$1.7 billion to rip up  
18 a whole street of businesses -- when you just add a lane  
19 to something that's already there and being the track.

20           MS. STRAUSS-CLARK: Up next is Dana Howell,  
21 followed by Ron Hamilton and Noory Kim.

22           Please state your name and spell your last  
23 name.

24           MR. HOWELL: Dana Howell, H-o-w-e-l-l. For a  
25 personal impact, just for disclosure, the I-5

Letter FW206

Howell, Dana

Page 1

1 draw toward an already low-income community, toward an  
2 already troubled community.  
3 And then to say that it wouldn't affect the  
4 safety of the students coming to Highline, I don't feel  
5 like that would be true. I feel like you could run the  
6 transit along I-5 and still loop it back to run the  
7 station close enough to Highline to keep, you know, the  
8 safety of the students in mind -- but also not to  
9 displace residents or businesses when you already have a  
10 highway or whatever that is -- a freeway -- running out  
11 there.

12 I mean, you can spend 1.4 billion to add an  
13 extra lane to something that's already out there and  
14 save yourself some money just to run the track this way,  
15 to provide for the students and -- and not disrupt their  
16 businesses, these people's houses. I mean, there's  
17 other alternatives than spending \$1.7 billion to rip up  
18 a whole street of businesses -- when you just add a lane  
19 to something that's already there and being the track.

20 MS. STRAUZ-CLARK: Up next is Dana Howell,  
21 followed by Ron Hamilton and Noory Kim.

22 Please state your name and spell your last  
23 name.

24 **FW206** MR. HOWELL: Dana Howell, H-o-w-e-l-l. For a  
25 personal impact, just for disclosure, the I-5

1179-1



*Response to Comment 1179-1*

Chapter 8, Alternatives Evaluation, includes a comparison of alternatives and shows the trade-offs among alternatives, including ridership, cost, and environmental impacts.

1 Alternative would probably cost me upwards of 160,000.  
2 I am not in a targeted property but close enough that,  
3 because of my wife's health issues, we're -- rest is  
4 paramount. I would probably have to move.

5 With that said, these comments are really for  
6 everybody else because there's been some really  
7 interesting points of view. The best alternative is not  
8 necessarily the cheapest; nor is it necessarily the most  
9 expensive. There are options within each of these  
10 alternatives to get a station closer to Highline -- to  
11 not impact as many businesses.

12 The bottom line is: Consequences are just  
13 that, with any project -- whether it's this or the  
14 airport, additional highway lanes -- it doesn't matter.  
15 There's going to be consequences. Some of them are  
16 going to be beneficial to people; some are not. It's  
17 how do we proceed? You're not going to stop this. No  
18 matter how you feel about it, that's -- gate's been  
19 closed a long time, okay?

20 But how do we maximize our effort to reach  
21 this goal at not necessarily the cheapest price but the  
22 best alternatives? In order to maximize that which we  
23 want from the community -- what is our goal, how do we  
24 maximize that? Projection is 26,000 riders. Well,  
25 okay, fine.

1179-1 But can we maximize that more and get 40? I  
2 don't know. Time will tell. But you need to have an  
3 open mind. Some of the people here, it's going to  
4 affect greatly. Some people are really going to benefit  
5 from it. But it is what it is. Thank you.

6 MS. STRAUZ-CLARK: Up next is Noory Kim.

7 MS. KIM: Hello. My name is Noory Kim. My  
8 last name is K-i-m, Kim. Thank you so much for taking  
9 the time and opportunity for us to share our story. And  
10 I've been hearing a lot around -- just like the  
11 benefits. And I want to share more from a personal  
12 story.

13 I grew up around here. I grew up in Federal  
14 Way. I immigrated here in 2000 and come from a family  
15 where my mom was undocumented for a long time -- a  
16 single mother and two younger siblings. So I have to  
17 really grow up having to support my family and work  
18 three jobs at a time.

19 And I was actually a student here and now  
20 currently am a staff. And Highline -- being a Running  
21 Start student and meeting people here who are -- people  
22 who are like my family now and who are my mentors and  
23 having that kind of opportunity as a college student and  
24 seeing my future potential -- to be able to come back --  
25 I really would not be here if I had not had access to

## Letter FW207

Kim, Noory

*No comments*

Page 1

65

1           But can we maximize that more and get 40? I  
2 don't know. Time will tell. But you need to have an  
3 open mind. Some of the people here, it's going to  
4 affect greatly. Some people are really going to benefit  
5 from it. But it is what it is. Thank you.

6           MS. STRAUZ-CLARK: Up next is Noory Kim.

7 **FW207**   MS. KIM: Hello. My name is Noory Kim. My  
8 last name is K-i-m, Kim. Thank you so much for taking  
9 the time and opportunity for us to share our story. And  
10 I've been hearing a lot around -- just like the  
11 benefits. And I want to share more from a personal  
12 story.

13           I grew up around here. I grew up in Federal  
14 Way. I immigrated here in 2000 and come from a family  
15 where my mom was undocumented for a long time -- a  
16 single mother and two younger siblings. So I have to  
17 really grow up having to support my family and work  
18 three jobs at a time.

19           And I was actually a student here and now  
20 currently am a staff. And Highline -- being a Running  
21 Start student and meeting people here who are -- people  
22 who are like my family now and who are my mentors and  
23 having that kind of opportunity as a college student and  
24 seeing my future potential -- to be able to come back --  
25 I really would not be here if I had not had access to

*Response to Comment I180-1*

Section 4.1, Acquisitions, Displacements, and Relocations, describes the property acquisition and relocation processes, and the relocation assistance and benefits that Sound Transit will provide.

66

1 education.

2 And so I just wanted to really share how  
3 important that is -- to be able to provide the access.  
4 There are more people that are like me. My story is not  
5 unique, as a second generation Korean-American, to be  
6 able to -- because I was inclined to be not -- ever be  
7 college-bound. And had I not had the opportunity to go  
8 to college, I would not be here.

9 And imagine any other students who could be  
10 potential students. And I -- honestly, if it wasn't for  
11 the public transportation system here and having some  
12 privilege to be able to have cars -- to be able to drive  
13 here. What about the other students who could be me, in  
14 my shoes?

15 I just think about the stories of all the  
16 other students who could be here today. And also  
17 another thing that I've been really noticing -- of just  
18 even the people that are here commenting -- is -- are a  
19 lot of business owners who are concerned.

20 Their business are -- on -- for the 99 Route  
21 because there are about 140 units that would be  
22 displaced, versus 29 along the I-5. But the number for  
23 the residential's completely the opposite, where there's  
24 only 36 that will be displaced if you're on the 99  
25 versus on the I-5 Route -- there are 285.

I180-1



1180-1

67

1                   So I don't know whether the residential areas  
2 will be as compensated or will have as much as our  
3 system for business. Even just thinking of equity --  
4 we've been talking continuously about access to our  
5 students and those -- So, just really thinking and  
6 considering and please --

7                   Really, I mean, you've seen our students. We  
8 are -- Unfortunately, a lot of our students are not  
9 able to be here because they are working a couple of  
10 jobs, who knows. I'm -- just like me, working three  
11 jobs to afford an education.

12                   So when you think about who's able to be here,  
13 just consider that there are more of us that wish they  
14 could be here that cannot make it today. So thank you  
15 so much for your time.

16                   MS. STRAUZ-CLARK: Okay. We've reached the  
17 end of our list. Is there anyone else that would like  
18 to speak tonight?

19                   MR. HAMILTON: My name's on there -- Ron  
20 Hamilton.

21                   MS. STRAUZ-CLARK: Oh, I'm sorry. I thought  
22 I called you. I apologize. Ron Hamilton.

23                   Please state your name and spell your last  
24 name.

25                   MR. HAMILTON: Ron Hamilton, H-a-m-i-l-t-o-n.

## Letter FW208

Hamilton, Ron

*No comments*

Page 1

67

1           So I don't know whether the residential areas  
2 will be as compensated or will have as much as our  
3 system for business. Even just thinking of equity --  
4 we've been talking continuously about access to our  
5 students and those -- So, just really thinking and  
6 considering and please --

7           Really, I mean, you've seen our students. We  
8 are -- Unfortunately, a lot of our students are not  
9 able to be here because they are working a couple of  
10 jobs, who knows. I'm -- just like me, working three  
11 jobs to afford an education.

12           So when you think about who's able to be here,  
13 just consider that there are more of us that wish they  
14 could be here that cannot make it today. So thank you  
15 so much for your time.

16           MS. STRAUSS-CLARK: Okay. We've reached the  
17 end of our list. Is there anyone else that would like  
18 to speak tonight?

19 **FW208**   MR. HAMILTON: My name's on there -- Ron  
20 Hamilton.

21           MS. STRAUSS-CLARK: Oh, I'm sorry. I thought  
22 I called you. I apologize. Ron Hamilton.

23           Please state your name and spell your last  
24 name.

25           MR. HAMILTON: Ron Hamilton, H-a-m-i-l-t-o-n.

1 I've been a business owner here for 18 years, across the  
 2 street. And the I-5 route would disrupt my business.  
 3 I've been there for 18 years -- serve the public. You  
 4 know, my family working with me there.

5 It sounds there'd be -- conversations about  
 6 the one keeping it closest to the cost would be the best  
 7 one to -- major route here for all the college students.  
 8 Again, you wipe it down -- I-5 down there would wipe out  
 9 my business, which I've built for 18 years. That would  
 10 ruin me.

11 Kind of keep in mind all the small businesses  
 12 that would be greatly affected by the I-5 Route. And  
 13 keep in mind the college students -- keep them going.  
 14 They are -- they're our future. Well, thanks a lot.

15 MS. STRAUZ-CLARK: I think there was another  
 16 hand -- of someone who wants to speak. Yes, sir.

17 And if you'd like to speak, I can take hands  
 18 or please go and sign up at the welcome table; and I can  
 19 call your name.

20 Please state your name and spell your last  
 21 name.

22 MR. CHAHAL: Tim Chahal, C-h-a-h-a-l. I'm a  
 23 resident and business owner here in Des Moines. And I  
 24 support the I-5 Alternative. The alternative is the  
 25 best choice. Firstly, the bottom line is always

### *Response to Comment 1181-1*

In developing alternatives, Sound Transit avoided and minimized impacts where possible, but some displacements would be unavoidable. Section 4.1, Acquisitions, Displacements, and Relocations, describes the property acquisition and relocation processes, and the relocation assistance and benefits that Sound Transit will provide. Chapter 8, Alternatives Evaluation, includes a comparison of alternatives and shows the trade-offs among alternatives, including ridership, cost, and environmental impacts.

Letter FW209

Chahal, Tim

Page 1

68

1 I've been a business owner here for 18 years, across the  
2 street. And the I-5 route would disrupt my business.  
3 I've been there for 18 years -- serve the public. You  
4 know, my family working with me there.

5 It sounds there'd be -- conversations about  
6 the one keeping it closest to the cost would be the best  
7 one to -- major route here for all the college students.  
8 Again, you wipe it down -- I-5 down there would wipe out  
9 my business, which I've built for 18 years. That would  
10 ruin me.

11 Kind of keep in mind all the small businesses  
12 that would be greatly affected by the I-5 Route. And  
13 keep in mind the college students -- keep them going.  
14 They are -- they're our future. Well, thanks a lot.

15 MS. STRAUZ-CLARK: I think there was another  
16 hand -- of someone who wants to speak. Yes, sir.

17 And if you'd like to speak, I can take hands  
18 or please go and sign up at the welcome table; and I can  
19 call your name.

20 Please state your name and spell your last  
21 name.

22 **FW209** MR. CHAHAL: Tim Chahal, C-h-a-h-a-l. I'm a  
23 resident and business owner here in Des Moines. And I  
24 support the I-5 Alternative. The alternative is the  
25 best choice. Firstly, the bottom line is always

1182-1



*Response to Comment 1182-1*

Please see response to Common Comment 2 in Table 9-6 of Chapter 9 of the Final EIS.

1 important to consider.

2           The I-5 Alternative is the least expensive of  
3 all the alternatives -- millions and millions in savings  
4 over the most expensive alternative, SR 99. The I-5  
5 Alternative will route the train along the 509 extension  
6 project, which will already be acquiring properties. So  
7 both projects together have some cost-sharing benefits.

8           There is also open land next to I-5, which  
9 isn't as densely populated as 99. So construction and  
10 eventual operations of the light rail will not impact as  
11 many residents and businesses. It's clear. Let's keep  
12 the train and construction and noise out on I-5 with  
13 vehicle traffic noise, where it belongs.

14           Also, I'd like to touch on the SR 99  
15 Alternative. This will displace the most businesses.  
16 Further, the SR 99 Alternative will engulf the most  
17 amount of commercial land on 99. This is tax revenue  
18 lost to the City of Des Moines now, later, and forever.  
19 This commercial land would have -- potentially be  
20 developed. And the tax revenue would have come to the  
21 City of Des Moines for community and infrastructure  
22 projects.

23           Be it the I-5 Alternative, regardless of route  
24 proposed, the stations are relatively in the same areas;  
25 so riders are not inconvenienced. Sound Transit

1182-1

1 numbers show that daily ridership is not significantly  
 2 affected by the I-5 Alternative, compared with -- to any  
 3 other alternative. Lastly, I support the I-5  
 4 Alternative. The I-5 Alternative is the best choice.

5 We have some of the most scenic panoramic  
 6 views of the Puget Sound and Mount Rainier on Pacific  
 7 Ridge Highway 99. Adding a train in the current zoning  
 8 and to the Pacific Ridge Plan is counterproductive. It

1182-2

9 would be a shame to bring a train through the middle of  
 10 our beautiful city, when we could route it on I-5 and  
 11 still realize every benefit light rail has to offer.

12 Thank you.

13 MS. STRAUSS-CLARK: Okay. I have Scott Evans.  
 14 Please state your name and spell your last name.

15 MR. EVANS: Scott Evans, E-v-a-n-s. I'm here  
 16 to support the State Route 99 Routing. There is one  
 17 thing -- there are several things that have brought me  
 18 to this decision. A lot of them have been voiced  
 19 already.

20 As far as accessibility to the college, I  
 21 think it's key to try to market Highline College in a  
 22 very unique way that other colleges -- a similar size  
 23 and scale -- cannot offer.

24 The other thing that has happened recently is  
 25 the FAA moving into 216th. This is something that is

*Response to Comment 1182-2*

Please see Section 4.5, Visual and Aesthetic Resources, regarding visual impacts.

# Letter FW210

Evans, Scott

Page 1

70

1 numbers show that daily ridership is not significantly  
2 affected by the I-5 Alternative, compared with -- to any  
3 other alternative. Lastly, I support the I-5  
4 Alternative. The I-5 Alternative is the best choice.

5 We have some of the most scenic panoramic  
6 views of the Puget Sound and Mount Rainier on Pacific  
7 Ridge Highway 99. Adding a train in the current zoning  
8 and to the Pacific Ridge Plan is counterproductive. It  
9 would be a shame to bring a train through the middle of  
10 our beautiful city, when we could route it on I-5 and  
11 still realize every benefit light rail has to offer.  
12 Thank you.

13 MS. STRAUSS-CLARK: Okay. I have Scott Evans.  
14 Please state your name and spell your last name.

15 **FW210** MR. EVANS: Scott Evans, E-v-a-n-s. I'm here  
16 to support the State Route 99 Routing. There is one  
17 thing -- there are several things that have brought me  
18 to this decision. A lot of them have been voiced  
19 **1183-1** already.

20 As far as accessibility to the college, I  
21 think it's key to try to market Highline College in a  
22 very unique way that other colleges -- a similar size  
23 and scale -- cannot offer.

24 The other thing that has happened recently is  
25 the FAA moving into 216th. This is something that is

**1183-2**

## *Response to Comment 1183-1*

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

## *Response to Comment 1183-2*

Although a potential additional station at S 216th Street is evaluated in the EIS, it is not funded under ST2 or proposed for funding under ST3. This area would be accessible from the Angle Lake or Kent/Des Moines Station with a transfer to RapidRide A Line.

1 really going to be impactful to the City of Des Moines  
2 and for our entire region. I don't want to see this --  
3 what's happened in Federal Way with Weyerhaeuser, happen  
4 with the FAA. I think what was happening with  
5 Weyerhaeuser is that they're finding it difficult to  
6 attract young people to that suburban campus. And  
7 they've had to move themselves into a downtown location  
1183-2 8 in order to try to re-energize their workforce.

9 I don't want to hear the same sort of story  
10 from the FAA 20 years from now -- that they are having  
11 problems bringing in a young, vital workforce -- a  
12 workforce that does not rely upon cars the same way that  
13 we do today. That our -- it's much more multi-modal --  
14 sort of the lifestyle that I think we are moving  
15 towards.

16 And in order to have that station -- a  
17 potential for a station at 216th -- I think is going to  
18 position the Des Moines Street Business Park and the FAA  
19 in a very unique position. Thank you.

20 MS. STRAUSS-CLARK: Are there any other hands?

21 Joey, you want to -- I remembered your name  
22 this time.

23 MR. TAYLOR: Thank you. Sorry. There's a  
24 couple of things that I left out last time I was up  
25 here.

*Response to Comment I184-1*

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS. Section 3.5.2, Transit Operations, of the Final EIS describes ridership for all the FWLE alternatives and the proposed changes to bus service to provide access to stations.

1 new polish. Everyone was like, "Oh, the light rail's  
2 coming. We have to be ready." And so everyone  
3 actually -- when -- they should have done a long time  
4 ago, to get things moving and moving forward.  
5 And I think that moving the light rail through  
6 Pacific Highway is going to set us all in motion to be  
7 ready for the future and what it is to come. Thank you.  
8 MS. STRAUZ-CLARK: Sir, do you want to --  
9 And, just a reminder as well, the microphone  
10 is one way to speak. You can also, when we're done  
11 here, speak with the court reporter or fill out a paper  
12 form out in the hall.  
13 Sir, can you state your name, please, and  
14 spell your last name?  
15 **FW211** MR. JOLLIMORE: My name is Jim Jollimore,  
16 J-o-l-l-i-m-o-r-e. And I'm a long-term resident here at  
17 Des Moines. We've waited a long time for this train.  
18 We've talked a lot about it. And I'm disappointed to  
19 see that we're considering putting it out in the woods  
20 now.  
21 I think everybody has almost always assumed  
22 that this thing would go down Highway 99. Highway 99 is  
23 currently a busy and at times a day -- noisy corridor.  
24 **I184-1** People expect that and all the activities that go along  
25 with it. So the other thing -- if we put this thing out

1 in the woods somewhere, we're going to be eliminating  
2 the possibility of a 216th Station -- which is currently  
3 an option.

1184-1  
4 And, as other people have pointed out, there's  
5 a potential there for a lot of riders as well as a lot  
6 of riders that work in the nursing homes down in Des  
7 Moines to use that. Pac Highway is currently well  
8 served. It's like a feeder for a lot of different  
9 transit routes. So I think it would be a real mistake  
10 to put this thing out in the woods somewhere. Thank  
11 you.

12 MS. STRAUSS-CLARK: Does anyone else want a  
13 shot at the mike?

14 Yes, sir. Please state your name and spell  
15 your last name.

16 MR. WATLING: Hi. My name is Richard Watling.  
17 Last name, W-a-t-l-i-n-g. And just a quick comment.  
18 I'm for the Highway 99 Alternative. I'm a student here  
19 at Highline. I think it's a really good idea.

20 A couple of reasons why is because it's not  
21 just Highline students here; it's also Central students,  
22 a whole other college which is cheaper than a lot of  
23 colleges in Seattle. And I think it's really going to  
24 improve that highway instead of hurt the businesses.  
25 Because a lot of the businesses there -- no offense to

*Response to Comment 1185-1*

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS. Section 4.3, Economics, describes the economic impacts of displaced businesses as well as the project's potential economic benefits.

1 in the woods somewhere, we're going to be eliminating  
2 the possibility of a 216th Station -- which is currently  
3 an option.

4 And, as other people have pointed out, there's  
5 a potential there for a lot of riders as well as a lot  
6 of riders that work in the nursing homes down in Des  
7 Moines to use that. Pac Highway is currently well  
8 served. It's like a feeder for a lot of different  
9 transit routes. So I think it would be a real mistake  
10 to put this thing out in the woods somewhere. Thank  
11 you.

12 MS. STRAUSS-CLARK: Does anyone else want a  
13 shot at the mike?

14 Yes, sir. Please state your name and spell  
15 your last name.

16 **FW212** MR. WATLING: Hi. My name is Richard Watling.  
17 Last name, W-a-t-l-i-n-g. And just a quick comment.

18 I'm for the Highway 99 Alternative. I'm a student here  
19 at Highline. I think it's a really good idea.

20 A couple of reasons why is because it's not  
21 just Highline students here; it's also Central students,  
22 a whole other college which is cheaper than a lot of  
23 colleges in Seattle. And I think it's really going to  
24 improve that highway instead of hurt the businesses.  
25 Because a lot of the businesses there -- no offense to

1185-1



1 any businesses -- they're kind of smaller. And I feel  
 2 like with the light rail, it would just kind of bring up  
 3 money, revenues, improvements.

1185-1

4 Also, I feel like Pac Highway could become  
 5 like Martin Luther King Way in Seattle, which the  
 6 highway -- light rail already goes through. Recently,  
 7 there's been a lot of improvements -- a lot of  
 8 renovations -- new apartments, office buildings, stores.  
 9 And I feel like the light rail would do the same thing  
 10 here on Pac Highway -- Highway 99.

11 Also -- Yeah, I feel like with the light rail  
 12 here, there might be a little safety concerns; however,  
 13 there are a lot -- I'm sure there's a lot of money going  
 14 around. And with the new jobs and new money being put  
 15 into the transit system, security I feel like could be  
 16 boosted.

1185-2

17 And also jobs from Des Moines -- like people  
 18 in Des Moines could work in Seattle -- but also there's  
 19 going to be a lot of people from Seattle who are going  
 20 to come in Des Moines and Federal Way, wanting jobs  
 21 along Pac Highway -- which is the most, let's say,  
 22 business-grown area rather than metro for -- like in the  
 23 woods and the trees.

1185-3

24 It's not really as important, I feel, to move  
 25 small businesses or the houses -- the other way around.

1185-4

*Response to Comment 1185-2*

Section 4.14, Public Services, Safety, and Security, describes security measures incorporated into station design and notes that crime levels at transit facilities generally reflect the conditions in surrounding neighborhoods.

*Response to Comment 1185-3*

Section 4.3, Economics, describes the economic impacts of displaced businesses as well as the project's potential economic benefits. Please see response to Common Comment 1.

*Response to Comment 1185-4*

Section 4.1, Acquisitions, Displacements, and Relocations, describes the property acquisition and relocation processes, and the relocation assistance and benefits that Sound Transit will provide.

*Response to Comment I186-1*

Please see responses to Common Comments 1 and 8 in Table 9-6 of Chapter 9 of the Final EIS.

1 know, as someone who grew up in this community, you  
2 know, I care a great deal about doing this the best way  
3 we can. And there are many other ways to continue to  
4 submit comments. I would welcome personal feedback,  
5  
6 If you're talking to me personally, it doesn't  
7 go on the public record. So I encourage you to get on  
8 the public record. But if you're also -- if you're a  
9 Facebook junkie and want to find Dave Upthegrove on  
10 Facebook or my account email, I would welcome the chance  
11 to talk with any of you whose property is being impacted  
12 or get feedback from anyone.  
13  
14 And, on behalf of Sound Transit, thank you for  
15 being here and have a good night.

14 **FW213** MS. JONES: My name is Jennifer Jones,  
15 J-e-n-n-i-f-e-r J-o-n-e-s. I teach at Highline. I live  
16 in the community. And I teach a large number of  
17 international students. And I want to comment on the  
18 fact that many of them come from countries that have  
19 very advanced public transit systems.  
20  
21 And they come to this area, and they don't  
22 understand why we don't have easily accessible transit.  
23 Why do you have to buy a car, why do you have to own a  
24 car? They come from Europe, they come from Asia. They  
25 come from China, from South Korea -- where public  
transit is just a given and easily accessible to anyone

I186-1  
↓

1 who needs it to go to school, who needs it to go to  
2 work.

3           And I'm very glad we're doing this. But, on  
4 the other hand, by not having it in the communities, in  
5 the neighborhoods on 99, we're not providing the kind of  
6 transit that people who come from all over the world  
7 expect to see.

8           If you want to have a billion dollar project,  
9 you don't need to put it on I-5; just add another bus  
10 lane. If you're going to spend a billion-plus dollars,  
11 put the project through the community where people from  
12 all over the world expect to see transit.

13           Oh, one more thing. By having the transit  
14 come to the community and enabling people in the local  
15 community to get from place to place and do shopping and  
16 so forth without having to get into cars, is what we  
17 need for the future and for the environment -- a  
18 sustainability issue as well as an equity issue.

19           That, in terms of thinking about the future of  
20 the -- of the sustainable future, we're not going to be  
21 driving cars short distances around the neighborhood.  
22 We need to have that transit through the communities.

23           And the 99 option puts it right in the  
24 community where people are going to need it -- to do  
25 short-term travel -- not always going to Seattle but

1186-1

79

1 from one place to the other in Federal Way, in Des  
2 Moines, in Kent. Okay. Thank you.

3 (Proceedings concluded at 7:00 p.m.)

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1. Please share your comments about the project alternatives and station options

1187-1 SR 99 Alternative Let a station at school is  
much better.

I-5 Alternative \_\_\_\_\_

SR 99 to I-5 Alternative \_\_\_\_\_

I-5 to SR 99 Alternative \_\_\_\_\_

No Build \_\_\_\_\_

2. Please share your feedback on the environmental impacts

None

3. Other comments?

None.

Response to Comment 1187-1

Please see response to Common Comment 4 in Table 9-6 of Chapter 9 of the Final EIS.

No comments

4. Please tell us about yourself. Why are you interested in the project?

- I live nearby. If so, where? \_\_\_\_\_
- I work in the project area. If so, where? \_\_\_\_\_
- I own a business nearby. If so, where? \_\_\_\_\_
- I attend school in the project area. If so, where? Highline College
- Other \_\_\_\_\_

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Federal Way WA 98003



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Name Wu, Mingzhen  
 Mailing Address 1651 S 308th Apt A205  
 City, State, Zip Federal Way WA 98003

If you would like to receive project updates by email, please provide your email address: wm7201@mingzhen.wa.us

# Letter FW215

Bah, Abdul Aziz

Page 1

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### 1. Please share your comments about the project alternatives and station options

1188-1 SR 99 Alternative I would my train be close to highway College because I believe many students will benefit from it, and I myself, also it safe more student life of town is less student driving.  
I-5 Alternative

\* SR 99 to I-5 Alternative

I-5 to SR 99 Alternative

No Build

### 2. Please share your feedback on the environmental impacts

1188-2 If there is less people (student) driving to school every there is low carbon monoxide emissions what help the environment

### 3. Other comments?

### Response to Comment 1188-1

Please see response to Common Comment 4 in Table 9-6 of Chapter 9 of the Final EIS.

### Response to Comment 1188-2

Section 4.6, Air Quality and Greenhouse Gases, describes air quality impacts and benefits from the FWLE alternatives.

No comments

4. Please tell us about yourself. Why are you interested in the project?

- I live nearby. If so, where? 1225 S Kent Ave Morris rd
- I work in the project area. If so, where? \_\_\_\_\_
- I own a business nearby. If so, where? \_\_\_\_\_
- I attend school in the project area. If so, where? \_\_\_\_\_
- Other \_\_\_\_\_

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Mailing Address \_\_\_\_\_

City, State, Zip \_\_\_\_\_

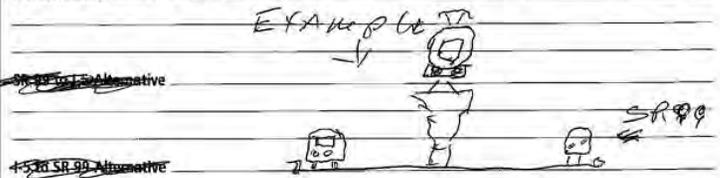
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1. Please share your comments about the project alternatives and station options

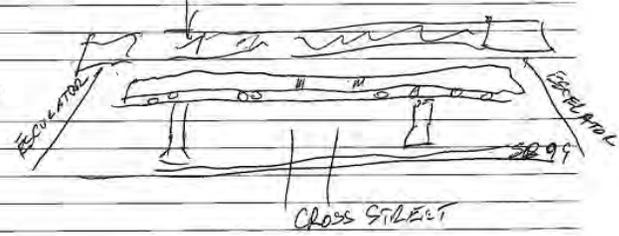
~~SR 99 Alternative~~ NO ALTERNATIVE TO THE OPTION OF RUNNING ELEVATED IN THE MIDDLE OF SR 99. WITH STATIONS ~~AND~~ AT INTERSECTIONS WERE THERE ARE SERVICES.



~~No~~ ~~1189-1~~ AT INTERSECTIONS

2. Please share your feedback on the environmental impacts

3. Other comments?



Response to Comment 1189-1

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS. Please see Chapter 2, Alternatives Considered, of the Final EIS for more information about this alternative.

4. Please tell us about yourself. Why are you interested in the project?

- I live nearby. If so, where? 26706 CARNABY WAY KENT, WA 98032-7636
- I work in the project area. If so, where? \_\_\_\_\_
- I own a business nearby. If so, where? \_\_\_\_\_
- I attend school in the project area. if so, where? \_\_\_\_\_
- Other \_\_\_\_\_

No comments

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Mailing Address 26706 CARNABY WAY

City, State, Zip KENT, WA. 98032-7636

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1. Please share your comments about the project alternatives and station options

1190-1 SR 99 Alternative I Strongly recommend this project near  
Highline; Beneficial to students  
- Community.

I-5 Alternative

SR 99 to I-5 Alternative

I-5 to SR 99 Alternative

No Build

2. Please share your feedback on the environmental impacts

3. Other comments?

1190-2 Foreseeable project; Though with some minimal  
disadvantages the advantages are great  
if the SR 99 alternative is implemented.

Response to Comment 1190-1

Please see response to Common Comments 1 and 4 in Table 9-6 of Chapter 9 of the Final EIS.

Response to Comment 1190-2

Chapter 8, Alternatives Evaluation, includes a comparison of alternatives and shows the trade-offs between alternatives, including ridership, cost, and environmental impacts.

No comments

4. Please tell us about yourself. Why are you interested in the project?

- I live nearby. If so, where? \_\_\_\_\_
- I work in the project area. If so, where? \_\_\_\_\_
- I own a business nearby. If so, where? \_\_\_\_\_
- I attend school in the project area. If so, where? HighLine College.
- Other: \_\_\_\_\_

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Letter FW218

Anonymous

Page 1

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1. Please share your comments about the project alternatives and station options

1191-1 SR 99 Alternative *please stop on 99 @ Highline College. We need the service please.*

I-5 Alternative \_\_\_\_\_

SR 99 to I-5 Alternative \_\_\_\_\_

I-5 to SR 99 Alternative \_\_\_\_\_

No Build \_\_\_\_\_

2. Please share your feedback on the environmental impacts

3. Other comments?

Response to Comment 1191-1

Please see response to Common Comment 4 in Table 9-6 of Chapter 9 of the Final EIS.

No comments

4. Please tell us about yourself. Why are you interested in the project?

- I live nearby. If so, where? \_\_\_\_\_
- I work in the project area. If so, where? \_\_\_\_\_
- I own a business nearby. If so, where? \_\_\_\_\_
- I attend school in the project area. If so, where? \_\_\_\_\_
- Other \_\_\_\_\_

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1. Please share your comments about the project alternatives and station options

1192-1 SR 99 Alternative Station preferred and to have a stop near Highline College.

I-5 Alternative \_\_\_\_\_

SR 99 to I-5 Alternative \_\_\_\_\_

I-5 to SR 99 Alternative \_\_\_\_\_

No Build \_\_\_\_\_

2. Please share your feedback on the environmental impacts

\_\_\_\_\_  
\_\_\_\_\_

3. Other comments?

1192-2 And hope in the near future will make one that will go all the way to Tacoma. It will be good idea. Since there is some work of the time and make daily commitment and especially those who live in Tacoma and have jobs here at Highline among other places.

Response to Comment 1192-1

Please see responses to Common Comments 1 and 4 in Table 9-6 of Chapter 9 of the Final EIS.

Response to Comment 1192-2

Please see response to Common Comment 6.

No comments

4. Please tell us about yourself. Why are you interested in the project?

- I live nearby. If so, where? \_\_\_\_\_
- I work in the project area. If so, where? \_\_\_\_\_
- I own a business nearby. If so, where? \_\_\_\_\_
- I attend school in the project area. If so, where? Highline \_\_\_\_\_
- Other \_\_\_\_\_

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1. Please share your comments about the project alternatives and station options

1193-1 SR 99 Alternative WE WANT a station near highline so these students can go to sector airport (Downtown) easily and also students go to school with no traffic delay.

I-5 Alternative \_\_\_\_\_

SR 99 to I-5 Alternative \_\_\_\_\_

I-5 to SR 99 Alternative \_\_\_\_\_

No Build \_\_\_\_\_

2. Please share your feedback on the environmental impacts

1193-2 Looking at Asian countries such as Japan, Taiwan, Korea etc. train is the most common transportation for citizen and people living in those country. So that means car use will decrease and that may help more to keep ~~poll~~ emitting pollution away from our city.

3. Other comments?

Car is the most ~~reason~~ cause for environment.

1193-3 Currently, <sup>many</sup> Highline students has to take bus for their transportation but it is very inconvenient because the bus bus arrive is heavy everywhere.

Response to Comment 1193-1

Please see response to Common Comment 4 in Table 9-6 of Chapter 9 of the Final EIS.

Response to Comment 1193-2

Please see Section 4.6, Air Quality and Greenhouse Gases, for a description of air quality and impacts and benefits from the alternatives.

Response to Comment 1193-3

The FWLE would provide an alternative public transportation mode to the bus.

No comments

4. Please tell us about yourself. Why are you interested in the project?

- I live nearby. If so, where? \_\_\_\_\_
- I work in the project area. If so, where? \_\_\_\_\_
- I own a business nearby. If so, where? \_\_\_\_\_
- I attend school in the project area. If so, where? Highline College
- Other \_\_\_\_\_

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Letter FW221

Enriquez, Richelle

Page 1

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1. Please share your comments about the project alternatives and station options

1194-1 SR 99 Alternative This would be the better choice for students. The (rest) Des Moines HC campus station. How this more accessible to students.

I-5 Alternative

SR 99 to I-5 Alternative

I-5 to SR 99 Alternative

No Build

2. Please share your feedback on the environmental impacts

1194-2 Since its got to go somewhere. Just like be sensitive to the PEOPLE who are going to be displaced. Make sure they have places to go. The people are first and foremost the most important.

3. Other comments?

Response to Comment 1194-1

Please see response to Common Comment 4 in Table 9-6 of Chapter 9 of the Final EIS.

Response to Comment 1194-2

In developing alternatives, Sound Transit avoided and minimized impacts where possible, but some displacements are unavoidable. Section 4.1, Acquisitions, Displacements, and Relocations, describes the property acquisition and relocation processes, and the relocation assistance and benefits that Sound Transit will provide.

No comments

4. Please tell us about yourself. Why are you interested in the project?

- I live nearby. If so, where? \_\_\_\_\_
- I work in the project area. If so, where? \_\_\_\_\_
- I own a business nearby. If so, where? \_\_\_\_\_
- I attend school in the project area. If so, where? Hogeline college \_\_\_\_\_
- Other \_\_\_\_\_

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Name Richelle Enriquez \_\_\_\_\_

Mailing Address 663 S 18th St \_\_\_\_\_

City, State, Zip Seattle, WA 98148 \_\_\_\_\_

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1. Please share your comments about the project alternatives and station options

1195-1 SR 99 Alternative

1195-1 I-5 Alternative Only if there is a station close to the college that feels safe - would want SR 99 East station option

SR 99 to I-5 Alternative like the 526th St station option would like a station close to the college for safety + accessibility

1195-2 I-5 to SR 99 Alternative do NOT like at all

No Build

2. Please share your feedback on the environmental impacts

1195-3 I hate to see trash coming down on I-5

How best to make 99 look good with elevated - to attract business + restaurants

3. Other comments?

1195-4 Most important to me

1) Safety walking to + from station - closest to college very important. It is scary walking past the Moines Rd anyway and East of SR 99 to I-5 feels very unsafe

1195-5 2) Help the businesses, creative businesses + restaurants thrive - I appreciate the changes along MLK in So Seattle - improved neighborhood rather than blight. I would love SR 99 to improve similarly

Response to Comment I195-1

Please see response to Common Comment 4 in Table 9-6 of Chapter 9 of the Final EIS.

Response to Comment I195-2

Your opposition to the I-5 to SR 99 Alternative has been noted.

Response to Comment I195-3

Please see Section 4.5, Visual and Aesthetic Resources, for a discussion of visual impacts and the mitigation measures that would be appropriate along routes that would follow I-5 and SR 99. See also Section 4.9, Ecosystems, for a discussion of habitat impacts from tree removal.

Response to Comment I195-4

Please see responses to Common Comments 4 and 7.

Response to Comment I195-5

Please see response to Common Comment 1. Section 4.3, Economics, describes the economic impacts of displaced businesses as well as the project's potential economic benefits.

No comments

4. Please tell us about yourself. Why are you interested in the project?

- I live nearby. If so, where? Near Grace Church off Kent-Des Moines Rd
- I work in the project area. If so, where? \_\_\_\_\_
- I own a business nearby. If so, where? \_\_\_\_\_
- I attend school in the project area. If so, where? \_\_\_\_\_
- Other Want to take train downtown Seattle - so looking forward to it!

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Sound Transit is required to mail a notice to each person that comments on the Draft EIS to announce when the Final EIS is available. Please help us meet this requirement by providing your name and mailing address:

Name CAROL OLIVIER

Mailing Address 2451 S Kent-Des Moines Rd

City, State, Zip Des Moines Wa 98198

If you would like to receive project updates by email, please provide your email address: \_\_\_\_\_

# Letter FW223

Parcher, Andrew

Page 1

## Send us your comments

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### 1. Please share your comments about the project alternatives and station options

1196-1 SR 99 Alternative *I am opposed to any alternative along this route that would remove or effect residences along 28th Ave*

I-5 Alternative \_\_\_\_\_

SR 99 to I-5 Alternative \_\_\_\_\_

I-5 to SR 99 Alternative \_\_\_\_\_

No Build \_\_\_\_\_

### 2. Please share your feedback on the environmental impacts

\_\_\_\_\_  
\_\_\_\_\_

### 3. Other comments?

\_\_\_\_\_  
\_\_\_\_\_  
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## Response to Comment 1196-1

In developing alternatives, Sound Transit avoided and minimized impacts where possible, but some displacements would be unavoidable. Section 4.1, Acquisitions, Displacements, and Relocations, describes the property acquisition and relocation processes, and the relocation assistance and benefits that Sound Transit will provide. Appendix D.4.1, Affected Parcels, identifies the parcels that would potentially be acquired by each FWLE alternative.

No comments

4. Please tell us about yourself. Why are you interested in the project?

- I live nearby. If so, where? 23245 27th Ave S
- I work in the project area. If so, where? \_\_\_\_\_
- I own a business nearby. If so, where? \_\_\_\_\_
- I attend school in the project area. If so, where? \_\_\_\_\_
- Other \_\_\_\_\_

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Name Andrew Parcher

Mailing Address 23245 27th Ave S

City, State, Zip Des Moines wa 98198

If you would like to receive project updates by email, please provide your email address: ajdarcher@yahoo.com

Send us your comments

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1. Please share your comments about the project alternatives and station options  
 (with 216 West and 260th East Stations) *Therefore*

SR 99 Alternative *this to be the best choice because it's the choice that most builds for the future. Running ~~the~~ the light rail along I-5 would be a waste of taxpayer money that uproots many people from their homes. It creates a transit ~~SR 99 alternative~~ alternative slower than the Express 578 Sound Transit. For every business lost we will have many more gained along ~~the SR 99 alternative~~ with property values going up, I lived in Tukwila next to the light rail and saw ~~me~~ before, during, and after. It lowered crime *No Build* produced more growth, cleaned up businesses ~~made~~ made commute to everything easier, this also impacts ~~17,000~~ 17,000 high line students and makes less traffic congestion on SR-99.*

2. Please share your feedback on the environmental impacts

3. Other comments?  
 Also putting the light rail on SR-99 brings more money to the businesses around the light rail that aren't displaced and prepares us to be competitive with larger cities like Redmond and Seattle.

Response to Comment I197-1

Please see responses to Common Comments 1 and 3 in Table 9-6 of Chapter 9 of the Final EIS. Chapter 3, Transportation Environment and Consequences, has a description of regional congestion with and without the FWLE alternatives, and of travel times. Section 4.3, Economics, describes the economic impacts of displaced businesses as well as the project's potential economic benefits. Section 4.14, Public Service, Safety, and Security, describes security measures incorporated into station design and notes that crime levels at transit facilities generally reflect the conditions in surrounding neighborhoods.

No comments

4. Please tell us about yourself. Why are you interested in the project?

- I live nearby. If so, where? 272nd ~~and Star Lake Rd~~ / Star Lake Rd
- I work in the project area. If so, where? \_\_\_\_\_
- I own a business nearby. If so, where? \_\_\_\_\_
- I attend school in the project area. If so, where? Highline College
- Other \_\_\_\_\_

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Name Joey Taylor

Mailing Address 2211 ~~Star Lake Rd~~ Star Lake Rd #36-102

City, State, Zip Federal Way, WA, 98003

If you would like to receive project updates by email, please provide your email address: Yes

Send us your comments

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1. Please share your comments about the project alternatives and station options

1198-1 SR 99 Alternative PREFERED ALTERNATIVE - BEST ACCESS TO WALKERS WITH 216 STATION. LONG TERM BEST OPTION. SELECTED ALTERNATIVE THAT WILL NOT LIMIT EXPANSION OF SR99

I-5 Alternative TOO MANY BENDS IN LIGHT RAIL PATH. NO

1198-2 SR 99 to I-5 Alternative NO

I-5 to SR 99 Alternative NO

No Build

2. Please share your feedback on the environmental impacts

3. Other comments?

1198-3 EVERY STATION SHOULD HAVE 200+ PARKING SPACES.

1198-4 STATION NEAR HIGHLINE COLLEGE MEAN PARK CAN BE EXPANDED BECAUSE PUBLIC OWNS HIGHLINE COLLEGE.

1198-5 NOISE CONTROL BUILT ON SIDE OF RAIL TRACK.

1198-6 BICYCLE STORAGE AT ALL STATIONS IN SUBURBS

Response to Comment 1198-1

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS. The S 216th Street area will be accessible from the Angle Lake or Kent/Des Moines stations with a transfer to RapidRide A Line.

Response to Comment 1198-2

Your opposition to the SR 99 to I-5 Alternative and the I-5 to SR 99 Alternative has been noted.

Response to Comment 1198-3

Please see response to Common Comment 5.

Response to Comment 1198-4

Sound Transit would still be required to pay Highline College for any use of its property, regardless of whether it is publicly owned.

Response to Comment 1198-5

Please see Section 4.7, Noise and Vibration, for a discussion of noise mitigation.

Response to Comment 1198-6

All FWLE stations will include bicycle facilities.

4. Please tell us about yourself. Why are you interested in the project?

- I live nearby. If so, where? 3418 SOUTH 198
- I work in the project area. If so, where? \_\_\_\_\_
- I own a business nearby. If so, where? \_\_\_\_\_
- I attend school in the project area. If so, where? \_\_\_\_\_
- Other \_\_\_\_\_

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Name GARY LAWRENSON

Mailing Address 3418 SOUTH 198

City, State, Zip SEATAC, WA 98188

If you would like to receive project updates by email, please provide your email address: \_\_\_\_\_

No comments

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1. Please share your comments about the project alternatives and station options

1200-1 SR 99 Alternative This option would make for the best investment into the community and it's members. I think it would be most advantageous in the long run.

I-5 Alternative

SR 99 to I-5 Alternative

I-5 to SR 99 Alternative

No Build

2. Please share your feedback on the environmental impacts

3. Other comments?

1200-2 As a flightline college student I think it is important that my peers and professors are taken into account. An investment in both parties is an investment in the future.

Response to Comment 1200-1

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

Response to Comment 1200-2

Please see response to Common Comment 4.

No comments

4. Please tell us about yourself. Why are you interested in the project?

- I live nearby. If so, where? \_\_\_\_\_
- I work in the project area. If so, where? \_\_\_\_\_
- I own a business nearby. If so, where? \_\_\_\_\_
- I attend school in the project area. If so, where? Highline College
- Other: \_\_\_\_\_

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Name Alexander Asfaha

Mailing Address 833 S 105th St

City, State, Zip Seattle, WA 98168

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1. Please share your comments about the project alternatives and station options

SR 99 Alternative I would like to see a station close to Highline

1201-1

I-5 Alternative if this is the one please put a station close to Highline

SR 99 to I-5 Alternative

I-5 to SR 99 Alternative

No Build

2. Please share your feedback on the environmental impacts

3. Other comments?

NICE PRESENTATIONS

Response to Comment 1201-1

Please see response to Common Comment 4 in Table 9-6 of Chapter 9 of the Final EIS.

No comments

4. Please tell us about yourself. Why are you interested in the project?

- I live nearby. If so, where? DES MOINES
- I work in the project area. If so, where? \_\_\_\_\_
- I own a business nearby. If so, where? \_\_\_\_\_
- I attend school in the project area. If so, where? \_\_\_\_\_
- Other \_\_\_\_\_

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1. Please share your comments about the project alternatives and station options

SR 99 Alternative Best choice. Route should serve local community, inspire economic development, serve the college for next 150 years, not just be an I-5 substitute.

1202-1 I-5 Alternative No should not just be an I-5 substitute. Serve the local community along Hwy. 99

SR 99 to I-5 Alternative no - same reasons as above

I-5 to SR 99 Alternative no - same reasons as above

1202-2 No Build - don't even think about not building it.

2. Please share your feedback on the environmental impacts

They will be serious along SR 99, but long term benefits will ~~outweigh~~ outweigh them.

3. Other comments?

1202-3 This project should serve the college directly! Put a stop at the college, on 99, or underground under the East parking lot. The college will be here for the long, long term, and has a huge impact on the lives of people in SW King County. Direct access to the college (not 3 blocks away) will make a huge difference for the next 50-100 years. Please think long term!

Response to Comment I202-1

Please see responses to Common Comments 1 and 8 in Table 9-6 of Chapter 9 of the Final EIS.

Response to Comment I202-2

Please see response to Common Comment 11.

Response to Comment I202-3

Please see response to Common Comment 4.

No comments

4. Please tell us about yourself. Why are you interested in the project?

- I live nearby. If so, where? \_\_\_\_\_
- I work in the project area. If so, where? Highline College
- I own a business nearby. If so, where? \_\_\_\_\_
- I attend school in the project area. If so, where? \_\_\_\_\_
- Other \_\_\_\_\_

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Name Allan Walton

Mailing Address 1132 SW. 174th Pl.

City, State, Zip Seattle WA 98166

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1. Please share your comments about the project alternatives and station options

SR 99 Alternative Although this option is expensive, but you will also have a lot of students using it. Economically a good option.

I-5 Alternative Way too far for highline students, and I would just drive to school instead.

SR 99 to I-5 Alternative

I-5 to SR 99 Alternative

No Build

1203-1

2. Please share your comments on the environmental impacts

If SR 99 alternative would be chosen, less students would drive to school, helping the environment!

3. Other comments?

Please choose SR 99 Alternative!

Response to Comment 1203-1

Please see response to Common Comment 4 in Table 9-6 of Chapter 9 of the Final EIS.

No comments

4. Please tell us about yourself. Why are you interested in the project?

- I live nearby. If so, where? Des Moines WA
- I work in the project area. If so, where? \_\_\_\_\_
- I own a business nearby. If so, where? \_\_\_\_\_
- I attend school in the project area. If so, where? Highline College
- Other \_\_\_\_\_

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Mailing Address \_\_\_\_\_

City, State, Zip \_\_\_\_\_

If you would like to receive project updates by email, please provide your email address: \_\_\_\_\_

# Letter FW231

Beel Petersen, Autumn

Page 1

## Send us your comments

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### 1. Please share your comments about the project alternatives and station options

1204-1 SR 99 Alternative *This would benefit Somers students 17,000  
and mothers with children for safety issues  
and walking 15 min to a Rail is not feasible and we  
I-5 Alternative *need this  
destination**

SR 99 to I-5 Alternative

I-5 to SR 99 Alternative

No Build

### 2. Please share your feedback on the environmental impacts

### 3. Other comments?

## Response to Comment 1204-1

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

No comments

4. Please tell us about yourself. Why are you interested in the project?

- I live nearby. If so, where? \_\_\_\_\_
- I work in the project area. If so, where? \_\_\_\_\_
- I own a business nearby. If so, where? \_\_\_\_\_
- I attend school in the project area. If so, where? \_\_\_\_\_
- Other Attend Highline College \_\_\_\_\_

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737 Van De Venter  
Kent WA  
98030



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Name Autumn R Beel Petersen  
 Mailing Address 737 Van De Venter Ave.  
 City, State, Zip Kent, WA 98030

If you would like to receive project updates by email, please provide your email address: abeel@highline.edu

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1. Please share your comments about the project alternatives and station options

SR 99 Alternative Like the convenience and location. Its surroundings and assist college life and other things are accessible.  
I-5 Alternative out of the way

SR 99 to I-5 Alternative

1205-1 I-5 to SR 99 Alternative

No Build

2. Please share your feedback on the environmental impacts

The other routes are out of the way but 99 will continue to assist patrons

3. Other comments?

Response to Comment 1205-1

Please see responses to Common Comments 1 and 4 in Table 9-6 of Chapter 9 of the Final EIS.

No comments

4. Please tell us about yourself. Why are you interested in the project?

- I live nearby. If so, where? \_\_\_\_\_
- I work in the project area. If so, where? \_\_\_\_\_
- I own a business nearby. If so, where? \_\_\_\_\_
- I attend school in the project area. If so, where? Highline \_\_\_\_\_
- Other \_\_\_\_\_

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Name Trina Curry \_\_\_\_\_

Mailing Address \_\_\_\_\_

City, State, Zip \_\_\_\_\_

If you would like to receive project updates by email, please provide your email address: TrinaCurry123@live.com

Send us your comments

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1. Please share your comments about the project alternatives and station options

1206-1 SR 99 Alternative *This one would make it more convenient for the student population around Des Moines SeaTac and Federal Way*  
I-5 Alternative *around Highline Community College*

SR 99 to I-5 Alternative

I-5 to SR 99 Alternative

No Build

2. Please share your feedback on the environmental impacts

3. Other comments?

*Response to Comment 1206-1*

Please see response to Common Comment 4 in Table 9-6 of Chapter 9 of the Final EIS.

4. Please tell us about yourself. Why are you interested in the project?

- I live nearby. If so, where? \_\_\_\_\_
- I work in the project area. If so, where? \_\_\_\_\_
- I own a business nearby. If so, where? \_\_\_\_\_
- I attend school in the project area. If so, where? \_\_\_\_\_
- Other \_\_\_\_\_

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Mailing Address \_\_\_\_\_

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No comments

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1. Please share your comments about the project alternatives and station options

1207-1 SR 99 Alternative I would like to see Highline College be a major destination for the Light Rail. 17000 Students plus faculty would use it often if close to our campus.

I-5 Alternative

SR 99 to I-5 Alternative

I-5 to SR 99 Alternative

No Build

2. Please share your feedback on the environmental impacts

1207-2 Don't want to see more cement along I-5.

3. Other comments?

The area needs a facelift.

Response to Comment 1207-1

Please see response to Common Comment 4 in Table 9-6 of Chapter 9 of the Final EIS.

Response to Comment 1207-2

See Section 4.5, Visual and Aesthetic Resources, for a description of visual changes and impacts, as well as mitigation.

No comments

4. Please tell us about yourself. Why are you interested in the project?

- I live nearby. If so, where? \_\_\_\_\_
- I work in the project area. If so, where? \_\_\_\_\_
- I own a business nearby. If so, where? \_\_\_\_\_
- I attend school in the project area. If so, where? Highline College
- Other \_\_\_\_\_

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Ruth Krizan  
211 SW 184th  
Norm Park WA 98166



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Mailing Address \_\_\_\_\_

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1. Please share your comments about the project alternatives and station options

1208-1 SR 99 Alternative I would like to see Highline college be a major destination for the Light Rail. Many students would use it often if close to campus.

I-5 Alternative \_\_\_\_\_

SR 99 to I-5 Alternative \_\_\_\_\_

I-5 to SR 99 Alternative \_\_\_\_\_

No Build \_\_\_\_\_

2. Please share your feedback on the environmental impacts

3. Other comments?

Response to Comment 1208-1

Please see response to Common Comment 4 in Table 9-6 of Chapter 9 of the Final EIS.

4. Please tell us about yourself. Why are you interested in the project?

- I live nearby. If so, where? \_\_\_\_\_
- I work in the project area. If so, where? \_\_\_\_\_
- I own a business nearby. If so, where? \_\_\_\_\_
- I attend school in the project area. If so, where? Highline College
- Other \_\_\_\_\_

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Tatyana Matsycek  
mailing address  
 3000 Royal Hills Dr SE #23A  
 Renton, WA - 98058



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Name \_\_\_\_\_

Mailing Address \_\_\_\_\_

City, State, Zip \_\_\_\_\_

If you would like to receive project updates by email, please provide your email address: \_\_\_\_\_

No comments

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#### 1. Please share your comments about the project alternatives and station options

SR 99 Alternative is good for go student go to school.

I-5 Alternative easy to go somewhere for the activity

1209-1

SR 99 to I-5 Alternative all the way to the Airport. when you don't have car. Don't have to worry about the way to go Airport.

I-5 to SR 99 Alternative good.

No Build

#### 2. Please share your feedback on the environmental impacts

#### 3. Other comments?

#### Response to Comment 1209-1

Please see response to Common Comment 4 in Table 9-6 of Chapter 9 of the Final EIS.

No comments

4. Please tell us about yourself. Why are you interested in the project?

- I live nearby. If so, where? Des moines.
- I work in the project area. If so, where? Highline community college.
- I own a business nearby. If so, where? \_\_\_\_\_
- I attend school in the project area. If so, where? Highline college
- Other \_\_\_\_\_

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Name - Xiao Li zhan  
 Mailing Address 1300sw Campus Dr Apt 10-5  
 City, State, Zip Federal way 98023

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1. Please share your comments about the project alternatives and station options

1210-1 SR 99 Alternative Serves the most people, and is the ideal alignment

I-5 Alternative Serves the fewest people, would make link a really slow ride to Seattle, not much more.

1210-2 SR 99 to I-5 Alternative would make sense only if the crossover to I-5 happened south of S. 272 st, because it would position LINK to have a station at Fed Way TC and continue south.  
I-5 to SR 99 Alternative

No Build

2. Please share your feedback on the environmental impacts

3. Other comments?

1210-3 It would be ideal to include all the potential stations (S. 216th, S. 260th) into the final project, then have metro drop the A-line to every half-hour (re-instate the 17# number).

1210-4 Please do not reduce service on the peak or off-peak 577 & 578 routes LINK will take a full hour to make the distance, whereas an I-5 Seattle express rarely takes that long at peak, but can take around 22 minutes off-peak.

Response to Comment I210-1

See Section 3.5.2 Transit Service and Operation, of the Final EIS for project ridership by alternative.

Response to Comment I210-2

Please see response to Common Comment 6 in Table 9-6 of Chapter 9 of the Final EIS regarding future expansion south.

Response to Comment I210-3

Please see response to Common Comment 1. The S 216th and S 260th station areas would be accessible from the FWLE stations via RapidRide A Line.

Response to Comment I210-4

See Section 3.5.2, Transit Operations and Service, of the Final EIS for a description of transit changes and how buses would integrate with the FWLE.

4. Please tell us about yourself. Why are you interested in the project?

- I live nearby. If so, where? Federal Way
- I work in the project area. If so, where? \_\_\_\_\_
- I own a business nearby. If so, where? \_\_\_\_\_
- I attend school in the project area. If so, where? \_\_\_\_\_
- Other \_\_\_\_\_

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Name \_\_\_\_\_

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1. Please share your comments about the project alternatives and station options

SR 99 Alternative \_\_\_\_\_

I-5 Alternative \_\_\_\_\_

SR 99 to I-5 Alternative \_\_\_\_\_

1211-1 I-5 to SR 99 Alternative It would be irritating for a mother with children to have to walk from I-5 to Des Moines near Hwy. 99, let alone unsafe

No Build \_\_\_\_\_

2. Please share your feedback on the environmental impacts

3. Other comments?

1211-2 The east side of Hwy 99 is known in the community as unsafe - drug dealing, murder and prostitution are more rampant than on the west side of Hwy. 99. No route near 30thst, would be advised due to these issues.

Response to Comment I211-1

Section 3.5.6, Non-motorized Facilities, of the Final EIS describes the pedestrian amenities to ensure the safety of pedestrians at road crossings. Please see response to Common Comment 7 in Table 9-6 of Chapter 9 of the Final EIS regarding pedestrian safety and changes to the Preferred Kent/Des Moines Station. See Section 4.14, Public Services, Safety, and Security, for more information on safety at stations.

Response to Comment I211-2

Please see response to Common Comment 7.

No comments

4. Please tell us about yourself. Why are you interested in the project?

- I live nearby. If so, where? \_\_\_\_\_
- I work in the project area. If so, where? Highline College
- I own a business nearby. If so, where? \_\_\_\_\_
- I attend school in the project area. If so, where? \_\_\_\_\_
- Other and serve low-income students

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Name Mary Boldt

Mailing Address PO Box 98146

City, State, Zip Seattle, WA 98198

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1. Please share your comments about the project alternatives and station options

1212-1 SR 99 Alternative This is the Obvious destination all others are in concern of Money.

I-5 Alternative

SR 99 to I-5 Alternative

I-5 to SR 99 Alternative

No Build

2. Please share your feedback on the environmental impacts

3. Other comments?

1212-2 I would like to understand the Ethical Decision to build Mass Transit anywhere other as close to a public College as possible. The need for Safety cannot go unnoticed. Our Students need the safest place a Station can be built.

Response to Comment I212-1

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

Response to Comment I212-2

Please see response to Common Comment 4.

No comments

4. Please tell us about yourself. Why are you interested in the project?

- I live nearby. If so, where? \_\_\_\_\_
- I work in the project area. If so, where? \_\_\_\_\_
- I own a business nearby. If so, where? \_\_\_\_\_
- I attend school in the project area. If so, where? \_\_\_\_\_
- Other \_\_\_\_\_

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1. Please share your comments about the project alternatives and station options

SR 99 Alternative <sup>ISN'T</sup> WHY ~~AREN'T~~ THERE A MEDIAN STATIONS AT 272nd TO LESSEN IMPACTS TO PROPERTY OWNERS?

I-5 Alternative

SR 99 to I-5 Alternative

I-5 to SR 99 Alternative WHY ISN'T THERE A MEDIAN STATION AT 272nd TO LESSEN IMPACTS TO PROPERTY OWNERS?

No Build

2. Please share your feedback on the environmental impacts

3. Other comments?

CAN YOU BETTER EXPLAIN WHY RIDERSHIP PROJECTIONS AREN'T MUCH HIGHER ON SR 99 THAN I-5? WITH <sup>MORE</sup> SHOPPING AND MORE OPPORTUNITIES FOR DEVELOPMENT ON SR 99, IT DOESN'T MAKE SENSE TO ME THAT RIDERSHIP IS ALMOST THE SAME.

Response to Comment I213-1

A median station at S 272nd Street was not considered because constructing a station on the side of a major roadway such as SR 99 is preferred over constructing in the median. Constructing in the median would require acquisition from adjacent properties because the road would need to be widened around the station. SR 99 would need to be detoured around the construction area and would affect traffic in this area for an extended period of time. A median station would also require all users, regardless of mode of access, to cross at least 3 lanes of SR 99, whereas a station located on the side of SR 99 can have parking and bus access located nearby without a road crossing.

Response to Comment I213-2

See Section 3.5.2, Transit Service and Operations, of the Final EIS for a discussion of ridership by alternative and station. This section includes a discussion of why ridership estimates are relatively similar between alternatives.

4. Please tell us about yourself. Why are you interested in the project?

- I live nearby. If so, where? \_\_\_\_\_
- I work in the project area. If so, where? \_\_\_\_\_
- I own a business nearby. If so, where? \_\_\_\_\_
- I attend school in the project area. If so, where? \_\_\_\_\_
- Other want to see improved transit connections coming from the South

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No comments

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1. Please share your comments about the project alternatives and station options

214-1  
SR 99 Alternative please keep promises to run the light rail along 99 with stops at 216th + Highline College  
I-5 Alternative does not serve des moines

SR 99 to I-5 Alternative

NO I-5 to SR 99 Alternative The planned stop @ 30th is a scary place at site. 1214-2

No Build

2. Please share your feedback on the environmental impacts

3. Other comments?

1214-3  
Des Moines has been historically dismissed as an unimportant population. But this needs to stop now. We have many economic resources that have been untapped. It would do Sound Transit well to include us in the route plans.

Response to Comment I214-1

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

Response to Comment I214-2

Please see response to Common Comment 7.

Response to Comment I214-3

All FWLE alternatives would provide access to the city of Des Moines with the Kent/Des Moines Station. Please see response to Common Comment 8.

No comments

4. Please tell us about yourself. Why are you interested in the project?

- I live nearby. If so, where? in Des Moines
- I work in the project area. If so, where? Highline College
- I own a business nearby. If so, where? \_\_\_\_\_
- I attend school in the project area. If so, where? \_\_\_\_\_
- Other \_\_\_\_\_

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Name Rebecca Pinney

Mailing Address 24508 11 Ave S

City, State, Zip Des Moines WA 98198

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1. Please share your comments about the project alternatives and station options

SR 99 Alternative \_\_\_\_\_

I-5 Alternative \_\_\_\_\_

SR 99 to I-5 Alternative \_\_\_\_\_

I-5 to SR 99 Alternative \_\_\_\_\_

No Build \_\_\_\_\_

2. Please share your feedback on the environmental impacts

3. Other comments?

You need to widen the roads.  
Resist fares would need cheaper for those on social security & disabled person ->

1215-1

1215

Response to Comment I215-1

Proposed improvements to transportation system are located in Chapter 3, Transportation, of the Final EIS.

Response to Comment I215-2

Section 7.7, Project Benefits, in Chapter 7, Environmental Justice, describes benefits of the project to all populations including minority and low-income. Benefits include improved access to transit and employment and an increase in transit reliability. Sound Transit implemented a low-income fare in 2015.

~~At~~ less than \$1.00 - a day

4. Please tell us about yourself. Why are you interested in the project?

- I live nearby. If so, where? We are limited
- I work in the project area. If so, where? on social
- I own a business nearby. If so, where? to security
- I attend school in the project area. If so, where? income
- Other \_\_\_\_\_

1215

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1. Please share your comments about the project alternatives and station options

SR 99 Alternative This route would have the greatest impact on community development for the most neglected part of this region. Also a stop near the Highline campus would greatly help the many students who commute. Staff and faculty who live nearby would also benefit. This route would improve access to education and potential jobs. The prospect of more development will also transform this community, attracting commerce and foot traffic. This will also increase the safety by having more people present.

I-5 Alternative

SR 99 to I-5 Alternative

I-5 to SR 99 Alternative

No Build

1216-1

2. Please share your feedback on the environmental impacts

I am concerned about the people who will be displaced. However, fewer cars will help the natural environment.

1216-2

3. Other comments?

We in the US (and especially the west coast) are behind the curve in providing modern public transit. An future of environmental sustainability public transit is vital. And as the population ages more people will want safe, accessible alternatives to private cars. This project has great long term potential.

1216-3

Response to Comment I216-1

Please see responses to Common Comments 1, 4, 7, and 8 in Table 9-6 of Chapter 9 of the Final EIS.

Response to Comment I216-2

Section 4.1, Acquisitions, Displacements, and Relocations, describes the property acquisition and relocation processes, and the relocation assistance and benefits that Sound Transit will provide. Section 4.5, Air Quality and Greenhouse Gases, describes the air quality benefits from the project.

Response to Comment I216-3

Please see response to Common Comment 11.

No comments

4. Please tell us about yourself. Why are you interested in the project?

- I live nearby. If so, where? 26827 Cannaby Way, Kent
- I work in the project area. If so, where? Nightline College
- I own a business nearby. If so, where? \_\_\_\_\_
- I attend school in the project area. If so, where? \_\_\_\_\_
- Other: \_\_\_\_\_

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 Please help us meet this requirement by providing your name and mailing address:

Name Jennifer Jones  
 Mailing Address 26827 Cannaby Way  
 City, State, Zip Kent, WA 98032  
 If you would like to receive project updates by email, please provide your email address: \_\_\_\_\_

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1. Please share your comments about the project alternatives and station options

SR 99 Alternative I like this one because it is close to highway  
And I think the most important thing for the bus route is to  
benefit the students, especially for the night class students on campus.  
I-5 Alternative This one is much cheaper than SR 99 Alternative

1217-1

SR 99 to I-5 Alternative Although the project is 2<sup>nd</sup> cheap among 4 choices,  
it is still not close enough to the campus.

I-5 to SR 99 Alternative Not close to school.

No Build

2. Please share your feedback on the environmental impacts

Try to reduce the environment impact by doing more monitoring  
for the project.

1217-2

3. Other comments?

Response to Comment I217-1

Please see response to Common Comment 4 in Table 9-6 of Chapter 9 of the Final EIS.

Response to Comment I217-2

Sound Transit is committed to mitigating project impacts. Details about proposed mitigation are provided in Appendix H.

No comments

4. Please tell us about yourself. Why are you interested in the project?

- I live nearby. If so, where? \_\_\_\_\_
- I work in the project area. If so, where? elementary class \_\_\_\_\_
- I own a business nearby. If so, where? \_\_\_\_\_
- I attend school in the project area. If so, where? \_\_\_\_\_
- Other \_\_\_\_\_

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Name Shawn Young, Shawn Young \_\_\_\_\_

Mailing Address Pacific HWY, Garden Site \_\_\_\_\_

City, State, Zip Des Moines, Washington, 98198 \_\_\_\_\_

If you would like to receive project updates by email, please provide your email address: \_\_\_\_\_

# Letter FW245

Xu, Yan

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### 1. Please share your comments about the project alternatives and station options

1218-1 SR 99 Alternative *I prefer this plan. More students can go through this line more convenient. This line also can share part of pressure from A-line. A-line always really crowded in morning and afternoon.*

I-5 Alternative \_\_\_\_\_

SR 99 to I-5 Alternative \_\_\_\_\_

I-5 to SR 99 Alternative \_\_\_\_\_

No Build \_\_\_\_\_

### 2. Please share your feedback on the environmental impacts

1218-2 *Other lines like I-5 have less ridership.*

### 3. Other comments?

### Response to Comment I218-1

Please see response to Common Comment 4 in Table 9-6 of Chapter 9 of the Final EIS.

### Response to Comment I218-2

Section 3.5.2, Transit Service and Operations, of the Final EIS provides updated project ridership for the FWLE alternatives.

No comments

4. Please tell us about yourself. Why are you interested in the project?

- I live nearby. If so, where? \_\_\_\_\_
- I work in the project area. If so, where? \_\_\_\_\_
- I own a business nearby. If so, where? \_\_\_\_\_
- I attend school in the project area. If so, where? Highline College
- Other \_\_\_\_\_

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Name Yan Xu

Mailing Address ~~Junya Xu 3700 1134 SW 33rd Pl~~

City, State, Zip Federal way WA 98023

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1. Please share your comments about the project alternatives and station options

1219-1 SR 99 Alternative would displace the least amount of residents  
Please choose the route that displaces the least  
amount of families, especially low-income people  
I-5 Alternative with limited options for relocation

SR 99 to I-5 Alternative

I-5 to SR 99 Alternative

No Build

2. Please share your feedback on the environmental impacts

3. Other comments?

Response to Comment 1219-1

Section 4.1, Acquisitions, Displacements, and Relocations, describes the property acquisition and relocation processes, and the relocation assistance and benefits that Sound Transit will provide. Please see response to Common Comment 3 in Table 9-6 of Chapter 9 of the Final EIS.

No comments

4. Please tell us about yourself. Why are you interested in the project?

- I live nearby. If so, where? \_\_\_\_\_
- I work in the project area. If so, where? Highline College
- I own a business nearby. If so, where? \_\_\_\_\_
- I attend school in the project area. If so, where? \_\_\_\_\_
- Other \_\_\_\_\_

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1. Please share your comments about the project alternatives and station options

SR 99 Alternative No! - Too costly to acquire properties so at 290? or use 99 option

I-5 Alternative Yes

SR 99 to I-5 Alternative No

I-5 to SR 99 Alternative Yes - But Buy Back to 99 @ 5 24th St

No Build

1220-1

2. Please share your feedback on the environmental impacts

3. Other comments?

- Urban Plan / Re-growth - ACP 50+ yrs. work on Major Transportation / LAND USE / TAXATION ISSUES www.rwth.com

*[Signature]*

Response to Comment 1220-1

Cost estimates for the build alternatives, including property acquisition costs, are shown in Chapter 2 of the Final EIS. Section 4.1, Acquisitions, Displacements, and Relocations, compares the number and type of property acquisitions that would be needed for each build alternative. Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

No comments

4. Please tell us about yourself. Why are you interested in the project?

I live nearby. If so, where? \_\_\_\_\_

I work in the project area. If so, where? \_\_\_\_\_

I own a business nearby. If so, where? \_\_\_\_\_

I attend school in the project area. If so, where? \_\_\_\_\_

Other Work with Several Important Business Property Owner

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Name R. ROBERT W. THORPE ACP

Mailing Address 2737 SE 28th St #101

City, State, Zip Mercer Is WA 98109

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1. Please share your comments about the project alternatives and station options

1221-1 SR 99 Alternative I think it's a good alternative cuz it's really close to school.

I-5 Alternative \_\_\_\_\_

SR 99 to I-5 Alternative \_\_\_\_\_

I-5 to SR 99 Alternative \_\_\_\_\_

No Build \_\_\_\_\_

2. Please share your feedback on the environmental impacts

1221-2 I don't know anything about the environmental impacts from building this, but I think that this comment paper shouldn't be printed in color, it's even more waste of resources.

3. Other comments?

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Response to Comment 1221-1

Please see response to Common Comment 4 in Table 9-6 of Chapter 9 of the Final EIS.

Response to Comment 1221-2

Sound Transit is committed to sustainable practices and will take this into consideration for future projects.

No comments

4. Please tell us about yourself. Why are you interested in the project?

- I live nearby. If so, where? \_\_\_\_\_
- I work in the project area. If so, where? \_\_\_\_\_
- I own a business nearby. If so, where? \_\_\_\_\_
- I attend school in the project area. If so, where? Highline college
- Other \_\_\_\_\_

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1. Please share your comments about the project alternatives and station options

1222-1

SR 99 Alternative This Alternative will help our community. Although it doesn't affect our community's growth, I believe our community and economy will grow after few years later.

I-5 Alternative I can't expect how this route will bring the advantages to extend the light rail. There are already a lot of buses to go to I-5.

SR 99 to I-5 Alternative

I-5 to SR 99 Alternative

1222-2

No Build I expect it will be more bad traffic.

1222-3

2. Please share your feedback on the environmental impacts

All Alternatives will good for our environment because many people will use the light rail rather than their transportation.

3. Other comments?

If the light rail will extend on our community, it will help to develop and introduce our community to other people. Because many people can access our community, the people will visit more.

Response to Comment 1222-1

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS. Section 4.3, Economics, describes the economic impacts of displaced businesses as well as the project's potential economic benefits.

Response to Comment 1222-2

Section 3.5.1, Regional Facilities and Travel, describes the anticipated regional traffic with and without the FWLE.

Response to Comment 1222-3

Chapter 8, Alternatives Evaluation, includes a comparison of alternatives and shows the trade-offs between alternatives, including ridership, cost, and environmental impacts.

No comments

4. Please tell us about yourself. Why are you interested in the project?

- I live nearby. If so, where? Kent
- I work in the project area. If so, where? -
- I own a business nearby. If so, where? -
- I attend school in the project area. If so, where? Highline College
- Other I use SR 99 every day.

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1. Please share your comments about the project alternatives and station options

1223-1 SR 99 Alternative I DISAGREE WITH THIS OPTION (W. 216TH STATION) I BELIEVE LINK LIGHT RAIL IS A PUBLIC PROJECT, AND SHOULD BE CONSTRUCTED ON PUBLIC PROPERTY

I-5 Alternative I AGREE WITH THIS OPTION

SR 99 to I-5 Alternative I AGREE WITH THIS OPTION 1223-2

I-5 to SR 99 Alternative I AGREE WITH THIS OPTION

No Build

2. Please share your feedback on the environmental impacts

3. Other comments?

1223-3 I LIVE IN THE QUIET NEIGHBORHOOD THAT WOULD BE RUINED BY THE SR 99 (WITH S 216TH AND S 220TH EAST STATIONS). ONLY 2 BLOCKS FROM MY FAMILIES HOME IS 287TH AVE S. THESE HOMES WOULD BE TAKEN DOWN TO MAKE WAY FOR A TRENCH CAUSING CONSTANT TRAIN TRAFFIC. I ALSO FEAR THAT OUR QUIET NEIGHBORHOOD WOULD BECOME A THROUGHFAIR FOR PEOPLE WALKING TO CATCH THE TRAIN AT HIGHLINE CC. BESIDES OUR NEIGHBORHOOD, THE ~~LOSS~~ LOSS OF COMMERCIAL BUSINESSES IN THE DES MOINES WOULD BE DISASTROUS FOR THE CITY OF DES MOINES. PLEASE KEEP OUR COMMUNITY AND CITY ALIVE!  
SINCERELY  
JASON, HANA, + ELLA SCHAPLOW 1223-4

Response to Comment 1223-1

The FWLE will be constructed in existing right-of-way along existing transportation corridors where possible. All alternatives would require some acquisition of private property, primarily for stations, access, or construction staging. Section 4.1, Acquisitions, Displacements, and Relocations, describes the property acquisition and relocation processes, and the relocation assistance and benefits that Sound Transit will provide.

Response to Comment 1223-2

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

Response to Comment 1223-3

Section 4.4, Social Impacts, Community Facilities, and Neighborhoods, describes neighborhood impacts.

Response to Comment 1223-4

Section 4.4 describes impacts on neighborhoods. Section 4.3, Economics, describes the economic impacts of displaced businesses as well as the project's potential economic benefits.

No comments

4. Please tell us about yourself. Why are you interested in the project?

- I live nearby. If so, where? MY HOUSE WOULD BE AFFECTED BY THE S 216TH STATION OPTION
- I work in the project area. If so, where? \_\_\_\_\_
- I own a business nearby. If so, where? \_\_\_\_\_
- I attend school in the project area. If so, where? \_\_\_\_\_
- Other \_\_\_\_\_

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Name JASON SCHAPLOW

Mailing Address 2616 S. 234TH ST

City, State, Zip DES MOINES, WA 98198

If you would like to receive project updates by email, please provide your email address: \_\_\_\_\_

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1. Please share your comments about the project alternatives and station options

SR 99 Alternative I am opposed to this option because it will disrupt my neighborhood dramatically. Also it displaces too many businesses.

I-5 Alternative This removes vital revenue from the City of Des Moines.

I am all for the I-5 option

SR 99 to I-5 Alternative because the land exists to accomidate a project like this.

I-5 to SR 99 Alternative

No Build

2. Please share your feedback on the environmental impacts

3. Other comments?

Response to Comment I224-1

Section 4.4, Social Impacts, Community Facilities, and Neighborhoods, describes neighborhood impacts, and Section 4.1, Acquisitions, Displacements, and Relocations, describes the property acquisition and relocation processes, and the relocation assistance and benefits that Sound Transit will provide. Section 4.3, Economics, describes the economic impacts of displaced businesses as well as the project's potential economic benefits.

No comments

4. Please tell us about yourself. Why are you interested in the project?

- I live nearby. If so, where? 234th St Res Mains
- I work in the project area. If so, where? \_\_\_\_\_
- I own a business nearby. If so, where? \_\_\_\_\_
- I attend school in the project area. If so, where? \_\_\_\_\_
- Other \_\_\_\_\_

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Name Erik Seymour

Mailing Address 2626 S. 234th St

City, State, Zip Res Mains, WA 98148

If you would like to receive project updates by email, please provide your email address: erik@seymourerik.com  
seymour.erik@gmail.com

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1. Please share your comments about the project alternatives and station options

SR 99 Alternative \_\_\_\_\_

I-5 Alternative \_\_\_\_\_

SR 99 to I-5 Alternative \_\_\_\_\_

I-5 to SR 99 Alternative \_\_\_\_\_

No Build \_\_\_\_\_

2. Please share your feedback on the environmental impacts

*It's beneficial to support efforts systematically across our city that contribute to less waste (CO2) and increase community linkages that sustain transportation connecting near schools and small businesses that make up the bulk of our working economy.*

1225-1

3. Other comments?

*I support Samuel Transit bus station that is near Highline Campus because it economically strategic in placement and a sustainable option for a very large staff and student population that commutes from Seattle to South Seattle.*

1225-2

*Response to Comment 1225-1*

Please see Section 4.6, Air Quality and Greenhouse Gases, for a description of air quality impacts and benefits from the alternatives; Section 3.5.1 of Chapter 3, Transportation, for information on connecting regional centers; and Section 4.3, Economics, for a discussion of effects on businesses.

*Response to Comment 1225-2*

Please see response to Common Comment 4 in Table 9-6 of Chapter 9 of the Final EIS.

No comments

Please tell us about yourself. Why are you interested in the project?

- I live nearby. If so, where? \_\_\_\_\_
- I work in the project area. If so, where? Highline Community College
- I own a business nearby. If so, where? \_\_\_\_\_
- I attend school in the project area. If so, where? \_\_\_\_\_
- Other \_\_\_\_\_

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# Letter FW253

Watling, Richard

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1. Please share your comments about the project alternatives and station options

1226-1 SR 99 Alternative This would be the best option because it is in the most urban centers, bringing in students for Highline AND Central WU. Can replace A-Line thus redirecting money spent.

I-5 Alternative \_\_\_\_\_

SR 99 to I-5 Alternative \_\_\_\_\_

I-5 to SR 99 Alternative \_\_\_\_\_

No Build \_\_\_\_\_

2. Please share your feedback on the environmental impacts

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3. Other comments?

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## Response to Comment 1226-1

Please see response to Common Comment 4 in Table 9-6 of Chapter 9 of the Final EIS. The RapidRide A Line would continue to operate on SR 99 and provide service to this FWLE station.

No comments

4. Please tell us about yourself. Why are you interested in the project?

- I live nearby. If so, where? Federal Way
- I work in the project area. If so, where? \_\_\_\_\_
- I own a business nearby. If so, where? \_\_\_\_\_
- I attend school in the project area. If so, where? \_\_\_\_\_
- Other \_\_\_\_\_

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Name Richard Watling

Mailing Address 32832 41st Way S.

City, State, Zip Federal Way, WA, 98001

If you would like to receive project updates by email, please provide your email address: richard221@students.highline.edu

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1. Please share your comments about the project alternatives and station options

1227-1 SR 99 Alternative *I think this is the best alternative for our community. More access to commute everyday to different locations.*

I-5 Alternative \_\_\_\_\_

SR 99 to I-5 Alternative \_\_\_\_\_

I-5 to SR 99 Alternative \_\_\_\_\_

No Build \_\_\_\_\_

2. Please share your feedback on the environmental impacts

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3. Other comments?

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*Response to Comment 1227-1*

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

No comments

4. Please tell us about yourself. Why are you interested in the project?

- I live nearby. If so, where? Federal way
- I work in the project area. If so, where? \_\_\_\_\_
- I own a business nearby. If so, where? \_\_\_\_\_
- I attend school in the project area. If so, where? Highline college
- Other \_\_\_\_\_

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1. Please share your comments about the project alternatives and station options

SR 99 Alternative I think it's very convenient for students, but it will make noises when it's under construction.

I-5 Alternative

1228-1

SR 99 to I-5 Alternative this is the one I would like to choose because it's not too far from the school. And I think we only need this station on pacific highway because there is A-Line ~~station~~.

I-5 to SR 99 Alternative

No Build

2. Please share your feedback on the environmental impacts

I think it's necessary to ~~build~~ extend the light rail, but just need to build the station at the main destination people usually go to, e.g. Highline College.

1228-2

3. Other comments?

I've lived in ~~the~~ Seattle for several years, and I'm an international student. I take A-Line to school every day and I think it's very convenient. I would love to see the new light rail stations built. There would be more convenient for us to go to downtown to explore the beauty of Seattle.

1228-3

Response to Comment 1228-1

Construction noise is described in Chapter 5, Construction.

Response to Comment 1228-2

Please see response to Common Comment 4 in Table 9-6 of Chapter 9 of the Final EIS.

Response to Comment 1228-3

Please see response to Common Comment 11.

No comments

4. Please tell us about yourself. Why are you interested in the project?

- I live nearby. If so, where? \_\_\_\_\_
- I work in the project area. If so, where? \_\_\_\_\_
- I own a business nearby. If so, where? \_\_\_\_\_
- I attend school in the project area. If so, where? Highline College
- Other \_\_\_\_\_

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Name Tony Pai

Mailing Address 3316 S. 194th St. Seatac, WA 98188

City, State, Zip Seatac, WA 98188

If you would like to receive project updates by email, please provide your email address: tony8569@yahoo.com.tw

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1. Please share your comments about the project alternatives and station options

SR 99 Alternative \_\_\_\_\_

I-5 Alternative \_\_\_\_\_

SR 99 to I-5 Alternative \_\_\_\_\_

I-5 to SR 99 Alternative \_\_\_\_\_

No Build *please by starlake parking & I-5 S. because of environmental impact & safety purpose*

1229-1

2. Please share your comments on the environmental impacts

*There are many environmental impacts of this project such as noise, robbery due to stations near houses, crimes ratio & the market values goes down.*

3. Other comments?

\_\_\_\_\_  
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*Response to Comment 1229-1*

Noise impacts and mitigation measures are described in Section 4.7, Noise and Vibration. Section 4.14, Public Services, Safety, and Security, describes security measures incorporated into station design and notes that crime levels at transit facilities generally reflect the conditions in surrounding neighborhoods. Section 4.3, Economics, describes the economic impacts from the project. Light rail facilities provide additional transit access, which can increase property values near stations and increase the potential for development and redevelopment in station areas.

4. Please tell us about yourself. Why are you interested in the project?

- I live nearby. If so, where? Near star lake parking lot & I do not want station near by my house where road which cause many things
- I work in the project area. If so, where? \_\_\_\_\_
- I own a business nearby. If so, where? \_\_\_\_\_
- I attend school in the project area. If so, where? \_\_\_\_\_
- Other \_\_\_\_\_

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1. Please share your comments about the project alternatives and station options

SR 99 Alternative PREFERRED OPTION - STATION @ 210<sup>th</sup> PRIORITY FOR NEW FAA FACILITY. STATION @ HIGHLINE COLLEGE (HC) EAST PARKING LOT - POSITION HC AS UNIQUE INSTITUTION

1230-1 I-5 Alternative CONCERNED PARKING NEAR I-5 WILL DETER I.O.B OPPORTUNITIES - CONCERNED WITH INFRASTRUCTURE IMPROVEMENTS NECESSARY TO MOVE PEOPLE WEST ACROSS SPAD (PEDESTRIANS)

SR 99 to I-5 Alternative CONCERN ABOUT ABILITY OF LIGHT RAIL TO SMOOTHLY NEGOTIATE CHANGES IN GRADES AND CORNERS - STRAIGHTER ALIGNMENT PREFERRED

I-5 to SR 99 Alternative SEE NOTES ABOVE RE SPAD TO I-5

No Build

2. Please share your feedback on the environmental impacts

1230-2 CONCERN WITH POTENTIAL LOSS OF TREE CANOPY WITH I-5 OPTIONS -

3. Other comments?

1230-3 WOULD ~~THE~~ PREFER OPTIONS WHICH MAXIMIZE TOD OPPORTUNITIES. NOT A HUGE SUPPORTER OF FREQUENT STATIONS - HOWEVER STATIONS WHICH CONVENIENTLY SERVE LOCATIONS OF MAJOR EMPLOYERS IS PRIORITY (200<sup>th</sup> & 210<sup>th</sup>). LIFESTYLE OF CAR-LESS INDIVIDUALS IS BECOMING MORE COMMON AND TRANSIT NEED TO RECOGNIZE CHANGE. NEED TO POSITION EMPLOYMENT CENTERS ~~PROPER~~ ~~ADJACENT~~ ADJACENT AND TRANSIT STATIONS DIRECTLY ADJACENT TO ONE ANOTHER, SO EMPLOYEES HAVE ABILITY TO LIVE/ADAPT TO CAR-LESS LIFESTYLE.

Response to Comment 1230-1

Please see responses to Common Comments 1 and 4 in Table 9-6 of Chapter 9 of the Final EIS.

Response to Comment 1230-2

See Section 4.5, Visual and Aesthetic Resources, and Section 4.9, Ecosystems, for information on loss of tree canopy and mitigation.

Response to Comment 1230-3

Section 4.2, Land Use, describes potential TOD that could develop around FWLE stations.

No comments

4. Please tell us about yourself. Why are you interested in the project?

- I live nearby. If so, where? ZENITH NEIGHBORHOOD - SOUTH BES MAINES
- I work in the project area. If so, where? \_\_\_\_\_
- I own a business nearby. If so, where? \_\_\_\_\_
- I attend school in the project area. If so, where? \_\_\_\_\_
- Other \_\_\_\_\_



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Name SCOTT EVANS  
 Mailing Address 1127-5243rd CT  
 City, State, Zip BES MAINES WA 98108

If you would like to receive project updates by email, please provide your email address: SEVANS@TRENBERG.com

# Letter FW258

Simpson, Yvonne

Page 1

## Response to Comment I231-1

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

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#### 1. Please share your comments about the project alternatives and station options

SR 99 Alternative \_\_\_\_\_  
\_\_\_\_\_

I231-1 I-5 Alternative *I prefer this alternative.* \_\_\_\_\_  
\_\_\_\_\_

SR 99 to I-5 Alternative \_\_\_\_\_  
\_\_\_\_\_

I-5 to SR 99 Alternative \_\_\_\_\_  
\_\_\_\_\_

No Build \_\_\_\_\_  
\_\_\_\_\_

#### 2. Please share your feedback on the environmental impacts

\_\_\_\_\_  
\_\_\_\_\_

#### 3. Other comments?

\_\_\_\_\_  
\_\_\_\_\_  
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No comments

4. Please tell us about yourself. Why are you interested in the project?

- I live nearby. If so, where? 23235-28th Ave So
- I work in the project area. If so, where? \_\_\_\_\_
- I own a business nearby. If so, where? \_\_\_\_\_
- I attend school in the project area. If so, where? \_\_\_\_\_
- Other \_\_\_\_\_

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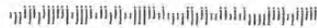
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*Yvonne Simpson*  
return address  
23235-28th Ave So  
Des Moines, WA 98198



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Name Yvonne Simpson

Mailing Address 23235-28th Ave So

City, State, Zip Des Moines, WA 98198

If you would like to receive project updates by email, please provide your email address: \_\_\_\_\_

Letter FW259

Sloper, Janelle

Page 1

Response to Comment I232-1

Please see response to Common Comment 2 in Table 9-6 of Chapter 9 of the Final EIS.

Send us your comments



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1. Please share your comments about project alternatives and station options

*The best option for all neighborhoods is to utilize the I-5 alternate. It is the least expensive and impacts the fewest number of residential neighborhoods. Do not go down Pacific Hwy - Please !!!*

2. Please share your feedback on the environmental impacts

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address:

*Janelle Sloper, 29709 - 9th Pl. S.  
Federal Way WA 98023*

Section 4.12, Hazardous Materials, discusses potential impacts on the Midway Landfill.

Yes SR 99 - Medians

Send us your comments 

Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment card in the mail. Please mail no later than May 26, 2015. No postage is required. Comments can also be provided by email to: [FWLE@soundtransit.org](mailto:FWLE@soundtransit.org).

**1. Please share your comments about project alternatives and station options**

Clearly, the elevated SR99 plan is already in place. No one w/ want to walk east from PHS. Lowe's @ S. 240<sup>th</sup> would need to be negotiated w/.

**2. Please share your feedback on the environmental impacts**

Least impact is SR 99. How would we deal w/ the Landfills?

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address:

7221 S 252<sup>nd</sup> St Kent 98032

## Letter FW261

Dahl, Alan

Page 1

**From:** [purdaji@fox920.hushboi.com](mailto:purdaji@fox920.hushboi.com)  
**To:** [FWLE](#)  
**Subject:** Comment: ST Federal Way Link Extension  
**Date:** Friday, May 08, 2015 8:16:47 PM

---

From: Alan Dahl <alandahl@mac.com>

Message Body:  
SR 99 Comment:

I-5 Comment:

1234-1 - SR 99 to I-5 Comment: If both the Federal Way Transit Center and Federal Way Park & Ride could be served that would be best because of limited parking at the TC and a walk that would be too long for old people like my mother.

I-5 to SR 99 Comment:

Environmental Comment:

Other Comment:

Name: Alan Dahl  
Address: 28358 26th Ave S  
City: Federal Way  
State: WA  
Zipcode: 98003

Email: [alandahl@mac.com](mailto:alandahl@mac.com)

I live nearby. If so, where?: 284th and Military

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

--

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

### *Response to Comment 1234-1*

Section 3.5.2 describes changes in bus service to access the FWLE stations, including a connection between the S 320th Park-and-Ride and the Federal Way Transit Center.

## Letter FW262

Coorg, Ananth & Shree

Page 1

**From:** [purdipati@fox920.hushboi.com](mailto:purdipati@fox920.hushboi.com)  
**To:** [FWLE](#)  
**Subject:** Comment: ST Federal Way Link Extension  
**Date:** Friday, May 06, 2015 3:06:48 PM

---

From: Ananth & Shree Coorg <[scoorg@yahoo.com](mailto:scoorg@yahoo.com)>

Message Body:

1235-1 SR 99 Comment: We would like to see the route should join Kent Station that should be able to connect to Seatac airport and other cities like Renton towards 405 corridor.

I-5 Comment:

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment:

Other Comment:

Name: Ananth & Shree Coorg  
Address: 24506 101st Pl SE  
City: Kent  
State: WA  
Zipcode: 98030

Email: [scoorg@yahoo.com](mailto:scoorg@yahoo.com)

I live nearby. If so, where?: We live in Kent.

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

--

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

### *Response to Comment 1235-1*

Extending this project to Kent Station or along the I-405 corridor does not meet the purpose and need of connecting SeaTac with Federal Way as described in Chapter 1, Purpose and Need.

# Letter FW263

Karalus, Megan

Page 1

## Response to Comment I236-1

Please see responses to Common Comments 2 and 5 in Table 9-6 of Chapter 9 of the Final EIS.

From: [purdip@roy920.hushboi.com](mailto:purdip@roy920.hushboi.com)  
To: [FWLE](#)  
Subject: Comment: ST Federal Way Link Extension  
Date: Friday, May 06, 2015 2:48:30 PM

---

From: Megan Karalus <megan.karalus@gmail.com>

Message Body:  
SR 99 Comment:

1236-1

I-5 Comment: This is the preferred choice. It takes advantage of current park and rides which are necessary to make light rail work in the suburbs. There must be parking at the stations. This would take many cars and buses off I-5. And I-5 is the main highway to take people from Federal Way to and from Seatac or downtown.

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment:

Other Comment:

Name: Megan Karalus  
Address: 27831 32nd Pl. S.  
City: Auburn  
State: WA  
Zipcode: 98001

Email: [megan.karalus@gmail.com](mailto:megan.karalus@gmail.com)

I live nearby. If so, where?: Near 272nd park and ride

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

--

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federatwaylink.org>)

*Response to Comment I237-1*

Please see responses to Common Comments 2, 4, and 5 in Table 9-6 of Chapter 9 of the Final EIS.

From: [purdipi@roy920.hushboi.com](mailto:purdipi@roy920.hushboi.com)  
To: FWLE  
Subject: Comment: ST Federal Way Link Extension  
Date: Friday, May 06, 2015 7:16:05 AM

From: Alyne Hansen <seatachansen@msn.com>

Message Body:

SR 99 Comment: This route is the least preferred. Light rail through this part of SR 99 would ruin businesses, and be an eyesore. Just look at Seattle along Rainier. Light rail has done nothing for those businesses, and when I travel that route in a car, it is one more element to compete for my attention. It's difficult to look for businesses, when you have to focus on pedestrians, other vehicles and the train, plus manage all the turn lanes, etc. The elevated rail in Tukwila looms like a dark cloud over those business along E Marginal Way. Those businesses haven't seen any improvements. In SeaTac, the train runs along with the airport and blends in with airport, but no parking.

I-5 Comment: This is the preferred route, with the elevated station at HCC with a covered walkway over SR 99. It would also be a good location for a large parking garage for commuters.

SR 99 to I-5 Comment:

I237-1 I-5 to SR 99 Comment:

Environmental Comment: The I-5 route is the least impact on the environment. A good portion runs along the Midway landfill, where nothing can be built.

Other Comment: I attended the public hearing at HCC. The students and faculty seemed to prefer the SR 99 route. The light rail is not meant to be a replacement for buses. Many students live in the areas, where buses are already. Light rail is more for long distance commuting. The purpose being to get more vehicles off of I-5, not a primary mode of transportation. At least that's how government sold it to the taxpayers.

Also, Sound Transit doesn't provide adequate parking for commuters. There is no parking along Rainier, not enough at Tukwila and non-existent at SeaTac terminal station. If you want more riders, you need parking. The Sounder Kent Station garage is a good example.

Name: Alyne Hansen  
Address: 20012 - 35th Ave S  
City: SeaTac  
State: WA  
Zipcode: 98198

Email: seatachansen@msn.com

I live nearby. If so, where?: SeaTac, close to S. 200th Station

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

--

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

# Letter FW265

Gretzner, Nancy

Page 1

From: [Nancy Gretzner](#)  
To: [FWLE](#)  
Subject: Comments Sound Transit | Des Moines  
Date: Friday, May 08, 2015 3:04:29 AM

---

This email is in response to the Railway project comment period April 10- May 26.

Hello,  
I have watched local programming  
That Displayed the comments about the project  
During the presentation at Des Moines council meeting Thursday.

I did notice many business people speaking their dislike for a 99 route.

I am submitting my comments As I am a home owner East of 30th Ave S. Des Moines. I have a degree in Social Services and am also a minister who walks the streets in Des Moines, helping those addicted and the homeless find help and information to find local rehab houses and clinics.

Why is it a good idea to displace 200 something Residences to build a light rail beside the freeway?

Some of the folks along I-5 being threatened by the project are elderly and disabled living in mobile homes and apartments and these frail populations would be traumatized by losing their property!

Personally my neighbor and I will be going into our senior years and do not want to lose our homes in the next few yrs.

1238-1 Many people who want to sell in the next few years will not be able to get a full price on their home because of the threat of the project for the next homeowners!

Seems to me that business owners would have an easier time and be able to afford finding new spaces for their businesses if 99 alternative would be the best route.

is it really less expensive to trash all these peoples homes , not to mention those who would consider legal action?

1238-2 Another thought is-  
Is it visually healthy to run a train next to a major freeway ? Would this be a distraction for drivers on I-5?

1238-3 I am for light rail, as we all know about our city traffic issues. However I am shocked that my neighborhood may be threatened by the project. And my vote would be the route that would not disturb so many residential and business folks, truly there must be a perfect route. as we by the freeway must have a future and a hope!

I am in opposition of I5 alternative and I5 to Sr 99.

Thank You!

Nancy GSmith  
Lifcry777@yahoo.com

## *Response to Comment I238-1*

Please see responses to Common Comments 2 and 3 in Table 9-6 of Chapter 9 of the Final EIS. In developing alternatives, Sound Transit avoided and minimized impacts where possible, but some displacements would be unavoidable. Section 4.1, Acquisitions, Displacements, and Relocations, describes the property acquisition and relocation processes, and the relocation assistance and benefits that Sound Transit will provide.

## *Response to Comment I238-2*

Section 4.5, Visual and Aesthetic Impacts, describes visual impacts for adjacent residents and drivers on I-5. Light rail runs next to I-5 in Tukwila, as well as adjacent to freeways in many other cities.

## *Response to Comment I238-3*

Please see response to Common Comment 11.

## Letter FW266

Ojeda, Reyes

Page 1

From: [reylor@hwy9920.hushoss.com](mailto:reylor@hwy9920.hushoss.com)  
To: FWLE  
Subject: Comment: ST Federal Way Link Extension  
Date: Saturday, May 09, 2015 5:13:25 PM

---

From: Reyes Ojeda <>

Message Body:

SR 99 Comment: Love it. Great bus connections. Easy to access by walking. Closer to homes & business. This is far different from North Link's route.

I-5 Comment: Bad bus connections. Too far from Pacific Hwy.

1239-1 SR 99 to I-5 Comment: Doesn't make sense to have the line zig-zag and disrupt properties.

I-5 to SR 99 Comment: Doesn't make sense to have the line zig-zag and disrupt properties. It's inconsistent compared to the rest of the system.

Environmental Comment: If the route is along Hwy 99, then the environmental impact is the least minimal.

1239-2 Other Comment: Work well with Metro to redesign bus service along Hwy 99. Don't be afraid to disband RapidRide (because something better, the Link, will take its place). I can't think of any transit system that has both a BRT line AND a train line running on the exact same route.

Name: Reyes Ojeda  
Address: 27011 30th Ave S  
City: Des Moines  
State: WA  
Zipcode: 98148

Email:

I live nearby. If so, where?:

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

--

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

### *Response to Comment I239-1*

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

### *Response to Comment I239-2*

RapidRide A Line would continue to operate with the FWLE. See Section 3.5.2, Transit Operations and Service, regarding bus service to stations.

# Letter FW267

LeMoine, Monica

Page 1

From: [purple920@highline.com](mailto:purple920@highline.com)  
To: FWLE  
Subject: Comment: ST Federal Way Link Extension  
Date: Saturday, May 09, 2015 2:16:54 PM

From: Monica LeMoine <>

Message Body:  
SR 99 Comment:

I-5 Comment:

SR 99 to I-5 Comment:

I-5 to SR 99 Comment: I am a tenured faculty member at Highline College, and a resident of Seattle, and I'm writing in support of the SR-99 Alignment option for the Angle Lake – Federal Way Link Light Rail Extension. Our reasons are as follows:

- 1240-1 1) The light rail has the potential to be a catalyst for more sustainable economic development in south west King County. To reach that long term potential, the stops need to be located where people and businesses are - or where we want them to be in the future. Concentrations of businesses and people are what we need for sustainable development.
  - o The FAA facility that will be going in at 216th and 24th is a good example - it has 1600 employees. There should be a stop at 216th. If that facility is well served, other large-scale employers are more likely to locate there.
- 1240-2 2) The light rail should be transit within our richly diverse community, not just another commuter train for people who work in Seattle. The Sounder Trains and express buses on I-5 already serve Seattle commuters - and do it faster.
- 1240-2 3) No matter what the route, it's a lot of money (\$1.4-1.9 Billion). That money should be an investment with the greatest long term potential for serving - and improving the livability and quality of life - of our communities.
  - o South West King County is disadvantaged compared to wealthier areas of King County in terms of life expectancy (77 vs. 85 yrs), household income (\$45.5k vs. \$118.5k) and educational attainment (bachelor's degree or higher 24% vs. 46% for the county as a whole). To a large degree, the current placement of infrastructure - the freeways, airport, and large-scale industrial and retail facilities - have created those disparities. The light rail route should make an explicit effort to improve this history by creating as much potential for sustainable, community-accessible, mixed development as possible.
- 1240-3 4) Public safety - as well as perceived safety - is another important argument for an SR-99 alignment. More ridership in well-traveled areas is safer. Keeping the stops in visible, busy destinations along Pacific Highway reduces the potential for riders to be targets for crime - or to feel that they are.

This regional development project is a unique opportunity to simultaneously address many challenges facing South West King County in a positive manner. We have the chance to create a model of how suburban transit can permanently transform a diverse community that has been historically disadvantaged in terms of housing, education, jobs and local transportation. To ignore the local neighborhoods in favor of building yet another way for development to literally pass us by would be a short-sighted and costly mistake.

Sincerely,

Monica LeMoine  
mleMoine@highline.edu

Environmental Comment:

## Response to Comment I240-1

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

## Response to Comment I240-2

Please see response to Common Comment 8.

## Response to Comment I240-3

Please see response to Common Comment 7.

*No comments*

Other Comment:

Name: Monica LeMoine  
Address: 335 NE 92nd St  
City: Seattle  
State: wa  
Zipcode: 98115

Email:

I live nearby. If so, where?: I live in Seattle, but work at Highline College in Des Moines.

I work in the project area. If so, where?: Highline College

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

--

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federatwaylink.org>)

# Letter FW268

Smith, Dorothy M.

Page 1

## Response to Comment I241-1

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

### Send us your comments

The Federal Transit Administration and Sound Transit invite your comments on the Draft Environmental Impact Statement (EIS). The Draft EIS comment period ends on May 26, 2015. All comments received during the comment period will be addressed in the Final EIS. Return this form at a public hearing or mail to the address provided on the back. Comments can also be provided by email to FWLE@soundtransit.org or submitted online at FederalWayLink.org.

#### 1. Please share your comments about the project alternatives and station options

SR 99 Alternative \_\_\_\_\_

I241-1 I-5 Alternative *In favor of this first! Travel time is 17 minutes, and it keeps the noise closer to I-5. Cost is lower @ 1.42 Billion!*

SR 99 to I-5 Alternative \_\_\_\_\_

I-5 to SR 99 Alternative \_\_\_\_\_

No Build \_\_\_\_\_

#### 2. Please share your feedback on the environmental impacts

\_\_\_\_\_  
\_\_\_\_\_

#### 3. Other comments?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

No comments

4. Please tell us about yourself. Why are you interested in the project?

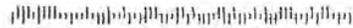
- I live nearby. If so, where? 23418-28<sup>th</sup> Ave. So "Del Rose Manor"
- I work in the project area. If so, where? \_\_\_\_\_
- I own a business nearby. If so, where? \_\_\_\_\_
- I attend school in the project area. If so, where? \_\_\_\_\_
- Other \_\_\_\_\_

FOLD HERE FOR MAILING



Attention: Federal Way Link Extension Draft EIS Comments  
 Union Station  
 401 S. Jackson St.  
 Seattle, WA 98104-2826

9810482826 0037



FOLD HERE FOR MAILING

Stay in touch

Sound Transit is required to mail a notice to each person that comments on the Draft EIS to announce when the Final EIS is available. Please help us meet this requirement by providing your name and mailing address:

Name Dorothy M. Smith

Mailing Address 23418-28<sup>th</sup> Ave. So.

City, State, Zip Des Moines, WA. 98198-8724

If you would like to receive project updates by email, please provide your email address: drmym@hotmail.com

# Letter FW269

Schanzenbach, Evelyn

Page 1

## Response to Comment I242-1

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

### Send us your comments

The Federal Transit Administration and Sound Transit invite your comments on the Draft Environmental Impact Statement (EIS). The Draft EIS comment period ends on May 26, 2015. All comments received during the comment period will be addressed in the Final EIS. Return this form at a public hearing or mail to the address provided on the back. Comments can also be provided by email to FWLE@soundtransit.org or submitted online at FederalWayLink.org.

#### 1. Please share your comments about the project alternatives and station options

1242-1 SR 99 Alternative *THIS WOULD BE MORE ACCESSIBLE TO MORE PEOPLE*

I-5 Alternative

SR 99 to I-5 Alternative

I-5 to SR 99 Alternative

No Build

#### 2. Please share your feedback on the environmental impacts

#### 3. Other comments?

No comments

4. Please tell us about yourself. Why are you interested in the project?

- I live nearby. If so, where? Maryanne Keller
- I work in the project area. If so, where? \_\_\_\_\_
- I own a business nearby. If so, where? \_\_\_\_\_
- I attend school in the project area. If so, where? \_\_\_\_\_
- Other \_\_\_\_\_



FOLD HERE FOR MAILING

**S**  
Evelyn Schanzenbach  
1147 S 299th Pl  
Federal Way, WA 98003-3751

**SOUNDTRANSIT**  
Attention: Federal Way Link Extension Draft EIS Comments  
Union Station  
401 S. Jackson St.  
Seattle, WA 98104-2826



Stay in touch

Sound Transit is rec... Please help us mee... final EIS is available.

Name \_\_\_\_\_

Mailing Address \_\_\_\_\_

City, State, Zip \_\_\_\_\_

**S**  
Evelyn Schanzenbach  
1147 S 299th Pl  
Federal Way, WA 98003-3751

If you would like to receive project updates by email, please provide your email address: E.SCHANZENBACH@HOTMAIL.COM

## Letter FW270

Maran, Nina

Page 1

### *Response to Comment I243-1*

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

**From:** [urrdig@bro920.facebook.com](mailto:urrdig@bro920.facebook.com)  
**To:** [EWLE](#)  
**Subject:** Comment: ST Federal Way Link Extension  
**Date:** Sunday, May 10, 2015 10:55:07 AM

---

From: Nina Maran <ninacmaran@yahoo.com>

Message Body:

SR 99 Comment: I like the SR 99 alternative because it is close to the home that I own. However, I live at 22700 28th Ave S and I would not be happy with the elevated Highline Campus station. It would be physically too close to my building, I would literally be living under the tracks.

I-5 Comment: The I-5 alternative would be too far away from home to be convenient. But the station close to SR 99 would be a good compromise. I would not have a problem walking to that station.

SR 99 to I-5 Comment: I do not like this route because the Des Moines station would be too far away to be convenient.

I243-1

I-5 to SR 99 Comment: I do not like this route because the Des Moines station would be too far away to be convenient.

Environmental Comment: I am happy that Link will be coming further south. I am excited to be able to take the train to work! Since the train will mostly be elevated, I am not worried about noise too much. However, if the elevated Highline Campus station is selected, my building would be directly under the tracks and I do not want that. It would only negatively impact my property. Any other station would be preferable.

Other Comment: Thank you for all that you do and thank you for considering my opinion. I work at SeaTac Airport and this expansion will be very beneficial to me. Though it would be close to home, please do not choose the elevated Highline Campus station!!!

Name: Nina Maran  
Address: 22700 28th Ave s #210  
City: Des Moines  
State: Wa  
Zipcode: 98198

Email: ninacmaran@yahoo.com

I live nearby. If so, where?: 22700 28th Ave S

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

--

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

*Response to Comment I244-1*

Please see responses to Common Comments 1, 7, and 11 in Table 9-6 of Chapter 9 of the Final EIS.

**From:** [verna@vernaenvironmental.com](mailto:verna@vernaenvironmental.com)  
**To:** FWLE  
**Subject:** Federal Way Link Extension  
**Date:** Sunday, May 10, 2015 12:14:04 PM

---

Good morning,

I was unable to attend the meeting in Des Moines, but am really torn about the best direction to go. I see benefits in all the options; however, it is my opinion that in the long run, the best option is the SR99 Alternative. I know it will be disruptive and I know some business will be displaced; however, I base my opinion on the following (not in any order of importance but as they come back to mind).

- Safety. It is my opinion that having the stations in a more public place than by the freeway will lend itself to better safety for the riders. There will be more options and places to run for help.
- Business hubs. It is my opinion that each stop along the way will result in a business hub that will serve the riders but will also provide community business centers that will better serve the area and will result in increased business. I think of Kent Station.
- Easier access to the stations. The buses travel Highway 99 continually and have stops all up and down the highway. I think the Highway 99 option will allow riders to catch a bus closer to their home and take the bus to the station.
- Community pride/art/center. I think having stations along the way will allow the different communities to showcase their personality with art and different media.
- Connection. I think traveling along Highway 99 will give rise to appreciation and knowledge about the different communities. All are quite alike but all are quite different. It's not as sterile as traveling along the freeway. I'm one who likes to look around as she travels.

I think that's all my thoughts – at least right now. I have clothes to fold and I do my best thinking when I'm folding clothes. I'm quite excited about the Federal Way extension. I travel quite a lot for my business and find that in different cities in North America, I have no need for a rental car. I can get around quite nicely using buses and commuter trains. I would love that to be the future for Seattle.

Thanks for your time!

Verna Lee Curry, MS Environmental Science  
253-939-9369 cell  
509-267-1955 fax



I244-1

## Letter FW272

Roberts, Kevin

Page 1

### *Response to Comment I245-1*

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

**From:** [pritchi@box920.hushnet.com](mailto:pritchi@box920.hushnet.com)  
**To:** [FWLE](#)  
**Subject:** Comment - ST Federal Way Link Extension  
**Date:** Monday, May 11, 2015 8:09:29 PM

---

From: kevin roberts <>

Message Body:

I245-1 SR 99 Comment: I think this option would provide more access and create significantly higher ridership.

I-5 Comment:

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment:

Other Comment:

Name: kevin roberts  
Address: 5103 26th st e  
City: file  
State: WA  
Zipcode: 98424

Email:

I live nearby. If so, where?:

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

--

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

## Letter FW273

Roberts, Stephanie

Page 1

From: [purdipji6@roy920.hushbox.com](mailto:purdipji6@roy920.hushbox.com)  
To: [FWLE](#)  
Subject: Comment - ST Federal Way Link Extension  
Date: Monday, May 11, 2015 8:02:50 PM

---

From: Stephanie Roberts <Stefnoodle72@gmail.com>

Message Body:

1246-1 SR 99 Comment: I support the sr 99 alternate ..the reason is this seems to be a fairly depressed area..I think by having easy access to public transportation would be a huge help and widen opportunities such enjoyment, entertainment and community resources.

I-5 Comment:

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

1246-2 Environmental Comment: It seems to me that the I 5 alternate would serve a smaller ridership as well as impact local residents and businesses...but it would loose out on highline community college stop...

Other Comment:

Name: Stephanie Roberts  
Address: 5103 26th st e  
City: fife  
State: wa  
Zipcode: 98424

Email: Stefnoodle72@gmail.com

I live nearby. If so, where?:

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify): I own a condo nearby

--

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federatwaylink.org>)

### *Response to Comment I246-1*

Please see response to Common Comment 8 in Table 9-6 of Chapter 9 of the Final EIS.

### *Response to Comment I246-2*

Section 3.5.2 in Chapter 3, Transportation Environment and Consequences, of the Final EIS describes updated ridership results. Section 4.1, Acquisitions, Displacements, and Relocations, describes the property acquisition and relocation processes, and the relocation assistance and benefits that Sound Transit will provide. Please see response to Common Comment 4.

# Letter FW274

Lane, Jessica

Page 1

From: [prndipai@roy920.hushboi.com](mailto:prndipai@roy920.hushboi.com)  
To: FWLE  
Subject: Comment - ST Federal Way Link Extension  
Date: Monday, May 11, 2015 7:51:19 PM

---

From: Jessica Lane <j.naomi.lane@gmail.com>

Message Body:

1247-1 SR 99 Comment: I chose SR99 with the trench option because I think it is important for the homeowners to keep their scenic view of our beautiful state. I have also chosen SR99 over I-5 because less homeowners will be affected by the light rail.

I-5 Comment: I chose SR 99 alternative over I-5 because of the Highline College station option. Getting students to use the public transportation is an investment towards future usage of public transportation.

1247-2 SR 99 to I-5 Comment: SR 99 to I-5 does not have Highline College as an option.

I-5 to SR 99 Comment: I-5 to SR 99 does not have Highline College option.

1247-3 Environmental Comment: Environmental impacts should be studied carefully. Once the light rail is built, it should be sturdy both in construction and for the environment so that we wouldn't go over budget. It wouldn't be fair for the future generations to pay for our sloppy work.

Other Comment:

Name: Jessica Lane  
Address: 2911 1st Avenue #305  
City: Seattle  
State: WA  
Zipcode: 98121

Email: j.naomi.lane@gmail.com

I live nearby. If so, where?: Belltown

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify): I work at Green River College and I am advocating for an effective public transportation.

--

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federatwaylink.org>)

## *Response to Comment 1247-1*

Section 4.5, Visual and Aesthetic Resources, discusses visual impacts and mitigation. Section 4.1, Acquisitions, Displacements, and Relocations, describes the property acquisition and relocation processes, and the relocation assistance and benefits that Sound Transit will provide.

## *Response to Comment 1247-2*

Please see response to Common Comment 4 in Table 9-6 of Chapter 9 of the Final EIS. See Section 3.5.2, Transit Operations and Service, for a description of bus access to the stations.

## *Response to Comment 1247-3*

The Final EIS is a study of environmental impacts from the FWLE.

*Response to Comment I248-1*

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

From: [surjit@bus926.biznet.com](mailto:surjit@bus926.biznet.com)  
To: EIS  
Subject: Comment: ST Federal Way Link Extension  
Date: Monday, May 11, 2015 7:02:52 PM

---

From: Debra Nyholm <dnyholm@comcast.net>

Message Body:

I248-1 SR 99 Comment: While it may impact me personally I feel that SR99 with a Highline Campus Station seems to provide convenience and accessibility for riders and would be the best selection for the community

I-5 Comment: Does not seem to serve the neighborhoods easily, would need more park and rides.

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment:

Other Comment:

Name: Debra Nyholm  
Address: 22700 28th Ave S # 302  
City: Des Moines  
State: WA  
Zipcode: 98198

Email: dnyholm@comcast.net

I live nearby. If so, where?: 22700 28th Ave S #302. My property may be impacted and/or aquired.

I work in the project area. If so, where?: n/a

I own a business nearby. If so, where?: n/a

I attend school in the project area. If so, where?: n/a

Other (please specify):

--

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

# Letter FW276

Chahal, Tajinder Tim

Page 1

From: [tjrc@ic6@fox920.hq.puget-sound.com](mailto:tjrc@ic6@fox920.hq.puget-sound.com)  
To: EWL  
Subject: Comment: ST Federal Way Link Extension  
Date: Monday, May 11, 2015 6:55:41 PM

From: Tajinder Tim Chahal <>

Message Body:

SR 99 Comment: I-5 Alternative is a better option. See my comments below.

I-5 Comment: Federalwaylink.org

I am a resident and business owner in Des Moines.

My family and I moved to Des Moines to live in a friendly, quiet, desirable city so we may pursue the American Dream.

I support the I5 alternative. The I5 alternative is the best choice.

1249-1 Firstly, the bottom line is always important to consider. The I5 alternative is the least expensive of all the alternatives.

There is \$300,000,000 in savings over the most expensive alternative SR 99.

The I5 alternative will route the train along the 509 extension project which will already be acquiring properties so both projects together will achieve some cost sharing benefits. There is also open land next to I5 which isn't as densely populated as 99 so construction and eventual operations of the light rail will not impact as many residents and businesses.

It's clear, let's keep the train its construction and noise out on I5 with vehicle traffic noise where it belongs.

Also I'd like to touch on The SR 99 alternative this will displace the most businesses so a huge loss in tax revenue for us the City of Des Moines.

Further, the SR 99 alternative will engulf the most amount of commercial land on 99. This is tax revenue lost to the City of Des Moines now, later and forever. This commercial land would have potentially been developed and the tax revenue would have come to the City for community and infrastructure projects.

1249-2

99 is already a busy traffic corridor. Adding Light Rail on the road or elevated will cause too much congestion on this corridor.

1249-3 Be it the I5 alternative, regardless of route proposed the stations are relatively in the same areas, so riders are not inconvenienced. Sound transit numbers show that Daily ridership is not significantly affected by the I5 alternative comparatively to any of the other alternatives.

1249-4 Lastly, I support the I5 alternative. The I5 alternative is the best choice. We have some of the most scenic panoramic views of the Puget Sound and Mount Rainier on Pacific Ridge Hwy 99. Adding a train in the current zoning and to the Pacific Ridge plan is counterproductive. We are already seeing the start of excellent development with a 4 star hotel under construction. It would be a shame to bring a train right through the middle of our beautiful city when we could route it on I5 and still realize every benefit light rail has to offer.

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment: As I see it the I5 alternative will have the fewest environmental impacts.

Other Comment:

Name: Tajinder Tim Chahal  
Address: 22246 Pac Hwy S  
City: Des Moines  
State: WA  
Zipcode: 98198

Email:

## Response to Comment I249-1

Please see response to Common Comment 2 in Table 9-6 of Chapter 9 of the Final EIS. Section 4.1, Acquisitions, Displacements, and Relocations, describes the property acquisition process for affected properties and the relocation benefits and process for residents and businesses. Section 4.7, Noise and Vibration, describes noise impacts and mitigation.

## Response to Comment I249-2

Section 4.3, Economics, describes the economic impacts of displaced businesses as well as the project's potential economic benefits.

## Response to Comment I249-3

Section 3.5.3, Arterials and Local Street Operations, of the Final EIS describes the local traffic impacts. Section 3.5.2, Transit Operations and Service, describes ridership.

## Response to Comment I249-4

Chapter 8, Alternatives Evaluation, includes a comparison of alternatives and shows the trade-offs between alternatives, including ridership, cost, and environmental impacts.

*No comments*

I live nearby. If so, where?: Des Moines

I work in the project area. If so, where?: Des Moines

I own a business nearby. If so, where?: Des Moines

I attend school in the project area. If so, where?:

Other (please specify):

--

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

## Letter FW277

Higley, Rus

Page 1

### *Response to Comment I250-1*

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

**From:** [rrrhigley@box920.bluewin.com](mailto:rrrhigley@box920.bluewin.com)  
**To:** [EVI/E](#)  
**Subject:** Comment - ST Federal Way Link Extension(s)  
**Date:** Monday, May 11, 2015 12:51:18 PM

---

From: Rus Higley <>

**Message Body:**

SR 99 Comment: Needs to stay on 99 to enhance the flow of people and be a supplement to I-5. Priority should not be as a "commuter to Seattle" but as a people mover around south King County.

I-5 Comment: Lining up with I-5 moves away from the people on 99 and to some level is like adding lanes on I-5. This should be a "new" way to move people.

SR 99 to I-5 Comment: Not a fan of.

I250-1 I-5 to SR 99 Comment: Not a fan of.

**Environmental Comment:**

Other Comment: Needs to be through or next to Highline College. Too large of a population to make walk 1/4 mile. Have the stop on I-5 still encourages people to drive. Ideally should connect with the FWTC but think the detour and extra cost is not worth given that the light rail will eventually continue further south. In other words have it stop somewhere between 99 and FWTC is reasonable, rather than actually go to the transit center.

**Name:** Rus Higley  
**Address:** 724 S. Tyler St  
**City:** Tacoma  
**State:** WA  
**Zipcode:** 98405

**Email:**

I live nearby. If so, where?: I live in Tacoma and believe we need better connection besides just a commuter to Seattle.

I work in the project area. If so, where?: Highline College

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

--

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

*Response to Comment I251-1*

Please see responses to Common Comments 1 and 4 in Table 9-6 of Chapter 9 of the Final EIS.

From: [jrsdici@boy920.hushboi.com](mailto:jrsdici@boy920.hushboi.com)  
To: [FWLE](#)  
Subject: Comment: ST Federal Way Link Extension  
Date: Monday, May 11, 2015 11:06:25 AM

From: Jenni Sandler <jbsandler@comcast.net>

Message Body:

SR 99 Comment: If you are a person who has a mobility impairment, uses a wheelchair, is blind or visually impaired, or has an intellectual disability having a stop as close to businesses, the college, and the main highway (99) is preferable to a residential neighborhood a block away or on I-5 for a variety of reasons. That additional 300 feet could be the difference between getting here and accessing what the college has to offer and not being able to get here at all. Additionally, students have to carry books, packs, and school supplies. For any student this may be difficult but for a student with a disability or an older student this could create a substantial burden. Transportation is the number one most challenging barrier for most people with disabilities, and a lack of reliable, accessible transportation often renders people homebound with a significant lack of connection to community. Safety is also an important issue. Having a light rail stop on the west side of Pacific Hwy at the college would mean that people would not have to cross the highway which can be significantly more dangerous for a person with a disability. Having a stop at Highline on Pacific Hwy would also allow people to easily access Metro's A-line and other routes. This is also the most universally designed solution as it provides the greatest amount of access to the greatest number of people.

I251-1

I-5 Comment:

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment:

Other Comment:

Name: Jenni Sandler  
Address: 633 SW 299th St  
City: Federal Way  
State: WA  
Zipcode: 98023

Email: [jbsandler@comcast.net](mailto:jbsandler@comcast.net)

I live nearby. If so, where?: I live in Federal Way and commute to Des Moines for work.

I work in the project area. If so, where?: Highline Community College

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify): I work with people with disabilities all over the south sound community and an accessible, safe station should be the utmost priority.

--

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

## Letter FW279

Greer, David

Page 1

From: [purdipai@roy920.hushmail.com](mailto:purdipai@roy920.hushmail.com)  
To: [FWLE](#)  
Subject: Comment: ST Federal Way Link Extension  
Date: Monday, May 11, 2015 10:31:56 PM

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From: David Greer <[dgreer7@gmail.com](mailto:dgreer7@gmail.com)>

Message Body:

1252-1 SR 99 Comment: Please keep link along SR99. I think this makes most sense to commuters. Doing this right would get people to places. I5 does not do this. Stop frequently along SR99.

I-5 Comment:

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment:

1252-2 Other Comment: Express service needs to be planned for and added. Already a ride from airport to downtown takes too much time. So many of my community are turned off by the exhaustive amount of time it takes to traverse all the stations. Please please make for some express service. Thank you for your time!

Name: David Greer  
Address: 20407 32nd Pl S, A207  
City: Seatac  
State: WA  
Zipcode: 98188

Email: [dgreer7@gmail.com](mailto:dgreer7@gmail.com)

I live nearby. If so, where?: 32nd Pl S.

I work in the project area. If so, where?: 28th Ave S.

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

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### *Response to Comment 1252-1*

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

### *Response to Comment 1252-2*

The light rail system would not allow “express” runs that would bypass some of the stations during normal operations.

*Response to Comment I253-1*

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

**From:** [purdaji@fox920.hushoost.com](mailto:purdaji@fox920.hushoost.com)  
**To:** [FWLE](#)  
**Subject:** Comment: ST Federal Way Link Extension  
**Date:** Tuesday, May 12, 2015 8:57:55 PM

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From: baipeng huang <baipenghuang@gmail.com>

Message Body:

SR 99 Comment: I have never been to that high way.

I-5 Comment: I think this high way is not wide enough

I253-1 SR 99 to I-5 Comment: good

I-5 to SR 99 Comment: good

Environmental Comment: I-5 is clean and nice

Other Comment: None

Name: baipeng huang  
Address: 29225 military rd S E-5  
City: Federaway  
State: WA  
Zipcode: 98023

Email: baipenghuang@gmail.com

I live nearby. If so, where?: I live in Federal way.

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?: i am a highline student

Other (please specify):

\*\*

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federawaylink.org>)

## Letter FW282

Cochran, Teresa

Page 1

**From:** [purdaji@roy920.hushboi.com](mailto:purdaji@roy920.hushboi.com)  
**To:** [FWLE](#)  
**Subject:** Comment: ST Federal Way Link Extension  
**Date:** Wednesday, May 13, 2015 4:29:44 PM

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From: Teresa Cochran <terrycochran@comcast.net>

Message Body:  
SR 99 Comment:

I-5 Comment:

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment:

1254-1 - Other Comment: Please don't go through the heritage court condos. Our learning disable son lives there. And this would bring on a hardship for us and him to lose his condo.

Name: Teresa Cochran  
Address: 11415 37th ave s.w.  
City: Seattle  
State: Wa  
Zipcode: 98146

Email: [terrycochran@comcast.net](mailto:terrycochran@comcast.net)

I live nearby. If so, where?:

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify): See above comment

--

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

### *Response to Comment 1254-1*

In developing alternatives, Sound Transit avoided and minimized impacts where possible, but some displacements would be unavoidable. Section 4.1, Acquisitions, Displacements, and Relocations, describes the property acquisition and relocation processes, and the relocation assistance and benefits that Sound Transit will provide.

# Letter FW283

Wells, Chris

Page 1

From: [purdipai@box920.hushnet.com](mailto:purdipai@box920.hushnet.com)  
To: [FWLE](#)  
Subject: Comment: ST Federal Way Link Extension  
Date: Wednesday, May 13, 2015 3:51:20 PM

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From: Chris Wells <[soundtransit@clwells.com](mailto:soundtransit@clwells.com)>

Message Body:

1255-1 SR 99 Comment: I believe the SR 99 alternative with the S 216th West station is the best alternative because it provides the most ridership for the money while also having the lowest amount of impacts to residents and the most land with TOD potential.

I-5 Comment:

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

1255-2 Environmental Comment: I think at grade stations are best. Trenches and above ground stations are not only costly but can be an eyesore and have additional needs to access and maintain them that use unnecessary energy.

Other Comment:

Name: Chris Wells  
Address: 1841 S King St  
City: Seattle  
State: WA  
Zipcode: 98144

Email: [soundtransit@clwells.com](mailto:soundtransit@clwells.com)

I live nearby. If so, where?:

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify): I live in Seattle, work in Tacoma but live in the Puget Sound area and like the ability to get around without a car. I also want others to benefit as much as possible from light rail.

--

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

## *Response to Comment 1255-1*

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

## *Response to Comment 1255-2*

See Chapter 2 for a description of alternatives and how profiles are selected.

*Response to Comment I256-1*

Please see responses to Common Comments 1 and 8 in Table 9-6 of Chapter 9 of the Final EIS.

**From:** [purdipai@box920.hushbox.com](mailto:purdipai@box920.hushbox.com)  
**To:** [FWLE](#)  
**Subject:** Comment: ST Federal Way Link Extension  
**Date:** Wednesday, May 13, 2015 3:10:19 PM

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From: Isaura Hernández <isaura.hdz@gmail.com>

Message Body:

I256-1

SR 99 Comment: My name is Isaura Hernández. I am an International Student at Highline College, and my major is Business. I am writing in support of the SR-99 Alignment option for the Angle Lake-Federal Way Link Light Rail Extension. I firmly believe that building a station in Highline College will have a significant impact in the South West King County area. It is well-known about the inequality of life, affecting these communities. The SR-99 route brings an opportunity to improve. There will be more transit, an increase of visitors and riders, and, therefore, more business will be developed, creating better jobs. Moreover, more students will be attracted to get a college degree from Highline, considering the easy way of transportation in hand.

I-5 Comment:

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment: Des Moines has a precious Pacific view, that is not been exploited due to the small amount of businesses around, which are not targeting tourism. With the new construction of the Light Rail Stations, a bright future is about to come, thriving business, higher education, more income, and a more flourished life for this community. I appreciate the open space for the public to speak up and be heard.

Isaura Hdz.

Other Comment: I will be moving to De Moines because when the Project is finished, it will be much easier to go to Seattle and the airport using the Ligh Rail Link.  
Thanks

Name: Isaura Hernandez  
Address: 950 Harrington Ave NE N513  
City: Renton  
State: WA  
Zipcode: 98056

Email: [isaura.hdz@gmail.com](mailto:isaura.hdz@gmail.com)

I live nearby. If so, where?: I will move to Des Moines

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?: Highline College

Other (please specify):

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This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

*Response to Comment I257-1*

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

From: [purdipai@box920.hushnet.com](mailto:purdipai@box920.hushnet.com)  
 To: [FWLE](#)  
 Subject: Comment: ST Federal Way Link Extension  
 Date: Wednesday, May 13, 2015 1:41:09 PM

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From: Daniel Brackett <gerard.brackett@gmail.com>

Message Body:

SR 99 Comment: SR 99 + S 216th West & S 260th East Stations  
This is the best way to go. It is moving more people and is the one that refuses to think short term. We should be thinking of the next decades of growth and plan accordingly.

I-5 Comment: The I-5 alternative route will always be limited by I-5 itself. I-5 Will always make high density neighborhoods difficult by limiting the amount of land available for high density development, which is essential for successful mass transit.

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment: We should weight short term changes to peoples lives and make the long term changes matter the most.

Other Comment: Any station near I-5 will limit the success of the line because of the lack of developable land within walking distance from the station making it more likely that it could be called a failure. Please use your discretion to ensure that stations are placed in areas that can and will be developed to take advantage of high density opportunities for habitation and job creation.

Name: Daniel Brackett  
Address: 521 4th AVE WEST APT 102  
City: Seattle  
State: WA  
Zipcode: 98119

Email: gerard.brackett@gmail.com

I live nearby. If so, where?: I want all citizen in the region to have great access to successful mass transit options. Also I might very well live in another part of the region if I thought I could use the Sound transit system to commute.

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

--

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

I257-1

From: [marclentini@rcs920.hawaii.gov](mailto:marclentini@rcs920.hawaii.gov)  
 To: EULE  
 Subject: Comment: SF Federal Way Link Extension  
 Date: Wednesday, May 13, 2015 12:41:51 PM

From: Marc Lentini <marc.lentini@gmail.com>

Message Body:

SR 99 Comment: I am writing in support of an SR-99 Alignment option for the Angle Lake – Federal Way Link Light Rail Extension. Currently I work at Highline College, and regularly travel via Light Rail and A-line Bus Rapid Transit from my home in Seattle.

Fundamentally, this is a once-in-a-generation opportunity to choose between investing in the communities along that stretch of Pacific Highway, or once again ignoring them.

Light Rail on 99 would encourage economic development, and support existing development, on that stretch. Currently, the area south of roughly 208th St is lightly developed, mostly single story storefronts, such as an adult video store and several mini-marts. However, there is promise of more, particularly if supported by light rail.

1258-1

\* A stop at 216th St would support the FAA facility coming soon to 216th St and 24th Ave. In addition to helping move the 1600 people working there, light rail would make investments in housing, retail, and restaurant businesses in support of those employees economically viable.

\* A stop at Highline College would allow the thousands of students and staff who travel to campus better access to education and work. Again, it would also create investment opportunities for additional housing, retail, and restaurant businesses. Highline serves many students too poor to own cars; enhanced transit is their only opportunity to get access to higher education and to balance that access with jobs and family obligations.

South King County is disadvantaged in many ways, from life expectancy, to household income, to educational opportunity and achievement. An investment on this scale should bring benefits not only to those commuting from better-heeled areas to downtown Seattle, but also to those who live in the area.

1258-2

\*\* But this chance to generate investment, create economic and educational opportunity for disadvantaged populations, and increase tax revenue for the communities does not happen if stations are located at I-5. \*\*

Decades of research has shown that long distances from housing and businesses to transit seriously and negatively impacts the number of people who ride. In this instance, we get to decide whether to situate stations near or far from existing activities, or places where those can be created. To follow from the above examples.

1258-3

\* Situating a station at I-5 and 216th more than doubles the walk distance for employees at the future FAA site, to over half a mile.

\* Situating a station at I-5 and South 240th St nearly triples the walk distance for students and staff at Highline College, again to half a mile.

1258-4

\* There is limited land near the highway to develop, in part because it's covered with freeway, and in part because access by any other means (car, BRT, etc) is much harder, thus making investments less sound.

Security and safety are also negatively impacted by the I-5 locations. As a regular commuter on the A-line, I've observed a number of concerns.

1258-5

Crossing from the east to west side of 99 is difficult and time consuming. At 240th St, there is a 3-5 minute wait between light cycles (assuming the "beg button" is working -- and like yesterday, it's often

*Response to Comment 1258-1*

Please see responses to Common Comments 1 and 8 in Table 9-6 of Chapter 9 of the Final EIS.

*Response to Comment 1258-2*

Please see responses to Common Comments 1 and 8.

*Response to Comment 1258-3*

Section 3.5.6, Non-motorized Facilities, of the Final EIS discusses access to stations and walksheds. Please see response to Common Comment 4.

*Response to Comment 1258-4*

Please see response to Common Comment 1.

*Response to Comment 1258-5*

Please see responses to Common Comments 4 and 7. Section 3.5.6 describes improvements for non-motorized users.

not). Many commuters simply jaywalk the highway, since missing a light often means missing a bus. Even placing a large crossover bridge does little to resolve this: to create something accessible to all requires a large structure, makes an even longer walk, and depresses economic activity around it. Situating the station with access to major destinations in mind will significantly improve safety.

1258-5

In my regular commute, I've observed multiple instances of women being harassed and solicited. I have been sized up as a mugging target. Faculty at Highline report that some evening students leave class early in order to ride more crowded buses.

Situating light rail stops in visible, populated areas close to shops, businesses, and places where people congregate will improve security. Security and safety won't happen with an I-5 alignment. The stations will be too far from existing activities, and too far from any place where someone will invest in buildings and businesses.

1258-6

Regardless of the route, this is a lot of money (\$1.4-1.9 Billion). That money should be an investment with the greatest potential for serving – and improving the livability – of the community along Pacific Highway. It should be applied in a way that serves the people who live nearby and need transit; not just those who pass through on their way to the airport and Seattle.

I-5 Comment:

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

1258-7

Environmental Comment: Situating the route along SR-99/Pacific Highway has the greatest environmental benefits, as it serves both pass-thru commuters and the people living and working in those communities. It will kick off investment in what are currently under-utilized properties, and not impact the greenspace near the freeway.

Other Comment:

Name: Marc Lentini  
Address: 3238 NW 61st Street  
City: Seattle  
State: WA  
Zipcode: 98107

Email: marc.lentini@gmail.com

I live nearby. If so, where?:

I work in the project area. If so, where?: Highline College, commuting by bus/light rail from Seattle.

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

--

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

*Response to Comment 1258-6*

Please see response to Common Comment 8.

*Response to Comment 1258-7*

Please see response to Common Comment 11.

# Letter FW287

Walag, Joseph

Page 1

## *Response to Comment I259-1*

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

## *Response to Comment I259-2*

Please see response to Common Comment 11.

From: [prdfgdt@fox920.hushboer.com](mailto:prdfgdt@fox920.hushboer.com)  
To: EWLE  
Subject: Comment - ST Federal Way Link Extension  
Date: Wednesday, May 13, 2015 12:18:40 AM

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From: JOSEPH WALAG <joewalag@comcast.net>

Message Body:

1259-1 SR 99 Comment: I BELIEVE THIS WOULD BE THE BEST ROUTE, ALTHOUGH I THINK THE HIGHLINE COLLEGE STATION SHOULD BE OVER 9 NOT IN THE COLLEGE OR ACROSS THE STREET.

1259-2 I-5 Comment: I THINK THE I-5 ROUTE WOULD HAVE BEEN GREAT, IF YOU HAD STARTED WITH THAT IN SEATTLE. OTHER CITIES/ STATES HAVE DONE THAT. USING THE MEDIAN. THERE COULD HAVE BEEN A COMMUTER RAIL SYSTEM FROM EVERETT TO PORTLAND BY NOW.

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment:

Other Comment:

Name: JOSEPH WALAG  
Address: 24132 21st Ave S  
City: Des Moines  
State: WA  
Zipcode: 98198

Email: joewalag@comcast.net

I live nearby. If so, where?: JUST WEST OF HIGHLINE COLLEGE

I work in the project area. If so, where?: NEAR KEY ARENA

I own a business nearby. If so, where?: N/A

I attend school in the project area. If so, where?: N/A

Other (please specify):

--

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

*Response to Comment I260-1*

Please see responses to Common Comments 1, 4, and 7 in Table 9-6 of Chapter 9 of the Final EIS.

**From:** [prndipai@roy920.hushboi.com](mailto:prndipai@roy920.hushboi.com)  
**To:** [FWLE](#)  
**Subject:** Comment: ST Federal Way Link Extension  
**Date:** Thursday, May 14, 2015 10:54:03 AM

---

From: Cassandra Bennett <[cbennett@highline.edu](mailto:cbennett@highline.edu)>

Message Body:

I260-1

SR 99 Comment: I believe this is the best alternative. If there is a potential Highline College stop, then it needs to be a safe decision for the students. Walking across the street, across 6 lanes of traffic is severely dangerous, as cars on 99 drive 45MPH, and sometimes even speed. The I-5 route is also dangerous, as many of our students have children and have to walk the 15 minutes to I-5 at night because of night classes. As many of us know SR 99 can be a very dangerous place for crime and drugs, especially late at night. Please consider the safety of our future business women and men and the Highline Alumni's that can learn safely in their environment, even during after hours. Thank you.

I-5 Comment:

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment:

Other Comment:

Name: Cassandra Bennett  
Address: 5715 Orchard St W Apt b25  
City: University Place  
State: Wa  
Zipcode: 98198

Email: [cbennett@highline.edu](mailto:cbennett@highline.edu)

I live nearby. If so, where?:

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

..

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federatwaylink.org>)

From: [juridical@roy920.hushbox.com](mailto:juridical@roy920.hushbox.com)  
 To: [FWLE](#)  
 Subject: Comment: ST Federal Way Link Extension  
 Date: Thursday, May 14, 2015 9:14:10 PM

From: Corey Lamb <coreylamb@students.highline.edu>

Message Body:

SR 99 Comment: SR 99 would be most beneficial for those in the southend to be able to connect to downtown. I believe it would also help with parking issues at the park and rides as those who use the Lightrail would be closer to a stop. This would also offer an option to put a station near highline college which would promote more revenue with the increased usage. This could also ease the crowding on the A-line route that runs down 99.

1261-1 I-5 Comment: I believe that this would be a great disservice to those who actually need and would be using the light rail the most. In making this less accessible to those who are in need of this service it would show a complete disconnect between those making the decision on where to put the route and those who would be best served with the light rail.

SR 99 to I-5 Comment: As this seems like it would be more of a compromise I still think this is more self-serving.

I-5 to SR 99 Comment:

1261-2 Environmental Comment: I believe that the people who have houses between 99 and I-5 will suffer more than be helped by having an I-5 route. Either way the noise will be a disturbance, however if it is on 99 at least they will see an increase in their property value through the added amenity of the light rail stops.

Other Comment:

Name: Corey Lamb  
 Address: 3022 South 212th Street  
 City: Seatac  
 State: WA  
 Zipcode: us, 98198

Email: coreylamb@students.highline.edu

I live nearby. If so, where?: I live off 99 and 216th

I work in the project area. If so, where?: I work at safeway off 99 and 216th

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?: I am a student at Highline and will be attending the remote CWU campus there as well

Other (please specify):

--

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

*Response to Comment 1261-1*

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

*Response to Comment 1261-2*

Section 4.3, Economics, describes potential impacts on property values. Section 4.7, Noise and Vibration, describes the noise and vibration analysis that was performed, which included light rail noise, park-and-ride noise, and traffic noise.

# Letter FW291

Cochran, Terry

Page 1

## Response to Comment I262-1

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS. See Section 3.5.2, Transit Operations and Service, of the Final EIS for information on ridership.

From: [purdaji@roy920.hushboi.com](mailto:purdaji@roy920.hushboi.com)  
To: [FWLE](#)  
Subject: Comment: ST Federal Way Link Extension  
Date: Friday, May 15, 2015 4:16:09 PM

From: Terry Cochran <[terrycochran@comcast.net](mailto:terrycochran@comcast.net)>

Message Body:  
SR 99 Comment:

I-5 Comment: Less ridership and we need to get people to ride this light rail the congestion is so bad on the freeway and by making it convenient along 99 with buses they can get off the bus and catch the light rail at the stations

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment:

Other Comment: I believe the light rail to run along 99 so people can get off the buses and catch the light rail I know the ridership would also be more on 99 then on I 5we need to get as many people writing this light rail that we can get them by putting it close to a public road like 99 and have stations on 99 people can get off metro and then get onto light rail this would be the most convenient way for people to ride this.

Name: Terry Cochran  
Address: 11415 37th ave. s.w.  
City: Seattle  
State: Wa  
Zipcode: 98146

Email: [terrycochran@comcast.net](mailto:terrycochran@comcast.net)

I live nearby. If so, where?:

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify). Own a condo in the area

..

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federawaylink.org>)

I262-1

*Response to Comment I263-1*

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

**From:** [purdipati@roy920.hushbox.com](mailto:purdipati@roy920.hushbox.com)  
**To:** [FWLE](#)  
**Subject:** Comment: ST Federal Way Link Extension  
**Date:** Friday, May 15, 2015 3:29:17 PM

---

From: Evan Nelson <flytiw@gmail.com>

Message Body:

SR 99 Comment: This is the best routing.

I-5 Comment: Serving 10 lanes of freeway and the landfill make no sense.

SR 99 to I-5 Comment: Stay where the population is and will be. Stay on 99.

I-5 to SR 99 Comment: This is acceptable but staying on 99 makes more sense.

Environmental Comment: Enabling more people to walk or bike to stations by staying on 99 makes sense.

Other Comment: I live in Seattle but travel to federal way frequently to visit family. Good transit in the south end is important to me.

Name: Evan Nelson  
Address: 3103 S Dakota St  
City: Seattle  
State: wa  
Zipcode: 98108

Email: flytiw@gmail.com

I live nearby. If so, where?:

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify): My parents live in Federal Way. As they age, alternatives to driving become more important.

--

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I263-1

## Letter FW293

Barkley, Dan

Page 1

### *Response to Comment I264-1*

Please see response to Common Comment 10 in Table 9-6 of Chapter 9 of the Final EIS.

**From:** [purdaji@roy920.hushboi.com](mailto:purdaji@roy920.hushboi.com)  
**To:** [FWLE](#)  
**Subject:** Comment: ST Federal Way Link Extension  
**Date:** Friday, May 15, 2015 2:11:52 PM

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From: Dan Barkley <[dan@danbarkley.com](mailto:dan@danbarkley.com)>

Message Body:  
SR 99 Comment:

I-5 Comment:

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment: Not interested in environmental issues. The tradeoff is getting people off the road. If it were possible, it would be ideal to speed this process up.

I264-1 - Other Comment: Nothing matters more than getting a route decided on and built ASAP, but as long as you're doing it, might as well leverage what you already have a FW Trans Center and ought to provide service to HCC - students need it.

Name: Dan Barkley  
Address: 760 Commerce St. # 406  
City: Tacoma  
State: WA  
Zipcode: 98402

Email: [dan@danbarkley.com](mailto:dan@danbarkley.com)

I live nearby. If so, where?: Tacoma

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify): I choose not to have a car - use ST everywhere. We have to get this together: the line to the airport is grossly insufficient for the traffic problems this area has, and the current goals will seem like trivial progress by the time they are built.

--  
This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

## Letter FW294

Yates, Robert

Page 1

**From:** [horjick@iutps.com](mailto:horjick@iutps.com)  
**To:** [FWLE](#)  
**Subject:** Federal Way Link Extension Comment  
**Date:** Friday, May 15, 2015 5:44:34 PM

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1265-1 Consider helping to reduce traffic congestion at the Kent/Des Moines station by opening 240th street to I-5 southbound I

Robert Yates  
(253)839-6742

---

Old School Yearbook Pics  
View Class Yearbooks Online Free. Search by School & Year. Look Now!  
<http://thirdpartyoffers.juno.com/TGL3141/555692c4bdada12c11b8bs104vuc>

### *Response to Comment 1265-1*

Chapter 3, Transportation Environment and Consequences, includes the traffic impacts of all four build alternatives, as well as proposed mitigation.

# Letter FW295

Caldon, Brandon

Page 1

From: [purdipai@bny920.hushboi.com](mailto:purdipai@bny920.hushboi.com)  
To: [FWLE](#)  
Subject: Comment: ST Federal Way Link Extension  
Date: Saturday, May 16, 2015 3:50:13 PM

From: Brandon Caldon <[brandoncaldon@gmail.com](mailto:brandoncaldon@gmail.com)>

Message Body:

SR 99 Comment: I believe that the SR 99 alternative is potentially one of the best options. It is nearby local businesses and is easily accessible for local residents, commuters, and students. I also feel that the trench option would be highly beneficial, being the fact that it would avoid additional interference with nearby traffic on 272nd Street which is a constantly active road.

I-5 Comment: The I-5 alternative is much cheaper than most of the SR 99 options and offers fewer displacements of businesses. However, access to these businesses and public facilities will be less convenient, since many of them are on Route 99.

1266-1 SR 99 to I-5 Comment: I believe that the SR 99 to I-5 alternative is possibly the most favorable option. The Kent/Des Moines station is closer to Highline College than the I-5 alternative, which will benefit nearby college students. There is also a station and the Star Lake Park & Ride which will benefit local commuters.

I-5 to SR 99 Comment: In my opinion, the I-5 to SR 99 alternative is the least favorable option because it seems as if it will cause more issues than the other alternatives. It interferes with several homes, businesses, streets, and will call for the relocation of a water tank. The location of potential stations also seem less ideal than the other alternatives.

1266-2 Environmental Comment: I am unsure as to how much this project will affect the environment, since I was unable to find any firsthand information.

1266-3 Other Comment: I feel that the SR 99 to I-5 alternative would be the best option; second would be the SR 99 alternative, then the I-5 alternative, and being the least beneficial would be the I-5 to SR 99 alternative.

Name: Brandon Caldon  
Address: 32828 12th Ave Sw  
City: Federal Way  
State: Wa  
Zipcode: 98023

Email: [brandoncaldon@gmail.com](mailto:brandoncaldon@gmail.com)

I live nearby. If so, where?: I live in Federal Way and often visit Seattle.

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

--

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## *Response to Comment I266-1*

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

## *Response to Comment I266-2*

The Final EIS evaluates environmental impacts of the FWLE alternatives. The issues are summarized in the Executive Summary, and Chapter 8 of the Final EIS compares the four alternatives.

## *Response to Comment I266-3*

See response to comment I266-1 of this letter.

# Letter FW296

Rider, Mark

Page 1

**From:** [purdipai@roy920.hushbox.com](mailto:purdipai@roy920.hushbox.com)  
**To:** [FWLE](#)  
**Subject:** Comment: ST Federal Way Link Extension  
**Date:** Saturday, May 16, 2015 7:35:07 AM

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From: Mark Rider <[sanjuan\\_sailor@yahoo.com](mailto:sanjuan_sailor@yahoo.com)>

Message Body:

1267-1 SR 99 Comment: I favor the SR 99 Alternative with S 216th West and S 260th East Stations option as the choice providing the greatest service exposure for the line. This will benefit the greatest number of riders and integrate with the community.

I-5 Comment: No

SR 99 to I-5 Comment: No

I-5 to SR 99 Comment: No

Environmental Comment:

1267-2 Other Comment: Speed the timeline up, please. I am not a transit rider, outside of sporting event access. The SR 99 Alternative with S 216th West and S 260th East Stations options would change that immediately.

Name: Mark Rider  
Address: 28436 Redondo Beach Drive S  
City: Des Moines  
State: WA  
Zipcode: 98198

Email: [sanjuan\\_sailor@yahoo.com](mailto:sanjuan_sailor@yahoo.com)

I live nearby. If so, where?: Redondo

I work in the project area. If so, where?: Lower Queen Anne, Seattle

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

--

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## *Response to Comment 1267-1*

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

## *Response to Comment 1267-2*

Please see response to Common Comment 10.

Response to Comment I268-1

Please see responses to Common Comments 1 and 4 in Table 9-6 of Chapter 9 of the Final EIS.

From: [purdipati@boy920.hushboos.com](mailto:purdipati@boy920.hushboos.com)  
To: FWLE  
Subject: Comment - ST Federal Way Link Extension  
Date: Monday, May 18, 2015 5:39:54 PM

From: Baljeet Singh <baljeet905@gmail.com>

Message Body:

I268-1

SR 99 Comment: According to me highline is the best option for this project. It is least expensive and most appropriate for the link station. Having a station at highline college will not lead to replenishment of lot of businesses and will take least space as it is will be passing from the east lot of Highline College. I think it is extremely important to maximize potential and to have a station at Highline Community College and moreover highline is no more a community college. There are more possibilities of people joining highline by next 5-7 years as it offers Bachelors Degree. Additionally, there might be additional funding pools that could be tapped with the SR99 alignment. Proximity to Highline is one of the important considerations for the Link Station location. They offer 4 BAS programs. I feel like it's important to serve directly - (the nearest community college on the line is over 1/2 hour away on Capital Hill. However, that means moving a station further from the nearby residential neighborhoods between 99 and I-5. There are possibilities of increase in ridership. Making a Link station at I-5 doesn't make any sense to me, as people would still have to take a bus to reach to their destination. Highline college is currently serving more than 5000 people as workers and students those are taking different buses to reach their destination. This will reduce the time gap and will be more helpful for them in extreme winters. I guess Highline will be best alternative for this project.

I-5 Comment:

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment:

Other Comment:

Name: Baljeet Singh  
Address: 25833 26th Pl S Apt E 103  
City: Kent  
State: Washington  
Zipcode: 98032

Email: baljeet905@gmail.com

I live nearby. If so, where?: I'm a current Highline college student taking bus everyday just to travel 1 mile from my home.

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?: It takes me 17 min from a bus to reach Highline which is just 1.3 miles away from my home.

Other (please specify):

--

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*Response to Comment I269-1*

Section 4.6, Air Quality and Greenhouse Gases, describes air quality benefits from the FWLE.

**From:** [purdipai@roy920.hushoost.com](mailto:purdipai@roy920.hushoost.com)  
**To:** [FWLE](#)  
**Subject:** Comment: ST Federal Way Link Extension  
**Date:** Tuesday, May 19, 2015 9:22:13 PM

---

From: Victor Truong <[vick611@yahoo.com](mailto:vick611@yahoo.com)>

Message Body:

SR 99 Comment: I think its a great way to reduce the traffic on i-5

I-5 Comment: I think it will lessen the amount of car driven

SR 99 to I-5 Comment: it will make life easier

I269-1 I-5 to SR 99 Comment: same as the other.

Environmental Comment: Save the gas

Other Comment: Simply, having more sound transit system will be great to utilize and expanding it is a great way to improve CO2 emissions.

Name: Victor Truong  
Address: 3802 S 335th pl  
City: Federal Way  
State: Wa  
Zipcode: 98001

Email: [vick611@yahoo.com](mailto:vick611@yahoo.com)

I live nearby. If so, where?:

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

--

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*Response to Comment I270-1*

Please see responses to Common Comments 1, 4, and 7 in Table 9-6 of Chapter 9 of the Final EIS.

**From:** [purdipai@roy920.hushboi.com](mailto:purdipai@roy920.hushboi.com)  
**To:** [FWLE](#)  
**Subject:** Comment: ST Federal Way Link Extension  
**Date:** Tuesday, May 19, 2015 2:07:12 PM

---

From: Amanda Oakeley <>

Message Body:

SR 99 Comment: I am a student at Highline college and many of the students that attend Highline rely on public transportation. By building the route along 99 it allows for much easier access to the school. Also, 99 is not considered to be the nicest area. Its not always safe to use public transportation along this road. By building the light rail along 99 we attract more attention to it and it would eventually become a a very popular place to live.

I270-1

I-5 Comment: Using the I5 route basically is no different then taking the bus and having to park at a parkride. It is inconvenient and takes away the idea of being able to use only public transportation. When you think about a city, cities don't just offer public transportation along freeways and easy to access areas.

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment:

Other Comment:

Name: Amanda Oakeley  
Address: 31240 22nd ave. SW  
City: Federal Way  
State: WA  
Zipcode: 98023

Email:

I live nearby. If so, where?: Federal Way

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?: Highline College

Other (please specify):

\*\*

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Letter FW302

Burton, Kristin

Page 1

From: [kristin@boy920.hushbox.com](mailto:kristin@boy920.hushbox.com)  
 To: [FWLE](#)  
 Subject: Comment: ST Federal Way Link Extension  
 Date: Tuesday, May 19, 2015 12:31:44 PM

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From: Kristin Burton <mkmburt@msn.com>

Message Body:  
SR 99 Comment:

I-5 Comment:

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

1271-1 Environmental Comment: I would be extremely concerned about the integrity of SR 99 between 272nd and Dash Point Road - there are homes below the impact area that will likely hear noise if on west side of street

1271-2 Other Comment: what is the impact of crime on this?

Name: Kristin Burton  
 Address: 28808 131th Ave S  
 City: Federal Way  
 State: WA  
 Zipcode: 98003

Email: mkmburt@msn.com

I live nearby. If so, where?: I live below SR99 off of S 288th st - would love access to the rail but really concerned about noise

I work in the project area. If so, where?: I work across the street from the airport so this would be an ideal commute

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

--

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

*Response to Comment 1271-1*

Section 4.7, Noise and Vibration, describes noise and vibration impacts and proposed mitigation.

*Response to Comment 1271-2*

Section 4.14, Public Services, Safety, and Security, describes the project-related operations that could affect emergency response services related to crime or other emergencies, among other public services in the study area. Please see response to Common Comment 7 in Table 9-6 of Chapter 9 of the Final EIS.

*Response to Comment 1272-1*

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

**From:** [Kara Leslie-Haug](#)  
**To:** [FWLE](#)  
**Subject:** Federal Way Link Extension Draft EIS Comments  
**Date:** Tuesday, May 19, 2015 6:49:40 PM

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Dear Cathal Ridge and Sound Transit Board Members,

Thanks for the opportunity to comment on the Federal Way Link Extension Draft Environmental Impact Statement.

I support a light rail alignment that achieves the following principles:

1. Excellent light rail access to Highline Community College;
2. Connect light rail well to Federal Way Transit Center;
3. Maximize the opportunities to create transit-oriented communities with housing, retail and economic development; and
4. Make sure that South King County residents can access light rail stations by walk, bike or bus.

1272-1

The light rail alignment that best achieves these principles are the options that run on Highway 99. The I-5 options while cheaper and faster, do not connect directly to Highline College and miss the opportunity to create transit communities. The hybrid options especially the Highway 99 to I-5 option get close to accomplishing the principles outlined.

As you make deliberations on cost, ridership and other factors, please remember that your choices will shape communities for decades to come. Please choose the option that achieves the principles above.

Thanks for your consideration.

*Response to Comment 1273-1*

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

**From:** [Shefali Ranganathan](#)  
**To:** [FWLE](#)  
**Subject:** Federal Way Link Extension Draft EIS Comments  
**Date:** Tuesday, May 19, 2015 11:36:27 AM

---

Dear Cathal Ridge and Sound Transit Board Members,

Thanks for the opportunity to comment on the Federal Way Link Extension Draft Environmental Impact Statement.

I support a light rail alignment that achieves the following principles:

1. Excellent light rail access to Highline Community College;
2. Connect light rail well to Federal Way Transit Center;
3. Maximize the opportunities to create transit-oriented communities with housing, retail and economic development; and
4. Make sure that South King County residents can access light rail stations by walk, bike or bus.

1273-1

The light rail alignment that best achieves these principles are the options that run on Highway 99. The I-5 options while cheaper and faster, do not connect directly to Highline College and miss the opportunity to create transit communities. The hybrid options especially the Highway 99 to I-5 option get close to accomplishing the principles outlined.

As you make deliberations on cost, ridership and other factors, please remember that your choices will shape communities for decades to come. Please choose the option that achieves the principles above.

Thanks for your consideration.

# Letter FW307

Franklin, Seiji

Page 1

From: [seiji@box920.hushnet.com](mailto:seiji@box920.hushnet.com)  
To: [FWLE](#)  
Subject: Comment: ST Federal Way Link Extension  
Date: Wednesday, May 20, 2015 9:52:43 PM

---

From: Seiji Franklin <captfranklin27@gmail.com>

Message Body:

SR 99 Comment: SR-99 route will help increase the number of daily riders.

I-5 Comment: I-5 freeway would be the fastest route to the end of line (FW/320th St)

1274-1

SR 99 to I-5 Comment: Good combination between ridership and travel times.

I-5 to SR 99 Comment: Same as above

Environmental Comment: N/A

1274-2

Other Comment: Is it possible to add the station @ Dash Point Road?

Name: Seiji Franklin  
Address: 29649 21st Pl S  
City: Federal Way  
State: WA  
Zipcode: 98003

Email: [captfranklin27@gmail.com](mailto:captfranklin27@gmail.com)

I live nearby. If so, where?: Hwy 99 and Dash Point Road

I work in the project area. If so, where?: N/A

I own a business nearby. If so, where?: N/A

I attend school in the project area. If so, where?: N/A

Other (please specify): I'm a huge fan of mass transit.

\*\*

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

## *Response to Comment 1274-1*

See Section 3.5.2, Transit Operations and Service, of the Final EIS for information on estimated ridership and travel times.

## *Response to Comment 1274-2*

A potential additional station at Dash Point Road was evaluated during the alternatives analysis phase but was not advanced for consideration in the Draft EIS. Please see Section 2.3, Alternatives Development and Scoping, for a discussion of this process.

# Letter FW308

Cristel, Colleen

Page 1

## Response to Comment 1275-1

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

**From:** [purdaji@box920.hushboi.com](mailto:purdaji@box920.hushboi.com)  
**To:** [FWLE](#)  
**Subject:** Comment: ST Federal Way Link Extension  
**Date:** Wednesday, May 20, 2015 9:47:54 PM

---

From: Colleen Cristel <ccristel@comcast.net>

Message Body:

1275-1 SR 99 Comment: I like this alternative - these are hard choices, you are doing a great job! Price is better here but whatever you choose I'm sure it will be the best for all. Colleen Cristel

I-5 Comment:

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment:

Other Comment:

Name: Colleen Cristel  
Address: 2013 So. 250th Street Kent, WA  
City: Kent  
State: WA  
Zipcode: 98032

Email: ccristel@comcast.net

I live nearby. If so, where?: close to Highline college

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

--

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

Letter FW309

Bonner, Brian

Page 1

*Response to Comment I276-1*

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

**From:** [prr:haji@fox920.hushboi.com](mailto:prr:haji@fox920.hushboi.com)  
**To:** FWLE  
**Subject:** Comment: ST Federal Way Link Extension  
**Date:** Wednesday, May 20, 2015 5:36:22 PM

---

From: Brian Bonner <brianbonner3622@yahoo.com>

Message Body:

SR 99 Comment: Like this one. Keep it above ground SAFETY SAFETY

I-5 Comment: no good

SR 99 to I-5 Comment: N/A

I-5 to SR 99 Comment: N/A

Environmental Comment: N/A

Other Comment:

Name: Brian Bonner  
Address: 12461 SE 280th Street  
City: Kent  
State: WA  
Zipcode: 98030

Email: brianbonner3622@yahoo.com

I live nearby. If so, where?:

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

\*\*

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

I276-1

# Letter FW310

Smith, Randall

Page 1

## Response to Comment I277-1

Please see responses to Common Comments 1 and 10 in Table 9-6 of Chapter 9 of the Final EIS.

From: [randysj@fox920.hushboi.com](mailto:randysj@fox920.hushboi.com)  
To: FWLE  
Subject: Comment: ST Federal Way Link Extension  
Date: Wednesday, May 20, 2015 5:27:01 PM

---

From: Randall Smith <[job4randy@gmail.com](mailto:job4randy@gmail.com)>

Message Body:

SR 99 Comment: This is the best option. Pac Hwy needs new economic development and this alignment is the best option. This will as it has in the Rainier Valley bring new businesses to the So. King County area.

Also if ST get the funding of ST3 on the November ballot I would strongly encourage ST to go the the FEDS and get a low interest loan and get building this in its entirety and not wait until 2032 to Federal Way. There is no reason this construction is taking as long as it has

1277-1 - LETS JUST GET THIS DONE AND FIX THE UPCOMING TRANSPORTATION NIGHTMARE WITH ALL OF THIS NEW GROWTH. It will also be far less cost to finish this now.

I-5 Comment: Do Not think about it.

SR 99 to I-5 Comment: Dont think about it

I-5 to SR 99 Comment: Dont think about it

Environmental Comment:

Other Comment:

Name: Randall Smith  
Address: 32122 46th Pl SW K5  
City: Federal Way  
State: WA  
Zipcode: 98023

Email: [job4randy@gmail.com](mailto:job4randy@gmail.com)

I live nearby. If so, where?: Federal Way

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify): Read above comments

--

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federatwaylink.org>)

# Letter FW311

Renney, Justin

Page 1

## Response to Comment I278-1

Please see responses to Common Comments 1 and 10 in Table 9-6 of Chapter 9 of the Final EIS.

From: [jrd@fox920.hushboi.com](mailto:jrd@fox920.hushboi.com)  
To: FWLE  
Subject: Comment: ST Federal Way Link Extension  
Date: Wednesday, May 20, 2015 10:49:54 AM

From: Justin Renney <[justinrenney@gmail.com](mailto:justinrenney@gmail.com)>

Message Body:

SR 99 Comment: This is the best option looking towards the future. I know there has been a lot of pushback by FW politicians but the decades long dominance of car culture in this area has to stop. People are tired of sitting in their cars and wasting money on gas and parking in Seattle. Besides why not spend that savings on FW businesses on the way home? TOD will transform FW into a more livable place rather than a neverending big box strip mall. FW is going to have to decide whether it want to live in the 20th or 21st century.

I-5 Comment: See above.

SR 99 to I-5 Comment: See above

I-5 to SR 99 Comment: See above

Environmental Comment: It appears ST has done a careful job.

Other Comment: Any chance this can be ready by 2020? Eight years seems a bit long for a LR segment with no tunnel...

Name: Justin Renney  
Address: 9826 18th St Cl E  
City: Edgewood  
State: Wa  
Zipcode: 98371

Email: [justinrenney@gmail.com](mailto:justinrenney@gmail.com)

I live nearby. If so, where?: Edgewood

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify): I commute daily from the FWTC.

..

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federawaylink.org>)

I278-1

*Response to Comment 1279-1*

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

**From:** [James Davis](#)  
**To:** [FWLE](#)  
**Subject:** Federal Way Link Extension Draft EIS Comments  
**Date:** Wednesday, May 20, 2015 12:34:53 PM

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Dear Cathal Ridge and Sound Transit Board Members,

Thanks for the opportunity to comment on the Federal Way Link Extension Draft Environmental Impact Statement.

I support a light rail alignment that achieves the following principles:

1. Excellent light rail access to Highline Community College;
2. Connect light rail well to Federal Way Transit Center;
3. Maximize the opportunities to create transit-oriented communities with housing, retail and economic development; and
4. Make sure that South King County residents can access light rail stations by walk, bike or bus.

1279-1 - The light rail alignment that best achieves these principles are the options that run on Highway 99. The I-5 options while cheaper and faster, do not connect directly to Highline College and miss the opportunity to create transit communities. The hybrid options especially the Highway 99 to I-5 option get close to accomplishing the principles outlined.

As you make deliberations on cost, ridership and other factors, please remember that your choices will shape communities for decades to come. Please choose the option that achieves the principles above.

Thanks for your consideration.

Letter FW313

Brooks, Walter

Page 1

*Response to Comment 1280-1*

Please see response to Common Comment 10 in Table 9-6 of Chapter 9 of the Final EIS.

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**From:** [Myers, Traiyne](#)  
**To:** [FWLE](#)  
**Subject:** Fw: regarding sound transit and light rail  
**Date:** Friday, May 22, 2015 11:15:29 AM

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**From:** Walter Brooks <[skoorb62@comcast.net](mailto:skoorb62@comcast.net)>  
**Sent:** Wednesday, May 20, 2015 5:04 PM  
**To:** Myers, Traiyne  
**Subject:** regarding sound transit and light rail

1280-1

I appreciate the fact that a light rail installation connecting Federal Way and Tacoma as well as other areas is quite expensive. I do understand that there are limited funds it seems to me that Federal funds should be requested to much more rapidly create new infrastructure. The cost in terms of time lost to families, medical costs relating to accidents and our aging society really demand a much shorter schedule for linking these and other cities.

Walter Brooks Jr. & Carolyn J. Brooks 29814 11th Ave SW Federal Way, WA 98023-8210  
253-941-3854

## Letter FW314

Guzman, Stacy

Page 1

From: [stacy.guzman](#)  
To: [FWLE](#)  
Subject: Link Rail  
Date: Wednesday, May 20, 2015 9:09:10 PM

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To whom it may concern,

I would like my comment to be considered for the FWLE. I live in Green Acres Estates mobile home park on 30th Ave S. I would like to say this is a great thing that is happening for our community. I would also like to say that I am FOR the 15 projects and any project that would make us move . and hope and pray that you need our living space. And will eventually help us get out of this community that we live in. I know this may sound bad coming from a tenant but I am an honest person. The owner of Green Acres is a slum lord and a bullie. I would love nothing more then to see him put out of business and for this whole little community to move on ! Don't get me wrong I love my house and I have put a lot of \$ and sweat and tears into making it a livable house for myself my husband and 4 children. But I cant stand living here and I cant stand David the owner and how much he walks on everyone because we have a lot of immigrants in our community. PLEASE GET US OUT! Thanks!

Sincerely Just ONE fed up tenant!

Stacy E Guzman  
206.371.6987

## *Response to Comment I281-1*

Section 4.1, Acquisitions, Displacements, and Relocations, describes the property acquisition and relocation processes, and the relocation assistance and benefits that Sound Transit will provide.

Send us your comments

The Federal Transit Administration and Sound Transit invite your comments on the Draft Environmental Impact Statement (EIS). The Draft EIS comment period ends on May 26, 2015. All comments received during the comment period will be addressed in the Final EIS. Return this form at a public hearing or mail to the address provided on the back. Comments can also be provided by email to FWLE@soundtransit.org or submitted online at FederalWayLink.org.

1. Please share your comments about the project alternatives and station options

SR 99 Alternative Do not think this station would benefit Highline College or the surrounding businesses. Construction would cause most small owners to close down.  
I-5 Alternative 2nd best option

I282-1

SR 99 to I-5 Alternative seems to be the best option. Construction would not hamper as many people trying to get to work or shop along 99

I-5 to SR 99 Alternative Stay away from 99 and the small business owners. Construction would hamper many people trying to get to work or shop along 99

No Build

2. Please share your feedback on the environmental impacts

3. Other comments?

No comments

4. Please tell us about yourself. Why are you interested in the project?

- I live nearby. If so, where? by Highline College
- I work in the project area. If so, where? \_\_\_\_\_
- I own a business nearby. If so, where? \_\_\_\_\_
- I attend school in the project area. If so, where? \_\_\_\_\_
- Other \_\_\_\_\_

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Joyce Sellers  
 24217 27th Ave S Apt B  
 Des Moines, WA 98198

SEATTLE WA 98101  
 20 MAY 2015 PM 4 L



Attention: Federal Way Link Extension Draft EIS Comments  
 Union Station  
 401 S. Jackson St.  
 Seattle, WA 98104-2826

98104282601



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### Stay in touch

Sound Transit is required to mail a notice to each person that comments on the Draft EIS to announce when the Final EIS is available. Please help us meet this requirement by providing your name and mailing address:

Name \_\_\_\_\_

Mailing Address \_\_\_\_\_  
 Joyce Sellers  
 24217 27th Ave S Apt B  
 Des Moines, WA 98198

City, State, Zip \_\_\_\_\_

If you would like to receive project updates by email, please provide your email address: \_\_\_\_\_

Send us your comments

The Federal Transit Administration and Sound Transit invite your comments on the Draft Environmental Impact Statement (EIS). The Draft EIS comment period ends on May 26, 2015. All comments received during the comment period will be addressed in the Final EIS. Return this form at a public hearing or mail to the address provided on the back. Comments can also be provided by email to FWLE@soundtransit.org or submitted online at FederalWayLink.org.

1. Please share your comments about the project alternatives and station options

SR 99 Alternative Yes! For this alternative, keeps light rail on 99. Draft EIS cost may be expensive, but in long run best alternative

I-5 Alternative This alternative has too many impacts to citizens! The low cost is a myth. S 272nd and 26th Ave South cannot support traffic increase. There is a sand layer that will impact homes and cause damage claims

SR 99 to I-5 Alternative NO! Keep light rail on SR 99! This alternative negatively impacts the low-income residents around 30th Avenue South and the 26 homes behind the Star Lake Park and vide see comments for I-5 Alternative

I-5 to SR 99 Alternative This alternative works only w/ a Kent-Des Moines station that will adversely impact the low-income community around 30th Ave South. Move the station out to freeway as the Kent-Des Moines plan allows.

No Build On I-5 Alternative or SR 99 to I-5 Alternative The area cannot handle add'l traffic of 700+ cars!

2. Please share your comments on the environmental impacts

Consider the sand layer, current traffic west and east on 272nd. Small side street such as 26th Ave S cannot absorb 700+ more cars. A concrete parking structure at the Star Lake Park is unsightly and creates an obstacle to 26 remaining homes getting out

3. Other comments?

Blank lines for additional comments.

Response to Comment 1283-1

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS. See Section 3.5.3, Arterial and Local Street Operations, of the Final EIS for traffic impacts. See Chapter 7 for a discussion of impacts on minority and low-income populations.

Response to Comment 1283-2

See Section 3.5.3 of the Final EIS for traffic impacts associated with the S 272nd Star Lake Station and potential mitigation measures. See Section 4.5, Visual and Aesthetic Resources, for a discussion of visual impacts in this area.

No comments

4. Please tell us about yourself. Why are you interested in the project?

- I live nearby. If so, where? South 26<sup>th</sup> & 26<sup>th</sup> Ave South - Kent, WA 98032
- I work in the project area. If so, where? \_\_\_\_\_
- I own a business nearby. If so, where? \_\_\_\_\_
- I attend school in the project area. If so, where? \_\_\_\_\_
- Other \_\_\_\_\_

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Ms. Karen Hopper  
2711 S. 260th St.  
Kent, WA 98032

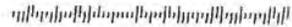
SEATTLE WA 980

20 MAY 2015 PM 5 L



Attention: Federal Way Link Extension Draft EIS Comments  
Union Station  
401 S. Jackson St.  
Seattle, WA 98104-2826

98104282601



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Stay in touch

Sound Transit is required to mail a notice to each person that comments on the Draft EIS to announce when the Final EIS is available. Please help us meet this requirement by providing your name and mailing address:

Name Karen Hopper

Mailing Address 2711 South 26th Street

City, State, Zip Kent, WA 98032

If you would like to receive project updates by email, please provide your email address: \_\_\_\_\_

# Letter FW319

Anonymous

Page 1

## Send us your comments

The Federal Transit Administration and Sound Transit invite your comments on the Draft Environmental Impact Statement (EIS). The Draft EIS comment period ends on May 26, 2015. All comments received during the comment period will be addressed in the Final EIS. Return this form at a public hearing or mail to the address provided on the back. Comments can also be provided by email to FWLE@soundtransit.org or submitted online at FederalWayLink.org.

### 1. Please share your comments about the project alternatives and station options

SR 99 Alternative NO because their is lots of business in that area.

1284-1

I-5 Alternative The way that you guise think its better. Only help with the people that are going to be damaged.

SR 99 to I-5 Alternative

I-5 to SR 99 Alternative

No Build

### 2. Please share your comments on the environmental impacts

### 3. Other comments?

## Response to Comment 1284-1

Please see response to Common Comment 2 in Table 9-6 of Chapter 9 of the Final EIS.

4. Please tell us about yourself. Why are you interested in the project?

- I live nearby. If so, where? 23656 30th Ave S # 24  
Kent WA 98032
- I work in the project area. If so, where? \_\_\_\_\_
- I own a business nearby. If so, where? \_\_\_\_\_
- I attend school in the project area. If so, where? Midway Elementary, Pacific Middle  
School
- Other \_\_\_\_\_

No comments

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return address \_\_\_\_\_  
\_\_\_\_\_



Attention: Federal Way Link Extension Draft EIS Comments  
Union Station  
401 S. Jackson St.  
Seattle, WA 98104-2826

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### Stay in touch

Sound Transit is required to mail a notice to each person that comments on the Draft EIS to announce when the Final EIS is available. Please help us meet this requirement by providing your name and mailing address:

Name \_\_\_\_\_

Mailing Address \_\_\_\_\_

City, State, Zip \_\_\_\_\_

If you would like to receive project updates by email, please provide your email address: \_\_\_\_\_

You have asked for comments on Sound Transit, these are mine:

SR 99 ALTERNATE should be the route chosen.

- ① That is the route where at the present time numerous people are seen walking to various places. (NOT I-5)
- ② With S. Transit the economy along SR-99 would certainly be given a boost. People would shop before and/or after using S. Transit. (Not I-5)
- ③ I believe the daily ridership would be larger than I-5. The traffic along SR-99 is horrendous now and would be eased greatly by the use of S. Transit.
- ④ SR-99 is most accessible to the students of Highline College.

1285-1

★ ★ ⑤ The environmental impact would be a great deal less on SR-99. When I read that 35 acres of tree removal would take place on I-5 I couldn't believe it would even be considered. Our weather pattern is already changing and so we are going to cut another 35 acres and not expect an impact! Please don't do this.

1285-2

Mrs. Donna Vering  
23614 41st Ave So  
Kent, WA 98032

Thank you for reading this.

\* Mrs. Donna Vering

*Response to Comment 1285-1*

Please see responses to Common Comments 1 and 4 in Table 9-6 of Chapter 9 of the Final EIS.

*Response to Comment 1285-2*

Section 4.5, Visual and Aesthetic Resources, of the Final EIS describes visual impacts from tree removal along I-5. Section 4.9, Ecosystems, describes habitat impacts from this tree removal. Both sections include discussions of how Sound Transit would mitigate the impacts of the tree removal.

## Letter FW321

Hedman, Christie

Page 1

**From:** [urdfglt@box226.lituchnet.com](mailto:urdfglt@box226.lituchnet.com)  
**To:** [FW-E](#)  
**Subject:** Comment - ST Federal Way Link Extension  
**Date:** Thursday, May 21, 2015 4:57:14 PM

---

From: Christie Hedman <hedman@defensenet.org>

Message Body:  
SR 99 Comment:

I-5 Comment: Sound Transit's preferred alignment should maximize ridership, particularly for people of lower incomes, immigrants and refugees and people of color, and should create opportunities to attract new riders by increasing the potential for transit-oriented development. The I-5 options offers the lowest potential for transit-oriented development amongst the options under consideration.

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

1286-1 Environmental Comment:

Other Comment: Sound Transit's should prioritize equity and maximize ridership and access to economic opportunity, particularly for immigrants and refugees, people of color and people with lower incomes. A stop at Highline Community is critical. Sound Transit's preferred alignment should include a station at S. 216th St. Adding a station at S. 216th St. greatly increases opportunities for equitable transit-oriented development along the route, with minimal additional residential and business displacement. Sound Transit's preferred alignment must serve Federal Way Transit Center so that residents and workers can connect easily and reliably to other transit options to get them where they need to go. Locate the station where the most riders can access it easily by foot, bike and bus.

Name: Christie Hedman  
Address: 110 Prefontaine Pl. S. Suite 610  
City: Seattle  
State: WA  
Zipcode: 98104

Email: hedman@defensenet.org

I live nearby. If so, where?:

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify): Our clients must come to attend court and receive services downtown and depend upon public transit.

--

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

### *Response to Comment 1286-1*

Please see response to Common Comment 8 in Table 9-6 of Chapter 9 of the Final EIS. Please see Section 4.2.4.2 for a discussion of transit-oriented development.

## Letter FW322

Reeves, Tanya

Page 1

From: [trrig@no397.hi.usps.com](mailto:trrig@no397.hi.usps.com)  
To: FWLE  
Subject: Comment - ST Federal Way Link Extension  
Date: Thursday, May 21, 2015 3:27:10 PM

From: tanya reeves <tanya.reeves@seattle.gov>

Message Body:

SR 99 Comment: Agree... please see comments

I-5 Comment: 100% Against ... please see comments

1287-1

SR 99 to I-5 Comment: 100% Against... please see comments

I-5 to SR 99 Comment: Agree... please see comments

1287-2

Environmental Comment: Our Development was built on wetlands... movement area land could cause damage to my home.

Other Comment: 100% against the link going down I-5...

1287-3

If your truly wanting to relief traffic, build the link down 99 & pay the extra. To be truthful at 5% design, the budget is far from being accurate. Pacific highway make sense. The link is supposed to increase ridership by 26,500, going down I-5 won't allow adequate parking to meet that. The Star Lake park & ride is at full. In fact, the overflow parks along the road now. Per the report, they will be adding 700 parking spaces. Where will the other 25,800 park???

Going down 99, this allows the apartment communities & location business to access without needing to park a vehicle.

Pacific Hwy is the long term salutation. I hope the board makes the right choice for the citizens. Without adjacent parking, ridership will not meet the goal of 26,000.

I'm a home owner in Glen Park, if you choose to go down I-5, I feel it only make sense to purchase my property. I'm one of the original owner that purchased in this quiet off the path community. Putting the link in my backyard as well as removing the noise buffer that was put into place several years ago is not RIGHT!!! I will no longer be able to use my yard. My master bedroom & second bedroom will now view the link in addition to the noise. More important my home value will drop... In 2008, when the housing market drop, our development was highly impacted. We're still not close to 2008, there's been no activity for sale in the last few years with the exception of a foreclosure. Our address is Kent, being next to Des Moines & Federal Way, it truly challenging to get a market analysis of value. This link will impact my investment. I'm really exhaust hearing it will bring value... Everyone involved in this project has to admit that having the link in view of the home would NOT bring VALUE and will create noise. I do believe having easy access to public transportation several block away from my property could be a plus... I'm a commuter & appreciate the public transportation.

I cannot stress enough... this will not benefit our community.

1287-4

If I-5 ends up being the choice... a few things that need to be addressed

Possibility of buying out community - I invite anyone to view this from my house monitor homes during construction for any damages

Add Noise buffer to replace the removal of the existing one & create additional buffer from construction work

Control Construction site - noise, dust, access to property

Pondent control

Access to Park & Ride by foot

Park & Ride Security

Vacant homes -

### *Response to Comment 1287-1*

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

### *Response to Comment 1287-2*

Section 4.11, Geology and Soils, of the Final EIS describes the effects of the FWLE on local geology and soils, as well as the effects of geology and soils on the FWLE.

### *Response to Comment 1287-3*

Please see responses to Common Comments 1 and 4. Please also see Section 3.5.5.2 of Chapter 3, Transportation Environment and Consequences, for information on additional parking to accommodate the forecasted parking demand. Sections 3.5.2.4 and 3.5.2.5 of Chapter 3 describe ridership and mode of access to each station (e.g., auto, transit, non-motorized).

### *Response to Comment 1287-4*

Chapter 3, Transportation Environment and Consequences, describes transit in Section 3.5.2 and non-motorized station access in Section 3.5.6. Section 4.3, Economics, describes indirect impacts on property values; Section 4.7, Noise and Vibration, describes noise impacts (and that all impacts could be mitigated); and Section 4.14, Public Services, Safety, and Security, describes potential impacts on public safety. Chapter 5 describes construction period impacts including access (Section 5.2.1), air quality (Section 5.2.7), noise and vibration (Section 5.2.8), and settlement (Section 5.2.12).

1287-4  
↑  
rodents  
Security  
Transit  
encampment

This is just a few items at this time. I thank you in advance for taking the time to hear my concerns.

Please feel free to call me, if there's any questions and/or concerns.

Thanks Again

Tanya Reeves  
26818 27th place south  
Kent, WA 98032  
253-221-0752

Name: tanya reeves  
Address: 26818 27th places south  
City: kent  
State: wa  
Zipcode: 98032

Email: tanya.reeves@seattle.gov

I live nearby. If so, where?: if I-5 is the direction... it will be in my back yard!!!

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

--  
This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

## Letter FW323

Reeves, Andre

Page 1

From: [arc@hntb.com](mailto:arc@hntb.com)  
To: FW/E  
Subject: Comment - ST Federal Way Link Extension  
Date: Thursday, May 21, 2015 3:21:29 PM

From: ANDRE REEVES <TANYA@ASPENNW.COM>

Message Body:

SR 99 Comment: 100% agree

I-5 Comment: 100% against

1288-1 SR 99 to I-5 Comment: 100% against

I-5 to SR 99 Comment: 100% agree

1288-2 Environmental Comment: I do not wish to see this project next to my home . There will be how many employee working around my house and parking will be another nightmare. The noise from all the heavy equipment .What time will work hours be and will it continue on the weekends . This project is not a good ideal to have it in this neighborhood it will be really bad there is one road in and out and it is way to close to houses to keep the noise down . I do understand we need a new system to help improve traffic but this is not the way .

Andre Reeves  
Holland Residential  
Maintenance Manager  
O.425)747-1347  
C.206)293-3518

Other Comment:

Name: ANDRE REEVES  
Address: 26818 27TH PLACE SOUTH  
City: KENT  
State: WA  
Zipcode: 98032

Email: TANYA@ASPENNW.COM

I live nearby. If so, where?: If I-5 is the direction... it will run in my back yard

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

--

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

### *Response to Comment 1288-1*

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

### *Response to Comment 1288-2*

Please refer to Chapter 3, Transportation Environment and Consequences, of the Final EIS for a discussion of traffic impacts. Section 3.5.5 of Chapter 3 discusses parking. For operational noise impacts please see Section 4.7, Noise and Vibration. Construction-related impacts and potential mitigation measures are discussed in Chapter 5, Construction. Section 5.2.8 of Chapter 5 discusses construction noise and vibration impacts, including local jurisdiction noise regulations, and Section 5.2.1 discusses transportation, including lane closures, road closures, and detours.

## Letter FW324

Miller, LeAnn

Page 1

From: [pridipi@fox920.hiwebost.com](mailto:pridipi@fox920.hiwebost.com)  
To: FWLE  
Subject: Comment: ST Federal Way Link Extension  
Date: Thursday, May 21, 2015 1:23:29 PM

From: LeAnn Miller <lamiler@hotmail.com>

Message Body:  
SR 99 Comment:

I-5 Comment: We have owned and lived at our current location a block north of the 272nd park and ride for 17 plus years. When we purchased our home we were thrilled to be in a quiet community. And, to have easy access to the bus routes as well as the I-5 corridor. With the proposed multi-level parking lot and sound transit light rail station at 272nd our small community will dramatically change.

1289-1 The intersection at 26th Ave S and S. 272nd St is already congested and each year becomes more so. It is a dangerous intersection already as well, due to the condominiums on the S side of 272nd not having a traffic light and the W bound traffic not having a left turn lane or signal. With the proposed station going in it will only increase the amount of traffic at that intersection.

1289-2 The increase in traffic will also bring an increase in cars. I am extremely concerned that this will affect parking in our small neighborhood. I have witnessed the neighborhoods around other transit stations and the amount of cars that park on residential streets legally and illegally. We have HOA rules that restrict parking by non-residence and long-term parking on our neighborhood streets. There is no way that our small HOA would be able to deal on a daily basis with the parking violators.

1289-3 Just south of the current 272nd Park and Ride is the location of Mark Twain Elementary. The safety of our children should be greatly considered when thinking about putting an underground light rail train under the playground of this school.

1289-4 The noise and vibration during construction and for the unforeseeable future once the light rail is complete is of great concern. The projected area that would be used to put the rail in is less than 100 yards from our front door. The noise level during construction would be not only annoying but disruptive to my husband and others who work from home as well as all of our family members. I also have children who walk and drive thru our neighborhood, the safety of them having to do this for months/years thru construction is troubling. The noise and vibrations caused by the light rail will never be completely eliminated. I would like to know what is being done in order to assure noise cancellation as well as vibration effects to our property? There is a section of trees and houses that currently act as a buffer between the I-5 corridor and the housing along 28th Ave. When these trees are taken down due to the construction process the noise level from I-5 will also increase in our neighborhood.

1289-5 There is only one access road to our neighborhood. This will be a problem during construction as this will be the road used to construct the light rail. Also, this narrow, windy and tight two lane road will be the only road leading in or out of the new multi-level parking garage for the light rail station. The size of this road will not be adequate for the amount of traffic and congestion that goes along with this kind of transit center.

These are just a few of the concerns that I have with this project coming down the I-5 corridor and putting a light rail station at the 272nd Star Lake Park and Ride.

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment:

Other Comment:

Name: LeAnn Miller

### *Response to Comment 1289-1*

Please see Section 3.5.3 of Chapter 3, Transportation Environment and Consequences, of the Final EIS for a description of traffic impacts and proposed intersection improvements.

### *Response to Comment 1289-2*

Please see Section 3.5.5 of Chapter 3, Transportation Environment and Consequences, which describes the parking impacts of the FWLE, including the potential for hide-and-ride activities as well as potential mitigation measures such as parking meters, restricted parking, passenger and truck load zones, and residential parking zones.

### *Response to Comment 1289-3*

Section 4.14, Public Services, Safety, and Security, describes the potential impacts on this playfield. Please note an additional above-grade option in this location is described in Chapter 2, Alternatives Considered, and evaluated in the Final EIS.

### *Response to Comment 1289-4*

Section 4.7, Noise and Vibration, describes the operational noise and vibration impacts and proposed mitigation. All operational noise impacts could be mitigated. Section 5.2.8 of Chapter 5, Construction, describes construction-period noise impacts and potential mitigation measures.

### *Response to Comment 1289-5*

Section 5.2.1 of Chapter 5, Construction, describes the potential construction traffic impacts. Please see Section 3.5.3 for a description of proposed road improvements to this road.

Address: 2704 S 268th Pl  
City: Kent  
State: Wa  
Zipcode: 98032

Email: tlamiller@hotmail.com

I live nearby. If so, where?: 2704 S 268th Pl, Kent WA 98032

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

--

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

*No comments*

## Letter FW325

Thielman, Lauren

Page 1

**From:** [lrz@q168ho5920.hi.net](mailto:lrz@q168ho5920.hi.net)  
**To:** [EWA](#)  
**Subject:** Comment: ST Federal Way Link Extension  
**Date:** Thursday, May 21, 2015 12:55:22 PM

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From: Lauren Thielman <>

Message Body:  
SR 99 Comment:

I290-1 [ I-5 Comment: I believe this would be the best route. I would assume it would disrupt the least amount of traffic while they build the light rail extension, it appears to generally cost less, and it will have the shortest route time.

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment:

Other Comment:

Name: Lauren Thielman  
Address: 720 5th ST SE  
City: Auburn  
State: Washington  
Zipcode: 98002

Email:

I live nearby. If so, where?: Auburn

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify): I work downtown Seattle, commute there everyday.

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

### *Response to Comment I290-1*

Please see response to Common Comment 2 in Table 9-6 of Chapter 9 of the Final EIS.

## Letter FW326

Parker, Jane

Page 1

From: [urrifaj@box920.hinet.net](mailto:urrifaj@box920.hinet.net)  
To: FWLE  
Subject: Comment - ST Federal Way Link Extension  
Date: Thursday, May 21, 2015 12:08:09 PM

From: Jane Parker <[jparker@woodstonecu.org](mailto:jparker@woodstonecu.org)>

Message Body:  
SR 99 Comment:

I-5 Comment:

SR 99 to I-5 Comment:

1291-1 I-5 to SR 99 Comment: Cost – I believe that light rail will transform transportation in great ways, alleviating the gridlock pressure that is currently plaguing our community's roads and freeway corridors. Selecting the more cost beneficial options, make the burden of light rail less impactive to our already thin tax base.  
Impact to infrastructure/revenue generating businesses- The businesses along the SR99 Alternatives which generate revenue today, would be at risk of losing business during construction and/or going out of business (historically this is what happened when the median project was implemented on SR99) AND if not displaced, would be at risk of losing business because of noise (based on testimony heard at the chamber meeting on May 12th.)

1291-2 Environmental Comment: The impact to Woodstone would be material. WE ONLY HAVE ONE LOCATION and moving would cost us business. Consumers don't like change, we found this out when we relocated to this area in 2006.

1291-3 Impact to a main corridor / Town Square- SR99 is a main corridor through our community. Driving light rail up SR99 then into the heart of our city would negate all of the work that our city leaders have done to create a Town Square.

Other Comment:

Name: Jane Parker  
Address: PO Box 27030  
City: Federal Way  
State: WA  
Zipcode: 98093

Email: [jparker@woodstonecu.org](mailto:jparker@woodstonecu.org)

I live nearby. If so, where?:

I work in the project area. If so, where?: Woodstone Credit Union

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

--

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

### *Response to Comment I291-1*

Please see response to Common Comment 2 in Table 9-6 of Chapter 9 of the Final EIS. Section 5.2.4 in Chapter 5, Construction, of the Final EIS describes potential construction-related impacts on businesses and mitigation measures to address the needs of businesses in the area. Section 5.2.8 of Chapter 5 discusses construction-related noise impacts and mitigation measures.

### *Response to Comment I291-2*

Section 4.1, Acquisitions, Displacements, and Relocations, describes the property acquisition and relocation processes, and the relocation assistance and benefits that Sound Transit will provide. In developing alternatives, Sound Transit avoided and minimized impacts where possible, but some displacements would be unavoidable.

### *Response to Comment I291-3*

Please see response to Common Comment 11.

## Letter FW327

Vance, Adam

Page 1

From: [arohani@fox920.bizhost.com](mailto:arohani@fox920.bizhost.com)  
To: FW-E  
Subject: Comment - ST Federal Way Link Extension  
Date: Thursday, May 21, 2015 11:57:17 AM

---

From: Adam Vance <[aubtrojan@gmail.com](mailto:aubtrojan@gmail.com)>

Message Body:

SR 99 Comment: This is the most equitable and accessible plan. The stations make the most sense and the route MUST end in the FW Transit Center for the route to make any sense. Putting the FW Station in I5, or anywhere that isn't in the current Transit Center does not make sense.

I-5 Comment: This will reduce access and ridership. It will limit development around the stations.

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment: The SR99 route makes complete sense, allows for more dense development around stations, will increase ridership, and will end in the existing FW Transit Center. This will create a highly accessible and vibrant transit corridor, and will hopefully (finally) spur denser and more equitable development in Federal Way.

Other Comment: Stations need to be accessible to everyone. Placing stations in or near I5 may technically work, but stations along 99 and in combination with existing transit stops creates highly accessible transit options for all users.

Name: Adam Vance  
Address: 1551 Minor Avenue, Apt. 204  
City: Seattle  
State: Washington  
Zipcode: 98101

Email: [aubtrojan@gmail.com](mailto:aubtrojan@gmail.com)

I live nearby. If so, where?: I live on Capitol Hill.

I work in the project area. If so, where?: The Capitol Hill station is nearby. My family lives in Federal Way, so the entire project impacts me.

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?: The University of Washington

Other (please specify): This project, if done correctly, can be a great addition to our growing region. The route and accompanying stations must be accessible by more than just car, and they must allow for dense and affordable housing.

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This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

## *Response to Comment I292-1*

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

## Letter FW328

Yu, Shuk Han

Page 1

From: [urrifaj@box520.bluehost.com](mailto:urrifaj@box520.bluehost.com)  
To: FWLE  
Subject: Comment - ST Federal Way Link Extension  
Date: Thursday, May 21, 2015 11:10:28 AM

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From: Shuk Han Yu <yshukhan@yahoo.com>

Message Body:  
SR 99 Comment:

1293-1 [ I-5 Comment: i will be so good if the link build near the I-5, because most of the people need to use I-5 daily. If link build along the I-5 , it can alleviate the traffic in rush hours

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

1293-2 [ Environmental Comment: Use the Eco- friendly material to build the LINK

Other Comment:

Name: Shuk Han Yu  
Address: 5117 17TH AVE S  
City: Seattle  
State: WASHINGTON  
Zipcode: 98108

Email: yshukhan@yahoo.com

I live nearby. If so, where?:

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?: Des Moines

Other (please specify):

--

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

### *Response to Comment 1293-1*

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

### *Response to Comment 1293-2*

Section 2.4, Environmental Practices and Commitments, of the Final EIS describes Sound Transit's sustainability policy.

## Letter FW329

Smith, Dorothy

Page 1

**From:** [gr-fair@box920.hj.usbuw.com](mailto:gr-fair@box920.hj.usbuw.com)  
**To:** FWLE  
**Subject:** Comment - ST Federal Way Link Extension  
**Date:** Thursday, May 21, 2015 9:37:15 AM

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From: Dorothy Smith <drmysm@hotmail.com>

Message Body:  
SR 99 Comment:

I-5 Comment: This is my choice. There are "sound barrier walls" already in place. Let's keep the noise there!!

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment:

Other Comment:

Name: Dorothy Smith  
Address: 23418 - 28th Ave so  
City: Des Moines  
State: WA  
Zipcode: 98198 -8724

Email: drmysm@hotmail.com

I live nearby. If so, where?: I have been a residential homeowner at (his address since 1962

I work in the project area. If so, where?: Retired

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

--

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

### *Response to Comment I294-1*

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

# Letter FW330

Almaarof, Yousif

Page 1

From: [prfball@box920.bluehost.com](mailto:prfball@box920.bluehost.com)  
To: [FW-E](#)  
Subject: Comment - ST Federal Way Link Extension  
Date: Thursday, May 21, 2015 8:26:59 AM

From: Yousif Almaarof <yosifmaroof@students.highline.edu>

Message Body:

1295-1 SR 99 Comment: I think the SR99 Alternative is the best one to consider now. The reason is that it passes through many important places in Federal Way, like The Woodmont Library and Highline College. It connects many important places in Federal Way to the North of Federal Way. Federal Way does not have main transactions to the North, in contrast to Kent which does have the train passes through it. This project will improve the area economically.

I-5 Comment: The main issue for this alternative is that it does not go through too many important places. The SR 99 passes through the middle of the city, and its stations are near important places in the city. The I-5 Alternative, however, does not do it in the same way. It moves with the I-5, and not too many important places are near the I-5. Accordingly, less people will take benefit of this Alternative.

1295-2 SR 99 to I-5 Comment: The nice thing about this alternative is that it passes through Kent's Elevated Station, which to many people attend. However, this line does not have stations near Highline College or other important places in Federal Way.

I-5 to SR 99 Comment: I like this alternative more than the previous one, because it passes through Federal Way, and it also has station in Kent's Elevated Station. However, this Alternative does not have a station near Highline.

1295-3 Environmental Comment: I hope you take the enough procedures to lower the environmental impacts of the project. Making project in the middle of a city will make a lot of noises. I hope you take this into consideration.

1295-4 Other Comment: One thing I want to mention is about the station in Highline College. In Highline's bus station, many attacks have happened to the students there from people out of the college. According to this, if the SR-99 Alternative is considered, I prefer to put the station out of Highline not inside it. Adding a trench station in Highline would probably lower the security of the campus.

Name: Yousif Almaarof  
Address: 23517, 58th Ave S , DD204  
City: Kent  
State: Washington  
Zipcode: 98032

Email: yosifmaroof@students.highline.edu

I live nearby. If so, where?: I live in Kent, and I would probably transfer to the University of Washington next year. This project will make my transactions to the university much easier.

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?: I attend Highline College.

Other (please specify):

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This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

## *Response to Comment 1295-1*

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

## *Response to Comment 1295-2*

Please see response to Common Comment 4.

## *Response to Comment 1295-3*

Where possible, Sound Transit avoids and minimizes impacts. Where adverse impacts cannot be avoided, the Final EIS identifies potential mitigation measures to mitigate them. The mitigation measures will be refined through final design and permitting. Section 4.7, Noise and Vibration, of the Final EIS describes the noise and vibration analysis that was performed, which included light rail noise, park-and-ride noise, and traffic noise.

## *Response to Comment 1295-4*

Please see response to Common Comment 4.

## Letter FW331

Smith, Amy

Page 1

### *Response to Comment I296-1*

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

**From:** [urrlin@box320.husky.net](mailto:urrlin@box320.husky.net)  
**To:** [PWE](#)  
**Subject:** Comment - ST Federal Way Link Extension  
**Date:** Thursday, May 21, 2015 6:55:09 AM

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From: Amy Smith <[aparks05@msn.com](mailto:aparks05@msn.com)>

1296-1 [ Message Body:  
SR 99 Comment: Closer to college, businesses, housing. Less need for a transfer to a bus to get where a person wants to go.

I-5 Comment:

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment: None

Other Comment:

Name: Amy Smith  
Address: 25404 30th ave s  
City: Kent  
State: Wa  
Zipcode: 98032

Email: [aparks05@msn.com](mailto:aparks05@msn.com)

I live nearby. If so, where?: Walking distance if the 260th station is put in.

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

--

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

## Letter FW332

Parnel, Felicia

Page 1

### *Response to Comment I297-1*

Please see responses to Common Comments 1 and 4 in Table 9-6 of Chapter 9 of the Final EIS.

From: [felicianichole@hotmial.com](mailto:felicianichole@hotmial.com)  
To: FW-E  
Subject: Comment - ST Federal Way Link Extension  
Date: Thursday, May 21, 2015 10:34:56 AM

From: Felicia Parnel <felicianichole@hotmail.com>

Message Body:

SR 99 Comment: I am writing in support of the SR-99 Alignment option for the Angle Lake – Federal Way Link Light Rail Extension

I-5 Comment:

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment:

Other Comment: I am thrilled Sound Transit will be extending the light rail through Des Moines, and eventually Federal Way. This decision is vital for our communities as driving has become unbearably timely and unrealistic. Our traffic will only continue to get worse and we need to take action now. I would like to kindly request Sound Transit diligently consider the impact the light rail extension project will have on communities and ridership. It is important that a plan is chosen bearing in mind how it can offer the most benefit. The SR99 is the obvious route for Sound Transit in order to have the most impact. This route will benefit riders immensely because it will provide convenience, they will be existing and entering the station facilities in areas that will allow them to get off the link, walk to the grocery store, and then home. If the route ran next to I5 riders would not have such access. I truly do not see any benefit of running along I5 and I would appreciate some feedback as to why this is being considered an option and where the benefit is seen. The raised stations are optimal because they will feel safer which will increase ridership. If they were underground they would not feel as safe thus potentially lowering ridership. The extension to Federal Way is vital. When I lived in Federal Way and worked in Seattle the drive took about 1.5 hours (one way) and if there is an accident it can easily take 3 hours. If light rail extends to Federal Way it will allow access for people to not only commute outside the area, but for others to visit the area. The last thing I would like to share is the importance of the stations. In order to be more useful and better accommodating (which will increase ridership) Sound Transit should provide as many stations along the way including the station near Highline College. I have attended Highline College for the past year and will be attending for the next three years. I commute from Seattle after work and each day it is beyond stressful sitting in traffic to get to class. Many times this trip takes over an hour after work, if light rail went through Highline College I could instead use the link and spend time studying and preparing for class. Please kindly consider the impact this has, please consider mostly the long term benefits and how to impact the most people in the best way possible. I trust Sound Transit will consider all opinion and make the best possible decision.

Name: Felicia Parnel  
Address: 801 Rainier Ave North # E324  
City: Renton  
State: Washington  
Zipcode: 98057

Email: felicianichole@hotmail.com

I live nearby. If so, where?: Renton

I work in the project area. If so, where?: Seattle

I own a business nearby. If so, where?:

I297-1

I attend school in the project area. If so, where?: Des Moines (Highline College)

Other (please specify):

--  
This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

*No comments*

## Letter FW335

Cha, Yun

Page 1

**From:** [Yun Cha](#)  
**To:** FWLE  
**Subject:** Federal Way Transit Center project  
**Date:** Thursday, May 21, 2015 11:12:28 AM

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Hi,  
My name is Yun S. Cha, a resident of Federal Way.  
I'm excited, though late, about the possibility of light rail coming to the Federal Way Transit Center.

1298-1 After looking at the 4 proposed options, I would think the "I-5 Alternative" would be the best, since it costs least amount of money and the transit time is short enough.

Hopefully, the project will cut down traffic problems we face in Seattle area drastically. Less pollution, less gas usage(less bumper-to-bumper traffic) would be also beneficial to the environment.  
Please make this a reality asap.

Thank you,  
Yun Cha

### *Response to Comment 1298-1*

Please see responses to Common Comments 2 and 10 in Table 9-6 of Chapter 9 of the Final EIS.

## Letter FW336

Kirk, Suzannah

Page 1

**From:** [Suzannah Kirk](#)  
**To:** [FWLE](#)  
**Subject:** FWLE Draft EIS Comment | Suzannah Kirk  
**Date:** Thursday, May 21, 2015 8:21:10 PM

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Hello Sound Transit,

I'd like to see the **I-5 to SR99 alternative with S. 260th East Station** selected for the Federal Way Link Expansion.

1299-1

This option caters to 27,000 daily ridership and provides quick transit in between some key businesses (Fred Meyer, etc), the Woodmont Library, and Federal Way High School en route to the Federal Way Transit Center.

I look forward to receiving your notice when the Final EIS is available:

Suzannah Kirk  
22700 28th ave S, # 103  
Des Moines, WA 98198

Many thanks!!

### *Response to Comment 1299-1*

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

## Letter FW339

Reeves, Tanya and Andre

Page 1

**From:** Myers, Tralayne  
**To:** Reeves, Tanya  
**Cc:** areeves@hollandpartnergroup.com; FWLE  
**Subject:** RE: StarLake Link  
**Date:** Thursday, May 21, 2015 3:47:45 PM

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Hello Tanya,

Thanks for submitting your comments. I've cc'd [fwle@soundtransit.org](mailto:fwle@soundtransit.org), so that it will be counted as a formal comment.

Enjoy your weekend!

---

**From:** Reeves, Tanya [mailto:Tanya.Reeves@seattle.gov]  
**Sent:** Thursday, May 21, 2015 3:31 PM  
**To:** Myers, Tralayne  
**Cc:** areeves@hollandpartnergroup.com  
**Subject:** StarLake Link

Hi Tralayne – I've submitted both Andre's & myself comments through the link that was provided. I wanted to follow up and comment to you as well. Again, I appreciate your help through this process. Thanks.

---

**From:** Andre Reeves [mailto:areeves@hollandpartnergroup.com]  
**Sent:** Thursday, May 21, 2015 2:57 PM  
**To:** Reeves, Tanya  
**Subject:** Re:

1301-1

I do not wish to see this project next to my home . There will be how many employee working around my house and parking will be another nightmare. The noise from all the heavy equipment .What time will work hours be and will it continue on the weekends . This project is not a good ideal to have it in this neighborhood it will be really bad there is one road in and out and it is way to close to houses to keep the noise down . I do understand we need a new system to help improve traffic but this is not the way .

*Andre Reeves  
Holland Residential  
Maintenance Manager  
O.425)747-1347  
C.206)293-3518*

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**From:** Reeves, Tanya <[Tanya.Reeves@seattle.gov](mailto:Tanya.Reeves@seattle.gov)>  
**Sent:** Thursday, May 21, 2015 2:26 PM  
**To:** Andre Reeves  
**Subject:**

1301-2

**100% against the link going down I-5...**

### *Response to Comment 1301-1*

Please see response to comment I288-2 in Letter FW323. Chapter 5, Construction, of the Final EIS describes the construction plan and potential impacts of constructing the FWLE

### *Response to Comment 1301-2*

Please see response to comment I287-3 in letter FW322.

Please see response to comment I287-4 in letter FW322.

I301-2

If your truly wanting to relief traffic, build the link down 99 & pay the extra. To be truthful at 5% design, the budget is far from being actuate. Pacific highway make sense. The link is supposed to increase ridership by 26,500, going down I-5 won't allow adequate parking to meet that. The Star Lake park & ride is at full. In fact, the overflow parks along the road now. Per the report, they will be adding 700 parking spaces. Where will the other 25,800 park???

Going down 99, this allows the apartment communities & location business to access without needing to park a vehicle. Pacific Hwy is the long term salutation. I hope the board makes the right choice for the citizens. Without adjacent parking, ridership will not meet the goal of 26,000.

I301-3

I'm a home owner in Glen Park, if you choose to go down I-5, I feel it only make sense to purchase my property. I'm one of the original owner that purchased in this quiet off the path community. Putting the link in my backyard as well as removing the noise buffer that was put into place several years ago is not RIGHT!!! I will no longer be able to use my yard. My master bedroom & second bedroom will now view the link in addition to the noise. More important my home value will drop.... In 2008, when the housing market drop, our development was highly impacted. We're still not close to 2008, there's been no activity for sale in the last few years with the exception of a foreclosure. Our address is Kent, being next to Des Moines & Federal Way , it truly challenging to get a market analysis of value. This link will impact my investment. I'm really exhaust hearing it will bring value.... Everyone involved in this project has to admit that having the link in view of the home would NOT bring VALUE and will create noise. I do believe having easy access to public transportation several block away from my property could be a plus... I'm a commuter & appreciate the public transportation.

I cannot stress enough... this will not benefit our community.

**If I-5 ends up being the choice... a few things that need to be addressed**  
Possibility of buying out community - **I invite anyone to view this from my house**

- monitor homes during construction for any damages
- Add Noise buffer to replace the removal of the existing one & create additional buffer from construction work
- Control Construction site – noise, dust, access to property
- Rodent control
- 1301-3 Access to Park & Ride by foot
- Park & Ride Security
- Vacant homes –**
- rodents
- Security
- Transit
- encampment

This is just a few items at this time. I thank you in advance for taking the time to hear my concerns.

Please feel free to call me, if there's any questions and/or concerns.

Thanks Again

Tanya Reeves  
26818 27<sup>th</sup> place south  
Kent, WA 98032  
253-221-0752

Letter FW342

Curry, Ken and Sylvia

Page 1

Ken and Sylvia Curry  
4508 So. 257<sup>th</sup> St.  
Kent, WA 9803

May 21, 2015

Sound Transit  
Union Station  
401 S. Jackson St.  
Seattle, WA 98104-2826

Re: Federal Way Link Extension comments

By the way – your email address didn't work so we are sending this by mail.

Hello:

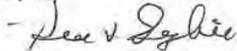
Thank you for the mailing and opportunities to learn about and comment on the proposal and alternates for the Federal Way Link Extension.

We prefer the original plan that had the entire length above ground on Pacific Highway South above the median.

We drive on Martin Luther King Way from time to time visiting clients and find that the on ground rail is disruptive to traffic. From the TV we find that it is also unsafe with a lot of accidents.

In addition, the original plan displaces far fewer residents. The other three options do not impact businesses but it is at the cost of displacing more residents. If the route is above ground in the median of Pacific Highway South it will disrupt far fewer businesses and residents and should be more environmentally sound.

Thank you,



Ken and Sylvia Curry

*Response to Comment I302-1*

All alternatives would operate on exclusive right-of-way, outside of traffic, to avoid operating and safety conflicts. Please see response to Common Comment 3 in Table 9-6 of Chapter 9 of the Final EIS.

I302-1

# Letter FW344

Jordan, Ebony

Page 1

## Response to Comment I303-1

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

**From:** [ehj101@boz920.highline.com](mailto:ehj101@boz920.highline.com)  
**To:** FWLE  
**Subject:** Comment - ST Federal Way Link Extension  
**Date:** Friday, May 22, 2015 12:35:46 PM

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From: Ebony Jordan <ebonyjordan1989@gmail.com>

Message Body:

I303-1 SR 99 Comment: I WANT THIS ONE!!! PLEASE AND THANK YOU =) this rout would service tons of local business on pacific hwy and not to mention Highline college. I currently go to Highline and public transportation is a big part of my everyday life. I do not have a car so getting from place to place is difficult. if this goes into effect, there is a stop by my school and by my house, PERFECT! also it would help me get to the store and things of that nature. I feel that the plan to go along the freeway would be a waste of time and money because there are not alot of people or businesses by the freeway so you are basically serving to places where people have to walk quite a distance to get to pacific hwy where all these businesses are and that is contradicting the purpose of this train. Granted i know that there are a few homes that may be affected by this but i think that we can think of a way to make them happy with this change thanks for listening.

I-5 Comment:

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment:

Other Comment:

Name: Ebony Jordan  
Address: 26529 Manchester Ave  
City: Kent  
State: washington  
Zipcode: 98032

Email: ebonyjordan1989@gmail.com

I live nearby. If so, where?: 264th military rd

I work in the project area. If so, where?: highline college

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?: highline college

Other (please specify):

--  
This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

## Letter FW345

Hopkins, Jacquelyn

Page 1

From: [urrdj@box920.hawaii.gov](mailto:urrdj@box920.hawaii.gov)  
To: FWLE  
Subject: Comment / ST Federal Way Link Extension  
Date: Friday, May 22, 2015 11:36:49 AM

From: Jacquelyn Hopkins <jackiehop1@msn.com>

Message Body:

SR 99 Comment: Based on your documentation of the various alternatives proposed for extension of the light rail, and as they affect my location immediately north of Highline Community College (HCC), I am in favor of the SR99 alternative with Trench Option #3 at HCC. The trench option would be the most aesthetically pleasing to residents living in this area, as well as preserves the parking space for a majority of HCC students and surrounding businesses who would be using the light rail to commute. I voted in favor of extending the light rail because traffic congestion in the Puget Sound area has increased dramatically. The light rail extension provides a viable solution to lessening the number of cars on the road while making it easy and accessible for over 26,000 people to commute into downtown Seattle and surrounding areas.

I-5 Comment: I'm not in support of this alternative as it is not as easily accessible to HCC students and surrounding businesses to commute.

1304-1 SR 99 to I-5 Comment: This alternative would be my second choice but I feel it would not be as aesthetically pleasing for those living in the area or as direct a route for HCC and surrounding businesses to commute as the SR 99 Alternative with Trench Option #3.

I-5 to SR 99 Comment: I'm not in support of this option. I feel the route zig zags all over and affects a lot more areas since it is not as direct a route as some of the other alternatives. It also totally avoids HCC and surrounding businesses that would be relying on the light rail for commuting purposes.

Environmental Comment: Anything we can do to reduce the increasing regional traffic issues in this area will be most beneficial to the environment. This is why I support extension of the light rail, specifically the SR99 Alternative with Trench Option.

Other Comment: Thank you for your support and consideration for allowing me to provide my input!

Name: Jacquelyn Hopkins  
Address: 23426 28th Ave. S.  
City: Des Moines  
State: Washington  
Zipcode: 98198

Email: jackiehop1@msn.com

I live nearby. If so, where?: I live at 23426 28th Ave. S. in Des Moines and would be directly impacted by the extension of the light rail in this area.

I work in the project area. If so, where?: NA

I own a business nearby. If so, where?: NA

I attend school in the project area. If so, where?: My granddaughter, age 6, attends Midway Elementary as a Kindergartner.

Other (please specify): I have lived in Des Moines for 18 years and 13 of those years at my current residence on 28th Avenue. I have a vested interest in what happens in this area and will be directly affected by which alternative is ultimately decided!

--

### *Response to Comment I304-1*

Please see responses to Common Comments 1 and 4 in Table 9-6 of Chapter 9 of the Final EIS. Section 4.5, Visual and Aesthetic Resources, of the Final EIS describes the visual impacts of the FWLE alternatives.

## Letter FW346

Hensley, Kathleen

Page 1

From: [highline@990990@outlook.com](mailto:highline@990990@outlook.com)  
To: [FW-E](#)  
Subject: Comment - ST Federal Way Link Extension  
Date: Friday, May 22, 2015 11:17:21 AM

From: Kathleen Hensley <[sparrow999@outlook.com](mailto:sparrow999@outlook.com)>

Message Body:

SR 99 Comment: I am not in favor of this. It is too expensive and too disruptive to the local business community. This disruption would spill heavily into the daily lives of area residents. Any benefits of this alternative do not seem to outweigh the cost and impact. However, this is the alternative to choose if Sound Transits' end goal is to shift transit ridership over from buses to light rail.

I-5 Comment: This alternative is endorsed by the City of Kent. Since almost 50% of the track area would be at grade, it is cost effective. This has the least impact to the business community, but will require more residents to move. Of the people I know who moved because of the 3rd runway, all are in improved circumstances, yet still remember the transition as a high-stress time. This alternative better supports access for Highline students (safety concerns may indicate the need for a "sky bridge"), but does not provide a station for the FAA. If the FAA is expected to be a major employer (with employees who would be daily riders), this is a serious flaw in the I-5 Alternative.

I305-1

SR 99 to I-5 Comment: This is a compromise alternative and I find this one to be the most acceptable. This is not the least expensive alternative, but neither is it the most expensive. This alternative is the best balance of high impact to the business community versus high impact to the residential community. A potential station is provided for the FAA. However, it would be good to see a better station for Highline College, similar to the I-5 to SR99 Alternative, but that may not be feasible. Perhaps a "sky bridge" for the students would be a possibility.

I-5 to SR 99 Comment: I am not in favor of this. It is too expensive and too disruptive to the local business community. This disruption would spill heavily into the daily lives of area residents. Any benefits of this alternative do not seem to outweigh the cost and impact. However, a closer station is provided for Highline college than in the SR99 to I-5 Alternative.

I305-2

Environmental Comment: Regardless of the plan chosen, this process will be painful and disruptive for all residents. While the community will gain as a whole, some residents will suffer losses and all residents will have their daily lives inconvenienced for a considerable time period.

I305-3

Other Comment: Overall, I favor the SR99 to I-5 Alternative. Projects always have funding issues and potential overruns. Both the I-5 Alternative and the SR99 to I-5 Alternative provide more "wiggle room" in the face of these issues.

Name: Kathleen Hensley  
Address: 3905 S. 254th St.  
City: Kent  
State: WA  
Zipcode: 98032-9715

Email: [sparrow999@outlook.com](mailto:sparrow999@outlook.com)

I live nearby. If so, where?: South 254th Street is off Reith Road (S. 260th Street) and is east of Military Road.

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

### *Response to Comment I305-1*

Please see responses to Common Comments 2 and 4 in Table 9-6 of Chapter 9 of the Final EIS.

### *Response to Comment I305-2*

Please see Section 5.2.5 in Chapter 5, Construction, of the Final EIS for information on social, community, and neighborhood impacts during construction.

### *Response to Comment I305-3*

Please see response to Common Comment 11.

## Letter FW348

Willey

Page 1

From: [urrlba@box920.bluehost.com](mailto:urrlba@box920.bluehost.com)  
To: PWLE  
Subject: Comment - ST Federal Way Link Extension  
Date: Friday, May 22, 2015 10:49:19 AM

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From: ttbw58@gmail.com willey <>

Message Body:

1306-1 SR 99 Comment: I would like to see the project to continue on rtf 99 because it's on rtf 99 already and it's better for business and for riders and less cost

I-5 Comment:

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment:

Other Comment:

Name: ttbw58@gmail.com willey  
Address: 26812 27th Place s  
City: kent  
State: wa  
Zipcode: 98032

Email:

I live nearby. If so, where?: I live near by

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

--

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### *Response to Comment 1306-1*

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

## Letter FW349

Jacobson, Eldon

Page 1

From: [errfgit@box226.reachone.com](mailto:errfgit@box226.reachone.com)  
To: [FW-E](#)  
Subject: Comment - ST Federal Way Link Extension  
Date: Friday, May 22, 2015 9:47:12 AM

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From: Eldon Jacobson <eldon@reachone.com>

Message Body:

SR 99 Comment: The straighter the better. It should not take forever to travel longer distances.

I-5 Comment: Yuck. Not enough people live near this corridor.

SR 99 to I-5 Comment: Too circuitous

I-5 to SR 99 Comment: Too circuitous

Environmental Comment: This improves the environment by minimizing the need for future roadway construction in the corridor.

Other Comment:

Name: Eldon Jacobson  
Address: 7601 15th Ave. NE  
City: Seattle  
State: WA  
Zipcode: 98115-4333

Email: eldon@reachone.com

I live nearby. If so, where?:

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify): I'm a supporter of all modes of rail transportation.

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### *Response to Comment I307-1*

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

### *Response to Comment I307-2*

Please see response to Common Comment 11.

## Letter FW350

Pines, Roger

Page 1

**From:** [prcipi@bos920.huejoo.com](mailto:prcipi@bos920.huejoo.com)  
**To:** [FWLE](#)  
**Subject:** Comment - ST Federal Way Link Extension  
**Date:** Friday, May 22, 2015 8:14:54 AM

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From: Roger Pines <[rogerjpines@msn.com](mailto:rogerjpines@msn.com)>

Message Body:  
SR 99 Comment:

1308-1 [ I-5 Comment: The I-5 alternative seems to be the least expensive, and riding along the I-5 freeway will have an open area for a better riding experience. With I-5 Alt there should be less impact on street traffic through residential areas. I like the idea of a straight shot to station.

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment: It worked well for the monorail in down town Seattle without environmental impact.

Other Comment: I commend you on the work you have done with the down town Seattle to Seatac airport project. keep up the good work.

Name: Roger Pines  
Address: 22700 30th Ave. S  
City: Des Moines  
State: WA  
Zipcode: 98198

Email: [rogerjpines@msn.com](mailto:rogerjpines@msn.com)

I live nearby. If so, where?:

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

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### *Response to Comment 1308-1*

Please see response to Common Comment 2 in Table 9-6 of Chapter 9 of the Final EIS.

## Letter FW351

Sandler, Brian

Page 1

**From:** [prrdink@hwy320.tdodpost.com](mailto:prrdink@hwy320.tdodpost.com)  
**To:** [FWLE](#)  
**Subject:** Comment - ST Federal Way Link Extension  
**Date:** Friday, May 22, 2015 5:22:52 AM

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From: Brian Sandler <[jbsandler@comcast.net](mailto:jbsandler@comcast.net)>

Message Body:

SR 99 Comment: This is the best route for providing access to all of the community including people with disabilities, seniors, and to help the downtown area of Federal Way be accessible and livable.

I-5 Comment: We don't need this route, we already have the Sounder to meet these needs.

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment:

Other Comment:

Name: Brian Sandler  
Address: 633 SW 299th Street  
City: Federal Way  
State: WA  
Zipcode: 98023

Email: [jbsandler@comcast.net](mailto:jbsandler@comcast.net)

I live nearby. If so, where?: Federal Way

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

--

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### *Response to Comment I309-1*

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

From: [prrdgill@townof2010ubchous.com](mailto:prrdgill@townof2010ubchous.com)  
 To: FW-E  
 Subject: Comment - SF Federal Way Link Extension  
 Date: Friday, May 22, 2015 1:28:36 PM

From: Martin Haskins <MartinHaskins78@gmail.com>

Message Body:

SR 99 Comment: This option has the most potential benefits with the most political hurdles. The long term benefits far outweigh the short term political hurdles in my opinion. With a station located at 216th Street, over 1600 employees of the new FAA facility will have transit as an option to work. An additional 260th street station has less added benefits, and more cost with respect to business and residential displacements. However, the TOD potential, increased ridership, and less overall cost than the option without it may make it worth the investment (depending on the board's priorities). Most importantly, this route fulfills what I believe is a necessity of having a station within close walking distance to HCC on 240th and a station on SR99 and 272nd. None of the other options offer both of these stations and the 216th option. The Redondo Station at SR99 and 272nd is accessible to many existing residents between 272nd and 288th because it is within walking distance and maximizes future TOD potential around its station. In the same route, TOD potential will also be maximized at the 240th street station. All of the other route options will fail to offer these critical benefits that are necessary for high ridership. The overall costs will be higher, but we will already be spending a minimum of 1.32 Billion Dollars if we build I-5 Station. Lets maximize our investment by choosing this route.

I-5 Comment: Simply put, the worst option. The reason this route is being considered is to save money short term so rail can expeditiously be delivered to the worst performing stations in Federal Way (Star Lake TC) and Kent (I-5 Station at 240th). This will be a disastrous decision with long term consequences. Ridership will suffer for generations. Business displacements will be lower, but residential displacements will be disproportionately high. TOD potential will be low (few want to live right next to the freeway) and the visual impacts that many residents and businesses cite for other routes will be present for this route also. This alignment is supported by many for its speed along I-5, but overall travel time will not be measurably reduced.

SR 99 to I-5 Comment: This is the second best option not based on its merits, but based on the reality that many Federal Way residents want an I-5 alignment. It's worth noting that some of these I-5 proponents just view this project as a nuisance and probably won't take transit anyway. If the board chooses this route and greatly reduces the effectiveness of the 272nd street station, then at least add the 216th Street Station to this alignment. The upside is that this route has a station at 30th Ave West, which is an ideal location due to its proximity to HCC and its TOD potential. As a bonus, business displacement is lower for this route. Unfortunately residential displacements along I-5 will be measurably higher.

I-5 to SR 99 Comment: The second worst option and possibly the worst when you weigh the risk versus the reward. The benefits are that this alignment guarantees that a station will be close to the HCC campus and that the Redondo Station will be located close to SR99. The total cost of this route is close to the SR99 route cost, but without the benefit of two extra stations. Additionally, the business displacements are still relatively high and the residential displacements are close to the highest.

Environmental Comment: Pick your poison, Business Displacement or Residential Displacement? Each option displaces over 100 Acres of business or residential property. Simply put, you are going to displace many people regardless of which alignment you choose. The question becomes, who has the more powerful voice? The resident who can't afford to own a car and needs transit, or the resident who has their view of the Cascades partially blocked while driving in their car to the store? Please have an open mind and consider everyone. Also, when weighing decisions over which alignment is best, please consider how noise and vibration effect business and residences equally.

Other Comment: 1) What do we hope to accomplish by extending Light Rail from Angle Lake Station to Federal Way Transit Center? 2) How will we measure the success of this alignment? 3) How do we minimize the impact that the route will have for businesses and residents while at the same time

*Response to Comment I310-1*

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

*Response to Comment I310-2*

Chapter 8, Alternatives Evaluation, of the Final EIS describes the trade-offs between alternatives. The Sound Transit Board will consider the analysis in the Final EIS as well as public and agency comments and responses before selecting the project alternative to build. In developing alternatives, Sound Transit avoided and minimized impacts where possible, but some displacements are unavoidable. Section 4.1, Acquisitions, Displacements, and Relocations, of the Final EIS describes the property acquisition and relocation processes, and the relocation assistance and benefits that Sound Transit will provide.

*Response to Comment I310-3*

Chapter 1, Purpose and Need for the Federal Way Link Extension, provides information on what the project is intended to accomplish. Chapter 8 describes the trade-offs between alternatives including cost, ridership, and impacts.

I310-1

I310-2

I310-3

accomplishing these goals? 4) Which alignment is the most cost effective? 5) Which alignment gives us the best return on our investment? 6) Which concerns expressed to us are legitimate and impactful and which are not? I believe these are the most important questions that the Board is faced with when considering which alignment to choose. These answers will be different for each board member. Here are my answers to some of these questions. 1) The primary goal of Light Rail is to get people to their destination faster than bus while offering an effective level of service. It should also be to maximize the number of people that take Light Rail to get to their destination. The number increases when we make the station easier for people to access by walking, bicycling, and riding the bus to it. Stations along I-5 for the 240th Street Station and the 272nd Street Station make it more difficult for students (240th street) and local residents (272nd Street) to access the station by walking and bicycling and don't improve a person's ability to access it by bus (since access via the Rapid Ride would be a long walk from each station). To enable future riders to access the system we support land use patterns that allow more people to live close to stations. That will be minimized with an I-5 alignment and maximized with a SR99 alignment 2) We measure success primarily by ridership statistics while staying under budget. Ridership will increase with a SR99 option with extra stations but will require more overhead cost. 3) Impacts on businesses and residents alike should be minimized. For businesses, that's why a partial I-5 route should be considered. However, that will be at the expense of an effective 272nd Street and possibly 240th Street Station while eliminating the possibility of a 260th Street Station. In summary, the Board should consider the consequences of thinking short term and choosing an I-5 alignment. This system will be used by others years after we are gone from the Puget Sound and or gone from this earth. Constructing to the East Hill of Renton and Kent would have been too costly, so the decision was made to send the Light Rail extension along the West Hill into Federal Way. Most residents in Kent, including myself won't benefit from this unless there is some future rapid bus service to connect us to it. We have to accept this reality. However, it would be a tragedy if we prevent more residents from having access to this massive investment. Please look to the future and maximize the investment of South King County taxpayers. Thanks!

Name: Martin Haskins  
 Address: 10715 SE 242nd St Unit B4  
 City: Kent  
 State: Washington  
 Zipcode: 98030

Email: MartinHaskins78@gmail.com

I live nearby. If so, where?: Kent (East Hill)

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

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## Letter FW353

Neary, Sally

Page 1

From: [Sally Neary](#)  
To: [FW353](#)  
Subject: Federal Way Link Extension Draft EIS Comments  
Date: Friday, May 22, 2015 2:25:23 PM

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Dear Cathal Ridge and Sound Transit Board Members,

Thanks for the opportunity to comment on the Federal Way Link Extension Draft Environmental Impact Statement.

I support a light rail alignment that achieves the following principles:

1. Excellent light rail access to Highline Community College;
2. Connect light rail well to Federal Way Transit Center;
3. Maximize the opportunities to create transit-oriented communities with housing, retail and economic development; and
4. Make sure that South King County residents can access light rail stations by walk, bike or bus.

The light rail alignment that best achieves these principles are the options that run on Highway 99. The I-5 options while cheaper and faster, do not connect directly to Highline College and miss the opportunity to create transit communities. The hybrid options especially the Highway 99 to I-5 option get close to accomplishing the principles outlined.

As you make deliberations on cost, ridership and other factors, please remember that your choices will shape communities for decades to come. Please choose the option that achieves the principles above.

Thanks for your consideration.

### *Response to Comment I311-1*

Please see responses to Common Comments 1 and 4 in Table 9-6 of Chapter 9 of the Final EIS.

I311-1

# Letter FW355

Joo, Tom

Page 1

From: [davidy2002@highlinecc.edu](mailto:davidy2002@highlinecc.edu)  
To: FW: E  
Subject: Comment: ST Federal Way Link Extension  
Date: Friday, May 22, 2015 4:16:18 PM

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From: Tom Joo <davidy2002@gmail.com>

Message Body:

SR 99 Comment: This Station Option is the Best for Highline CC Students and Faculties as well as general commuters and riders in this region.

I-5 Comment: This route is a bad choice for most of the Riders from all directions.

1312-1

SR 99 to I-5 Comment: This route is as bad as I-5 option for all potential Riders including Highline CC Students & Faculties and all the commuters in this area.

I-5 to SR 99 Comment: This route is as bad as the other I-5 Corridor for Students and Faculties of Highline CC and all other general Riders and Commuters.

Environmental Comment: Highly Support Station Alternative either at the Westside of SR-99 or Close to the Highline CC by the SR-99 for easy access to the Station.

1312-2

Other Comment: I suggest to build 5-6 stories of Parking Garage Bldg and establish a "Day Care Center" in the Parking Bldg for commuters and needy Riders. It will be life enhancing project for all of the people around this Region. Please take this Idea to your Consideration !!!!

Name: Tom Joo  
Address: PO Box 1441  
City: Issaquah  
State: WA  
Zipcode: 98027

Email: davidy2002@gmail.com

I live nearby. If so, where?. Plan to attend Highline CC in near future

I work in the project area. If so, where?;

I own a business nearby. If so, where?;

I attend school in the project area. If so, where?;

Other (please specify):

--

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## *Response to Comment I312-1*

Please see responses to Common Comments 1 and 4 in Table 9-6 of Chapter 9 of the Final EIS.

## *Response to Comment I312-2*

Section 3.5.5.2 of Chapter 3, Transportation Environment and Consequences, of the Final EIS describes proposed parking facilities at the stations.

# Letter FW357

Smith, Megan

Page 1

## Response to Comment I313-1

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

From: [brockin@kuuy250.fluethos.com](mailto:brockin@kuuy250.fluethos.com)  
To: FW-E  
Subject: Comment - SR Federal Way Link Extension  
Date: Saturday, May 23, 2015 11:18:15 PM

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From: Megan Smith <>

Message Body:

SR 99 Comment: Sound Transit,

I believe that the SR-99 would be the best option for the expansion throughout Des Moines and Federal Way. This option, as shown in the video, goes through some of the most important areas including right in front of Highline College. This will be a HUGE benefit for both the college and the cities of Des Moines/Federal way, including traffic jams all the way up to Seattle. Many students rely on public transport all around Federal Way and Des Moines and by putting the SR-99 plan right in front of the school more people will

- 1) Be more motivated to obtain degrees and attend college because transportation is not an issue.
- 2) Traffic will reduce and getting to school will be less time consuming.
- 3) More people will be able to get to work from Federal Way and Des Moines up toward the Seattle area easier, therefore, increasing jobs...decreasing poverty...decreasing crime...etc.

Traffic along Pac Highway will diminish which will further reduce traffic jams all the way up toward Seattle. Personally I believe that SR-99 is a great choice because the community as a whole has most access to this plan passing through such populated areas. This plan will help the community as a whole grow into a successful, sustainable community.

I-5 Comment:

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment:

Other Comment:

Name: Megan Smith  
Address: 2291 se 240th st  
City: maple valley  
State: wa  
Zipcode: 98038

Email:

I live nearby. If so, where?:

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

--

I313-1

## Letter FW358

Nam, Janice

Page 1

### *Response to Comment I314-1*

Please see responses to Common Comments 1 and 4 in Table 9-6 of Chapter 9 of the Final EIS.

**From:** [janice@hixt20.hi.ejnet.com](mailto:janice@hixt20.hi.ejnet.com)  
**To:** FWE  
**Subject:** Comment - ST Federal Way Link Extension  
**Date:** Saturday, May 23, 2015 1:46:51 PM

---

From: Janice Nam <janice\_\_nam@hotmail.com>

Message Body:

SR 99 Comment: I think this would be the best option. Many students are able to safely arrive to Highline College. Because many students can benefit from this, the station will be used by the Highline students. Also, since a lot of money is used to build this, it should be placed at a place where it has the greatest potential serving.

I-5 Comment: I don't think there will be a big use out of this station to numerous people. Talking in a student's perspective, the stops are too far from the College and because it is too far away, it may cause some safety issues to students leading less use of the station from the students.

SR 99 to I-5 Comment: Again, this route is not as useful as the SR 99 Alternative. It is too far from the College, and many houses and business have to be shut down in order to pursue this route.

I-5 to SR 99 Comment: Although this route is closer to the Highline Campus than the I-5 and SR99 to I-5 alternative, this required numerous destruction of houses and business. Also, the rail being on the other side of the SR 99 from the Highline Campus, safety of the students using the transit is concerned.

Environmental Comment: No matter which route is picked, there will be environmental impacts. Therefore, a route that will have the greatest potential serving should be chosen.

Other Comment: no.

Name: Janice Nam  
Address: 35908 22nd Pl S  
City: Federal Way  
State: WA - Washington  
Zipcode: 98003

Email: janice\_\_nam@hotmail.com

I live nearby. If so, where?:

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

--

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# Letter FW359

Binford, Rachel

Page 1

From: [rachelbinford@lycos.com](mailto:rachelbinford@lycos.com)  
To: FWLE  
Subject: Comment - ST Federal Way Link Extension  
Date: Saturday, May 23, 2015 12:24:08 PM

From: Rachel Binford <rachelbinford@lycos.com>

Message Body:

SR 99 Comment: This appears to be the best option at present because of the accessibility provided by stations on this route. It passes directly through main areas of the city which makes it a more convenient and realistic alternative means of transportation to a personal vehicle.

I-5 Comment: This option is not as accessible as the SR 99 Alternative. The stations are generally located in places that are inconvenient to access on foot. This would mean more intermediate driving to get to and from station locations and people who would otherwise be willing to ride the Link, including myself, may find the trade-off too time consuming and inconvenient and opt to drive instead.

1315-1 SR 99 to I-5 Comment: The station near the college in this option is better than the station located right on I-5, however this route has the same overall problems in that it provides more limited access to the general Federal Way-Des Moines population.

I-5 to SR 99 Comment: This route does provide the same preferred stations as the SR 99 Alternative but is not as favorable. It does not have the option for the S 216th West station. Economically it is also more disruptive. It requires 244 residential displacements, for example, as opposed to 36 for SR 99 and a similar number of business displacements between the two options.

1315-2 Environmental Comment: Any project of this magnitude will have environmental impacts, however reducing the number of vehicles on the road can reduce pollution and have positive environmental effects. The population and traffic in the lower King County area continues to grow. To make this project have the greatest possible impact, we need to consider its use in the long-term. This means making stations as user-friendly and accessible as possible to increase ridership, thus creating a better community and reducing environmental damage.

1315-3 Other Comment: As a student at Highline College, I would advocate to not place a trench station in the parking lot at the college, but rather have a nearby elevated station. Crime and attacks on students are sometimes reported nearby and an underground station introducing people from the outside area could pose an additional safety risk to students on campus.

Name: Rachel Binford  
Address: 3740 S 360th St  
City: Auburn  
State: WA  
Zipcode: 98001

Email: rachelbinford@lycos.com

I live nearby. If so, where?: Federal Way area

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?: Highline College

Other (please specify):

---

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

## *Response to Comment I315-1*

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

## *Response to Comment I315-2*

Please see response to Common Comment 11.

## *Response to Comment I315-3*

Please see response to Common Comment 7.

## Letter FW360

Hunziker, Scott

Page 1

**From:** [urzdjll@box920.fh.wednet.edu](mailto:urzdjll@box920.fh.wednet.edu)  
**To:** FW: E  
**Subject:** Comment -- ST Federal Way Link Extension  
**Date:** Saturday, May 23, 2015 10:26:08 AM

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From: Scott Hunziker <[scott.hunziker@gmail.com](mailto:scott.hunziker@gmail.com)>

Message Body:

I316-1 SR 99 Comment: The 216th St. option makes so much sense -- it should definitely be included.

I-5 Comment:

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment:

Other Comment:

Name: Scott Hunziker  
Address: 22341 6th Ave S #201  
City: Des Moines  
State: WA  
Zipcode: 98198

Email: [scott.hunziker@gmail.com](mailto:scott.hunziker@gmail.com)

I live nearby. If so, where?:

I work in the project area. If so, where?: Des Moines

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

--

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

### *Response to Comment I316-1*

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

## Letter FW362

Woo, Lynda

*No comments*

Page 1

**From:** [woo\\_ly@searoad.net](mailto:woo_ly@searoad.net)  
**To:** [FWLE](#)  
**Subject:** Lightrail to Federal Way  
**Date:** Saturday, May 23, 2015 5:08:41 PM  
**Attachments:** [Letter - Light Rail Expansion to Federal Way 2015 \(Pasoveres\).doc](#)

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Hello, Please find attachment comments about the lightrail coming to Federal Way.  
Thank you. Lynda

SoundTransit  
Attention: Federal Way Link Extension Draft EIS Comments  
Union Station  
401 South Jackson Street  
Seattle WA 98104-2826

May 19, 2015

Dear Sir/Madam

LIGHTRAIL EXTENSION

Thank you for coming out to the community. The meeting at our Kent West Hill Neighborhood meeting at Trinity Community Church on Reith Road had an outstanding attendance and great presentation from various departments.

These are our comments as discussion among our family:

1317-1 SR 99 Alternative – Yes. It is the closest to the busiest street which is Pacific Highway South HWY 99. It is the most commercialized area. It will open the doors to commerce, business and will draw people to the area to use the lightrail. It seems the route away from most residential areas. It is the route that is across from the Federal Way High School which will be better as we do not want it to be too close to any schools. It is the route for expansion to open new stations.

SR 99 Alternatives map

- YES - # 1 – S216TH West Station Option (trench station)
- YES - # 3 – Kent/Des Moines HC Campus Station (trench option)
- YES - # 4 – Kent/Des Moines SR 99 West Station if # 3 cannot be done
- YES - # 8 – S260TH East Station option
- YES - # 10 – S272ND Redondo Trench Station option would be better than # 9 - S272nd Redondo Station (Elevated Station)
- YES – please keep elevated lightrail across the street from Federal Way High School
- 1317-2 YES - # 12 – the lightrail will have to reach all the way to # 12 the Federal Way Transit Center
- YES – please build close to businesses, commerce areas, city centers, performing art centers, theaters, malls, park & rides, universities, colleges, parks
- YES – please build underground/trench lightrails or stations
- YES – please build with expansion and growth in mind for the future

- NO – please do not build close to residential areas especially houses or building
- NO – please do not build close to schools
- NO – to street level lightrails
- NO – to elevations lightrails in the city – they do not make the city or town look pretty

*Response to Comment I317-1*

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

*Response to Comment I317-2*

Please see response to Common Comment 11.

OTHER COMMENTS – PROBLEMS ENCOUNTERED

1317-3 1. The Park & Ride near the airport at the Tukwila station did not have enough parking lots. Many times I wanted to take the lightrail from this station but could not find parking. It was recommended we could use or park at the airport but have found it not convenient.

1317-4 2. The Museum of Flight is a tourist attraction and also close to the Aviation High School. We always felt there should be another station open between the Tukwila Station and Columbia City Station. The location should be just by the bend as the lightrail turns before crossing I-5.

CONSIDERATION –

1317-5 1. We will be one family that will look forward to be using the lightrail a lot. Please consider building multi-floor parking lots at the stations or expand the park & rides. The existing park & rides will not be able to accommodate the growth of users in the future.

2. EARTHQUAKE – GEOLOGICAL/ENGINEERING/ARCHITECTURE/ENVIRONMENTAL DEPARTMENTS TO NAME A FEW

This will be for the departments above, if we were to build a lightrail – in what structure will the lightrail holds best?

- 1317-6 i. Underground/trench?
- ii. Elevation?
- iii. Street Level?

Please build the light rail that will minimize damage, impact, repair, long restoration waiting time for back to service. I think the underground/trench lightrail or underground/trench stations are the best and away from flood prone areas. There was an incident that happened during the Seahawks Parade in down town. The lightrail from the airport was not able to move because there was a vehicle street collision at the Columbia City station. I do not favor building street level lightrails.

1317-7

We will look forward to using the lightrail wherever it goes. We know with the outpouring of opinions, comments and overwhelming responses you will find a way to build a great system. Thank you

Yours Sincerely,  
Lynda Woo

*Response to Comment I317-3*

Please see response to Common Comment 5.

*Response to Comment I317-4*

A station near this location is outside of the FWLE project area, so was not studied as part of the project. It is included in the ST3 plan.

*Response to Comment I317-5*

Section 3.5.5.2 of Chapter 3, Transportation Environment and Consequences, of the Final EIS describes parking facilities proposed at each station. Please see response to Common Comment 5.

*Response to Comment I317-6*

Section 4.11, Geology and Soils, of the Final EIS describes the potential effects of the FWLE on local geology and how the FWLE has been designed to address geologic and seismic concerns.

*Response to Comment I317-7*

All of the FWLE alternatives would operate in exclusive right-of-way, outside of traffic, to avoid operating and safety conflicts.

## Letter FW363

Mitchell, Michael

Page 1

From: [prf@wa.gov](mailto:prf@wa.gov)  
To: FWLE  
Subject: Comment - ST Federal Way Link Extension  
Date: Sunday, May 24, 2015 9:12:00 PM

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From: Michael Mitchell <MichaelWMitchell3@gmail.com>

Message Body:

1318-1 SR 99 Comment: I honestly believe that this is my favorite plane out of the lot and I think that this will be more finical to the people of Federal Way and even more beneficial for students who travel north to get to Highline College. It travels directly past my school and just far enough to put me right next to my home. I feel it will make my transportation from school, home and work a lot quicker.

I-5 Comment:

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

1318-2 Environmental Comment: With less people on the road and traveling in motor vehicles there will less carbon missions being produced with is one of the most important things we can do for the environment.

Other Comment:

Name: Michael Mitchell  
Address: 1715 S 334th Ln Apt E302  
City: Federal Way  
State: WA  
Zipcode: 98003

Email: MichaelWMitchell3@gmail.com

I live nearby. If so, where?: 334th Lane.

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?: Highline College

Other (please specify):

--

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### *Response to Comment I318-1*

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

### *Response to Comment I318-2*

Please see response to Common Comment 11.

# Letter FW364

Sum, Leakhena

Page 1

From: [psmleak11@hotmail.com](mailto:psmleak11@hotmail.com)  
To: FW-E  
Subject: Comment - ST Federal Way Link Extension  
Date: Sunday, May 24, 2015 2:59:48 PM

From: Leakhena Sum <psmleak11@hotmail.com>

Message Body:

SR 99 Comment: For this light rail is the one that I think safety. We can transit from road s 200th St to the Kent SR 99 west station. After we can transit to the S 272nd Redonda Station to federal way transit center station. It takes 13 min but we need more safety, not just the faster we need for traveling.

I-5 Comment: I-5 is not safety for people to transit to the federal way transit center station. I think I-5 is a long way to transit and it takes time to get into the federal way transit center station.

I319-1 SR 99 to I-5 Comment: If we take from SR 99 to I-5, it is ok, but we have to cross the I-5 and it costs a little bit more time to get into the destination.

I-5 to SR 99 Comment: From I-5 to SR 99, it is too much crossing along the road to another road. As we see that we can be not safety if we across too much from any road and it costs more time to get into destination.

I319-2 Environmental Comment: I think we should take any transit that have more people and we know that it is a safety trip to go. If we go to another ways that doesn't have people to a ride and that doesn't feel safety.

Other Comment: We should know which way is more safe first before we decide to a ride from that road. It costs more time if we don't think about how long it take and how this is a safety or not.

Name: Leakhena Sum  
Address: 10404 se 174th  
City: renton  
State: wa  
Zipcode: 98055

Email: psmleak11@hotmail.com

I live nearby. If so, where?: I don't live nearby. But I just want the eviroment to be safe from riding transit to another station.

I work in the project area. If so, where?: I don't work on the project. I just want to show what it is to be safe.

I own a business nearby. If so, where?: No, I don't have a business.

I attend school in the project area. If so, where?: I am learning how to get more safe and what benefit to ride a transil, and which way is more time saving.

Other (please specify): Hope this comment will help people to understand which they can decide a right transit to their destination.

--  
This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

## *Response to Comment I319-1*

Please see responses to Common Comments 1 and 7 in Table 9-6 of Chapter 9 of the Final EIS.

## *Response to Comment I319-2*

Please see response to Common Comment 7.

## Letter FW366

Phillips, Bryce

Page 1

From: [brccini@bux920.kidney.com](mailto:brccini@bux920.kidney.com)  
To: FWLE  
Subject: Comment / ST Federal Way Link Extension  
Date: Monday, May 25, 2015 9:49:46 PM

From: Bryce Phillips <brryce.phillips@gmail.com>

Message Body:

SR 99 Comment: I think the SR99 alternative would be the best option. The Highline campus transit station would create more opportunities for students. The elevated guideway would be located on the median of SR99 and would offer more opportunity for larger businesses to succeed. 27,000 people would potentially use the transit with the SR99 alternative. This would make the transit most beneficial, and worth the money.

1320-1 I-5 Comment: The Kent/Des Moines station area should be located on the east side of the SR 99. This alternative may jeopardize homes that are located along I-5, and may be a distraction to the freeway traffic. Especially when the transit would have to cross over the I5 to create a median to avoid the Midway Landfill.

SR 99 to I-5 Comment: The Kent/Des Moines station would be located on the east side of SR99 near 30th ave. I would still only consider the Highline College Campus Transit

I-5 to SR 99 Comment: Very similar to the SR 99 Alternative which I am only considering.

1320-2 Environmental Comment: Environmentally, the guideway median rail for the SR99 alternative would not take as much ground space and destruction since it will be located on the already existing SR99 route. I think the more transit stations the use and beneficial the rail be. I also think adding stations to already existing park and rides and the Federal way Transit Center would be ideal for travelers. The less construction the less harmful the project will be on the environment.

1320-3 Other Comment: Travelers should all have the same opportunities. The transit needs to consider college students, and other businesses that it will impact for the better. The transit should benefit all working class types and all neighborhoods.

Name: Bryce Phillips  
Address: 11311 66th AVE E  
City: Puyallup  
State: Washington  
Zipcode: 98373

Email: brryce.phillips@gmail.com

I live nearby. If so, where?:

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

--

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

### *Response to Comment 1320-1*

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS. The FWLE would only use the I-5 median if the Landfill Median Alignment Option was selected to build in combination with the Preferred Alternative or SR 99 to I-5 Alternative.

### *Response to Comment 1320-2*

Please see response to Common Comment 11.

### *Response to Comment 1320-3*

Please see response to Common Comment 8.

# Letter FW367

Tomaszewski, Walter

Page 1

From: [prndon@truy250-bluehost.com](mailto:prndon@truy250-bluehost.com)  
To: FW-E  
Subject: Comment: ST Federal Way Link Extension  
Date: Monday, May 25, 2015 9:12:09 PM

From: Walter Tomaszewski <jamatshockup@gmail.com>

Message Body:  
SR 99 Comment:

I-5 Comment: I live in the Silverwood Park Apartments complex in an apartment block situated in the proposed path of the I-5 corridor link tracks. As the proposed extension route affects not only the building where I live but where many others live, and the existence of a low-income complex itself, I would like to make my opinions known through this e-mail.

I do not own a car (though I have a licence) and must rely on mass transit to get to work, church, or any place out of walking distance. Part of the mass transit that I use is the Link Train; I generally take it from the Airport to Downtown Seattle. For the most part, the carriages are clean, and the ride smooth and quick. The route, however, leaves a bit to be desired, as it detours and goes down an area that it was not originally intended to serve (to my understanding). Yet the Law of Unintended Consequences may apply there.

I have heard that businesses along the HWY-99 route in Tukwila/south Seattle had argued against the Link Route running down that street due to concerns of crime and economics. I travel daily on the Link, every time I pass that area (now travelling down the I-5 route a few miles to the east of the proposed one on 99) I think of the opportunities that those business have missed -- or rather, thrown away. I think of those missed opportunities every time the Link pulls into the Othello or Columbia City stations, seeing as how the business/residential areas near those stations have built themselves up, as people disembark from the trains to go shopping or go home. Business are the most successful when they have the right amount of patrons, and Link can furnish them with that. The business/residential growth around those stations is due at least in part to the amount people being dropped off and picked up there. Tukwila and south Seattle could have had that sort of business/residential growth but chose to discard it.

The stations there are open and clean (mostly), and have much artistic merit. As there is no pressing reason for criminal activity to show up there due in great part to their open design, they do not attract crime, or little if any at all.

I live in the path of one of the proposed routes, along the I-5 corridor near the SR-516 exit. It is the cheapest and easiest place to run trackage, but it might not necessarily be the best overall choice, especially when future growth is factored into everything.

Putting the tracks there might speed up the route travel time, but it would be at the expense of the businesses of Des Moines. The city would have an increase of economic growth if stations were built on or near 216th Street. Perhaps such would force the closure of some small motels or car repair shops, but it would bring with it the new opportunity of opening up other businesses there.

Another place for a station would be on the property of Highline Community College, either above or below ground. This would ensure the success of the college and Des Moines as they both go into the future. The Link would be able to drop off more students straight from the Airport, from such countries as China, Japan, South Korea, all of whom would be able to contribute to the growth of the area whilst getting an education. The college would eventually have enough students to be raised to University status, and Des Moines would have a state/national/international class University. As the students might want to shop or get jobs locally so they can learn the language and culture better, a station there could only be a boon for everyone involved -- students, the college/university, and Des Moines. Put a station there and just watch that area fly!

The complex I live in is low-income. It is managed by Olympic Management, and they have always done

## *Response to Comment I321-1*

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

## *Response to Comment I321-2*

Please see response to Common Comment 4.

## *Response to Comment I321-3*

Please see response to Common Comment 3.

I321-1

I321-2

I321-3

1321-3

a great job in maintaining the buildings and grounds, and supporting their tenants. The location on 30th Ave South isolates the complex from the street crime of HWY-99. The place is very quiet; if any crime "is" here, it comes from outside and is incidental to the complex. A lot of law-abiding tenants here would be displaced if the Link were to run here, and low-income apartments this "safe" are difficult to come by.

Thank you reading my letter to you and considering what I have said in it. I look forward to having Link serve this area.

I hope everything works out for the best.

Walter Tomaszewski  
23014 30th Ave S  
Apt 157  
Des Moines WA  
98198  
206.878.8363

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment:

Other Comment:

Name: Walter Tomaszewski  
Address: 23014 30th Ave S  
City: Des Moines  
State: WA  
Zipcode: 98198

Email: jamaishookup@gmail.com

I live nearby. If so, where?: I live in the path of the proposed route.

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

--

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

# Letter FW368

Ashurst, Shannon

Page 1

From: [arcadial@foxp20.fh.wa.edu](mailto:arcadial@foxp20.fh.wa.edu)  
To: FWLE  
Subject: Comment - ST Federal Way Link Extension  
Date: Monday, May 25, 2015 7:47:54 PM

From: Shannon Ashurst <[songwulf@yahoo.com](mailto:songwulf@yahoo.com)>

Message Body:

SR 99 Comment: The SR99 alignment costs more than the I-5 alignment and, depending on specific station locations, has higher impacts to businesses and residences. The Highline College alternative, in particular, is not desirable.

- It will disrupt a long-established neighborhood just north of the college.
- It will bring a significant increase in non-college-affiliated foot traffic, which poses safety concerns for the students and staff
- It's one of the highest-cost alternatives under consideration

I-5 Comment: An I-5 alignment is superior to a Hwy 99 alignment:

- The I-5 alignments cost substantially less than Hwy 99 alignments, allowing the agency to do more with the available dollars.
- 1322-1 • The I-5 alignment displaces the fewest number of businesses. Except for the Hwy 99 median alignment, the proposed Hwy 99 alternatives cut into current business real estate. This is problematic given that SeaTac, Des Moines, Kent, and Federal Way are all still rebounding from the recession. Less footprint available for businesses means less revenue.
- The I-5 alignment has less impact to residential areas – by paralleling the current freeway corridor, the train is not a nuisance (sight, sound, vibration) to as many residential areas. Hwy 99 alignments put the trains much closer to more homes and apartments.
- There is already local bus service (Rapid Ride A Line) serving the Hwy 99 corridor. As with Link trains, the A-Line bus goes on a continuous loop, meaning that there's never a long wait for a bus. Moreover, the proposed Link station density along possible Hwy 99 routes is not as convenient for transit to businesses/residences along Hwy 99, whereas the bus is perfect for that given the high density of stops along the highway.

- 1322-2 • Highline College wants the station as close to campus as possible. Given the high density of students and staff going to that facility, there's sense for getting the station nearby. The SR99 East Station option for the I-5 alignment gets the station close to campus, while still keeping costs of the overall project low.

- 1322-3 • Terminating at the existing S 320th Park & Ride makes great use of a current facility, and creates less disruption to residences than does the FWTC terminus option.

- 1322-4 SR 99 to I-5 Comment: This alternative would impact a local business of long-standing (Midway Donuts). I would hate to lose this business for this project.

- 1322-5 I-5 to SR 99 Comment: This alternative makes no sense to me - why spend the money to veer out to the freeway from SR99 only to bring the train right back to SR99?

Environmental Comment:

- 1322-6 Other Comment: The I-5 median alternative option is a catch-22: I understand that avoiding the landfill will save a good chunk of money; however, aesthetically, bumping the train to the freeway median for such a short distance will look bizarre.

Name: Shannon Ashurst  
Address: 23260 28th Ave S  
City: Des Moines  
State: WA  
Zipcode: 98198

Email: [songwulf@yahoo.com](mailto:songwulf@yahoo.com)

## *Response to Comment I322-1*

Please see response to Common Comment 2 in Table 9-6 of Chapter 9 of the Final EIS.

## *Response to Comment I322-2*

Please see response to Common Comment 4.

## *Response to Comment I322-3*

Please see response to Common Comment 11.

## *Response to Comment I322-4*

Please see response to Common Comment 11.

## *Response to Comment I322-5*

Chapter 2, Alternatives Considered, of the Final EIS describes the development of FWLE alternatives.

## *Response to Comment I322-6*

Section 4.5, Visual and Aesthetic Resources, describes visual impacts of the FWLE alternatives.

I live nearby. If so, where?: My house is in the way of the Highline College alignment.

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

--

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

*No comments*

## Letter FW369

Wedin, Linda

Page 1

From: [unshel@stn920.hi.eboer.com](mailto:unshel@stn920.hi.eboer.com)  
To: FWLE  
Subject: Comment - ST Federal Way Link Extension  
Date: Monday, May 25, 2015 5:02:38 PM

From: Linda Wedin <lindawedin2@hotmail.com>

Message Body:

SR 99 Comment: Of the four alternatives presented, this one is my least favorite. When SR 99 was altered a few years back, the impact on the businesses along the route and the people living in the area was negative to say the least - it was a construction-war-zone so to speak - and during and afterwards businesses closed (e.g. Albertsons closed shortly after construction was done - most likely after quarterly/annual earnings were reviewed, shortly after that most of the small businesses in the strip mall next to it relocated or closed). Also note that the construction period for SR 99 was shorter - for the Link project, just to get to Des Moines has Construction/Testing taking 4 years; and then the construction would continue as the line continues south...

This one is estimated to be the most expensive - if it was your money, would you still choose the most expensive alternative?

If there were regular stops like the busses, SR 99 would make sense, but there are only 3 stations (same as the other 3 alternatives) - and adding additional stations would make the most expensive alternative even more expensive.

I323-1 - If this alternative is chosen, I would not put the station at Highline College. I think locating it on the east side of SR 99 would be a better alternative (thus curbing the inflow of "who knows who" entering and leaving a station that is on campus or right up against the campus).

I-5 Comment: This one and the SR 99 to I-5 Alternative are preferred to me.

I also like the option to put the station on the east side of SR 99 across from Highline College, however, even if it was elevated next to I-5, it would only be a 2 block difference for those riding the transit to and from the college.

SR 99 to I-5 Comment: As mentioned under I-5, this one seems better than the SR 99 routes as well.

I-5 to SR 99 Comment: Once again you have extensive impact to SR 99 businesses and neighborhoods (plus commuters) during the building phase. And looking at the station locations (for both on SR 99), one should ask, "So where are you expecting people to park? In some "new" extra large parking structures at the station?" Where the I-5 alternatives could easily utilize existing park-and-rides.

Environmental Comment:

Other Comment:

Name: Linda Wedin  
Address: 24217 27th Ave. So. Apt. A  
City: Des Moines  
State: WA  
Zipcode: 98198

Email: lindawedin2@hotmail.com

I live nearby. If so, where?: A couple of blocks south of Highline Community College. I attended the public hearing at Highline College on the 7th of May.

I work in the project area. If so, where?:

### Response to Comment I323-1

Please see response to Common Comment 2 in Table 9-6 of Chapter 9 of the Final EIS. Section 3.5.5.2 of Chapter 3, Transportation Environment and Consequences, describes the parking proposed for each station.

I own a business nearby. If so, where?: My sister and I own and live in a 4-plex. We each live in one of the units and rent the other two.

I attend school in the project area. If so, where?: My nephew Rory attends a school in the project area. Currently at Parkside. My sister and I periodically take classes at Highline College. We have a tenant currently attending Highline College.

Other (please specify):

--

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

*No comments*

# Letter FW370

Ashurst, S.

Page 1

From: [coralco@shaw920.hilltopns.com](mailto:coralco@shaw920.hilltopns.com)  
To: FWLE  
Subject: Comment - ST Federal Way Link Extension  
Date: Monday, May 25, 2015 4:45:38 PM

From: S Ashurst <ashursts7@yahoo.com>

Message Body:  
SR 99 Comment.

I-5 Comment:

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

1324-1 Environmental Comment: Keep the VISUAL POLLUTION out of our neighborhoods as much as possible - as well as the noise, and vibration. Stay out at the freeway where you belong, and can work most easily. Our streets through the downtowns of these small communities are congested enough - keep the trains off and away from 99. We are trying to live here.

1324-2 Other Comment: I5 alignments cost less than Hwy 99 alignments, so u could do more with the monies you have. Maybe you could even COMPLETE WHAT YOU PROMISED, THAT WE VOTED FOR, to Federal Way? That somehow now, you say you can't do? Remember the VOTE that you have now reneged on? And lost trust of all of us out here in the south end? Oh yes - THAT vote.

1324-3 I-5 alignments displace and affect the fewest businesses and most important - HOMES AND FAMILIES. You keep the noise and visual pollution along the freeway, where it already exists.

1324-4 I5 creates less negative financial impact to the communities along 99 - they need the tax base from businesses, and citizens living there spending \$.

1324-5 The train is frankly, ugly. we certainly don't want it running down the middle of 99 - that would be a visual monstrosity, and disrupt traffic and views. The 99 corridor is already very well served - FINALLY - by the red Rapid Ride buses. they run frequently and have much better access to businesses and homes than the train would be able to provide - more stops.

1324-6 The FWTC is the WORST POSSIBLE LOCATION FOR A TRAIN TERMINUS. You would disrupt the only 2 alternatives we have to get into downtown easily.

The FWTC is ALREADY FULL, AS YOU KNOW. IT IS A TINY FOOTPRINT AND THE PARKING LOT IS FULL WITH BUS PASSENGERS. It is already enough traffic disruption as it sits, right now. We need to spread the commute traffic around more.

You already have access to a perfectly good park and ride location right at the Freeway at South 320th. If you need even more parking, you also have space to build another garage there.

The FWTC has become a hub of crime in downtown. We don't need more of that in that area. Pls confine yourselves to the back side of the mall, over at the 320th Park and Ride. But build a pedestrian overpass to the mall, so you don't further impinge on the traffic in that area.

1324-7 We also will be impacted by the HIGHLINE COLLEGE plans - again, keeping out to the Freeway is best for the same reasons. SR 99 East Station seems the best option.

The Highline Campus station is not particularly desirable. It will bring a lot of non-college foot traffic to a very quiet, secluded neighborhood just north of the college - with attendant crime, as has been seen where other transit stations have assembled. This could endanger students, staff at HCC and also the

## [Response to Comment 1324-1](#)

Section 4.5, Visual and Aesthetic Resources, of the Final EIS describes the visual impacts of the FWLE alternatives. Section 4.7, Noise and Vibration, describes noise and vibration impacts and mitigation.

## [Response to Comment 1324-2](#)

Please see Section 2.5 of Chapter 2, Alternatives Considered, for information on project funding. In 2008, voters approved funding for ST2, which included funding to construct the portion of the FWLE from Angle Lake Station in SeaTac to S 272nd Street. Following this vote, the Great Recession lowered Sound Transit's revenue forecast. Sound Transit thus realigned the ST2 program in 2010. The current projections of ST2 tax revenue only allow for construction to Kent/Des Moines.

## [Response to Comment 1324-3](#)

Please see response to Common Comment 2 in Table 9-6 of Chapter 9 of the Final EIS. Please see Section 4.7, Noise and Vibration, for information on noise impacts.

## [Response to Comment 1324-4](#)

Please see response to Common Comment 2.

## [Response to Comment 1324-5](#)

Please see response to Common Comment 2.

## [Response to Comment 1324-6](#)

Section 3.5 of the Final EIS describes the traffic, transit, and safety impacts of the FWLE alternatives, including mode of access.

## [Response to Comment 1324-7](#)

Section 4.14, Public Services, Safety, and Security, describes the safety and security impacts of the FWLE alternatives.

13247

neighborhood as well. Also quite high cost as an alternative.

Name: S Ashurst  
Address: 2018 South 292nd  
City: Federal Way  
State: WA  
Zipcode: 98003

Email: ashurss7@yahoo.com

I live nearby. If so, where?: Federal Way

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify): I try to do business in all areas up and down the project area, from Sea Tac to Tacoma.

--

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## Letter FW371

Lim, Adrian

Page 1

From: [awel@highline.edu](mailto:awel@highline.edu)  
To: FWLE  
Subject: Comment: SF Federal Way Link Extension  
Date: Monday, May 25, 2015 4:34:04 PM

From: Adrian Lim <[awelim@students.highline.edu](mailto:awelim@students.highline.edu)>

Message Body:

SR 99 Comment: Dear Sound Transit Board,

I am writing in support of the decision to make the SR 99 option for the new sound transit link from Angle Lake to the Federal Way station. The connection that will further Seattle to the Southern Federal Way area is a route that has been long overdue. There are many pros and cons to picking the SR 99 route over the I-5 route but I have some points coming from a student who represents a majority of Washington State voters.

- 1) There are many different options available to connect Angle Lake to Federal Way, but if we were to take the I-5 route the only benefits would be to Seattle commuters. The SR99 route makes it so that people who live in the Des Moines area and surrounding communities around the connection would be able to overlap and use the sound transit as well.
- 2) Another point that I believe the SR99 to be above the I-5 connection is that it allows a direct connection for students to reach Highline College. By putting a stop by the college we eliminate the threat of having students mugged, or hit by cars having to travel from a farther stop. The positioning by the school allows better alleviation of traffic and less congestion during prime traffic hours on I-5.
- 3) While the bill is going to expensive either way, the SR99 Route is projected to cost 1.69 billion while the other routes are approximated at 1.77 billion, this difference in billions equates in money that can be better spent with educational purposes or improvements in other areas of the state.
- 4) Building a SR99 route would fuel the economy in a dying small business world like Des Moines, bringing a more efficient way of traveling will allow a growing economy and I believe this is exactly what a city like Des Moines needs.

I-5 Comment:

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment:

Other Comment:

Name: Adrian Lim  
Address: 2634 S 355th Pl  
City: Federal way  
State: Washington  
Zipcode: 98003

Email: [awelim@students.highline.edu](mailto:awelim@students.highline.edu)

I live nearby. If so, where?: I am a resident of Federal Way.

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?: I attend Highline College.

Other (please specify):

### *Response to Comment I325-1*

Please see responses to Common Comments 1 and 4 in Table 9-6 of Chapter 9 of the Final EIS. Section 2.5, Estimated Project Costs and Funding, of the Final EIS provides costs for the FWLE alternatives.

# Letter FW372

Bui, Loc

Page 1

From: [locbui@students.highline.edu](mailto:locbui@students.highline.edu)  
To: FWLE  
Subject: Comment / ST Federal Way Link Extension  
Date: Monday, May 25, 2015, 3:47:23 PM

From: Loc Bui <[locbui@students.highline.edu](mailto:locbui@students.highline.edu)>

Message Body:

SR 99 Comment: Dear Sound Transit Board,

I'm writing in support of the SR-99 Alternative for the Angle Lake – Federal Way Link Light Rail Extension. My reasons are:

1. As we can see, there are Highline Community College and Federal Way High School in the SR-99. The light rail will help students who are living in other areas such as Tukwila... They can use the light rail to go to school instead of taking a bus which is always full during peak hours. This option is better and faster as it reduces the amount of vehicles on the road and campus parking lots.
2. The second reason is about the business, the Angle Lake – Federal Way Link Light Rail Extension can help the business because it connects the Westlake mall, Southcenter mall, and Commons mall. Furthermore, it also stops by the airport, and a lot of travelers who can have more options to go shopping, and people who live in Federal Way can go to Downtown Seattle faster and easier than usual.
3. The light rail in the SR-99 has less impact in the traffic than in the I-5 when it is under construction, which can help a lot of people who are driving in the I-5 to go to work every single day.
4. For future expandability, the light rail can extend its route to better serve the current community by connecting to the UW Tacoma campus.

I-5 Comment:

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment:

Other Comment:

Name: Loc Bui  
Address: 16825  
City: Tukwila  
State: WA  
Zipcode: 98188

Email: [locbui@students.highline.edu](mailto:locbui@students.highline.edu)

I live nearby. If so, where?: I'm living in Tukwila

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?: I currently attend in Highline Community College

Other (please specify):

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## Response to Comment I326-1

Please see responses to Common Comments 1, 4, and 6 in Table 9-6 of Chapter 9 of the Final EIS. Chapter 5, Construction, of the Final EIS describes the potential impacts of constructing the FWLE, including construction traffic impacts in Section 5.2.1.

## Letter FW373

Terrana, Jody

Page 1

From: [err@jdi@stwy920.fhwa.fws.com](mailto:err@jdi@stwy920.fhwa.fws.com)  
To: FWLE  
Subject: Comment - ST Federal Way Link Extension  
Date: Monday, May 25, 2015 3:17:31 PM

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From: Jody Terrana <jodyaterrana@msn.com>

Message Body  
SR 99 Comment:

I-5 Comment:

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

1327-1 Environmental Comment: Stay off the street level keep it in the air or in the ground so it is not with car traffic.

1327-2 Other Comment: They need an overpass at 240th over I5 to connect Highline community college and to and west hill of Kent on military road. The easy access to the station for the homes on the east side of the freeway is a must. Also they are going to build the new federal aviation administration headquarters on 216 behind the Safeway on 99

1327-3

Name: Jody Terrana  
Address: 25610 36th pl so  
City: Kent  
State: Wa  
Zipcode: 98032

Email: jodyaterrana@msn.com

I live nearby. If so, where?: 256 and 36th pl so kent

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify): It will be better access for downtown Seattle and in the future Tacoma

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This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federatwaylink.org>)

### *Response to Comment I327-1*

All FWLE alternatives would operate in exclusive right-of-way, outside of traffic, to avoid operating and safety conflicts.

### *Response to Comment I327-2*

An I-5 overpass at S 240th Street is a project proposed by the City of Kent and not a part of the FWLE.

### *Response to Comment I327-3*

This project is included in the cumulative impacts analysis.

# Letter FW374

Hendersen, Dale

Page 1

From: [crystal5@ny520.bluehost.com](mailto:crystal5@ny520.bluehost.com)  
To: FWLE  
Subject: Comment - ST Federal Way Link Extension  
Date: Monday, May 25, 2015 12:45:27 PM

From: Dale Hendersen <dalehendersen@comcast.net>

Message Body:

SR 99 Comment: This is the most appealing option by far. I think that most voters believed the extension to Highline Community College would be built along SR 99 and that the station would be at or very near to HCC when the last package went to the voters. This option has the most visibility to potential riders; has the best transit connections with KC Metro; has the least amount of difficulty for access by auto to P&R lots; has the best TOD potential and has the best access to Highline College. In addition to placing the route along SR 99 (either in the median or on the west side of 99), the Highline Station should be located in the median or on the west side of 99 also. College students will be one of the strongest supporters (ridership) of the new service and it will soon provide a continuous service between Highline College and the University of Washington. This could be a great benefit to HCC.

1328-1 I-5 Comment: This option is not likely to promote the goals of Sound Transit for future growth and viability of the service. Besides being a visual distraction to an already-accident-prone portion of I-5 freeway, it also removes Link from becoming a part of the community. It also does not serve Highline College well at all.

SR 99 to I-5 Comment: Hate it. I can't believe you're seriously considering winding back and forth between SR 99 and I-5. What a laughing stock the south area Link service would become!

I-5 to SR 99 Comment: Hate it. I believe the transit service should be located within the community and connect seamlessly with local transit and bicycle/pedestrian infrastructure.

1328-2 Environmental Comment: There will be fewer noise impacts if the project is designed in a straight line rather than winding back and forth between I-5 and SR 99. I think most people are willing to put up with the visual impacts in order to gain the transportation benefits. If the project stays on SR-99 or just to the west of 99, there will not be many negative impacts to the natural environment. Although there are a couple of schools and some apartments on the west side of SR-99, the Light Rail service will not create much noise if it is traveling in a straight line and at a steady speed.

1328-3 Other Comment: Please do not put light rail stations on or near I-5. This will require more people to drive to the station than one along SR99. It would also reduce the potential for TOD and for redevelopment opportunities of current land uses along SR99.

Name: Dale Hendersen  
Address: 22027 6th Ave S  
City: Des Moines  
State: Washington  
Zipcode: 98198

Email: dalehendersen@comcast.net

I live nearby. If so, where?: Des Moines

I work in the project area. If so, where?: Kent

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify): I've been a life-long promoter of transit service and believe the extension of light rail through South King County is fabulous and long overdue.

## Response to Comment 1328-1

Please see responses to Common Comments 1 and 4 in Table 9-6 of Chapter 9 of the Final EIS.

## Response to Comment 1328-2

Section 4.7, Noise and Vibration, of the Final EIS describes the noise and vibration analysis that was performed for the FWLE. All noise impacts could be mitigated. Section 4.5, Visual and Aesthetic Resources, describes the visual impacts.

## Response to Comment 1328-3

Please see Response to Common Comment 1.

# Letter FW375

Davis, Michael

Page 1

**From:** [miked6179@yahoo.com](mailto:miked6179@yahoo.com)  
**To:** FWLE  
**Subject:** Comment - ST Federal Way Link Extension  
**Date:** Monday, May 25, 2015 11:01:41 AM

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From: MICHAEL DAVIS <miked6179@yahoo.com>

Message Body:

SR 99 Comment: Prefer this alternative be approved. The cost benefit by reducing metro bus service along the Rapid A line would offset duplicate transit.

I-5 Comment: Do NOT want to see this alternative approved. Do not want the light rail across the street from me.

SR 99 to I-5 Comment: Do NOT want to see this alternative approved. Do not want the light rail across the street from me.

I-5 to SR 99 Comment: Do NOT want to see this alternative approved. Do not want the light rail across the street from me.

Environmental Comment: None

Other Comment:

Name: MICHAEL DAVIS  
Address: 28215 29th AVE S  
City: FEDERAL WAY  
State: Washington  
Zipcode: 98003

Email: miked6179@yahoo.com

I live nearby. If so, where?: 29th Ave. S. in Federal Way

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

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## Response to Comment I329-1

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

## Letter FW376

Singh, Sarabjit

Page 1

**From:** [anandsahib1@hawaii.gov](mailto:anandsahib1@hawaii.gov)  
**To:** FWLE  
**Subject:** Comment - ST Federal Way Link Extension  
**Date:** Monday, May 25, 2015 10:09:42 AM

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From: sarabjit singh <anandsahib1@yahoo.com>

Message Body:  
SR 99 Comment:

1330-1 - I-5 Comment: This way less business hurt

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment:

Other Comment:

Name: sarabjit singh  
Address: 29625 pacific hwy s  
City: federalway  
State: washington  
Zipcode: 98003

Email: anandsahib1@yahoo.com

I live nearby. If so, where?:

I work in the project area. If so, where?:

I own a business nearby. If so, where?: Federalway

I attend school in the project area. If so, where?:

Other (please specify):

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### *Response to Comment 1330-1*

Please see response to Common Comment 2 in Table 9-6 of Chapter 9 of the Final EIS.

## Letter FW377

Singh, Sarabjit

Page 1

From: [anandsahib1@yahoo.com](mailto:anandsahib1@yahoo.com)  
To: FWLE  
Subject: Comment - ST Federal Way Link Extension  
Date: Monday, May 25, 2015, 10:05:05 AM

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From: Sarabjit singh <[anandsahib1@yahoo.com](mailto:anandsahib1@yahoo.com)>

Message Body:  
SR 99 Comment:

I331-1 I-5 Comment: This would be the best benefit because less bussiness would be hurt and there are at least 7-10 employees working each business miminimum Which would hurt 7-10 families Financially Hurt.

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment:

Other Comment:

Name: Sarabjit singh  
Address: 29625 pacific hwy S  
City: Federalway  
State: Washington  
Zipcode: 98003

Email: [anandsahib1@yahoo.com](mailto:anandsahib1@yahoo.com)

I live nearby. If so, where?:

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

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This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

### *Response to Comment I331-1*

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS. Section 4.3, Economics, of the Final EIS describes the potential effects on local businesses and employees.

# Letter FW378

Howell, Dana

Page 1

From: [Dana Howell](mailto:Dana.Howell)  
To: FWLE  
Subject: Comments on FWLE  
Date: Monday, May 25, 2015 5:58:11 PM

Dana L Howell  
21224 31st Ave. S.  
Seatac, WA. 98198

[howell55@hotmail.com](mailto:howell55@hotmail.com)

I will begin with my personal concerns surrounding this project. Should Sound Transit choose the I-5 alternative as it now stands the project will have many negative impacts on my wife and me.

1332-1

My wife has FSH Muscular Dystrophy, the quality of her rest is paramount to her continued health. We will not only suffer the construction period for the FWLE, we will be doubly impacted by the construction of the new water towers on the water district property. The service entrance for the water district property is on 31st Ave. S.. Having talked to an employee of Sound Transit at one of the two public meetings they confirmed this would be an approximately two year project prior to the construction of the light rail link. The disruption to her rest patterns will be greatly disrupted for a significant amount of time.

1332-2

Adding to this, because the power supply for the light rail is unshielded all AM radio reception will be disrupted with every passing train. The same will hold true for Television reception which will then force us to subscribe to a cable or satellite provider which is a cost we presently do not incur.

1332-3

The most expensive costs will be in the loss of property value. I have spoken with some real estate agents who concur that in all likelihood we stand to lose a minimum of 30% in property value being a non targeted impact property yet so close to the actual line. Given my wife's muscular dystrophy I see no other option but to move in order to provide for her needs concerning the quality of rest she requires. This will force me to use funds from my retirement portfolio to make up that difference plus paying sales tax on any property we purchase, plus the expense of a move. Include the amount of money those funds will no longer making within my portfolio it would be easy to see that this could easily cost me in excess of \$180,000 before it is all said and done. We are left with no other options if the I-5 alternative is chosen as the preferred route for the FWLE.

1332-4

With that said, if I were on the city council of either of the cities involved the I-5 alternative with the option for a station on the East side on 99. would make the most economical sense. If choosing based upon my own personal needs the 99 to I-5 alternative would be my choice. Though in a discussion with an employee of Sound Transit they said that in a meeting it was pretty much concluded that if the project starts down 99 it will go down 99 all the way.

1332-5

As for the project itself, it is a bit puzzling to many how you are going to have 26,000 riders a day when you are only increasing parking by 2,300 spaces. With an estimated average of 1.65 people per vehicle that number falls far short of the estimated 26,000 daily ridership. Having posed this problem to an employee at one of the public meeting they admitted that the bulk of the 26,000 riders would hopefully be transfers from the bus at the Federal Way park and ride station. It would seem to be an awfully expensive project to people who are already on the express bus headed into Seattle. If you want more people out of their cars especially during peak hours would it not make more

## Response to Comment 1332-1

Please see Chapter 5, Construction, of the Final EIS for information on the potential construction impacts. Section 5.1.2 describes the estimated schedules and duration. Sound Transit held a neighborhood briefing in your neighborhood during preparation of the Final EIS. Sound Transit will continue to coordinate with affected neighborhoods during final design and construction and is available for meetings with individuals upon request.

## Response to Comment 1332-2

Section 4.13, Electromagnetic Fields, describes the potential effect of electromagnetic fields (EMFs) produced by electrical equipment, including impacts on AM radio.

## Response to Comment 1332-3

Please see Section 4.3, Economics, which describes the economic analysis that was performed, including the FWLE's potential indirect effects on property values. While property values generally increase near stations, properties farther from stations can be negatively affected due to additional noise, light and glare, vibrations, and view impacts.

## Response to Comment 1332-4

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

## Response to Comment 1332-5

Please see Section 3.5.2 of Chapter 3, Transportation Environment and Consequences, which provides information on projected ridership and mode of access to the FWLE.

1332.5

sense to eliminate passenger cars from the HOV lane during peak hours, thus leaving them open only to buses during those hours with more busses operating during those times.

The other issue I see with this project is that we will end up with two competing agencies of which neither will be profitable. In a effort to curb huge losses at some point down the road there will be a proposed merger at which point the public will be left with a larger mess than we have now. Government agencies often provide the largest obstructions to progress by another agency as each have their own power structure which they are designed to protect for the very nature of maintaining their importance thereby maintaining their employment. It is the nature of the beast both in the past, and in the current situation in government. I see nothing happening in the future to change this thought process which will continue to drive communities deeper into debt, and the country along with them.

Sincerely

Dana L Howell

## Letter FW379

Percival, Stephen

Page 1

**From:** [Stephen Percival](#)  
**To:** [FWLE](#)  
**Subject:** Federal Way Link Extension  
**Date:** Monday, May 25, 2015, 11:53:56 AM

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Greetings,

I am a long-time resident of Federal Way and favor public transit choices. My choice for the FWLE is the I-5 route as it is the least costly and least disruptive to the residents and businesses of the various communities along the proposed route. Since I-5 is the major transportation corridor, it makes the most sense to serve the communities and for future expansion with the least cost and least disruption to the communities. With the existing FW 320th P&R lot as a terminal for Federal Way, it would be the least disruptive for the local businesses and residents. The FW 320th P&R also allows for future expansion to Tacoma along the least costly and least disruptive to businesses and residents along the major corridor of I-5.

1333-1

I dislike the SR99 alternative to the FWLE as it would be more costly and more disruptive to the local businesses and residents in the several communities through which it must run. Treasured views of Puget Sound and the Olympic Mountains would be forever destroyed by the pillars of the Link Rail. I do not feel the terminal related business opportunities are as significant as the losses and disruption to the existing businesses and residents. I believe that crime would increase with the existence of pillars which would provide more opportunity and cost of removing graffiti and tagging. The proposed terminal site in Federal Way for the SR99 alternative displace several long-time businesses which would cast an unfavorable shadow over Sound Transit for generations to come.

As you can read, I favor a least costly, least noisy and disruptive route to businesses and residents with a strategic look to future expansion of the Link Rail system. The I-5 route satisfies my concerns.

Thank you for the opportunity to comment.

Stephen Percival, MBA, DTM

Stephen Percival

### *Response to Comment 1333-1*

Please see responses to Common Comments 2 and 6 in Table 9-6 of Chapter 9 of the Final EIS.

## Letter FW382

Duong, Tram

Page 1

From: [trcdinh@box920.highline.edu](mailto:trcdinh@box920.highline.edu)  
To: FWE  
Subject: Comment - ST Federal Way Link Extension  
Date: Tuesday, May 26, 2015 9:38:09 PM

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From: Tram Duong <dhntram@students.highline.edu>

Message Body:

1334-1 SR 99 Comment: I am writing in support of SR 99 Alternative with Federal Way SR 99 Station because this project has the least residential and business displacements of all the projects. In my opinion, a good project is the one which doesn't require a lot of moves from citizens and business firms.

I-5 Comment:

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

1334-2 Environmental Comment: Besides, this route will go through Highline College where a lot of students attending. Having a train station will encourage students and staffs go to school by train instead of cars. This will help to reduce the amount of toxic gas releasing from the car and help to protect the environment.

Other Comment:

Name: Tram Duong  
Address: 3728 S 180th St., Apt.M104  
City: SeaTac  
State: WA  
Zipcode: 98188

Email: dhntram@students.highline.edu

I live nearby. If so, where?: I live near the SeaTac Airport.

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?: Highline College

Other (please specify):

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### *Response to Comment 1334-1*

Please see response to Common Comment 3 in Table 9-6 of Chapter 9 of the Final EIS.

### *Response to Comment 1334-2*

Please see response to Common Comment 4.

## Letter FW383

Escobedo, Adrian

Page 1

**From:** [prcfai@tnc920.littlehills.com](mailto:prcfai@tnc920.littlehills.com)  
**To:** FWE  
**Subject:** Comment - ST Federal Way Link Extension  
**Date:** Tuesday, May 26, 2015 6:52:26 PM

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From: Adrian Escobedo <littlehills09@gmail.com>

Message Body:

SR 99 Comment: this will allow growth among sr 99 and will be more accessible for people to travel. Also have the biggest payback in the long-run

I-5 Comment: There is already a train that runs from Tacoma-Seattle, this will lock out riders from 99 looking to travel to business along 99.

SR 99 to I-5 Comment: this will still limit access for a lot of people.

I-5 to SR 99 Comment: this would be me 2nd option but i still think its too far away from Highline college

Environmental Comment: I think the sr-99 route has potential to cut down violence as the link will run most of the day and part of the night.

Other Comment: i think its important to look at whats best for the community as a whole and i think the sr 99 route will improve the area more than the i-5 route.

Name: Adrian Escobedo  
Address: 856 central ave s  
City: kent  
State: wa  
Zipcode: 98032

Email: littlehills09@gmail.com

I live nearby. If so, where?: Kent

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?: Highline college, this will be very helpfull for students that travel from seattle, and Federal way.

Other (please specify):

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### *Response to Comment I335-1*

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS. See Section 4.14, Public Services, Safety, and Security, of the Final EIS for a description of the potential for crime at stations.

## Letter FW384

Jobe, Pa Ousman

Page 1

From: [pjrdian@box920.tluhost.com](mailto:pjrdian@box920.tluhost.com)  
To: [FW-E](#)  
Subject: Comment - ST Federal Way Link Extension  
Date: Tuesday, May 26, 2015 6:51:07 PM

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From: Pa Ousman Jobe <>

Message Body:

1336-1 SR 99 Comment: I think the SR 99 with stops at 216th and Highline college makes more sense. This route will serve more people that live, work and also go to school along this cities. It is very difficult for people to reach their destination through the I5 in the morning especially when there is a blockage so the new extension will ease that because people will opt to ride the light rail instead of driving. This will at the same time ease the traffic congestion on the SR 99. Also more than 13000 people go to Highline with the station at the college, it would solve the parking problem faced at the college and makes going to Seattle and other cities more easy and accessible. This route has more long term benefits than the other alternatives and it would be more beneficial to the environment with the reduction of carbon emission from all the cars that use the SR99 and I5.

I-5 Comment:

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment:

Other Comment:

Name: Pa Ousman Jobe  
Address: 14203 42nd ave S  
City: Tukwila  
State: WA  
Zipcode: 98168

Email:

I live nearby. If so, where?: Tukwila

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?: Highline college Des Moines

Other (please specify):

--

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

### *Response to Comment 1336-1*

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

From: [drhoffm@trv220.bluehost.com](mailto:drhoffm@trv220.bluehost.com)  
 To: FWLE  
 Subject: Comment - SF Federal Way Link Extension  
 Date: Tuesday, May 26, 2015 6:11:55 PM

From: David Hoffman <>

Message Body:

SR 99 Comment: (a) The Median Station Option should have bicycle parking on each side of SR 99.

1337-1 (b) The reader did not find a definition of the L-shaped symbol on the west and north sides of the bicycle parking area near the northwest corner of the Median Station Option.

1337-2 (c) FWLE stations in trenches will be vulnerable to flooding during weather conditions similar to those of the 1997-1998 El Nino event, when mudslides and flooding occurred on West Hill around Thanksgiving of 1997.

I-5 Comment:

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment:

Other Comment: Comments 3(a) through 3(v) below pertain to bicycle infrastructure supporting FWLE's mission.

1337-3 (a) Exhibit 4-18 of the Transportation Technical Report should be modified to show SR 99 color-coded as "Existing Bicycle Route or Shoulder." SR 99 is used by bicyclists and is signed. The black-and-white HOV signs on SR 99 between S. 272nd and Kent-Des Moines Road (SR 516) explicitly state "Bicycles OK." This observation does not exist either in the draft EIS or in the Transportation Technical Report.

1337-4 (b) In EIS Appendix F, all cross-section drawings showing northbound and southbound SR 99 should show symbols for pedestrians and bicyclists on the outsides of the road (next to the bus symbols). Inclusion of the pedestrian and bicycle symbols reinforces the reader's perception that FWLE also benefits people at their own individual levels (in addition to international commerce) by focusing on maximizing everyone's efficiency, as stated in the brochure titled "Sound Transit 3." This comment also applies to S. 216th St., S. 236th Lane, S. 252nd St., and S. 260th St.

1337-5 (c) THIS IS A SIGNIFICANT CONCERN. FWLE must avoid compromising bicycle usage of S. 260th St. in any way and at all times, especially by design implementation and by construction closures. S. 260th St. is the only remaining public right-of-way on West Hill in Kent that allows instreet passage of bicyclists across I-5 in a timely, efficient, and somewhat safe manner 24 hours per day. S. 260th St. connects West Hill bicyclists residing east of I-5 to instreet bicycle lanes in Des Moines, transit and businesses along SR 99, and other destinations west of I-5 (including Highline Community College, public parks along Puget Sound, libraries, post offices, shopping, and restaurants in Federal Way, Des Moines, and Normandy Park).

1337-6 (d) Transportation Technical Report (TTR), Table 7-1, Potential Transportation Mitigation (and text): Bicyclists need ways to get through FWLE construction sites on S. 260th St. instead of being detoured to S. 272nd St. or Kent-Des Moines Road (SR 516). Both are unsafe for timely, efficient bicycle use, and their sidewalks are not appropriate for commuter bicyclists.

(e) For all construction sites, Sound Transit should expect that instreet bicyclists will use the motor lanes of car detours in addition to pedestrian detours.

1337-7 (f) TTR Section 4.6.1 and Exhibit 4-18 imply that wide shoulders for bicycle usage exist along SR 516.

*Response to Comment 1337-1*

The drawings presented in Appendix F are conceptual only, and more detailed plans would be prepared if this station were identified as part of the project to be built. The L shape shown on the west and north sides of the bicycle parking represents a retaining wall.

*Response to Comment 1337-2*

Sound Transit would design all trenched areas to have drainage facilities to accommodate 100-year flood events.

*Response to Comment 1337-3*

Exhibit 4-18 in the Transportation Technical Report (Appendix G1 of the Final EIS) has been updated for the Final EIS to show SR 99 as an existing bike route.

*Response to Comment 1337-4*

Please see response to Comment 1337-1.

*Response to Comment 1337-5*

Please see Section 3.5.6 of Chapter 3, Transportation Environment and Consequences, which describes the non-motorized transportation impacts of the FWLE alternatives. Section 5.2.1 in Chapter 5, Construction, describes how bicycle routes and lanes adjacent to the construction areas may be temporarily removed and detours provided during construction.

*Response to Comment 1337-6*

Chapter 5, Construction, of the Transportation Technical Report describes impacts on non-motorized uses during construction.

*Response to Comment 1337-7*

Your comment regarding the discontinuous shoulders through the SR 519/SR 99 intersection and through the SR 516/I-5 interchange has been noted. Although Kent-Des Moines Road is not signed as a bicycle

Page 1 (continued)

route, there are usable shoulders or travel lanes available for bike use. This road was identified as a bicycle route due to limited crossings of I-5.

1337-7 The implication is misleading because useable shoulders are discontinuous through the SR 516/SR 99 intersection and through the SR 516/I-5 interchange, where instreet commuter bicyclists need them the most. Safety of timely, efficient instreet bicycle transit along SR 516 at I-5 is severely compromised by high-speed right turn lanes, merge lanes, and hostile motor vehicle occupants. SR 516 has no bicycle route signs and no bicycle lanes.

(g) The 1-mile bikeshed defined in TTR Section 4.6.1 is not large enough. It should be 3 miles.

(h) TTR Exhibit 4-18 should be modified to show "Existing Bicycle Route or Shoulder" consistent with a 3-mile bikeshed in the following locations:

- (1) SR 516 between Military Road and West Valley Highway;
- (2) S. 216th St. between Military Road and 42nd Ave. S.;
- (3) S. 272nd St. between 42nd Ave. S. and West Valley Highway;
- (4) Peith Road between 38th Ave. S. and S. 254th St.;
- (5) Peith Road between Lake Fenwick Road and SR 516;
- (6) W. Meeker St. between SR 516 and the bridge over the Green River;
- (7) Frager Road between S. 200th St. and West Valley Highway;
- (8) Russell Road between W. James St. and W. Meeker St.;
- (9) Russell Road between S. 212th St. and S. 228th St.;
- (10) West Valley Highway between SR 516 and 29th St. NW;
- (11) 1st Ave. S. north of 5th Pl. S.;
- (12) Dash Point Road between Dash Point State Park and Redondo Way S.

1337-8

(i) TTR Exhibit 4-18 should be modified consistent with a 3-mile bikeshed to show "Existing Bicycle Lane or Path" in the following locations:

- (1) W. Meeker St. between the bridge over the Green River and West Valley Highway;
- (2) East bank of the Green River between S. 228th St. and West Valley Highway.

(j) Consider adding to TTR Section 4.6.1 that eastbound and westbound bicycle transits along S. 216th St. and S. 260th St. (and turns onto Military Road) are interrupted by curb-gutter-sidewalk installations placed in the bicycle lines of travel at the intersections with Military Road. Curb-gutter-sidewalk installations also interfere with bicycle travel (and turns) on the northbound and southbound shoulders of Military Road at S. 272nd St., S. 260th St., and S. 216th St. On S. 272nd St., planting strips exist where instreet bicycle lanes should be.

1337-9

(k) Consider adding to TTR Section 4.6.1 the observation that a curb-gutter-sidewalk installation interferes with bicycle travel on SR 516 eastbound shoulder at 10th Ave. S.

(l) TTR Section 4.6.1 should state that there are no shoulders, bicycle lanes, or signs on Marine View Drive in Des Moines between 5th Pl. S. and the intersection with SR 516.

1337-10

(m) Consider adding to TTR Section 4.6.1 that bicycle transits on shoulders on 16th Ave. S. and on Marine View Drive are interrupted by the three bridges over the ravine occupied by Saltwater State Park. Southbound bicyclists are forced either into the motor vehicle lane or onto a sidewalk. Northbound bicyclists are forced into the motor vehicle lane.

(n) For each Kent/Des Moines SR 99 station option, the EIS should state that FWLE will install instreet bicycle lanes along 30th Ave. S., S. 236th Ln, S. 240th St. east of SR 99, and any "new access road" at FWLE station sites.

1337-11

(o) The EIS should state that FWLE will preserve the width of, or widen, the transit lanes on SR 99 to maintain or improve SR 99's instreet bicycle compatibility.

1337-12

(p) The reader interprets the EIS FWLE station drawings in Appendix F as indicating that the floors of station mezzanines will protect bicycle parking underneath from precipitation and falling debris. Rainfall complicates the riders' bike-to-transit transfer process and corrodes bicycle machinery, sometimes causing unexpected safety issues in traffic. The reader has additional concerns, including:

- (1) Walls or windbreaks around bicycle parking areas to shield riders and parked bicycles from precipitation driven by wind into the parking area under the overhead;
- (2) A variety of bicycle parking appliances in each parking area, with FWLE design preference given

1337-13

### *Response to Comment 1337-8*

The distance for the bikeshed was established in the Transportation Methodology Report, included in Attachment B of Appendix A in the Transportation Technical Report (Appendix G1). This methodology was reviewed and approved by FHWA, WSDOT, and the local jurisdictions in the FWLE corridor. The routes identified are outside of the study area, so were not added to Exhibit 4-18.

### *Response to Comment 1337-9*

The purpose of this section is to document usable facilities. The condition of the facilities was not assessed.

### *Response to Comment 1337-10*

Marine View Drive is outside of the FWLE study area; therefore, the information in the comment was not included in the Transportation Technical Report.

### *Response to Comment 1337-11*

The Final EIS has been updated to include this information for the Preferred Kent/Des Moines Station. This level of design was not completed for the other Kent/Des Moines stations.

### *Response to Comment 1337-12*

Any road modifications would retain existing non-motorized access conditions. Some road modifications near stations, would include improvements to facilitate safe movement of non-motorized users.

### *Response to Comment 1337-13*

Details of bicycle parking/storage will be determined during final design in coordination with local jurisdictions.

- to steel-pipe fence segments.
  - (3) Rider access to bicycles during emergency evacuations and lockouts of FWLE stations.
  - (4) Separation of bicycle parking from utility accesses, evacuation routes, normal pedestrian routes, loading areas, water runoff, snowplow dumps, and garbage collection/storage.
  - (5) Security from theft and vandalism of parked bicycles unattended by their owners.
  - (6) Covered and illuminated work areas where bicyclists can perform minor repairs during inclement weather without interfering with other FWLE patron transit activities.
  - (7) Enough covered space where riders can reconfigure into, or out of, environmental protection clothing during wet or cold weather without interfering with other FWLE patron transit activities.
  - (8) Storage lockers where a bicyclist's riding equipment can be securely stored when deemed inappropriate to carry onto FWLE transit vehicles.
  - (9) Bicycle parking facilities and appliances that accommodate tandem bicycles, adult-sized tricycles, fenders, baskets, trailers, and visibility pennants on 6-foot poles attached to bicycles.
  - (10) Bicycle parking facilities that minimize the risks of frame/paint damage, frame bending, wheel bending, fender damage, and any other damage or accident to bicycles and riders during loading, unloading, entry, exit, and parking activities.
  - (11) Bicycle parking that is separate from motorcycles, engine-ized bicycles, mopeds, motor scooters, segways, motorized wheelchairs, non-motorized wheelchairs, custumans, motorized skateboards, golf carts (or similar vehicles), and large commercial bicycles (like cargo carriers).
  - (12) Future expansion capability for parking of presently unforeseen transit modes (possibly including charging stations for electric bicycles).
- 1337-13
- (q) Traffic control signalization modified by Sound Transit for FWLE should include the ability to automatically detect a single bicycle in each road lane (including bicycle lanes and left turn lanes) without the rider having to give up road position to actuate a manual signalization control.
- 1337-14
- (r) FWLE intersection modifications should include the addition of instreet bike boxes.
- 1337-15
- (s) Sound Transit should consider adding a light rail car dedicated to small cargoes, including bicycles, on weekends.
- 1337-16
- (t) The double-right-turn-lanes design for an intersection should be prohibited in FLWE street modifications, unless signalization allows bicycles and pedestrians to cross the intersection during their own timeslots that exclude motor vehicles.
- 1337-17
- (u) Extra-wide sidewalks intended for use by both pedestrians and bicycles simultaneously should be prohibited in all FLWE designs. These are dangerous and inefficient for both modes, and they confuse users' perceptions of overall traffic flow.
- 1337-18
- (v) Typographical errors.
- (1) TTR Section 6.3: Last sentence does not make sense, especially in the context of statements made in 6.4 and 6.6.
- 1337-19
- (2) TTR, Appendix A, Attachment A, Future Transportation Project List, third bullet under Des Moines: "rebuild signal rebuild"
- 1337-20
- (3) EIS 3.5.3.2, Page 3-34, I-5 Alternative, 2nd paragraph, 3rd line: "maintanance" (incorrect spelling).

Name: David Hoffman  
 Address: 25334 45th Ave. S.  
 City: Kent  
 State: WA  
 Zipcode: 98032

Email:

I live nearby. If so, where? West Hill, east of Military Road, near Reith Road.

I work in the project area. If so, where?;

I own a business nearby. If so, where?;

*Response to Comment 1337-14*

All signal actuation is designed to detect bikes. Sound Transit would coordinate with local jurisdictions regarding any changes in signalization.

*Response to Comment 1337-15*

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

*Response to Comment 1337-16*

The double right-turn lanes will be designed per WSDOT's standards and FHWA *Manual on Uniform Traffic Control Devices* standards to accommodate pedestrians and bicyclists.

*Response to Comment 1337-17*

At the SR 99 and S 236th Street intersection, wider crosswalks and wider sidewalks would be designed to accommodate the increased number of pedestrians. The sidewalk width is not expected to be beyond 10 feet.

*Response to Comment 1337-18*

The text has been modified to clarify mode shift is between autos and other modes.

*Response to Comment 1337-19*

This has been corrected in the Final EIS.

*Response to Comment 1337-20*

This text has been revised in the Final EIS.

I attend school in the project area. If so, where?:

Other (please specify): I conduct the majority of my business by bicycle at establishments west of I-5. I use S.260th St. exclusively to cross I-5.

—  
This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

*No comments*

## Letter FW386

Nguyen, Duong

Page 1

**From:** [prrrrail@box920.bluehost.com](mailto:prrrrail@box920.bluehost.com)  
**To:** [FW-E](#)  
**Subject:** Comment - ST Federal Way Link Extension  
**Date:** Tuesday, May 26, 2015 9:33:30 PM

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From: Duong Nguyen <[rinoa\\_heartilily95@yahoo.com](mailto:rinoa_heartilily95@yahoo.com)>

Message Body:

1338-1 SR 99 Comment: As an international from Highline College, I'm writing to support the Angle Lake - Federal Way Link Light Rail Extension project. I think this will be really convenient for the people who don't drive and are not familiar with the road in U.S. Moreover it wastes lots of time going from the Angle Lake to Federal Way if taking bus. The development of community is also due to partly of number of international students as well as traveller to U.S increasing sharply nowadays, so Light Rail is necessary and also safe for foreigners. The light rail should be transit within richly diverse community, not just another commuter train for people who work in Seattle. The stops at busy destinations are also needed for safety of the riders. The Security Force needs to be especially strengthened at the busy secluded stops where the crimes happen at higher probability.

I-5 Comment:

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment:

Other Comment:

Name: Duong Nguyen  
Address: 17303 Military Rd S  
City: Seatac  
State: WA  
Zipcode: 98188

Email: [rinoa\\_heartilily95@yahoo.com](mailto:rinoa_heartilily95@yahoo.com)

I live nearby. If so, where?: Seatac

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?: Highline College

Other (please specify):

--

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

### *Response to Comment 1338-1*

Please see responses to Common Comments 7 and 8 in Table 9-6 of Chapter 9 of the Final EIS.

## Letter FW387

Frederick, Lauren

Page 1

From: [erfdigi@box226.bluehost.com](mailto:erfdigi@box226.bluehost.com)  
To: [FWLE](#)  
Subject: Comment: ST Federal Way Link Extension  
Date: Tuesday, May 26, 2015 9:29:35 PM

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From: Lauren Frederick <lauren.e.frederick@gmail.com>

Message Body:

1339-1 SR 99 Comment: This is my number one option. It has a slightly lower cost, and would give commuters a much faster option for getting up and down the 99 corridor. From the proposed stations, commuters on foot would have easy access to Highline Community College and Federal Way Commons.

I-5 Comment:

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

1339-2 Environmental Comment: SR 99 is not an attractive route as it is, so I would not be concerned about adding a raised light rail system to that street. I think it makes sense to make use of that corridor.

Other Comment:

Name: Lauren Frederick  
Address: 433 s 207th st  
City: Des Moines  
State: Washington  
Zipcode: 98198-2880

Email: lauren.e.frederick@gmail.com

I live nearby. If so, where?: Des Moines

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

--

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

### *Response to Comment 1339-1*

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

### *Response to Comment 1339-2*

Section 4.5, Visual and Aesthetic Resources, of the Final EIS describes the visual impacts of the FWLE alternatives.

## Letter FW388

Fazilova, Sevda

Page 1

**From:** [natali@fox920.fazilova.com](mailto:natali@fox920.fazilova.com)  
**To:** FWFE  
**Subject:** Comment: - ST Federal Way Link Extension  
**Date:** Tuesday, May 26, 2015 9:09:37 PM

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From: Sevda Fazilova <gulchinfazilova@yahoo.com>

1340-1 [Message Body:  
SR 99 Comment: I support SR 99 Alternative because it will be easy and time consuming for students to commute to Highline College .

I-5 Comment:

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment:

Other Comment:

Name: Sevda Fazilova  
Address: 31075 2ND PL SW  
City: FEDERAL WAY  
State: WASHINGTON  
Zipcode: 98023

Email: [gulchinfazilova@yahoo.com](mailto:gulchinfazilova@yahoo.com)

I live nearby. If so, where?:

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

--

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

### *Response to Comment I340-1*

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

## Letter FW389

Tian, Zhen

Page 1

From: [urrdigit@box920.ldu.edu.cn](mailto:urrdigit@box920.ldu.edu.cn)  
To: FWLE  
Subject: Comment - ST Federal Way Link Extension  
Date: Tuesday, May 26, 2015 8:55:17 PM

---

From: Zhen Tian <tttianzhen0512@hotmail.com>

Message Body:

SR 99 Comment: The SR 99 Alternative with S 216th West and S 260th East Stations is better. On this way, the light rail will across Highline College and several apartments, so it have the higher ridership. Also, it will be more convenient for students.

I-5 Comment: The I-5 Alternative with Kent/Des Moines SR 99 East Station is better. This line will across Kent and Des Moines. There have the higher population. Also, it will have visual impact that will adequacy of the facilities.

1341-1

SR 99 to I-5 Comment: The SR 99 to I-5 Alternative is better. This way have the lower cost on project.

I-5 to SR 99 Comment: The I-5 to SR 99 Alternative is better. This way have the less travel time. Also, it will across the apartments and a high school. So it will have more passenger.

1341-2

Environmental Comment: The light rail will though the underground, so it will have some effect on environment. But the engineer should make it become less impacts.

Other Comment: This project should handle the personal area.

Name: Zhen Tian  
Address: 2136 S 260th St, # BB-201  
City: Des Moines  
State: WA  
Zipcode: 98198

Email: [tttianzhen0512@hotmail.com](mailto:tttianzhen0512@hotmail.com)

I live nearby. If so, where?:

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?: Highline College

Other (please specify):

--

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

### *Response to Comment I341-1*

Please see Section 4.5, Visual and Aesthetic Resources, of the Final EIS for information on visual impacts and Chapter 8, Alternatives Evaluation, for information on ridership, cost, and travel time.

### *Response to Comment I341-2*

Chapters 3, 4, and 5 of the Final EIS describe potential impacts from the FWLE alternatives, as well as potential measures to avoid, minimize, and mitigate those impacts.

## Letter FW390

Jia, Di

Page 1

From: [bjrdian@box922.fdu.edu](mailto:bjrdian@box922.fdu.edu)  
To: FWLE  
Subject: Comment - ST Federal Way Link Extension  
Date: Tuesday, May 26, 2015 8:14:29 PM

---

From: Di Jia <[jd895429467@gmail.com](mailto:jd895429467@gmail.com)>

Message Body:

SR 99 Comment: I support the SR 99 Alternative with S 216th West and S 260th East Stations. On this kind of stations, the light rail will cross Highline College and several apartments, it will have a increasing passenger flow. Also, it will be more convenient for students.

1342-1

I-5 Comment: I support the I-5 Alternative with Kent/Des Moines SR 99 East Station. This line will across Kent and Des Moines. There have the higher population. Also, it will have visual impact that will adequacy of the facilities.

SR 99 to I-5 Comment: I support the SR 99 to I-5 Alternative. This way have lower Cost and higher ridership.

I-5 to SR 99 Comment: I support the I-5 to SR 99 Alternative. This way will across the apartments and a high school. It will have more passenger. Also, it have the less travel time.

1342-2

Environmental Comment: The light rail will have some influence on the environment, but the government should try to overcome the effect on environment. Making the damage become less and less.

1342-3

Other Comment: Making the cost as lower as possible.

Name: Di Jia  
Address: 2100 S 260th St. #D-101  
City: Des Moines  
State: WA  
Zipcode: 98198

Email: [jd895429467@gmail.com](mailto:jd895429467@gmail.com)

I live nearby. If so, where?:

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?: Highline College

Other (please specify):

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This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

### *Response to Comment 1342-1*

Please see Section 4.5, Visual and Aesthetic Resources, of the Final EIS for information on visual impacts and Chapter 8, Alternatives Evaluation, for information on ridership, cost, and travel time.

### *Response to Comment 1342-2*

Chapters 3, 4, and 5 of the Final EIS describe potential impacts of the FWLE alternatives, as well as potential measures to avoid, minimize, and mitigate those impacts.

### *Response to Comment 1342-3*

Chapter 2, Alternatives Considered, of the Final EIS provides project costs.

## Letter FW391

Kustuyukov, Oksana

Page 1

From: [prrdig@box920.lh.ohost.com](mailto:prrdig@box920.lh.ohost.com)  
To: EWE  
Subject: Comment: ST Federal Way Link Extension  
Date: Tuesday, May 26, 2015 7:37:26 PM

From: Oksana Kustuyukov <sanakustuyukov123@gmail.com>

Message Body:

SR 99 Comment: This station option would be perfect because many students and employees are traveling down from Seattle or even further areas just to attend highline community college. By adding a stop here you would cut down much of the traffic in des Moines as well as federal way because many business owners drive down to federal way area. It as well keeps travels in an area that open so they are less risk of being targets for potential crime targets.

1343-1 I-5 Comment: This idea doesn't accommodate travel requirements because it is way out of the way and would cause a lot of problems with people crossing the road to catch the transit in time.

SR 99 to I-5 Comment: This would be beneficial to connect both to one another because both parties would have an easy access to sound transit.

I-5 to SR 99 Comment: This as well would be a beneficial connection to both parties.

1343-2 Environmental Comment: By connecting the sound transit and creating a station on SR 99 you would cut down the traffic and commute down to half, which would be better for the environment because less drivers means less CO2 being released.

Other Comment:

Name: Oksana Kustuyukov  
Address: 3816 i Pl. NE  
City: Auburn  
State: WA  
Zipcode: 98002

Email: sanakustuyukov123@gmail.com

I live nearby. If so, where?: I live in auburn, WA

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?: I go to Highline College

Other (please specify):

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This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

### *Response to Comment 1343-1*

Please see responses to Common Comments 1 and 7 in Table 9-6 of Chapter 9 of the Final EIS.

### *Response to Comment 1343-2*

Section 4.6, Air Quality and Greenhouse Gases, of the Final EIS describes the air quality benefits and impacts.

## Letter FW392

Pandey, Apsara

Page 1

### *Response to Comment 1344-1*

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

From: [pujadia@box920.bluehost.com](mailto:pujadia@box920.bluehost.com)  
To: [FW-E](#)  
Subject: Comment - ST Federal Way Link Extension  
Date: Tuesday, May 26, 2015 7:13:53 PM

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From: Apsara Pandey <puja.sara09@gmail.com>

Message Body:

1344-1 SR 99 Comment: While I was watching, I noticed the major benefit of light rail thought-out the city of federal way. The light rail has different routes that will be going to federal way from Angel Lake. I found out that the one route that is going through the city will benefits more people instead of taking a route through I-5 because there are more people living in the city area then compared to aligned in freeway side. More business will bring the light rail to have more profit along with the government because the fare and the taxes of light rail will be sufficient to build more of these in the future. For example, if the fare were \$2.50 per person it would bring out about \$5000 to \$10,000 a day. One person equal to \$2.50 then think about 500 people traveling in a light rail through the city. In addition, it would enlighten the community with reliable transportation like, faster and secure way of traveling, no hesitation of traffic, time saver etc

I-5 Comment:

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment:

Other Comment:

Name: Apsara Pandey  
Address: 14200 37th Ave S Apt# 301  
City: Tukwila  
State: WA  
Zipcode: 98168

Email: puja.sara09@gmail.com

I live nearby. If so, where?: Tukwila

I work in the project area. If so, where?: SR99

I own a business nearby. If so, where?: International BLVd

I attend school in the project area. If so, where?: Highline College

Other (please specify):

--

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

## Letter FW393

Urban, Jamie

Page 1

**From:** [jurba1@ms220.bluehost.com](mailto:jurba1@ms220.bluehost.com)  
**To:** [FW-E](#)  
**Subject:** Comment - ST Federal Way Link Extension  
**Date:** Tuesday, May 26, 2015 9:46:00 PM

---

From: Jamie Urban <[urbal\\_83@yahoo.com](mailto:urbal_83@yahoo.com)>

Message Body:

SR 99 Comment: I am in favor of the SR 99 alternative because I believe it will have a greater impact on the people who live around Pacific highway. A lot of these people come from lower socioeconomic backgrounds and could really benefit with having the light rail easily accessible. Placing a stop at Highline College would be a much needed opportunity for the students to have access to the College.

1345-1 I-5 Comment: I am not in favor of this option for the light rail. I think that placing the light rail next to the park and ride will only benefit the people that are riding in and out of Seattle for work and doesn't service the community as a whole.

SR 99 to I-5 Comment: This alternative is not a bad option, but the stop for the College should be at the College not across several lanes of traffic and down the road.

I-5 to SR 99 Comment:

Environmental Comment:

Other Comment:

Name: Jamie Urban  
Address: 3004 s151st  
City: seatac  
State: WA - Washington  
Zipcode: 98188

Email: [urbal\\_83@yahoo.com](mailto:urbal_83@yahoo.com)

I live nearby. If so, where?:

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?: I attend Highline College and feel that placing a stop at the College would open up access for the students attending Highline.

Other (please specify):

--

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

### *Response to Comment 1345-1*

Please see responses to Common Comments 1, 4, and 8 in Table 9-6 of Chapter 9 of the Final EIS

## Letter FW396

Barajas, Angelica

Page 1

From: [Angelica Barajas](#)  
To: [FW396](#)  
Subject: Public Comments on Extension of Light Rail through to Federal Way  
Date: Tuesday, May 26, 2015 5:30:50 PM

---

To Whom It May Concern:

I am writing to you because it was brought to my attention that the extension of Light Rail through to Federal Way is under review, and it a number of alternative routes and design are being considered.

1346-1 One route being considered would be going through the new Sea Mar clinic building that is being built and scheduled to be open this summer in Des Moines at Highway 99 and South 242<sup>nd</sup> Street. This means that if the route 99 is selected than the newly constructed clinic will be at jeopardy of being torn down. I ask that you please consider the other routes of I-5, SR 99 to I-5, and I-5 to SR 99 as these three routes would not disturb the new Des Moines clinic.

As a reminder, if the SR 99 route is selected it would result in wasting public dollars that were used to build a much needed clinic serving the Des Moines and Kent low-income communities.

Thank you,

Angelica Barajas

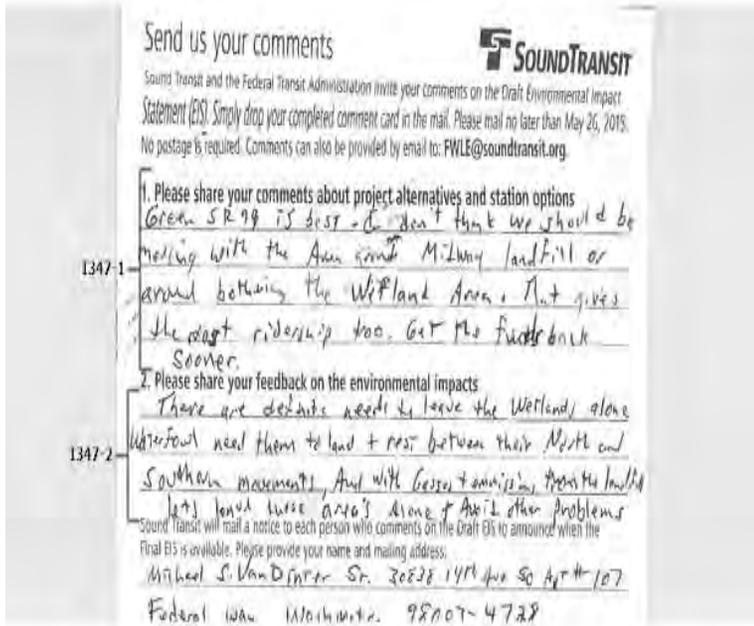
### *Response to Comment 1346-1*

Please see response to Common Comment 9 in Table 9-6 of Chapter 9 of the Final EIS.

Letter FW397

Van Dinter Sr., Michael S.

Page 1



Response to Comment 1347-1

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

Response to Comment 1347-2

Section 4.9, Ecosystems, of the Final EIS describes the potential impacts on and mitigation for wetlands, streams and aquatic habitat, vegetation, and wildlife habitat. Section 4.12, Hazardous Materials, discusses potential impacts on Midway Landfill.

Letter FW398

Anonymous

Page 1

Send us your comments

**SOUNDTRANSIT**

Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment card in the mail. Please mail no later than May 26, 2015. No postage is required. Comments can also be provided by email to: [FWLE@soundtransit.org](mailto:FWLE@soundtransit.org)

1. Please share your comments about project alternatives and station options

IF BUSES WILL STAY BE  
RUNNING ON SR 99, THE PACEIC  
HIGH ROUTE WOULD ALLOW ACCESS  
TO STATIONS WITHOUT USING A CAR.

2. Please share your feedback on the environmental impacts

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address:

*Response to Comment 1348-1*

Chapter 2, Alternatives Considered, of the Final EIS describes non-motorized access improvements that would be incorporated into the project.

Letter FW399

Smith, N

Page 1

Send us your comments

**SOUNDTRANSIT**

Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment card in the mail. Please mail no later than May 26, 2015. No postage is required. Comments can also be provided by email to: [FWLE@soundtransit.org](mailto:FWLE@soundtransit.org).

1. Please share your comments about project alternatives and station options

ABSOLUTELY NO TOS2 IS ALTERNATIVE  
THIS WOULD DISRUPT MY PROPERTY AND NEIGHBORHOODS  
ON BOTH AVES. I AM OPPOSED AS MY NEIGHBORS

1349-1

2. Please share your feedback on the environmental impacts

PLEASE DO NOT DISRUPT  
NEIGHBORHOODS! NO TOS-5  
ALTERNATIVE

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address:

NSMITH  
22700 30 AVENUE B315 DEERMOORE WA 98008

Response to Comment I349-1

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

## Letter FW400

Anderson, Donald M

Page 1

Send us your comments 

Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment card in the mail. Please mail no later than May 26, 2015. No postage is required. Comments can also be provided by email to: [FWLE@soundtransit.org](mailto:FWLE@soundtransit.org).

1. Please share your comments about project alternatives and station options

1350-1 PREFER THE I-5 ALTERNATIVE.

2. Please share your feedback on the environmental impacts

1350-2 DO NOT UNDERSTAND WHY NEED TO JOGGLE AROUND THE MIDWAY LANDFILL - IT IS FLAT GROUND EMPTY

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address:

Donald M. Anderson  
25318 35th Place South  
Kent, WA 980329616

### *Response to Comment 1350-1*

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

### *Response to Comment 1350-2*

See Section 4.12, Hazardous Materials, of the Final EIS for a discussion of potential challenges in crossing the Midway Landfill. The Preferred and SR 99 to I-5 alternatives described in the Final EIS would cross the edge of the landfill.

Letter FW401

Anonymous

Page 1

Send us your comments 

Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment card in the mail. Please mail no later than May 26, 2015. No postage is required. Comments can also be provided by email to: [FWLE@soundtransit.org](mailto:FWLE@soundtransit.org).

1. Please share your comments about project alternatives and station options

1351-1 SR 99 Alternative

2. Please share your feedback on the environmental impacts

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address:

*Response to Comment 1351-1*

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

## Letter FW402

Sweet, M. Anne

Page 1

**Send us your comments**

**SOUNDTRANSIT**

Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment card in the mail. Please mail no later than May 26, 2015. No postage is required. Comments can also be provided by email to: [FWLE@soundtransit.org](mailto:FWLE@soundtransit.org).

1. Please share your comments about project alternatives and station options

1352-1 I prefer the SR99 to I-5 Alternative - keeping the transit nearest the I-5 transit corridor, but displacing fewer residences than I-5 Alt and displacing fewer businesses than the SR99 Alt.

2. Please share your feedback on the environmental impacts

1352-2 Please provide free parking wherever possible. I can't use Tukwila as often as I would like because there are no available parking spaces.

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address.

M. Anne Sweet  
23438 25th Ave S  
Des Moines, WA 98198

### *Response to Comment 1352-1*

Section 4.1, Acquisitions, Displacements, and Relocations, of the Final EIS describes the number of business and residential displacements for each alternative. It also summarizes the relocation process and benefits for residents and businesses.

### *Response to Comment 1352-2*

Please see response to Common Comment 5 in Table 9-6 of Chapter 9 of the Final EIS.

# Letter FW403

Bonata, Richard

Page 1



## Response to Comment 1353-1

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

## Response to Comment 1353-2

Please see responses to Common Comments 4 and 5. Federal Way High School students could walk the approximately 3/4-mile distance to the school from the Federal Way Transit Center Station.

# Letter FW404

Anonymous

Page 1

Send us your comments 

Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment card in the mail. Please mail no later than May 26, 2015. No postage is required. Comments can also be provided by email to: [FWLE@soundtransit.org](mailto:FWLE@soundtransit.org)

1. Please share your comments about project alternatives and station options

1354-1 I-5 Alternative makes more sense. The idea would be to get more cars off the freeway!

2. Please share your feedback on the environmental impacts

1354-2 Please do not overlook the parking. The Red Way transit ctr. is already full to capacity every day.

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address.

## *Response to Comment 1354-1*

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

## *Response to Comment 1354-2*

Please see response to Common Comment 5.

# Letter FW405

Anonymous

Page 1

Send us your comments

 SOUND TRANSIT

Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment card in the mail. Please mail no later than May 26, 2015. No postage is required. Comments can also be provided by email to: FWLE@soundtransit.org

1. Please share your comments about project alternatives and station options

1355-1 - Two of the four options look ideal on certain conditions. The SR99 Alternative is <sup>preferred</sup> ideal ONLY if the rail is situated down the west & not on the east side (esp. around 288th St.). My #1 choice is SR99 to I-5 alternative. There will be less displacements & less

2. Please share your feedback on the environmental impacts in west!

I am worried about noise from the rail system esp. from people riding it, the construction & the potential crime that may be involved. Our community already struggles w/ the increase of crime in the area.

1355-2

Sound Transit will make notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address.

Address being sent via email address above.

## Response to Comment 1355-1

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

## Response to Comment 1355-2

Section 4.7, Noise and Vibration, of the Final EIS describes the potential operational noise impacts, all of which could be mitigated. Section 5.2.8 of Chapter 5, Construction, describes potential noise impacts during construction and potential mitigation measures. Section 4.14, Public Services, Safety, and Security, describes the potential impacts of the FWLE on public services in the study area, including the project-related operations that could change emergency response services related to crime or other emergencies. It also describes the security that would be provided at stations and how the station design incorporates measures to address safety using “crime prevention through environmental design” principles.

## Letter FW406

Floy, Warren

Page 1

Send us your comments

 SOUNDTRANSIT

Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment card in the mail. Please mail no later than May 26, 2015. No postage is required. Comments can also be provided by email to: [FWLE@soundtransit.org](mailto:FWLE@soundtransit.org).

1. Please share your comments about project alternatives and station options

1356-1 I LIKE SR 99 OPTION THE BEST, HAVING THE LEAST RESIDENTIAL IMPACT.

1356-2 we need light rail to Tacoma.

2. Please share your feedback on the environmental impacts

1356-3 Any of the link options will get people out of their cars and on their feet or bicycles or buses, offsetting any environmental impact.

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address:

 Warren Floy  
31420 23rd Ave S Apt 316  
Federal Way, WA 98003

### *Response to Comment 1356-1*

Please see responses to Common Comments 1 and 3 in Table 9-6 of Chapter 9 of the Final EIS.

### *Response to Comment 1356-2*

Please see response to Common Comment 6.

### *Response to Comment 1356-3*

Please see response to Common Comment 11.

## Letter FW407

Anonymous

Page 1

Send us your comments 

Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment card in the mail. Please mail no later than May 26, 2015. No postage is required. Comments can also be provided by email to: [FWLE@soundtransit.org](mailto:FWLE@soundtransit.org).

1. Please share your comments about project alternatives and station options

I357-1 [ NEED SOUND TRANSIT TO GO  
ALL THE WAY TO  
FEDERAL WAY/WA "ASAP"

2. Please share your feedback on the environmental impacts

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address:

### *Response to Comment I357-1*

Please see response to Common Comment 10 in Table 9-6 of Chapter 9 of the Final EIS.

Letter FW408

Engracia, Ricky

Page 1

Send us your comments

**SOUNDTRANSIT**

Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment card in the mail. Please mail no later than May 26, 2015. No postage is required. Comments can also be provided by email to: [FWLE@soundtransit.org](mailto:FWLE@soundtransit.org).

1. Please share your comments about project alternatives and station options

1358-1 THE SR 99 TO I-5 ALTERNATIVE LOOKS LIKE A GOOD OPTION. COST IS RELATIVELY CHEAPER, FEWER DISPLACEMENTS FOR BOTH BUSINESS & RESIDENTIAL, AND MAKES FULL USE OF STAIR LAKE PARK & RIDE.

2. Please share your feedback on the environmental impacts

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the final EIS is available. Please provide your name and mailing address.

RICKY ENGRACIA  
1814 S 286TH LN P201 FEDERAL WAY 98003

*Response to Comment 1358-1*

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

Letter FW409

Lanady, Daniel

Page 1

Send us your comments

 SOUNDTRANSIT

Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment card in the mail. Please mail no later than May 26, 2015. No postage is required. Comments can also be provided by email to: FWLE@soundtransit.org.

1. Please share your comments about project alternatives and station options

1359-1 WE FEEL THE SR 99 ALTERNATIVE ROUTE WOULD  
BEST SERVE COMMUTER NEEDS

2. Please share your feedback on the environmental impacts

1359-2 WE FEEL THE SR 99 ALTERNATIVE ROUTE WOULD  
LEAST IMPACT THE ~~ENVIRONMENT~~ ENVIRONMENT BY RUNNING  
THROUGH ALREADY DEVELOPED AREAS

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address.

DANIEL LANADY 3100 S 208TH ST SEATTLE WA  
98148

*Response to Comment 1359-1*

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

*Response to Comment 1359-2*

Please see response to Common Comment 1.

Letter FW410

Anonymous

Page 1

Send us your comments



Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment card in the mail. Please mail no later than May 26, 2015. No postage is required. Comments can also be provided by email to: [FWLE@soundtransit.org](mailto:FWLE@soundtransit.org).

1. Please share your comments about project alternatives and station options

I like to have 1-5 Alternative!

2. Please share your feedback on the environmental impacts

1-5 Alternative reduce environmental damage best!

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address:

*Response to Comment I360-1*

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

Letter FW411

Bailey, Stephen

Page 1

Send us your comments



Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment card in the mail. Please mail no later than May 26, 2015. No postage is required. Comments can also be provided by email to: FWLE@soundtransit.org.

1. Please share your comments about project alternatives and station options

1361-1 The SR99 Alternative is by far the best Plan and the other three make no sense at all. I also think the ridership data for the other three is inflated and still can't do work to the Bus system

2. Please share your feedback on the environmental impacts

1361-2 This card is not big enough for all my comments. Environmental impact is a non issue

1361-3 you should speed up the whole process

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address.

Stephen Bailey 1645 272nd St #61  
Federal Way WA 98003

*Response to Comment 1361-1*

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

*Response to Comment 1361-2*

See Section 3.5.2, Transit Service and Operations, of Chapter 3, Transportation Environment and Consequences, of the Final EIS for updated ridership information.

*Response to Comment 1361-3*

Please see response to Common Comment 10.

Letter FW412

Lin, Lewis

Page 1

Send us your comments 

Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment card in the mail. Please mail no later than May 26, 2015. No postage is required. Comments can also be provided by email to: FWLE@soundtransit.org.

1362-1

1. Please share your comments about project alternatives and station options  
 I prefer the I-5 alternative. The point is we can still have a clean and nice SR-99. Both I-5 and SR-99 are the major N-S road, if the light rail goes on the SR-99, the traffic on both roads is going to be ~~worse~~ worse!

2. Please share your feedback on the environmental impacts  
 Great solution for both environment and ~~economy~~ economic! People live in the south don't have to drive to Seattle, and also people live in P.T. Seattle who do not have cars can easily get to the South via standing hrs on buses.

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address:  
 Lewis Lin  
 31224 10TH AVE S. FEDERAL LAKE, WA 98003

Response to Comment 1362-1

See Section 3.5.3, Arterial and Local Street Operations, of Chapter 3, Transportation Environment and Consequences, for a discussion of traffic impacts.

Letter FW413

Tabor, Ross

Page 1

Response to Comment I363-1

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

Send us your comments 

Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment card in the mail. Please mail no later than May 26, 2015. No postage is required. Comments can also be provided by email to: [FWLE@soundtransit.org](mailto:FWLE@soundtransit.org).

1. Please share your comments about project alternatives and station options  
*The option of avoiding the land fill with the blue alternative should be done. Use of elevated guideway should be at minimum*

2. Please share your feedback on the environmental impacts  
*The light blue alternative 94-15. Is loss costing, disrupts the less residents & business.*

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address:  
*Ross Tabor 1004 S. 323 Federal way 98003*

I363-1

Letter FW414

Anonymous

Page 1

*Response to Comment I364-1*

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

**Send us your comments** 

Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment card in the mail. Please mail no later than May 26, 2015. No postage is required. Comments can also be provided by email to: [FWLE@soundtransit.org](mailto:FWLE@soundtransit.org).

**1. Please share your comments about project alternatives and station options**

I364-1 | SR 99 ALTERNATIVE  
Kent/Des Moines station

**2. Please share your feedback on the environmental impacts**

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address:

Letter FW415

Anonymous

Page 1

*Response to Comment 1365-1*

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

**Send us your comments**

**SOUNDTRANSIT**

Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment card in the mail. Please mail no later than May 26, 2015. No postage is required. Comments can also be provided by email to: [FWLE@soundtransit.org](mailto:FWLE@soundtransit.org).

1. Please share your comments about project alternatives and station options

1365-1 — R99 ALTERNATIVE

Kent/Des Moines station.

2. Please share your feedback on the environmental impacts

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address:

## Letter FW416

Pearson, T.

Page 1

Send us your comments 

Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment card in the mail. Please mail no later than May 26, 2015. No postage is required. Comments can also be provided by email to: FWLE@soundtransit.org.

1. Please share your comments about project alternatives and station options

1366-1 Keep the rail close to Hwy 99 as possible  
The stations need a lot more parking available for everyone

1366-2 not just paid parking. We use the Tukwila station a lot - the parking is a premium!

2. Please share your feedback on the environmental impacts

1366-3 Close to I5 there are green belts that would be impacted on Hwy 99 it would help clean up questionable businesses

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address:

T. Pearson  
3409 5th St NW / VanL 111A 98122

### *Response to Comment 1366-1*

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

### *Response to Comment 1366-2*

Please see response to Common Comment 5.

### *Response to Comment 1366-3*

Sections 4.5, Visual and Aesthetic Resources, of the Final EIS and 4.9, Ecosystems, describe impacts on vegetation along I-5. Sections 4.3, Economics, and 4.1, Acquisitions, Displacements, and Relocations, discuss business displacements.

# Letter FW417

Elley, Gordon

Page 1

Send us your comments

 SOUNDTRANSIT

Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment card in the mail. Please mail no later than May 26, 2015. No postage is required. Comments can also be provided by email to: [FWLE@soundtransit.org](mailto:FWLE@soundtransit.org).

1. Please share your comments about project alternatives and station options

1367-1 I prefer SR99 alternative. This route would provide service to an actual pedestrian zone with businesses along the entire route. It also includes service to H. H. Conn. College. The other routes look to me as just express service N+S w/o business along the route.

2. Please share your feedback on the environmental impacts

1367-2 SR99 alternative looks to be the least harmful for the environment. ~~SR99~~

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address:

Gordon Elley 31517 36<sup>th</sup> Ave South  
Auburn WA 98001

## Response to Comment 1367-1

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

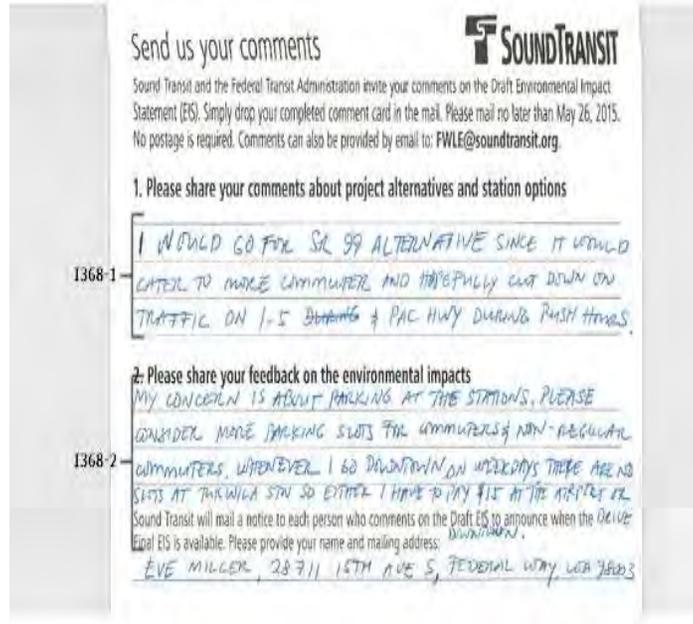
## Response to Comment 1367-2

Chapter 8, Alternatives Evaluation, of the Final EIS describes the trade-offs between alternatives, including environmental impacts.

# Letter FW418

Miller, Eva

Page 1



## Response to Comment 1368-1

Section 3.5.3, Arterial and Local Street Operations, of Chapter 3, Transportation Environment and Consequences, describes traffic impacts from the project.

## Response to Comment 1368-2

Please see response to Common Comment 5 in Table 9-6 of Chapter 9 of the Final EIS.

Letter FW419

Anonymous

Page 1

Send us your comments 

Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment card in the mail. Please mail no later than May 26, 2015. No postage is required. Comments can also be provided by email to: [FWLE@soundtransit.org](mailto:FWLE@soundtransit.org).

1. Please share your comments about project alternatives and station options

I like the I-5 alternative costing \$1.42 billion.  
It seems the most logical and ~~is~~ would provide an excellent route with the least visual ~~an~~ impact.

2. Please share your feedback on the environmental impacts

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address:

1369-1

*Response to Comment 1369-1*

Section 4.5, Visual and Aesthetic Resources, of the Final EIS describes the visual impacts of the FWLE alternatives.

# Letter FW420

Anonymous

Page 1

Send us your comments 

Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment card in the mail. Please mail no later than May 26, 2015. No postage is required. Comments can also be provided by email to: [FWLE@soundtransit.org](mailto:FWLE@soundtransit.org).

1. Please share your comments about project alternatives and station options

I370-1 [ BUILD IT AND THEY  
WILL COME !!!

2. Please share your feedback on the environmental impacts

[ DO IT! AWESOME!

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address:

## Response to Comment I370-1

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

Letter FW421

Anonymous

Page 1

Send us your comments

**SOUNDTRANSIT**

Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment card in the mail. Please mail no later than May 26, 2015. No postage is required. Comments can also be provided by email to: FWLE@soundtransit.org

1. Please share your comments about project alternatives and station options

We support the SR9 alternative on SR9 to I-5 and align with the SR9 program for the north side and the SR9 station. We are opposed to the SR9 and SR9 alternative on SR9 to the main I-5 interchange. This alternative is more disruptive and adds to already congested streets in Federal Way.

2. Please share your feedback on the environmental impacts

Keeping light rail along I-5 allows for better future expansion and station placement.

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address.

320th Ave + I-5 and I-5 at FWTC

1371-1

Response to Comment 1371-1

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

Letter FW422

Burtis, Lisa B.

Page 1

Send us your comments

 SOUNDTRANSIT

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1. Please share your comments about project alternatives and station options

1-5 To SR 99

1372-1 THIS ALTERNATIVE OF 157 SR 99 SEEMS THE GOOD CHOICE FOR CONVENIENCE

2. Please share your feedback on the environmental impacts

\*AGAIN 1-5 To SR 99

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address.

LISA B. BURTIS 98023  
27916 PACIFIC HWY. FEDERAL WAY

*Response to Comment 1372-1*

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

Letter FW423

Meyer, Pat

Page 1

Send us your comments 

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1. Please share your comments about project alternatives and station options

I feel the I-5 alternative would be the best for the city of Federal Way.

1373-1 2. Please share your feedback on the environmental impacts

Have stations near parking, close to businesses, minimum residential losses, high ridership, cost effective.

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address.

Pat Meyer  
30421 10<sup>th</sup> S Federal Way WA 98003

Response to Comment 1373-1

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

Letter FW424

Thompson, Mike

Page 1

Send us your comments 

Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment card in the mail. Please mail no later than May 26, 2015. No postage is required. Comments can also be provided by email to: [FWLE@soundtransit.org](mailto:FWLE@soundtransit.org).

1. Please share your comments about project alternatives and station options

1374-1 SR 99 Alt. would create too much congestion along 99, I-5 or SR to I-5 look like best options. Considering displacement + cost SR 99 in I-5 appears to be the best choice

2. Please share your feedback on the environmental impacts

no major concerns with 2 options listed above

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address:

Mike Thompson  
74049 127th Ave S. Des Moines, WA 98198

*Response to Comment 1374-1*

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS. Section 3.5.3, Arterial and Local Street Operations of Chapter 3, Transportation Environment and Consequences, of the Final EIS describes the traffic impacts of the FWLE alternatives.

Letter FW425

Gyselman Jr., Jim

Page 1

Send us your comments

**SOUNDTRANSIT**

Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment card in the mail. Please mail no later than May 26, 2015. No postage is required. Comments can also be provided by email to: [FWLE@soundtransit.org](mailto:FWLE@soundtransit.org).

1. Please share your comments about project alternatives and station options

I ADMIT, I HAVEN'T STUDIED THE ROUTES TOO HARD, BUT IS THERE AN ADVANTAGE HAVING IT ALONG I-5 VS. 99? I WOULD HAVE IT RUN THE ENTIRE LENGTH OF 99 W/ NO TRENCHING, IF POSSIBLE. KEEP IT SIMPLE & LESS COSTLY.

2. Please share your feedback on the environmental impacts

I HAVE NO ENVIRONMENTAL IMPACT CONCERNS AT THIS TIME. WE HAVE TO GET THIS FINISHED... + QUICKLY. I WANT THE FUTURE GENERATIONS TO TAKE ADVANTAGE OF THIS & TO ENJOY.

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address:

JIM GYSELMAN JR.  
2622 K 268TH ST KENT, WA 98032

1375-1

Response to Comment 1375-1

Please see response to Common Comment 10 in Table 9-6 of Chapter 9 of the Final EIS. Chapter 8, Alternatives Evaluation, of the Final EIS describes the trade-offs between alternatives.

Letter FW426

Smiths, The

Page 1

Send us your comments 

Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment card in the mail. Please mail no later than May 26, 2015. No postage is required. Comments can also be provided by email to: [FWLE@soundtransit.org](mailto:FWLE@soundtransit.org)

1. Please share your comments about project alternatives and station options

SR 9A & 1-5 to SR 99 would be the most successful choice. The Redondo Park & Ride is huge & can be used well for a station stop. Also, more people will have access & can ride with convenience on their routes.

2. Please share your feedback on the environmental impacts

Although many people will be impacted, Federal way needs some cleaning up. This project will get the old houses / buildings out & provide w/ w new opportunities.

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address:

Smiths 1810 S 284th LN # 1104 Federal Way, WA 98003

Response to Comment I376-1

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

Letter FW427

Phinney, Anne

Page 1

Send us your comments 

Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment card in the mail. Please mail no later than May 26, 2015. No postage is required. Comments can also be provided by email to: [FWLE@soundtransit.org](mailto:FWLE@soundtransit.org).

1. Please share your comments about project alternatives and station options

I prefer the 1-5 alternative  
Less business displacements  
& cost -

1377-1 2. Please share your feedback on the environmental impacts

The 1-5 is already in place  
& this route will conflict with  
it - less impact on  
area

Sound Transit will mail a notice to each person who comments on the draft EIS to announce when the final EIS is available. Please provide your name and mailing address:

Anne Phinney  
email - [anne.phinney@gmail.com](mailto:anne.phinney@gmail.com)

Response to Comment 1377-1

Please see response to Common Comment 2 in Table 9-6 of Chapter 9 of the Final EIS.

# Letter FW428

Anonymous

Page 1



## *Response to Comment 1378-1*

Please see response to Common Comment 6 in Table 9-6 of Chapter 9 of the Final EIS.

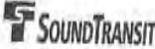
## *Response to Comment 1378-2*

Section 4.6, Air Quality and Greenhouse Gases, of the Final EIS describes the benefits for and impacts on air quality from the FWLE.

# Letter FW429

Anonymous

Page 1

Send us your comments 

Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment card in the mail. Please mail no later than May 26, 2015. No postage is required. Comments can also be provided by email to: [FWLE@soundtransit.org](mailto:FWLE@soundtransit.org)

1. Please share your comments about project alternatives and station options

1379-1 I-5 alter, would be my choice, much cheaper.  
SA 99 to I-5 my 2nd choice.

I-5 to 99 is no no serve no one purpose ease traffic  
SA 99 alter. Will put more traffic jam worst for residents.

2. Please share your feedback on the environmental impacts

1379-2 We have sufficiency bus routes on 99 now, leave  
this route as it is, so that it could be alternate  
route in case I-5 clogged (daily from 320<sup>th</sup> - 234<sup>th</sup>)

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address.

## Response to Comment 1379-1

Section 3.5.1, Regional Facilities and Travel, of Chapter 3, Transportation Environment and Consequences, of the Final EIS describes changes in regional traffic with the FWLE alternatives.

## Response to Comment 1379-2

Section 3.5.2, Arterial and Local Street Operations of Chapter 3 describes proposed changes to bus routes with the FWLE alternatives.

# Letter FW430

Anonymous

Page 1

Send us your comments 

Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment card in the mail. Please mail no later than May 25, 2015. No postage is required. Comments can also be provided by email to: FWLE@soundtransit.org.

1. Please share your comments about project alternatives and station options

1-5 Alternative it should follow 1-5 not neighborhoods

2. Please share your feedback on the environmental impacts

NO ONE WE KNOW WILL USE THE LIGHT RAIL TO GO TO SEATTLE GOING DOWN RAINIER WAS STUPID.

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address.

## Response to Comment 1380-1

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

Send us your comments 

Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment card in the mail. Please mail no later than May 26, 2015. No postage is required. Comments can also be provided by email to: [FWLE@soundtransit.org](mailto:FWLE@soundtransit.org)

1. Please share your comments about project alternatives and station options

1381-1 } Would prefer to have the Green line as #1 opt'on. It allows better access and simple ph #2 option the "Red" line. Would like to see the system to F/W before 2023 in place + up and running.

2. Please share your feedback on the environmental impacts

1381-2 } Wetlands near 272 → 288<sup>th</sup> next to freeway

---

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address:

George Door 28572 29<sup>th</sup> Pl S.  
Federal Way WA 98003

*Response to Comment 1381-1*

Please see responses to Common Comments 1 and 10 in Table 9-6 of Chapter 9 of the Final EIS.

*Response to Comment 1381-2*

Section 4.9, Ecosystems, of the Final EIS describes wetlands in the study area and impacts on them from the Preferred Alternative.



*Response to Comment 1382-1*

Please see Chapter 2, Alternatives Considered, of the Final EIS for a description of the Final EIS Alternatives and a summary of the alternatives considered and rejected. The Angle Lake Station, which opened in September 2016, is at S 200th Street.

Letter FW433

Monroe, Marquita A.

Page 1

Send us your comments 

Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment card in the mail. Please mail no later than May 26, 2015. No postage is required. Comments can also be provided by email to: [FWLE@soundtransit.org](mailto:FWLE@soundtransit.org).

1. Please share your comments about project alternatives and station options

1383-1 SR-99 is the best way. Less people would be displaced and this route will give more access to the Highway 99.

2. Please share your feedback on the environmental impacts

1383-2 As long as it stays up in the air and on some parts are on ground it will not affect the environment at all.

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address:

Marquita A Monroe 98003  
31222 20th Ave S Federal Way, WA

*Response to Comment 1383-1*

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

*Response to Comment 1383-2*

The Final Environmental Impact Statement evaluates impacts of all the alternatives. The Executive Summary summarizes these impacts and Chapter 8, Alternatives Evaluation, describes the trade-offs among the FWLE alternatives.

Send us your comments 

Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment card in the mail. Please mail no later than May 26, 2015. No postage is required. Comments can also be provided by email to: FWLE@soundtransit.org

1. Please share your comments about project alternatives and station options

1384-1 *prefer I5 Alternative with stop close to  
highline. Also like the option going to the  
320 park & ride*

2. Please share your feedback on the environmental impacts

1384-2 *Run along I5 less enviro impact. Already have  
good bus service along 99, so wouldn't need  
rail where bus service already resides*

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address:

*Craig Newman 928 W 296 St Red Way 98003*

*Response to Comment 1384-1*

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

*Response to Comment 1384-2*

The Final Environmental Impact Statement evaluates impacts of all the alternatives. The Executive Summary summarizes these impacts and Chapter 8, Alternatives Evaluation, describes the trade-offs among the FWLE alternatives. Section 3.5.2 of Chapter 3, Transportation Environment and Consequences, of the Final EIS describes proposed changes in bus service with the FWLE Alternatives.

# Letter FW435

Jenses, Anita

Page 1

Send us your comments

**SOUNDTRANSIT**

Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment card in the mail. Please mail no later than May 26, 2015. No postage is required. Comments can also be provided by email to: [FWLE@soundtransit.org](mailto:FWLE@soundtransit.org).

1. Please share your comments about project alternatives and station options

1385-1 I prefer the lowest COST option, I5 alt less impact to roads. Why not build it right over the landfill? That land is useless for anything else

2. Please share your feedback on the environmental impacts

Keep traffic moving!

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address:

Anita Jensen  
21930 39th Pl. S. Kent WA 98121

## Response to Comment 1385-1

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS. Section 3.5, of Chapter 3, Transportation Environmental and Consequences, of the Final EIS describes the impacts and benefits of the FWLE on the regional and local traffic. Chapter 2, Alternatives Considered, describes how the alternatives were identified.

Send us your comments 

Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment card in the mail. Please mail no later than May 26, 2015. No postage is required. Comments can also be provided by email to: [FWLE@soundtransit.org](mailto:FWLE@soundtransit.org).

1. Please share your comments about project alternatives and station options

1386-1 SR 99 looks like the best option

I-5 Alt. looks disruptive to the neighborhood

I-5 to SR 99 Alt. is too far from Highline College

2. Please share your feedback on the environmental impacts

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address.

*Response to Comment 1386-1*

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

Send us your comments 

Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment card in the mail. Please mail no later than May 26, 2015. No postage is required. Comments can also be provided by email to: [FWLE@soundtransit.org](mailto:FWLE@soundtransit.org).

1. Please share your comments about project alternatives and station options

*SR 99 to I-5 Alternative Preferred*

1387-1 I favor SR 99 to I-5 alternative, it seems to displace fewer residents, it is a more comprehensive connection to SeaTac

*It's second choice, but it's money well spent on Route*

2. Please share your feedback on the environmental impacts

I am not education on how SR 99 to I-5 route would impact environment  
Less residential disruption should reduce impact on environment.

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address:

*EDNA BURLON - 20916 39th Way NW  
Seattle - 98148*

*Response to Comment 1387-1*

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

Send us your comments

 **SOUNDTRANSIT**

Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment card in the mail. Please mail no later than May 26, 2015. No postage is required. Comments can also be provided by email to: [FWLE@soundtransit.org](mailto:FWLE@soundtransit.org).

1. Please share your comments about project alternatives and station options

I-5 Alternative - would be best

2. Please share your feedback on the environmental impacts

It is the ~~best~~ lowest price tag for the project ~~needed~~

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address.

1388-1

*Response to Comment 1388-1*

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

Letter FW439

Anderson, Townley L.

Page 1

Send us your comments

 SOUNDTRANSIT

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1389-1

1. Please share your comments about project alternatives and station options

I-5 ALT, COST, BUS DISPLACEMENTS  
LAND COSTS, TRAFFIC ON 99

2. Please share your feedback on the environmental impacts

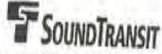
TOWNLEY L. ANDERSON  
1650 S. 24<sup>TH</sup> PL  
DES. MOINES, WA 98198

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address.

*Response to Comment 1389-1*

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

Send us your comments

 SOUNDTRANSIT

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1. Please share your comments about project alternatives and station options

I LIVE IN DES MOINES, AM RETIRED, BUT WORK DOWNTOWN PART TIME FROM TIME TO TIME. LIGHT RAIL CANNOT COMPETE W/ BUS. THERE SHOULD HAVE BEEN AN EXPRESS ROUTE (ABOVE I-5?) TO DOWNTOWN. WHY DO WE NEED TO BE SHUTTLED TO BEACON HILL ETC ON THE WAY TO DOWNTOWN? POOR PLANNING.

2. Please share your feedback on the environmental impacts FROM BEGINNING, AND 15-20 MIN LONGER THAN BUS.

-OF PROPOSED ALTERNATIVES, I WOULD VOTE FOR SR99 (GREEN) TO STOP AT HOO.

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address.

1390-1

*Response to Comment 1390-1*

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS. Section 3.5.2 of Chapter 3, Transportation Environment and Consequences, of the Final EIS describes travel time for the FWLE to regional destinations, including downtown Seattle.

Send us your comments

**SOUNDTRANSIT**

Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment card in the mail. Please mail no later than May 26, 2015. No postage is required. Comments can also be provided by email to: [FWLE@soundtransit.org](mailto:FWLE@soundtransit.org).

1. Please share your comments about project alternatives and station options

1391-1 I live between IS and Military just off 216th (33rd Ave S). I had no idea 509 was being planned. The only benefit I get from this is if there is a light rail station on 216th. It would allow many people that live in apts here to walk to the station.

2. Please share your feedback on the environmental impacts

1391-2 I have car noise and plane noise already. If the rail goes under this bridge, I will have to deal with train noise as well. Please do not keep it on 99 <sup>of here.</sup>

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address:

Greg Deeth  
21440 33rd Ave S, Seattle WA 98198

*Response to Comment 1391-1*

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS. The S 216th Station is not funded. See Section 2.5, of Chapter 2, Alternatives Considered, of the Final EIS for a discussion of project funding.

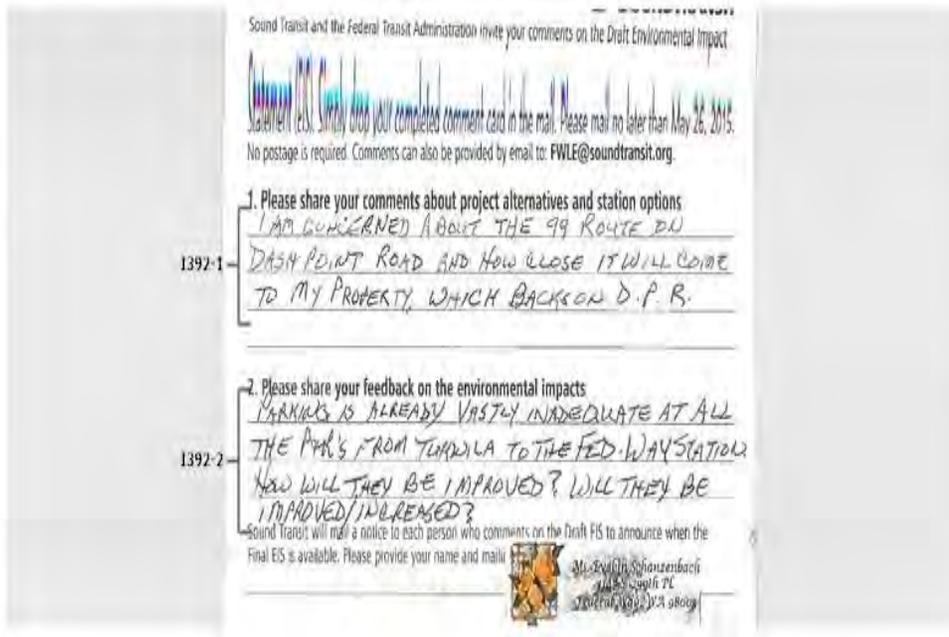
*Response to Comment 1391-2*

Please refer to Section 4.7, Noise and Vibration, of the Final EIS for additional information related to noise impacts and proposed mitigation. All noise impacts could be mitigated.

# Letter FW442

Schanzenbach, Evelyn

Page 1



## Response to Comment 1392-1

Appendix F, Conceptual Design Drawings, in the Final EIS shows conceptual design plans showing the relationship between the FWLE and specific properties.

## Response to Comment 1392-2

Please see response to Common Comment 5 in Table 9-6 of Chapter 9 of the Final EIS.

Send us your comments 

Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment card in the mail. Please mail no later than May 26, 2015. No postage is required. Comments can also be provided by email to: [FWLE@soundtransit.org](mailto:FWLE@soundtransit.org).

1. Please share your comments about project alternatives and station options

1393-1 *Kite Rail has funds to des moines - also exist on the SPO bridge - I believe. Don't try to put it where you've no funds and a poor choice for a station, that's foolish.*

2. Please share your feedback on the environmental impacts

1393-2 *What's with all these trenches -? How to drain them? Especially near the midways and fill. Plus safety issue - Security against bombs, 11 Aug 2015.*

1393-3

Sound Transit will send a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address:

*Response to Comment 1393-1*

See Section 2.5, of Chapter 2, Alternatives Considered, of the Final EIS for a discussion of project funding.

*Response to Comment 1393-2*

Chapter 2 of the Final EIS describes the FWLE Alternatives and how they were developed.

*Response to Comment 1393-3*

Section 4.14, Public Services, Safety, and Security, of the Final EIS describes the potential for crimes at stations and security measures.

# Letter FW444

Olander, Hannah & Clayton

Page 1

Send us your comments 

Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment card in the mail. Please mail no later than May 26, 2015. No postage is required. Comments can also be provided by email to: [FWLE@soundtransit.org](mailto:FWLE@soundtransit.org).

1. Please share your comments about project alternatives and station options

1394-1 *We live at the Village at Redondo condominiums and are condo owners. It looks like SR 99 alternatives I-5 to SR 99 alt will impact our complex it looks like these two are also the most expensive options as well. We are just very anxious to know what route will be chosen.*

2. Please share your feedback on the environmental impacts to be chosen.

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address:

*Hannah Olander + Clayton Olander (clayclhope@gmail.com)  
(hannahloverclayton@gmail.com)*

## Response to Comment 1394-1

Appendix D4.1 identifies properties potentially affected by the FWLE. The Sound Transit Board identified the I-5 Alternative with the Kent/Des Moines SR 99 East Station Option as the Preferred Alternative in July 2015. The Board will select the project to build after considering the analysis in the Final EIS, including public and agency comments and responses.

Send us your comments 

Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment card in the mail. Please mail no later than May 26, 2015. No postage is required. Comments can also be provided by email to: [FWLE@soundtransit.org](mailto:FWLE@soundtransit.org).

1. Please share your comments about project alternatives and station options

1395-1 RUN IT RIGHT DOWN THE WEST SIDE OF I-5. NO HOLDS BARRED. DAM THE TORPEDOES, FULL SPEED AHEAD

2. Please share your feedback on the environmental impacts

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address:

*Response to Comment 1395-1*

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

Send us your comments

Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment card in the mail. Please mail no later than May 26, 2015. No postage is required. Comments can also be provided by email to: [FWLE@soundtransit.org](mailto:FWLE@soundtransit.org).

1. Please share your comments about project alternatives and station options

The neighborhood would welcome the bulldozing of all the ghetto crime ridden apartment complexes on the east side of Hwy 99 between 272<sup>nd</sup> + 288<sup>th</sup>. SR 99 Alt for the win.

2. Please share your feedback on the environmental impacts

Who cares? The place is a dump right now as it is.

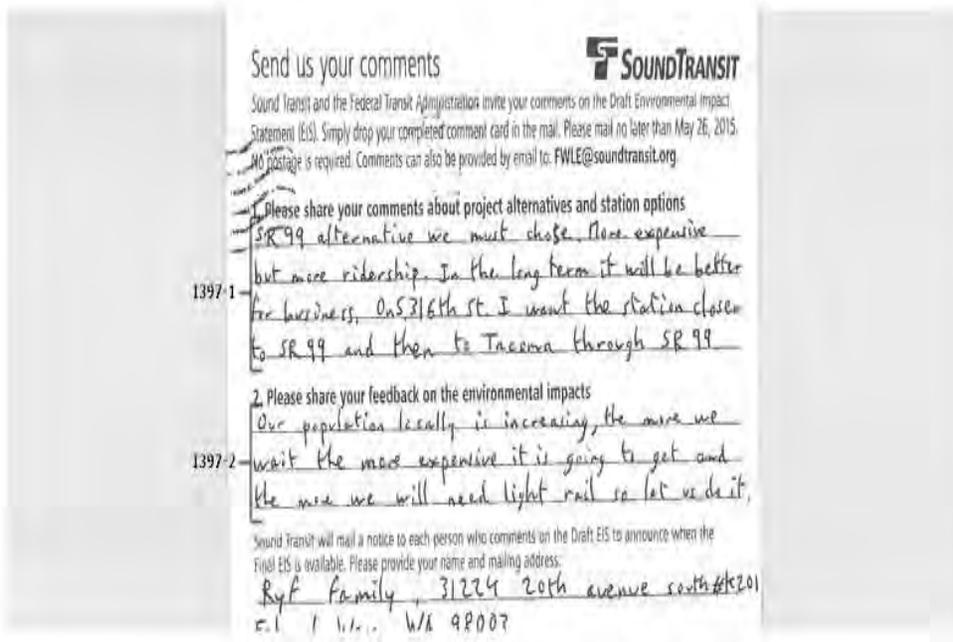
Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address:

Jerome Ransom  
28211 18<sup>th</sup> Ave S #A204 Federal Hwy, WA 98003

1396-1

*Response to Comment 1396-1*

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.



*Response to Comment 1397-1*

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

*Response to Comment 1397-2*

Please see response to Common Comment 10.

Send us your comments 

Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment card in the mail. Please mail no later than May 26, 2015. No postage is required. Comments can also be provided by email to: [FWLE@soundtransit.org](mailto:FWLE@soundtransit.org).

1. Please share your comments about project alternatives and station options

1398-1 I believe The SR 99 is the best alternative and next ~~SR 99~~ IS SR 99 would be next

2. Please share your feedback on the environmental impacts

1398-2 Both alternatives have most convenient service for people and least impact

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address.

*Response to Comment 1398-1*

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

*Response to Comment 1398-2*

Please see response to Common Comment 1.

Send us your comments 

Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment card in the mail. Please mail no later than May 26, 2015. No postage is required. Comments can also be provided by email to: [FWLE@soundtransit.org](mailto:FWLE@soundtransit.org).

1. Please share your comments about project alternatives and station options

1399-1 Just cut long transit to 1/2 put  
in train to Tacoma, Everett, Bellevue  
& Covington, Auburn, Gig Harbor

2. Please share your feedback on the environmental impacts

I feel this is the best for our environment  
tal, I think stop the tunnel project

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address.

The sounder all around should  
each have a notice.

*Response to Comment 1399-1*

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

Send us your comments

 SOUNDTRANSIT

Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment card in the mail. Please mail no later than May 26, 2015. No postage is required. Comments can also be provided by email to: [FWLE@soundtransit.org](mailto:FWLE@soundtransit.org).

1. Please share your comments about project alternatives and station options

1400-1 THE SR 99 TO I-5 ALTERNATIVE SEEMS TO BE THE BEST CHOICE TO ME, FOR WHAT LITTLE I KNOW ABOUT IT.

2. Please share your feedback on the environmental impacts

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address:

T. D. TODD / 2209 S 282<sup>ND</sup> ST.  
FSD, WA 98003

*Response to Comment 1400-1*

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

Send us your comments 

Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment card in the mail. Please mail no later than May 26, 2015. No postage is required. Comments can also be provided by email to: [FWLE@soundtransit.org](mailto:FWLE@soundtransit.org).

1. Please share your comments about project alternatives and station options

1401-1 Two options would severely impact & possibly destroy my home, best site of 99 on S 288, an option on both "SR 99 Alternative" and "I-5 to SR 99 Alternative".  
(Brenda White Condit)

2. Please share your feedback on the environmental impacts

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address:  
Gwen Kingsley, 28606 W Ave S #402, Federal Way 98003

*Response to Comment 1401-1*

In developing alternatives, Sound Transit avoided and minimized impacts where possible, but some displacements would be unavoidable. Appendix D4.1, Potentially Affected Parcels, of the Final EIS identifies the properties potentially acquired for each FWLE alternative.

Letter FW452

Anderson, C. Robert

Page 1

Send us your comments 

Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment card in the mail. Please mail no later than May 26, 2015. No postage is required. Comments can also be provided by email to: FWLE@soundtransit.org

1. Please share your comments about project alternatives and station options

Prefer 1-5 Alternative, Lowest Cost  
Minimum Travel Time in Straight Run  
Least Noise Impact

1402-1 Please Forget The Whole Idea - We Voted  
Enough Money To Connect Fed. Way & You Spent It  
All On A Short Run.

2. Please share your feedback on the environmental impacts

Lowest Environment Impact  
Lies Cannot BE Trusted!

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address:

C. Robert Anderson  
731 S. 304th St. Federal Way, WA 98003-4019

Response to Comment 1402-1

Please see response to Common Comment 2 in Table 9-6 of Chapter 9 of the Final EIS. Please see Section 2.5, Estimated Project Costs and Funding, for information on project funding.

Send us your comments 

Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment card in the mail. Please mail no later than May 26, 2015. No postage is required. Comments can also be provided by email to: [FWLE@soundtransit.org](mailto:FWLE@soundtransit.org).

1. Please share your comments about project alternatives and station options

We would like SR 99<sup>th</sup> Alternative. We like the extra stations at 260 St. and 216 St because there are more riders

2. Please share your feedback on the environmental impacts

Displacing less housing

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address.

The Harveys - 1604 S. 258<sup>th</sup> St. Des Moines

1403-1

*Response to Comment 1403-1*

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS. Section 4.1, Acquisitions, Displacements, and Relocations, describes the displacements by alternative.

Letter FW454

Borden, Alan

Page 1

Send us your comments 

Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment card in the mail. Please mail no later than May 26, 2015. No postage is required. Comments can also be provided by email to: [FWLE@soundtransit.org](mailto:FWLE@soundtransit.org).

1. Please share your comments about project alternatives and station options

1404-1 Any option should terminate at the FWTC  
I favor the SR99-IS Alternative

2. Please share your feedback on the environmental impacts

1404-2 Only during construction

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address:

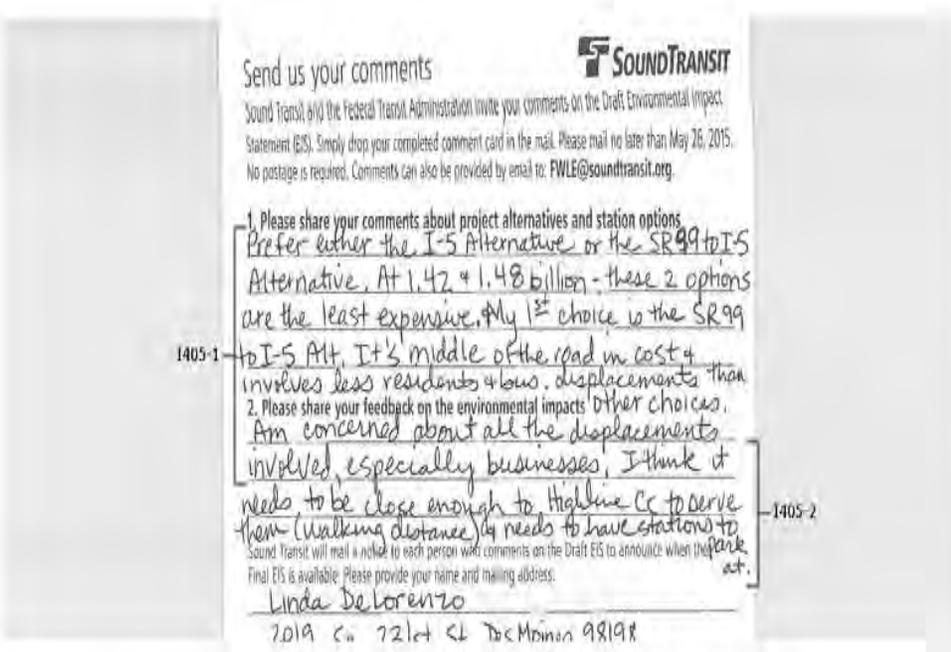
ALAN BORDEN 32317 11th Pl S #114  
Federal WA WA 98003

*Response to Comment 1404-1*

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

*Response to Comment 1404-2*

Chapter 5, Construction, of the Final EIS describes the potential environmental impacts during construction.



*Response to Comment 1405-1*

Please see Section 4.1, Acquisitions, Displacements, and Relocations, for information on displacements.

*Response to Comment 1405-2*

Please see response to Common Comment 4 in Table 9-6 of Chapter 9 of the Final EIS for information related to Highline College.

Send us your comments

**SOUNDTRANSIT**

Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment card in the mail. Please mail no later than May 26, 2015. No postage is required. Comments can also be provided by email to: [FWLE@soundtransit.org](mailto:FWLE@soundtransit.org).

1. Please share your comments about project alternatives and station options  
 I feel that if we are thinking more of budget considerations, SR 99 to I-5 Alternative may be best with the least environmental impact. But with regards to the faster commute and higher ridership, SR 99 Alternative is better, it also displaces less homes & businesses.

2. Please share your feedback on the environmental impacts  
 The I-5 & I-5 to SR 99 Alternatives are the two alternatives that I feel impact the most homes & business & therefore should not be pursued. Weighing between SR 99 or SR 99 to I-5 Alternative, I feel it may be smart to go with SR 99 since it is less travel time & more sound transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address:  
 Charizz Legaspi  
 22700 217th Ave S A-207 Des Moines WA 98198

1406-1

Response to Comment 1406-1

Please see Section 4.1, Acquisitions, Displacements, and Relocations, which includes information on residential and business displacements. Chapter 8, Alternatives Evaluation, of the Final EIS describes the trade-offs among the FWLE alternatives.

Send us your comments 

Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment card in the mail. Please mail no later than May 26, 2015. No postage is required. Comments can also be provided by email to: [FWLE@soundtransit.org](mailto:FWLE@soundtransit.org).

1. Please share your comments about project alternatives and station options

1407-1 PREFER SR99 TO I-5 KEEP CONSTRUCTION OFF SR99  
AS MUCH AS POSSIBLE.  
LITTLE MORE COSTLY BUT WORTH THE  
EXPENDITURE.

2. Please share your feedback on the environmental impacts

1407-2 KEEP IMPACT ON TRAFFIC TO A MINIMUM  
AS MUCH AS POSSIBLE. KEEP IN MIND  
ALL RUN OFF GOES EAST TO GREEN RIVER &  
WEST TO PUGET SOUND. 1407-3

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address:

*Response to Comment 1407-1*

Please see Section 5.2.1, Transportation, for information on construction impacts on SR 99.

*Response to Comment 1407-2*

Section 3.5.3 of Chapter 3, Transportation Environment and Consequences, of the Final EIS describes traffic impacts.

*Response to Comment 1407-3*

Please see Section 4.8, Water Resources, of the Final EIS for information related to stormwater runoff.

Send us your comments 

Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment card in the mail. Please mail no later than May 26, 2015. No postage is required. Comments can also be provided by email to: [FWLE@soundtransit.org](mailto:FWLE@soundtransit.org).

1. Please share your comments about project alternatives and station options

We plan SR 99 Alternate w  
SR 99 to I-5 alternate  
I know Add stop @ 216th  
would Add a lot of riders  
if you provide more stops you  
will get more riders

2. Please share your feedback on the environmental impacts

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address:

Bobbi Barkley  
3021 Smith 224th Seattle WA 98198

1408-1

*Response to Comment 1408-1*

Section 3.5.2 of Chapter 3, Transportation Environment and Consequences, of the Final EIS provides updated ridership for all FWLE Alternatives.

# Letter FW459

Szenders, The

Page 1

Send us your comments 

Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment-card in the mail. Please mail no later than May 26, 2015. No postage is required. Comments can also be provided by email to: [FWLE@soundtransit.org](mailto:FWLE@soundtransit.org).

1. Please share your comments about project alternatives and station options

1409-1 [SR99 TO I.S. IS THE BEST OPTION]

2. Please share your feedback on the environmental impacts

1409-2 [SR 99 GOES THROUGH MULTIPLE WETLANDS - NOT A GOOD OPTION.]

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address:

SZENDERS 7807 16TH AVE NW ED. 98149

## Response to Comment 1409-1

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

## Response to Comment 1409-2

Section 4.9, Ecosystems, of the Final EIS describes potential impacts on wetlands for all of the FWLE alternatives.

*Response to Comment 1410-1*

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

Send us your comments 

Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment card in the mail. Please mail no later than May 26, 2015. No postage is required. Comments can also be provided by email to: [FWLE@soundtransit.org](mailto:FWLE@soundtransit.org).

1. Please share your comments about project alternatives and station options

1410-1 I think the Hwy 99 route is the best w/out impact to homeowners. It can utilize existing bus routes and busstops.

2. Please share your feedback on the environmental impacts

IS or any alternatives run right next to my home.

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address.

Anthony Camp  
22700 30th ave S. #216 Des Moines WA 98116

Send us your comments

**SOUNDTRANSIT**

Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment card in the mail. Please mail no later than May 26, 2015. No postage is required. Comments can also be provided by email to: [FWLE@soundtransit.org](mailto:FWLE@soundtransit.org)

1. Please share your comments about project alternatives and station options

I fully support SR 99 Alternative.  
I think it's important to easily walk to stations, and for riders to see businesses of area.

1411-1

2. Please share your feedback on the environmental impacts

SR 99 Alternative keeps more traffic all on one stripe, clean up/maintenance efficiency.

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address:

Randy Nunez  
2465 S. Kent Des Moines P.O. Box

*Response to Comment 1411-1*

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

Send us your comments

 **SOUNDTRANSIT**

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1. Please share your comments about project alternatives and station options

Hurry UP

1412-1 Need a station at Astor & TS interchange!

2. Please share your feedback on the environmental impacts

Hurry UP!

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address.

*Response to Comment 1412-1*

Please see response to Common Comment 10 in Table 9-6 of Chapter 9 of the Final EIS. Your suggestion of a station at S 288th Street and I-5 has been noted. This station was evaluated during the FWLE Alternatives Analysis. See Appendix C, Alternatives Analysis Reports and Scoping Summary, of the Final EIS for a description of why this station was not carried forward for evaluation in the Final EIS.

Send us your comments

 **SOUNDTRANSIT**

Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment card in the mail. Please mail no later than May 26, 2015. No postage is required. Comments can also be provided by email to: [FWLE@soundtransit.org](mailto:FWLE@soundtransit.org).

1. Please share your comments about project alternatives and station options

Thank you for putting the middle-class to work.

1413-1

2. Please share your feedback on the environmental impacts

Thank you for supporting UNIONS.

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address:

*Response to Comment 1413-1*

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

Send us your comments

 SOUNDTRANSIT

Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment card in the mail. Please mail no later than May 26, 2015. No postage is required. Comments can also be provided by email to: [FWLE@soundtransit.org](mailto:FWLE@soundtransit.org).

1. Please share your comments about project alternatives and station options

SR 99 OPTION APPEARS TO SERVE THE MOST PEOPLE AND DISPLACE THE FEWEST HOMES. BEST TO PUT STATIONS BETWEEN SR 99 AND I-5 TO DISPLACE FEWEST BUSINESSES

2. Please share your feedback on the environmental impacts

WEST SIDE OF SR 99 IS HEAVILY RESIDENTIAL - HOUSING IS ALREADY SCARCE. LETS NOT IMPACT PEOPLE'S HOMES SO MUCH

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the final EIS is available. Please provide your name and mailing address:

TERESA LOUBET, 221004 26TH AVE DES MOINES 98194

1414-1

*Response to Comment 1414-1*

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS. Section 4.1, Acquisitions, Displacements, and Relocations, of the Final EIS describes the potential displacements from the FWLE alternatives.

Send us your comments

 SOUNDTRANSIT

Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment card in the mail. Please mail no later than May 26, 2015. No postage is required. Comments can also be provided by email to: [FWLE@soundtransit.org](mailto:FWLE@soundtransit.org)

1. Please share your comments about project alternatives and station options

1415-1 *I believe the best option is SR99 because it impacts the fewest residents and would have the highest ridership.*

2. Please share your feedback on the environmental impacts

1415-2 *Would the Ridership be new people commuting by mass transit or riders shifted from buses? Will this make mass transit more available to people without cars?*

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address.

*Vicki Carey 1431 S. 303 ST  
Federal Way, WA 98003*

*Response to Comment 1415-1*

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

*Response to Comment 1415-2*

Section 3.5.2 of Chapter 3, Transportation Environment and Consequences, of the Final EIS describes ridership for the FWLE alternatives, including the number of new transit riders.

Send us your comments

 SOUNDTRANSIT

Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment card in the mail. Please mail no later than May 26, 2015. No postage is required. Comments can also be provided by email to: [FWLE@soundtransit.org](mailto:FWLE@soundtransit.org).

1. Please share your comments about project alternatives and station options

I-5 Alternative, Kent/Des Moines Station elevated next to I-5.

2. Please share your feedback on the environmental impacts

If Next to I-5 less noise, because I-5 always noise.

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address:

I416-1

*Response to Comment I416-1*

Please see Section 4.7, Noise and Vibration, of the Final EIS for more information on noise impacts.

Send us your comments

 SOUNDTRANSIT

Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment card in the mail. Please mail no later than May 26, 2015. No postage is required. Comments can also be provided by email to: [FWLE@soundtransit.org](mailto:FWLE@soundtransit.org).

1. Please share your comments about project alternatives and station options

1417-1 I wonder about the noise of the I-5 alternative + the SR99 to I-5 alternative since there would be running right across the street from us on S 317<sup>th</sup> in Fed way I prefer the SR 99 alternative.

2. Please share your feedback on the environmental impacts

1417-2 See that all of them displace people + businesses

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the final EIS is available. Please provide your name and mailing address.

Thank you  
Lorene Copeland  
2564 S 317<sup>th</sup> St  
Redmond WA 98073

*Response to Comment 1417-1*

Section 4.7, Noise and Vibration, of the Final EIS describes the projected noise impacts from each FWLE alternative.

*Response to Comment 1417-2*

Section 4.1, Acquisitions, Displacements, and Relocations, describes the property acquisition and relocation processes, and the relocation assistance and benefits that Sound Transit will provide.

Send us your comments

 SOUNDTRANSIT

Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment card in the mail. Please mail no later than May 26, 2015. No postage is required. Comments can also be provided by email to: [FWLE@soundtransit.org](mailto:FWLE@soundtransit.org).

1. Please share your comments about project alternatives and station options

1418-1 SR 99 Route Will provide better potential for functional stations as rail becomes primary transport.

2. Please share your feedback on the environmental impacts

1418-2 Getting cars off the road outweighs any!

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address:

*Response to Comment 1418-1*

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

*Response to Comment 1418-2*

Please see response to Common Comment 11.

Send us your comments

 SOUNDTRANSIT

Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment card in the mail. Please mail no later than May 26, 2015. No postage is required. Comments can also be provided by email to: [FWLE@soundtransit.org](mailto:FWLE@soundtransit.org).

1. Please share your comments about project alternatives and station options

1419-1 I think the SR alternative route would serve more people  
by Joe Sedler

2. Please share your feedback on the environmental impacts

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address:

*Response to Comment 1419-1*

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

Send us your comments 

Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment card in the mail. Please mail no later than May 26, 2015. No postage is required. Comments can also be provided by email to: [FWLE@soundtransit.org](mailto:FWLE@soundtransit.org)

1. Please share your comments about project alternatives and station options

1420-1 I like the EIS Alternative option with  
possible 320th Station

2. Please share your feedback on the environmental impacts

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address:

*Response to Comment 1420-1*

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

Letter FW471

Huo, Edeline

Page 1

Send us your comments

 SOUNDTRANSIT

Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment card in the mail. Please mail no later than May 26, 2015. No postage is required. Comments can also be provided by email to: [FWLE@soundtransit.org](mailto:FWLE@soundtransit.org)

1. Please share your comments about project alternatives and station options

SR 99 Alternative is  
the best option

2. Please share your feedback on the environmental impacts

SR 99 will improve

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address.

Edeline Huo  
29018 26th Pl S Apt D301  
Des Moines WA 98198

1421-1

*Response to Comment 1421-1*

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

Send us your comments 

Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment card in the mail. Please mail no later than May 26, 2015. No postage is required. Comments can also be provided by email to: [FWLE@soundtransit.org](mailto:FWLE@soundtransit.org)

1. Please share your comments about project alternatives and station options

1422-1 IT DEPENDS ON HOW THE RAIL AFFECTS PROPERTY VALUES & NEIGHBORHOOD QUALITY. IF IT BRINGS DOWN THE QUALITY OF THE NEIGHBORHOOD THEN I PREFER THE I-5 ALTERNATIVE

2. Please share your feedback on the environmental impacts

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address:

MIKE RICHARDS  
24815 77 AVE S., KENT WA 98022

*Response to Comment 1422-1*

Section 4.4, Social Impacts, Community Facilities, and Neighborhoods, of the Final EIS describes impacts on neighborhoods. Section 4.3, Economics, describes the potential indirect effect of the FWLE on property values.

Letter FW473

Aflatooni, Leslie

Page 1

Send us your comments

**SOUNDTRANSIT**

Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment card in the mail. Please mail no later than May 26, 2015. No postage is required. Comments can also be provided by email to: [FWLE@soundtransit.org](mailto:FWLE@soundtransit.org).

1. Please share your comments about project alternatives and station options

1423-1 I would love to have a station at 99 and 216th - this is walking distance to my house I use literal now from Tukwila to downtown & there is never parking 1423-2

2. Please share your feedback on the environmental impacts

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address:

Leslie Aflatooni 71801 40th Ave S Unit 202

*Response to Comment 1423-1*

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

*Response to Comment 1423-2*

Please see response to Common Comment 5.

Send us your comments

**SOUNDTRANSIT**

Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment card in the mail. Please mail no later than May 26, 2015. No postage is required. Comments can also be provided by email to: [FWLE@soundtransit.org](mailto:FWLE@soundtransit.org)

1. Please share your comments about project alternatives and station options

1424-1 I like SR 99 option because most potential ridership stops with least displacements of homes + businesses. Halime CC 242nd + FWTC important stops + Kent Des Moines station.

2. Please share your feedback on the environmental impacts

1424-2 Important to build this to lessen driving in our area. Note wetlands avoided + current roadways followed well.

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address:

- Suzanne Laurel 20000 24th Ave S A 1, 111

*Response to Comment 1424-1*

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

*Response to Comment 1424-2*

Section 3.5.1 of Chapter 3, Transportation Environment and Consequences, of the Final EIS describes the changes in vehicle miles travelled (VMT) with the FWLE. Section 4.9, Ecosystems, describes impacts on wetlands and proposed mitigation.

Send us your comments

 SOUND TRANSIT

Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment card in the mail. Please mail no later than May 26, 2015. No postage is required. Comments can also be provided by email to: [FWLE@soundtransit.org](mailto:FWLE@soundtransit.org).

1. Please share your comments about project alternatives and station options

1425-1 THE ONLY ONE THAT MAKES SENSE TO ME  
IS THE I-5 OPTION WITH THE I-5 STATION.  
IT DOESN'T MAKE SENSE TO RUN IT ALL THE WAY  
TO HWY 99 AND BACK.

2. Please share your feedback on the environmental impacts

1425-2 THERE SHOULD BE NO ENVIRONMENTAL IMPACT ALONG  
I-5. JUST GET IT DONE, YOU CAN'T PLEASE  
EVERYONE. ESPECIALLY ENVIRONMENTALISTS

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address:

PAT MORONEY 3059 SO. 200<sup>TH</sup> ST  
SEATTLE WA 98199

*Response to Comment 1425-1*

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

*Response to Comment 1425-2*

Chapter 3, Transportation Environment and Consequences; Chapter 4, Affected Environment and Environmental Consequences; and Chapter 5, Construction, of the Final EIS describe environmental impacts of the FWLE alternatives. Please see response to Common Comment 10.

*Response to Comment 1426-1*

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

Send us your comments

 SOUNDTRANSIT

Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment card in the mail. Please mail no later than May 26, 2015. No postage is required. Comments can also be provided by email to: [FWLE@soundtransit.org](mailto:FWLE@soundtransit.org).

1. Please share your comments about project alternatives and station options

1426-1 SR99 to IS OPTION IS THE BEST OPTION 2ND LOWEST COST & LEAST DISRUPTION TO THE

2. Please share your feedback on the environmental impacts COMMUNITY ALSO LEAST ENVIR IMPACT

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the final EIS is available. Please provide your name and mailing address:

PHILLIP SELL  
29646-10th PL.S. FEDERAL HIGH 90007

Send us your comments

**SOUNDTRANSIT**

Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment card in the mail. Please mail no later than May 26, 2015. No postage is required. Comments can also be provided by email to: [FWLE@soundtransit.org](mailto:FWLE@soundtransit.org)

1. Please share your comments about project alternatives and station options

1427-1 The SR-99 only option I think would serve the most people especially the highline college trench. A good connection to U-link. The IS option seems undesirable by riders. The midway landfill should be avoided at all costs. What is the further terminus south of Federal way?

2. Please share your feedback on the environmental impacts

1427-2 I don't  
much care since it's mostly along highways  
Just avoid the wetlands.

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address:

1427-1 Dan Sandon  
3542 S 198th St SeaTac WA 98188

*Response to Comment 1427-1*

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS. If approved by the voters, Sound Transit 3 (ST3) includes extending light rail from Federal Way to Tacoma.

*Response to Comment 1427-2*

Section 4.9, Ecosystems, of the Final EIS describes impacts on wetlands and proposed mitigation.

Send us your comments

 SOUNDTRANSIT

Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment card in the mail. Please mail no later than May 26, 2015. No postage is required. Comments can also be provided by email to: [FWLE@soundtransit.org](mailto:FWLE@soundtransit.org)

1. Please share your comments about project alternatives and station options

1428-1 [ DK ]

2. Please share your feedback on the environmental impacts

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address:

2532 S 37th St Centralia WA 98502

*Response to Comment 1428-1*

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

Send us your comments 

Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment card in the mail. Please mail no later than May 26, 2015. No postage is required. Comments can also be provided by email to: [FWLE@soundtransit.org](mailto:FWLE@soundtransit.org).

1. Please share your comments about project alternatives and station options

1429-1 SE 99 ALTERNATIVE LOOKS BEST. MORE RAIL AND BUSY ACCESS TO SE 99. MORE STATIONS WILL INCREASE ACCESS IF PARKING IS AVAILABLE AT STATIONS. STATION FOR HUNTING CC WOULD INCREASE ACCESSIBILITY

2. Please share your feedback on the environmental impacts

1429-2 NEED TO ENSURE ADEQUATE PARKING AVAILABLE AT STATIONS. TRY TO UTILIZE EXISTING PARKING FACILITIES

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address:

JEFF MARTIN, 22017 17<sup>th</sup> PL S, DES MOINES IOWA 50319

*Response to Comment 1429-1*

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

*Response to Comment 1429-2*

Please see response to Common Comment 5.

*Response to Comment 1430-1*

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

Send us your comments 

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**1. Please share your comments about project alternatives and station options**

1430-1 Preferred SR 99 Alternative with the option 216<sup>th</sup> station.

**2. Please share your feedback on the environmental impacts**

Seem minor compared to impacts of not having mass transit

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address:

Thank You

# Letter FW481

Cohen, Stuart A.

Page 1

Send us your comments 

Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment card in the mail. Please mail no later than May 26, 2015. No postage is required. Comments can also be provided by email to: FWLE@soundtransit.org

1. Please share your comments about project alternatives and station options

1431-1 - Putting light rail down on SR99 corridor would degrade and uglify the area

1431-2 - how many lanes of SR99 will be lost if route is elevated?

1431-3 - how many apartment/combo units will be lost between so 220th St. & so 284th St by this project?

2. Please share your feedback on the environmental impacts

1431-3 - what additional noise pollution will be created by this project?

1431-4 - what interference will be created with electronic communications?

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the final EIS is available. Please provide your name and mailing address:

Stuart A. Cohen  
1830 So 284th Lane, # 5-202, Federal Way, WA, 98003

## Response to Comment 1431-1

Section 4.5, Visual and Aesthetic Resources, of the Final EIS describes visual impacts and proposed mitigation.

## Response to Comment 1431-2

Section 2.2.4, SR 99 Alternative, describes how the SR 99 Alternative would generally be located in the median and would not result in a loss of lanes. Section 4.1, Acquisitions, Displacements, and Relocations, describes the property acquisition and relocation processes, and the relocation assistance and benefits that Sound Transit will provide.

## Response to Comment 1431-3

Please see Section 4.7, Noise and Vibration, of the Final EIS for information on noise impacts and proposed mitigation.

## Response to Comment 1431-4

Please see Section 4.13, Electromagnetic Fields, of the Final EIS for information related to potential effects on electronic communication.



*Response to Comment 1432-1*

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

*Response to Comment 1432-2*

Section 4.5, Visual and Aesthetic Resources, and Section 4.9, Ecosystems, of the Final EIS describe impacts on the vegetation along I-5 from the FWLE alternatives.

Send us your comments

**SOUNDTRANSIT**

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1- Please share your comments about project alternatives and station options

1433-1 The first option, SR 99 Alternative, is best.  
Keep running everything down SR 99 elevated, as this feels like the best viable option.

2- Please share your feedback on the environmental impacts

1433-2 Displacement of people is not good. The first option may be more costly up front, but is well worth the cost. Businesses can find better options.

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address:

DJ Bell-Fait 26507 18th place S.  
DCS Mones, 1114 901st

*Response to Comment 1433-1*

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

*Response to Comment 1433-2*

In developing alternatives, Sound Transit avoided and minimized impacts where possible, but some displacements would be unavoidable. Section 4.1, Acquisitions, Displacements, and Relocations, of the Final EIS describes the residential and business displacements of all alternatives, as well as the processes and benefits relating to relocation.

Send us your comments 

Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment card in the mail. Please mail no later than May 26, 2015. No postage is required. Comments can also be provided by email to: [FWLE@soundtransit.org](mailto:FWLE@soundtransit.org).

1. Please share your comments about project alternatives and station options

1434-1 I LIKE THE I-5 PROPOSAL IT HAS THE LEAST AMOUNT OF COST AND SEEMS THE MOST REASONABLE.

2. Please share your feedback on the environmental impacts

1434-2 I WOULD RE-THINK THE IMPACTS ON HOMES AND RE-EVALUATE THAT.

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address:

*Response to Comment 1434-1*

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

*Response to Comment 1434-2*

Section 4.1, Acquisitions, Displacements, and Relocations, of the Final EIS describes residential and business displacements, property acquisition and relocation processes, and the relocation assistance and benefits that Sound Transit will provide.

Impacts from the Preferred Alternative have been updated to reflect additional design work.

Send us your comments 

Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment card in the mail. Please mail no later than May 26, 2015. No postage is required. Comments can also be provided by email to: FWLE@soundtransit.org.

1. Please share your comments about project alternatives and station options

1435-1 Please consider first residential above business there are students, mother parents in that zone that are low income as a commuters so definatly no an purple alternative.

2. Please share your feedback on the environmental impacts

1435-2 This is a good way to be traveling been green friendly but expensive I personally spend every day between 9 and 12 dollars x 26 occationally

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address: Eufresina Padron. ????

3071 S 220th St #C15 Des Moines, WA 98198

*Response to Comment 1435-1*

Please see response to Common Comment 3 in Table 9-6 of Chapter 9 of the Final EIS.

*Response to Comment 1435-2*

Please see response to Common Comment 11.

Send us your comments 

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1. Please share your comments about project alternatives and station options

1436-1 [1] I believe that Highline College should have a station directly serving the campus

1436-2 [2] I like SR 99 Alternative the best

2. Please share your feedback on the environmental impacts

1436-3 I believe that the environmental impact should be highly considered. I also believe there are wetlands east of 99 ~~west~~ of 304th

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address:

Patricia Merrill, 28412 14th Ave S,  
Federal Way, WA 98003

*Response to Comment 1436-1*

Please see response to Common Comment 4 in Table 9-6 of Chapter 9 of the Final EIS.

*Response to Comment 1436-2*

Please see response to Common Comment 11.

*Response to Comment 1436-3*

See Section 4.9, Ecosystems, in the Final EIS for impacts on wetlands from the FWLE alternatives and proposed mitigation. Chapter 8, Alternatives Evaluation, compares environmental impacts for all the alternatives.

Send us your comments

 SOUNDTRANSIT

Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment card in the mail. Please mail no later than May 26, 2015. No postage is required. Comments can also be provided by email to: [FWLE@soundtransit.org](mailto:FWLE@soundtransit.org).

1. Please share your comments about project alternatives and station options

1437-1 SR 99 alternative are most convenient bus route due to less walking to destination. Longer walking distance create more safety concern.

2. Please share your feedback on the environmental impacts

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address:

*Response to Comment 1437-1*

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS. Section 4.14, Public Services, Safety, and Security, of the Final EIS describes the safety features incorporated into stations and the use of Crime Prevention through Environmental Design (CPTED) principles in station design. Section 3.5.6 in Chapter 3 describes the pedestrian amenities to ensure the safety of pedestrians at road crossings.



*Response to Comment 1438-1*

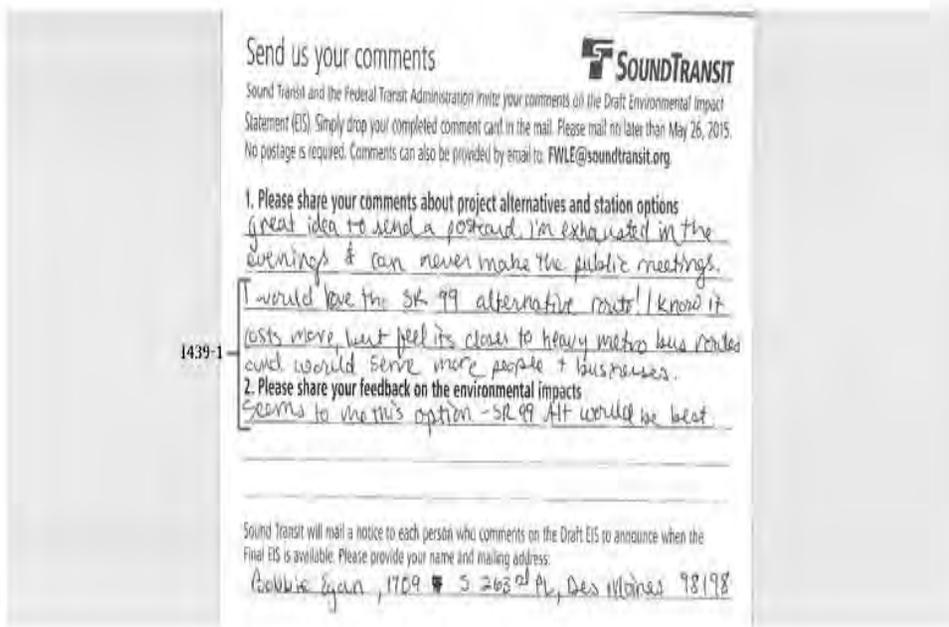
Please see response to Common Comment 5 in Table 9-6 of Chapter 9 of the Final EIS. Section 3.5.2 of Chapter 3, Transportation Environment and Consequences, of the Final EIS compares ridership for all FWLE alternatives by station.

*Response to Comment 1438-2*

The Final EIS evaluates impacts of all the alternatives. The Executive Summary summarizes these impacts, and Chapter 8, Alternatives Evaluation, describes the trade-offs among the FWLE alternatives.

*Response to Comment 1439-1*

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.



*Response to Comment 1440-1*

Please see response to Common Comment 2 in Table 9-6 of Chapter 9 of the Final EIS.

Send us your comments 

Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment card in the mail. Please mail no later than May 26, 2015. No postage is required. Comments can also be provided by email to: [FWLE@soundtransit.org](mailto:FWLE@soundtransit.org)

1. Please share your comments about project alternatives and station options

5 Alt Red Next to IS  
Straight Shot - Nicely presented!

2. Please share your feedback on the environmental impacts

Comment for Altve Conects 509/EIS  
less Biz Disruption 2nd cheapest

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address.

Stu Cook 22535 43rd Ave S.  
Kent WA 98132

1440-1

# Letter FW491

Weir, Mark

Page 1

## Send us your comments



Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment card in the mail. Please mail no later than May 26, 2015. No postage is required. Comments can also be provided by email to: [FWLE@soundtransit.org](mailto:FWLE@soundtransit.org).

### 1. Please share your comments about project alternatives and station options

1 Just another Boardwalk but it's a project  
that would need a lot of work  
I'd avoid it with the other service from West Hill

### 2. Please share your feedback on the environmental impacts

2 Bad for what's left of nature

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address:

### *Response to Comment I441-1*

Chapter 2, Alternatives Considered, of the Final EIS describes station access improvements proposed as part of the Preferred Alternative.

### *Response to Comment I441-2*

Section 4.9, Ecosystems, of the Final EIS describes impacts on the natural environment and proposed mitigation.

Send us your comments

 SOUNDTRANSIT

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1. Please share your comments about project alternatives and station options

1442-1 SR 99 to I-5 Alternative due to lower residential displacement & lower business. Too many residents can't afford to go elsewhere.

2. Please share your feedback on the environmental impacts

1442-2 Concern ongoing regarding landfill.

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address.

Jan Gelling, 2411 21st Ave S, Kent 98032

*Response to Comment 1442-1*

Please see response to Common Comment 3 in Table 9-6 of Chapter 9 of the Final EIS.

*Response to Comment 1442-2*

Section 5.12, Hazardous Materials, provides information on construction through the Midway Landfill.

## Letter FW493

Cordova, Jose A.

### Page 1

1.

I think that transit is for the people and it is very fast, since it has to go where people are. If it goes through the freeway, it only benefits people who live far away. } 1443-1

2.

There are no issues because people would use the rail and not their cars. } 1443-2

Jose A Cordova

21439 29th Ave S. SeaTac WA 98198

Send us your comments

SOUNDTRANSIT

Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment card in the mail. Please mail no later than May 26, 2015. No postage is required. Comments can also be provided by email to: FWLE@soundtransit.org.

1. Please share your comments about project alternatives and station options

Yo creo que el Transporte es para la gente y es muy rapido pues donde esta la gente y donde que pasen si va por el freeway solo beneficia la gente que vive lejos de las. } 1443-1

2. Please share your feedback on the environmental impacts

No hay problema porque la gente usaria el tren y no el carro. } 1443-2

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address:

Jose A Cordova  
21439 29th Ave S. SeaTac WA 98198

### Response to Comment 1443-1

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

### Response to Comment 1443-2

The Final EIS evaluates impacts of all the alternatives. The Executive Summary summarizes these impacts, and Chapter 8, Alternatives Evaluation, describes the trade-offs among the FWLE alternatives.

### Respuesta al Comentario 1443-1

Comentario Frecuente 11: Sound Transit y la Administración Federal de Transporte (Federal Transit Administration, FTA) revisaron todos los comentarios que se registraron durante el período de comentarios. La Ley Nacional y Estatal de Política Ambiental (The National and State Environmental Policy Acts, NEPA and SEPA) solicita que la FTA y Sound Transit respondan a los comentarios sustanciales relacionados con el contenido del borrador de EIS, pero no a las preguntas o comentarios que se limitan a las decisiones de políticas públicas. Por ejemplo, informes generales de apoyo u oposición. Sin embargo, antes de identificar la Alternativa Preferida, la Directiva de Sound Transit recibió un informe resumido de los comentarios con una copia de todos los comentarios registrados. El Apéndice I del EIS Final incluye copias de todos los comentarios y las respuestas dadas.

### Respuesta al Comentario 1443-2

La Declaración Final de Impacto Ambiental evalúa los impactos de todas las alternativas. El resumen ejecutivo sintetiza estos impactos y el Capítulo 8, Evaluación de las Alternativas, describe el intercambio que existe entre las alternativas de FWLE.

Send us your comments

**SOUNDTRANSIT**

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1. Please share your comments about project alternatives and station options

1444-1 [ Looks Good - GET THE DRAFT ALREADY!

2. Please share your feedback on the environmental impacts

1444-2 [ LAND FILLS ARE AN ISSUE  
1-5 OPTION - HMMM!

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address.

WILLIAMS - 22236 24TH St. #1114  
DES MOINES WA 98198

*Response to Comment 1444-1*

Please see response to Common Comment 10 in Table 9-6 of Chapter 9 of the Final EIS.

*Response to Comment 1444-2*

Section 4.12, Hazardous Materials, of the Final EIS provides information on building through the landfill.

Send us your comments 

Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment card in the mail. Please mail no later than May 26, 2015. No postage is required. Comments can also be provided by email to: [FWLE@soundtransit.org](mailto:FWLE@soundtransit.org).

1445-1 **1. Please share your comments about project alternatives and station options**  
SR 99 to IS AT is a better option, we avoid displacing too many people at the same time minimizing expenses used in the effort to make light rail a possibility my idea would be to build it underground for the entire distance...

**2. Please share your feedback on the environmental impacts**  
none

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address:  
DARIO MOBINI, 3416 S 203rd St., Seattle, WA 98158

*Response to Comment 1445-1*

Please see response to Common Comment 3 in Table 9-6 of Chapter 9 of the Final EIS. Chapter 2, Alternatives Considered, of the Final EIS describes how the light rail profiles were determined.

Send us your comments



Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment card in the mail. Please mail no later than May 26, 2015. No postage is required. Comments can also be provided by email to: [FWLE@soundtransit.org](mailto:FWLE@soundtransit.org).

1. Please share your comments about project alternatives and station options

1446-1 MY ONLY COMMENT IF YOU MAKE PARK & RIDE  
LOTS LIKE TUKWILA MAKE MORE PARKING  
I WORK NIGHTS IN DOWNTOWN SEATTLE AND ALMOST  
IMPOSSIBLE TO FIND PARKING AFTER 12:00 NOON.

2. Please share your feedback on the environmental impacts

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address.

*Response to Comment 1446-1*

Please see response to Common Comment 5 in Table 9-6 of Chapter 9 of the Final EIS.

Send us your comments 

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1. Please share your comments about project alternatives and station options

1447-1 ① 1.5 Alt - most streamlined - cost effective  
② SR09-15

2. Please share your feedback on the environmental impacts

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address:

Cathy Carlson POB 13083 Des Moines WA 99194

*Response to Comment 1447-1*

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

**Send us your comments** 

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**1. Please share your comments about project alternatives and station options**

For me that be mean a good because (sally)  
(working) it benefits lots of working class people  
on SR 99 I-5 Alternative and its low cost.

**2. Please share your feedback on the environmental impacts**

This is a good idea and safe for  
environment

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address:

1448-1

*Response to Comment 1448-1*

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

# Letter FW499

Campbell, Clinton B.

Page 1

Send us your comments 

Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment card in the mail. Please mail no later than May 26, 2015. No postage is required. Comments can also be provided by email to: FWLE@soundtransit.org

1. Please share your comments about project alternatives and station options

1449-1 SR 99 ALTERNATIVE APPEARS TO BE THE MOST LOGICAL OPTION - EXCEPTION TO THE NECESSITY OF THE ALIGNMENT OPTION PRIMARILY BECAUSE OF UNDERGROUND FACILITATION.

2. Please share your feedback on the environmental impacts

1449-2 I-5 ALTERNATIVE WOULD PROVIDE THE LEAST AMOUNT OF ENVIRONMENTAL IMPACT - EXCEPTION OF THE TUNNEL AT THE STAR LAKE PARK + RIDE.

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address:

CLINTON B. CAMPBELL - 2702-50TH AVE N.E.  
TACOMA, WA. 98122 (206) 729-7-1155

## Response to Comment 1449-1

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

## Response to Comment 1449-2

Chapter 8, Alternatives Evaluation, compares environmental impacts for all the FWLE alternatives.

Send us your comments

**SOUNDTRANSIT**

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1. Please share your comments about project alternatives and station options

1450-1 I-5 Alternative - would move Route next to I-5 so not to clutter 99 and cars (passengers) would see trains moving better than themselves

2. Please share your feedback on the environmental impacts

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address:

Ronald Chick, PO Box 1337  
Eatonville, WA 99122

*Response to Comment 1450-1*

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

Letter FW501

Branch, Greg & Michelle

Page 1

Send us your comments



Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment card in the mail. Please mail no later than May 26, 2015. No postage is required. Comments can also be provided by email to: [FWLE@soundtransit.org](mailto:FWLE@soundtransit.org).

1. Please share your comments about project alternatives and station options

SR 99 has more stations & more riders  
and less # "displacements" of home  
owners! Yes for SR 99 Choice

1451-1

2. Please share your feedback on the environmental impacts

More riders benefits  
environment

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address.

15th & Duwamish  
402 N. Summit Dr  
Des Moines, WA 98105

Response to Comment 1451-1

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

Send us your comments 

Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment card in the mail. Please mail no later than May 26, 2015. No postage is required. Comments can also be provided by email to: [FWLE@soundtransit.org](mailto:FWLE@soundtransit.org).

.. Please share your comments about project alternatives and station options

1452-1

THIS ENTIRE PROJECT SHOULD BE CANCELLED!  
THIS PROJECT IS MONUMENTALLY INEFFICIENT  
AND ECONOMICALLY UNFEASIBLE.

2. Please share your feedback on the environmental impacts  
RIDERSHIP FOR THIS BOONDOGGLE WILL NOT  
MAKE THIS PROJECT ENVIRONMENTALLY  
EFFICIENT FOR MANY, MANY YEARS

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address.

*Response to Comment 1452-1*

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

Send us your comments

 SOUNDTRANSIT

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1. Please share your comments about project alternatives and station options

1453-1 *You are making this too complicated. You promised to go to Highline Community College & that's why I & my friends supported it. Now you have alternatives that aren't at the campus. Hwy 99 has the median, build it where you said you would.*

2. Please share your feedback on the environmental impacts

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the final EIS is available. Please provide your name and mailing address:

*Barbara Workman, 28121-37th Ave. S, Auburn, WA 98001-1467*

*Response to Comment 1453-1*

Chapter 2, Alternatives Considered, of the Final EIS describes the alternatives and options evaluated, including a station option on the Highline College campus. This chapter also describes the stakeholder process conducted in fall 2015 to identify the preferred location for this station. Please see response to Common Comment 4 in Table 9-6 of Chapter 9 of the Final EIS.

Send us your comments

 **SOUNDTRANSIT**

Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment card in the mail. Please mail no later than May 26, 2015. No postage is required. Comments can also be provided by email to: [FWLE@soundtransit.org](mailto:FWLE@soundtransit.org).

1. Please share your comments about project alternatives and station options

1454-1 I-5 Alternative - keep cost and displacements down!

2. Please share your feedback on the environmental impacts

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address:

*Response to Comment 1454-1*

Please see Section 2.5, Estimated Project Costs and Funding, for information on project costs, and Section 4.1, Acquisitions, Displacements, and Relocations, for information on displacements.

Send us your comments

 SOUNDTRANSIT

Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment card in the mail. Please mail no later than May 26, 2015. No postage is required. Comments can also be provided by email to: [FWLE@soundtransit.org](mailto:FWLE@soundtransit.org).

1. Please share your comments about project alternatives and station options

1455-1 I prefer The I-5 Alternative with the Kent-Demmes station to serve Highline college. It should also be extended to the S 320<sup>th</sup> park + ride.

2. Please share your feedback on the environmental impacts

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address.

*Response to Comment 1455-1*

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

Send us your comments

 **SOUNDTRANSIT**

Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment card in the mail. Please mail no later than May 26, 2015. No postage is required. Comments can also be provided by email to: FWLE@soundtransit.org.

1. Please share your comments about project alternatives and station options

FAR AND XWAY I PREFER THE I-5 ALTERNATIVE.  
IT IS LESS INTRUSIVE THAN THE OTHERS LESS  
EXPENSIVE. IF THE 99 ALT. WERE USED IT WOULD  
JUST ADD TO THE PROBLEMS THAT ALREADY EXIST ON 99.

1456-1

2. Please share your feedback on the environmental impacts

I DON'T THINK THAT THE I-5 ALT. WOULD  
PRESENT A MAJOR ENV. PROBLEM.

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address:

GENE HOOSE 4222 S. 247<sup>th</sup> CT. KENT  
98032 WA

*Response to Comment 1456-1*

Please see response to Common Comment 2 in Table 9-6 of Chapter 9 of the Final EIS.

Send us your comments

**SOUNDTRANSIT**

Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment card in the mail. Please mail no later than May 26, 2015. No postage is required. Comments can also be provided by email to: [FWLE@soundtransit.org](mailto:FWLE@soundtransit.org).

1. Please share your comments about project alternatives and station options

1457-1 IS alternative. Because the budget costs less  
and good amount of daily ridership.

2. Please share your feedback on the environmental impacts

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address.

*Response to Comment 1457-1*

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

Send us your comments 

Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment card in the mail. Please mail no later than May 26, 2015. No postage is required. Comments can also be provided by email to: [FWLE@soundtransit.org](mailto:FWLE@soundtransit.org).

1. Please share your comments about project alternatives and station options

1458-1 *The route along SR 99 makes the most sense as far as accessibility goes. However, I feel it should continue to the 320<sup>th</sup> Park & Ride not the transit center,*

2. Please share your feedback on the environmental impacts

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address:

*Response to Comment 1458-1*

A station option at the S 320th Park and Ride for the SR 99 Alternative was not evaluated, but was evaluated for the Preferred and SR 99 to I-5 alternatives. Please see Chapter 2, Alternatives Considered, for more information.

Send us your comments 

Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment card in the mail. Please mail no later than May 26, 2015. No postage is required. Comments can also be provided by email to: [FWLE@soundtransit.org](mailto:FWLE@soundtransit.org).

1. Please share your comments about project alternatives and station options

1459-1 Own property along a proposed route, please  
keep the information coming.

2. Please share your feedback on the environmental impacts

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address:

Jared DeMeerteer PO Box 1088 Kent WA 98035

*Response to Comment 1459-1*

Sound Transit will continue to provide information to potentially affected property owners, businesses, and residents. Appendix B, Public and Agency Coordination, of the Final EIS describes outreach activities, and Appendix D4.1 provides a list of potentially affected properties.

Letter FW510

Anonymous

Page 1

Send us your comments 

Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment card in the mail. Please mail no later than May 26, 2015. No postage is required. Comments can also be provided by email to: [FWLE@soundtransit.org](mailto:FWLE@soundtransit.org).

1. Please share your comments about project alternatives and station options

1460-1 SR 99 Alt. appears to help Highline College the most. Would like to see college accessible to more students + cut down on parking needs of college.

2. Please share your feedback on the environmental impacts

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address:

*Response to Comment 1460-1*

Please see response to Common Comment 4 in Table 9-6 of Chapter 9 of the Final EIS.

**Send us your comments** 

Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment card in the mail. Please mail no later than May 26, 2015. No postage is required. Comments can also be provided by email to: [FWLE@soundtransit.org](mailto:FWLE@soundtransit.org).

**1. Please share your comments about project alternatives and station options**

1461-1 I prefer the SR 99 route as it is more straight forward & displaces fewer homes. Also if there is a station on 26th I could walk to it & would use the train more.

**2. Please share your feedback on the environmental impacts**

1461-2 I don't see this route as having an environmental impact to speak of.

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address.

Jim Shelton  
3529 S. 26th St. Kent 98032

*Response to Comment 1461-1*

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

*Response to Comment 1461-2*

The Final EIS evaluates impacts of all the alternatives. The Executive Summary summarizes these impacts, and Chapter 8, Alternatives Evaluation, describes the trade-offs among the FWLE alternatives.

Send us your comments 

Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment card in the mail. Please mail no later than May 26, 2015. No postage is required. Comments can also be provided by email to: [FWLE@soundtransit.org](mailto:FWLE@soundtransit.org).

1. Please share your comments about project alternatives and station options

1462-1 We prefer options SR-99 to I-5 +  
1462-2 1-5 to SR-99 No matter which is approved though Provide abundant parking! I've had to return home a number of times. It is very frustrating.

2. Please share your feedback on the environmental impacts

1462-3 1-5 to SR-99 avoids the wetland and Elementary school. However the 99-I-5 Route decreases needless back+forth track building.

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the final EIS is available. Please provide your name and mailing address:  
Terri Juberg 23212 20<sup>th</sup> Ave S  
DonMines WA 98198

*Response to Comment 1462-1*

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

*Response to Comment 1462-2*

Please see response to Common Comment 5.

*Response to Comment 1462-3*

Chapter 8, Alternatives Evaluation, of the Final EIS describes the tradeoffs in cost and environmental impacts for the FWLE Alternatives.

Send us your comments 

Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment card in the mail. Please mail no later than May 26, 2015. No postage is required. Comments can also be provided by email to: [FWLE@soundtransit.org](mailto:FWLE@soundtransit.org).

1. Please share your comments about project alternatives and station options

1463-1 PLEASE consider 8 I-5 Alternative. The  
businesses along SR99 would suffer greatly  
under construction. We are still recovering  
from the HOV construction.

2. Please share your feedback on the environmental impacts N/A

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address:

*Response to Comment 1463-1*

Please see response to Common Comment 2 in Table 9-6 of Chapter 9 of the Final EIS.

Send us your comments

 SOUNDTRANSIT

Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment card in the mail. Please mail no later than May 26, 2015. No postage is required. Comments can also be provided by email to: [FWLE@soundtransit.org](mailto:FWLE@soundtransit.org).

1. Please share your comments about project alternatives and station options

As a business owner on 99, I am against the elevated route. It would be a devastating impact to businesses, neighborhoods, employers and tax base - all of which is not included in total cost of project I assume.

1464-1

2. Please share your feedback on the environmental impacts

If it runs through 99, I will be forced to move/sell my practice location of 40+ years.  
Keep the transit on I-5!

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address:

*Response to Comment 1464-1*

Please see response to Common Comment 2 in Table 9-6 of Chapter 9 of the Final EIS.

SEND US YOUR COMMENTS **SOUNDTRANSIT**

Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment card in the mail. Please mail no later than May 26, 2015. No postage is required. Comments can also be provided by email to: [FWLE@soundtransit.org](mailto:FWLE@soundtransit.org).

1. Please share your comments about project alternatives and station options

1465-1 I support the SR99 Alternative with a station at the Federal Way transit center. This alternative has fewer residential displacements and allows for a station option at Highline.

2. Please share your feedback on the environmental impacts

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address:

Jenny Vasquez, 31910 Century Center Blvd S  
Federal Way WA 98003

*Response to Comment 1465-1*

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

# Letter FW516

Anonymous

Page 1

Send us your comments

Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment card in the mail. Please mail no later than May 26, 2015. No postage is required. Comments can also be provided by email to: [FWLE@soundtransit.org](mailto:FWLE@soundtransit.org)

**SOUNDTRANSIT**

1. Please share your comments about project alternatives and station options

**A** [REDACTED]

2. Please share your feedback on the environmental impacts

**NO!**

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address:

1466-1

## *Response to Comment 1466-1*

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

Send us your comments



Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment card in the mail. Please mail no later than May 26, 2015. No postage is required. Comments can also be provided by email to: [FWLE@soundtransit.org](mailto:FWLE@soundtransit.org)

1. Please share your comments about project alternatives and station options

1467-1 According to the EIS statement I chose the 1st option (the green one) because it had more money and more stops

2. Please share your feedback on the environmental impacts

Still I chose the green one which has less residential displacement and bus lines displacement

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address:

*Response to Comment 1467-1*

Please see Section 4.1, Acquisitions, Displacements, and Relocations, for information on business and residential displacements. The SR 99 Alternative would have the fewest residential displacements, but the most business displacements.

Response to Comment 1468-1

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

Send us your comments 

Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment card in the mail. Please mail no later than May 26, 2015. No postage is required. Comments can also be provided by email to: [FWLE@soundtransit.org](mailto:FWLE@soundtransit.org).

1. Please share your comments about project alternatives and station options

MOST LIKELY I WILL BE DEAD BEFORE THIS THING IS FINISHED. WHY DON'T YOU SAVE TAXPAYERS SOME MONEY & NOT DO IT & WE CAN DRIVE TO TUKWILWA

2. Please share your feedback on the environmental impacts ~~W~~ GET ON THERE,

NO HOMEOWNER OR BUSINESSES DISPLACED. - I PREFER THE I-5 ALTERNATIVE WHICH SEEMS TO MAKE THE MOST SENSE

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address.

1468-1

Send us your comments 

Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment card in the mail. Please mail no later than May 26, 2015. No postage is required. Comments can also be provided by email to: FWLE@soundtransit.org.

1. Please share your comments about project alternatives and station options  
THE I-5 ALTERNATIVE IS THE MOST PRACTICLE  
A STRAIGHT LINE THAT DISPLACES ONLY 29  
BUSINESSES.

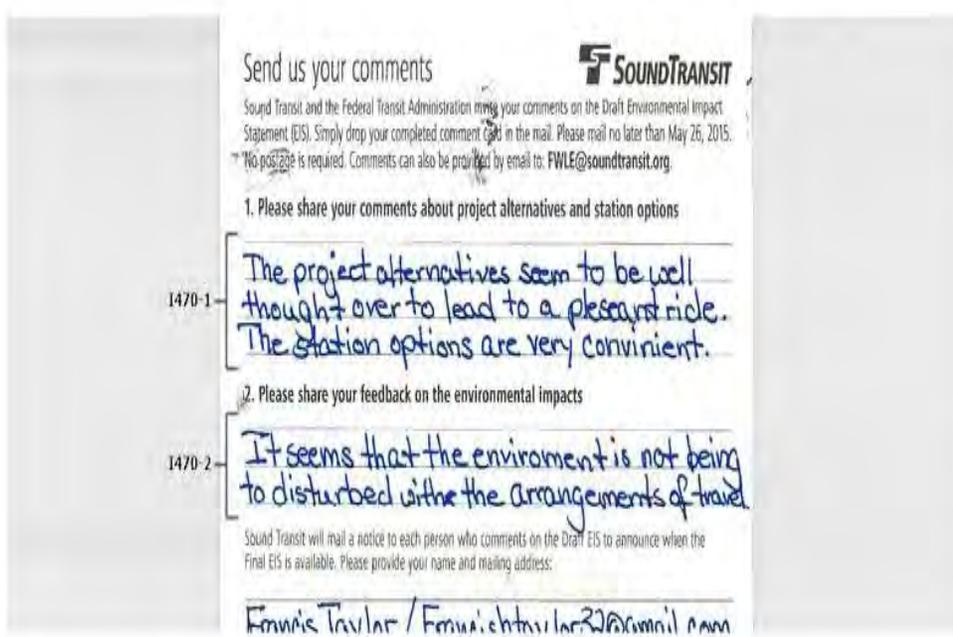
2. Please share your feedback on the environmental impacts  
IT APPEARS THAT THE I-5 PLAN WOULD LEAVE  
THE SMALLEST FOOT PRINT

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address:  
WILLIAM STILLWELL 31824 10<sup>TH</sup> AL SW  
FEDERAL WAY 98023

1469-1

*Response to Comment 1469-1*

Please see Section 4.1, Acquisitions, Displacements, and Relocations, for updated information on business displacements.



*Response to Comment 1470-1*

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

*Response to Comment 1470-2*

The Final EIS evaluates impacts of all the alternatives. The Executive Summary summarizes these impacts, and Chapter 8, Alternatives Evaluation, describes the trade-offs among the FWLE alternatives.

Letter FW521

Enrico, A

No comments

Page 1

4. Please tell us about yourself. Why are you interested in the project?

- I live nearby. If so, where? So 272nd st
- I work in the project area. If so, where? Highline
- I own a business nearby. If so, where? \_\_\_\_\_
- I attend school in the project area. If so, where? Highline College
- Other \_\_\_\_\_

HOLD HERE FOR MAILING

**Enrico**  
 27110 46th Ave. S.  
 Kent, WA 98032-7147



Attention: Federal Way Link Extension Draft EIS Comments  
 Union Station  
 401 S. Jackson St.  
 Seattle, WA 98104-2826

9810432826 0037 [Barcode]

HOLD HERE FOR MAILING

Stay in touch

Sound Transit is required to mail a notice to each person that comments on the Draft EIS to announce when the Final EIS is available. Please help us meet this requirement by providing your name and mailing address.

Name A Enrico

Mailing Address 27110 46th Ave So

City, State, Zip Kent 98032

If you would like to receive project updates by email, please provide your email address: \_\_\_\_\_

### Send us your comments

The Federal Transit Administration and Sound Transit invite your comments on the Draft Environmental Impact Statement (EIS). The Draft EIS comment period ends on May 26, 2015. All comments received during the comment period will be addressed in the Final EIS. Return this form at a public hearing or mail to the address provided on the back. Comments can also be provided by email to FWLE@soundtransit.org or submitted online at FederalWayLink.org.

#### 1. Please share your comments about the project alternatives and station options

SR 99 Alternative \_\_\_\_\_

\_\_\_\_\_

I-5 Alternative \_\_\_\_\_

*I like this because it's the cheapest and less than (1.32) with K/D/MS I-5 at grade station | 200 homes disrupted and smaller business the 1.42 too many homes lost*

SR 99 to I-5 Alternative \_\_\_\_\_

\_\_\_\_\_

I-5 to SR 99 Alternative \_\_\_\_\_

*too many homes and businesses lost*

No Build \_\_\_\_\_

\_\_\_\_\_

#### 2. Please share your feedback on the environmental impacts

\_\_\_\_\_

\_\_\_\_\_

#### 3. Other comments?

*I don't like people losing their homes or businesses. Help them if they lose should lose either.*

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

#### Response to Comment 1471-1

Please see responses to Common Comments 2 and 3 in Table 9-6 of Chapter 9 of the Final EIS. In developing alternatives, Sound Transit avoided and minimized impacts where possible, but some displacements would be unavoidable. Section 4.1, Acquisitions, Displacements, and Relocations, describes the property acquisition and relocation processes, and the relocation assistance and benefits that Sound Transit will provide.

1471-1

# Letter FW522

Rosas, Lizeth

Page 1

## *Response to Comment I472-1*

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

**From:** [mrclm102@roa920.hawaiipost.com](mailto:mrclm102@roa920.hawaiipost.com)  
**To:** FWLE  
**Subject:** Comment - ST Federal Way Link Extension  
**Date:** Tuesday, May 26, 2015 4:56:49 PM

---

From: Lizeth Rosas <lizeth\_rosas8@yahoo.com>

Message Body:

1472-1 SR 99 Comment: I think that the SR 99 Alternative would be the best choice because although there would be a residential impact it would not affect as many people as some of the other options meaning less people would have to change their daily routine. Also, although there will be some business interruption while it is being built and less people going into those stores, in the long run it will bring more customers to those stores because it will be close to some of the stops along the way. It is more beneficial not only to the people who have a job down in this area but also to the businesses and bringing in more revenue.

I-5 Comment:

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment:

Other Comment:

Name: Lizeth Rosas  
Address: 13704 111th pl s  
City: Burien  
State: WA  
Zipcode: 98168

Email: lizeth\_rosas8@yahoo.com

I live nearby. If so, where?:

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

..

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

Letter FW525

Pederson, Holly

Page 1

*Response to Comment 1473-1*

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

Send us your comments 

Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment card in the mail. Please mail no later than May 26, 2015. No postage is required. Comments can also be provided by email to: [FWLE@soundtransit.org](mailto:FWLE@soundtransit.org).

1. Please share your comments about project alternatives and station options

1473-1 *My view is the link rail should connect the communities, If it follows along I-5 there will be less stops, less commuters between the Airport and Federal Way*

Please share your feedback on the environmental impacts

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address:

*Holly Pederson 23913 43rd Ave So  
Kent, WA 98032*

# Letter FW526

Anonymous

Page 1

Send us your comments

 **SOUNDTRANSIT**

Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment card in the mail. Please mail no later than May 26, 2015. No postage is required. Comments can also be provided by email to: [FWLE@soundtransit.org](mailto:FWLE@soundtransit.org).

1. Please share your comments about project alternatives and station options

1474-1 [ ALTERNATIVE 99 MAKES THE MOST SENSE. MIGHT WANT TO UTILIZE THE GREENBELT BETWEEN 28<sup>TH</sup> & 30<sup>TH</sup> WE MOST INCORPORATE WALKING & BICYCLE LANES & TRAILS ALONG THIS ENTIRE PROJECT

2. Please share your feedback on the environmental impacts

1474-2 [ I DON'T SHOP AT ANY OF THE LOCAL BUSINESSES ALONG 99 OR PACIFIC HIGHWAY. I SHOP FURTHER DOWN BY 32<sup>ND</sup> & THE SMALL ENVIRONMENTAL IMPACT WILL BE MINOR IN COMPARISON TO THE OTHER ALTERNATIVES

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address:

---

---

## *Response to Comment 1474-1*

This area was included in the S 272nd Redondo Trench Station Option. Sound Transit is coordinating with the local jurisdictions about access improvements to stations, included bike lanes and trail where appropriate. See Chapter 2, Alternatives Considered, of the Final EIS for a description of these improvements.

## *Response to Comment 1474-2*

Chapter 8, Alternatives Evaluation, compares environmental impacts for all the alternatives.

## Letter FW527

Esser, Cindy

Page 1

### Response to Comment 1475-1

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

Send us your comments

 **SOUNDTRANSIT**

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1. Please share your comments about project alternatives and station options

1475-1 It seems to make sense to go with I-5 Alternative or SR99 to I-5 Alternative for lower cost and less impact due to size of right of way on I-5

2. Please share your feedback on the environmental impacts

The routes suggested above would have the least environmental impact

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address:

CINDY ESSER - 29045 15TH PLACE SOUTH  
Federal Way, WA 98003

Send us your comments



Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment card in the mail. Please mail no later than May 26, 2015. No postage is required. Comments can also be provided by email to: [FWLE@soundtransit.org](mailto:FWLE@soundtransit.org).

1. Please share your comments about project alternatives and station options

1-5 ALTERNATIVE (1-42 BILLION MAKES THE MOST SENSE)

1476-1

2. Please share your feedback on the environmental impacts

1-5 ALTERNATIVE WOULD BE BEST AND DISRUPT MUCH LESS BUSINESSES

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address:

LORI FORBES 2904 S 15TH PL S  
FEDERAL WAY WA 98003

*Response to Comment 1476-1*

Please see response to Common Comment 2 in Table 9-6 of Chapter 9 of the Final EIS.

### Send us your comments



Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment card in the mail. Please mail no later than May 26, 2015. No postage is required. Comments can also be provided by email to: [FWLE@soundtransit.org](mailto:FWLE@soundtransit.org).

**1. Please share your comments about project alternatives and station options**

1477-1 - 509 to I5 alternative is the best. A station at Highline is important. 99 alternative will cause too much congestion on Hwy 99. This is not a good option.

**2. Please share your feedback on the environmental impacts**

509 to I5 will have the least environmental impacts

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address:

*Response to Comment 1477-1*

Section 3.5.3 of Chapter 3, Transportation, discusses potential traffic impacts.

Please see response to Common Comment 4 in Table 9-6 of Chapter 9 of the Final EIS. Chapter 8 compares the alternatives' environmental impacts.

# Letter FW530

Anonymous

Page 1

Send us your comments

 SOUNDTRANSIT

Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment card in the mail. Please mail no later than May 26, 2015. No postage is required. Comments can also be provided by email to: [FWLE@soundtransit.org](mailto:FWLE@soundtransit.org).

1. Please share your comments about project alternatives and station options  
1478-1 I would prefer the I5 alternative or the 99 to I5 alternative. These alternatives would be the least disruptive and it makes the most sense to follow the I5 corridor. The 99 alternative I would hate!

2. Please share your feedback on the environmental impacts  
1478-2 I am concerned about the impact on wetlands near 99 and also how the shaking from the train might impact house foundations

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address.

Creggie boy@aol.com

## Response to Comment 1478-1

Please see response to Common Comment 2 in Table 9-6 of Chapter 9 of the Final EIS.

## Response to Comment 1478-2

Section 4.9, Ecosystems, of the Final EIS describes the potential impacts on wetlands. Section 4.7, Noise and Vibration, describes vibration impacts.

## Letter FW531

Peitz, F.

Page 1

Send us your comments

 **SOUNDTRANSIT**

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1. Please share your comments about project alternatives and station options

1479-1 THE I-5 ALTERNATIVE IS THE ONLY LOGICAL PLAN FOR SOUND TRANSIT TARDU DES MOINES. THE DES MOINES STATION SHOULD BE AT KENT-DES MOINES RD NEAR I-5 & COMMUTER PARKING LOTS.

2. Please share your feedback on the environmental impacts

ANY IDEA OF SOUND TRANSIT ON HWY 99 WOULD BE A TRAFFIC NIGHTMARE

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address:

F. PEITZ  
22840 30<sup>TH</sup> AVES. APT 111, DES MOINES WA 98198

### *Response to Comment 1479-1*

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

# Letter FW532

Wills, Michelle

Page 1

Send us your comments 

Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment card in the mail. Please mail no later than May 26, 2015. No postage is required. Comments can also be provided by email to: [FWLE@soundtransit.org](mailto:FWLE@soundtransit.org).

1. Please share your comments about project alternatives and station options

1480-1  \* will write to the board as well -  
I feel that the I-5 option (or variations of the I-5 option) would be best for the region. It would serve the most people + impact businesses the least.

2. Please share your feedback on the environmental impacts

1480-2  - environmental impact?! Uh the 99 option into Highline College would TAKE MY HOUSE!  
- My first home + my KIOS home

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address:  
Michelle Wills  
2828 28th Ave S. Des Moines, WA 98198

## Response to Comment 1480-1

Please see response to Common Comment 2 in Table 9-6 of Chapter 9 of the Final EIS.

## Response to Comment 1480-2

In developing alternatives, Sound Transit avoided and minimized impacts where possible, but some displacements would be unavoidable. Section 4.1, Acquisitions, Displacements, and Relocations, describes the property acquisition and relocation processes, and the relocation assistance and benefits that Sound Transit will provide.

Response to Comment I481-1

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

Send us your comments



Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment card in the mail. Please mail no later than May 26, 2015. No postage is required. Comments can also be provided by email to: FWLE@soundtransit.org.

1. Please share your comments about project alternatives and station options

In my opinion I would like to see the SR 99 alternative enacted. It only displaces 36 residences, and also provides more rider participation, less property loss by citizens

2. Please share your feedback on the environmental impacts

The fact that it causes less impact on environment by sticking to an established thruway. Peoples homes should be the first considered

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address:

Robin G. Parris, 31000 28th Ave S  
Federal Way, WA 98003

I481-1

# Letter FW534

Hyde, Jack

Page 1

Send us your comments

 SOUNDTRANSIT

Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment card in the mail. Please mail no later than May 26, 2015. No postage is required. Comments can also be provided by email to: [FWLE@soundtransit.org](mailto:FWLE@soundtransit.org).

1. Please share your comments about project alternatives and station options  
*1482-1* Prefer the SR 99 alternative with no options  
Recommend station at Fed Way High school. The stadium has frequent events for more than just the high school students at Fed Way.

2. Please share your feedback on the environmental impacts  
*1482-2* I assume the elevated tracks would not affect automobile traffic on 99. If they reduce number of lanes for instance, I would favor 1-5 Alternative

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address:  
JACK HYDE  
30415 10<sup>TH</sup> AVE S., FEDERAL WAY, 98003

## Response to Comment 1482-1

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

## Response to Comment 1482-2

Section 3.5.3 of Chapter 3, Transportation, of the Final EIS describes potential traffic impacts of the FWLE alternatives.

Letter FW535

Hallock, Jeanne

Page 1

Send us your comments



Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment card in the mail. Please mail no later than May 26, 2015. No postage is required. Comments can also be provided by email to: FWLE@soundtransit.org.

1. Please share your comments about project alternatives and station options

1483-1 *Prefer the 15 option. Better to go directly to the 320th park-n-ride. Right now could be building good sized parking garage. FWTC DOES NOT have enough parking now. Adding in the light rail will only worsen the issue.*

1483-2

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address:

*Jeanne Hallock 31072 9th Ave S  
Federal Way WA 98003*

Response to Comment 1483-1

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

Response to Comment 1483-2

Please see response to Common Comment 5.

# Letter FW536

Anonymous

Page 1

## Response to Comment I484-1

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

Send us your comments 

Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment card in the mail. Please mail no later than May 26, 2015. No postage is required. Comments can also be provided by email to: [FWLE@soundtransit.org](mailto:FWLE@soundtransit.org).

I. Please share your comments about project alternatives and station options

1484-1 We support the I-5 alternative, because there is enough noise from airplanes. This side of the highway already has enough noise from vehicles.

2. Please share your feedback on the environmental impacts

N/A

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address:

Letter FW537

Clark, Daniel & Vyvyan

Page 1

*Response to Comment 1485-1*

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

*Response to Comment 1485-2*

Section 4.6, Air Quality and Greenhouse Gases, of the Final EIS describes the air quality benefits expected from the FWLE.

Send us your comments 

Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment card in the mail. Please mail no later than May 26, 2015. No postage is required. Comments can also be provided by email to: [FWLE@soundtransit.org](mailto:FWLE@soundtransit.org).

**1. Please share your comments about project alternatives and station options**

1485-1 *We like the SR 99 to I-5 Alternative: 1) decent cost, high number of riders 3) low residential & business displacement.*

**2. Please share your feedback on the environmental impacts**

1485-2 *This will encourage less cars used, which in turn less carbon dioxide in the air.*

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address:

*Daniel & Vyvyan Clark*  
*2316 S. 25<sup>th</sup> Place, Des Moines, WA 98198*

# Letter FW538

Jones, Ruth

Page 1

## Response to Comment 1486-1

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

## Response to Comment 1486-2

Chapter 5, Construction, of the Final EIS describes potential construction impacts and mitigation.

Send us your comments 

Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment card in the mail. Please mail no later than May 26, 2015. No postage is required. Comments can also be provided by email to: [FWLE@soundtransit.org](mailto:FWLE@soundtransit.org).

1. Please share your comments about project alternatives and station options

1486-1 Long time Des Moines resident -  
AM VERY OLD AND WANT SEE THIS COME TO  
FRUITION, BUT I THINK THE ROUTE THAT  
FOLLOWS THE PROPOSED SO9 EXTENSION WOULD  
BE BEST.

2. Please share your feedback on the environmental impacts

1486-2 CONSTRUCTION CAUSES IMPACTS

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address:

RUTH JONES  
19520 3<sup>RD</sup> AVE S, SEATTLE WA 98148

*Response to Comment I487-1*

In developing alternatives, Sound Transit avoided and minimized impacts where possible, but some displacements would be unavoidable. Appendix D4.1 of the Final EIS identifies properties potentially affected by the FWLE. Section 4.1, Acquisitions, Displacements, and Relocations, describes the property acquisition and relocation processes and benefits Sound Transit will provide to businesses. Section 4.3, Economics, describes additional direct and indirect impacts on businesses and Chapter 5, Construction, describes impacts during construction.

Send us your comments

 **SOUNDTRANSIT**

Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment card in the mail. Please mail no later than May 25, 2015. No postage is required. Comments can also be provided by email to: [FWLE@soundtransit.org](mailto:FWLE@soundtransit.org).

1. Please share your comments about project alternatives and station options

I487-1 I own a boat repair shop on 30<sup>th</sup> Ave so  
23431 30 Ave so I don't want this to affect  
my shop Location it all looks close to my  
Shop

2. Please share your feedback on the environmental impacts

It sounds like it will improve on our  
traffic problem Good Idea

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address:

Ron Hamilton 26310 20 Ave so Des Moines  
wa 98158

Send us your comments

The Federal Transit Administration and Sound Transit invite your comments on the Draft Environmental Impact Statement (EIS). The Draft EIS comment period ends on May 26, 2015. All comments received during the comment period will be addressed in the Final EIS. Return this form at a public hearing or mail to the address provided on the back. Comments can also be provided by email to FWLE@soundtransit.org or submitted online at FederalWayLink.org.

1. Please share your comments about the project alternatives and station options

1488-1

SR 99 Alternative YES - CLOSEST TO THE BUSIEST STREET PACIFIC HIGHWAY SOUTH HWY 99. IT IS THE STREET AND AREA MOST FREQUENT BY PEOPLE IT WILL KEEP NOISE LEVEL TO A BUSY STREET WHICH IS ALREADY NOISY WITH TRAFFIC.

I-5 Alternative WE WILL NEED TO EITHER DRIVE OR GET PUBLIC TRANSPORTATION TO USE THE LIGHT RAIL. NOT IDEAL WAY TO GET FROM THE MIDWAY HUB INTERSECTION OF PACIFIC HIGHWAY HWY 99 AND KENT DES MOINES ROAD

SR 99 to I-5 Alternative NOT IDEAL THE # 2 AND #3 STATIONS ARE NOT CLOSE TO THE MIDWAY HUB. INTERSECTION OF HWY 99 AND KENT DES MOINES ROAD

I-5 to SR 99 Alternative NOT IDEAL. THE #1 STATION IS NOT CLOSE TO HIGHLINE COLLEGE, IT IS NOT IN THE CENTER OF MIDWAY HUB. INTERSECTION BETWEEN HWY 99 AND KENT DES MOINES ROAD.

No Build NO - PLEASE DO NOT BUILD CLOSE TO RESIDENTIAL AREAS  
NO - PLEASE DO NOT BUILD CLOSE TO SCHOOLS  
NO - TO STREET LEVEL LIGHTRAILS

1488-2

NO - TO ELEVATION LIGHTRAILS - MINIMIZE ELEVATION LIGHTRAILS IF POSSIBLE. PLEASE SEE COMMENT LETTER FOR ALL THE ABOVE.)  
2. Please share your feedback on the environmental impacts  
NOISE - KEEP IT TO SR 99 ALTERNATIVE ROUTE  
KEEP THE STATIONS AND LIGHTRAIL SYSTEMS IN TRENCH/UNDERGROUND  
IF WE ARE GOING TO SEE ELEVATED LIGHTRAILS PLEASE KEEP IT CLOSEST OR ON HWY 99

3. Other comments?

PLEASE SEE LETTER ENCLOSED

Response to Comment 1488-1

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

Response to Comment 1488-2

Chapter 2, Alternatives Evaluated, of the Final EIS describes the locations of the FWLE alternatives. Section 4.7, Noise and Vibration, of the Final EIS describes the noise impacts and proposed mitigation for all FWLE alternatives.

No comments

4. Please tell us about yourself. Why are you interested in the project?

- I live nearby. If so, where? KENT WEST HILL
- I work in the project area. If so, where? \_\_\_\_\_
- I own a business nearby. If so, where? \_\_\_\_\_
- I attend school in the project area. If so, where? \_\_\_\_\_
- Other \_\_\_\_\_

VOID HERE FOR MAILING

return address



Attention: Federal Way Link Extension Draft EIS Comments  
Union Station  
401 S. Jackson St.  
Seattle, WA 98104-2826

VOID HERE FOR MAILING

Stay in touch

Sound Transit is required to mail a notice to each person that comments on the Draft EIS to announce when the Final EIS is available. Please help us meet this requirement by providing your name and mailing address:

Name LYNDA WOO

Mailing Address 25320 42ND PLACE SOUTH

City, State, Zip KENT WA 98032

If you would like to receive project updates by email, please provide your email address: WOO.L@comcast.net

SoundTransit  
Attention: Federal Way Link Extension Draft EIS Comments  
Union Station  
401 South Jackson Street  
Seattle WA 98104-2826

May 19, 2015

Dear Sir/Madam

LIGHTRAIL EXTENSION

Thank you for coming out to the community. The meeting at our Kent West Hill Neighborhood meeting at Trinity Community Church on Reith Road had an outstanding attendance and great presentation from various departments.

These are our comments as discussion among our family:

1488-3 SR 99 Alternative – Yes. It is the closest to the busiest street which is Pacific Highway South HWY 99. It is the most commercialized area. It will open the doors to commerce, business and will draw people to the area to use the lightrail. It seems the route away from most residential areas. It is the route that is across from the Federal Way High School which will be better as we do not want it to be too close to any schools. It is the route for expansion to open new stations.

SR 99 Alternatives map

- 1488-4 YES - # 1 – S216TH West Station Option (trench station)
- YES - # 3 – Kent/Des Moines HC Campus Station (trench option)
- YES - # 4 – Kent/Des Moines SR 99 West Station if # 3 cannot be done
- YES - # 8 – S260TH East Station option
- YES - # 10 – S272ND Redondo Trench Station option would be better than # 9 - S272nd Redondo Station (Elevated Station)
- YES – please keep elevated lightrail across the street from Federal Way High School
- YES - # 12 – the lightrail will have to reach all the way to # 12 the Federal Way Transit Center
- YES – please build close to businesses, commerce areas, city centers, performing art centers, theaters, malls, park & rides, universities, colleges, parks
- YES – please build underground/trench lightrails or stations
- YES – please build with expansion and growth in mind for the future
- NO – please do not build close to residential areas especially houses or building
- NO – please do not build close to schools
- NO – to street level lightrails
- NO – to elevations lightrails in the city – they do not make the city or town look pretty

*Response to Comment 1488-3*

Please see response to Common Comment 1.

*Response to Comment 1488-4*

See response to comment 1488-2.

OTHER COMMENTS – PROBLEMS ENCOUNTERED

- 1488-5 1. The Park & Ride near the airport at the Tukwila station did not have enough parking lots. Many times I wanted to take the lightrail from this station but could not find parking. It was recommended we could use or park at the airport but have found it not convenient.
- 1488-6 2. The Museum of Flight is a tourist attraction and also close to the Aviation High School. We always felt there should be another station open between the Tukwila Station and Columbia City Station. The location should be just by the bend as the lightrail turns before crossing I-5.

CONSIDERATION –

- 1488-7 1. We will be one family that will look forward to be using the lightrail a lot. Please consider building multi-floor parking lots at the stations or expand the park & rides. The existing park & rides will not be able to accommodate the growth of users in the future.
- 1488-8 2. EARTHQUAKE – GEOLOGICAL/ENGINEERING/ARCHITECTURE/ENVIRONMENTAL DEPARTMENTS TO NAME A FEW  
This will be for the departments above, if we were to build a lightrail – in what structure will the lightrail holds best?  
i. Underground/trench?  
ii. Elevation?  
iii. Street Level?

Please build the light rail that will minimize damage, impact, repair, long restoration waiting time for back to service. I think the underground/trench lightrail or underground/trench stations are the best and away from flood prone areas. There was an incident that happened during the Seahawks Parade in down town. The lightrail from the airport was not able to move because there was a vehicle street collision at the Columbia City station. I do not favor building street level lightrails.

We will look forward to using the lightrail wherever it goes. We know with the outpouring of opinions, comments and overwhelming responses you will find a way to build a great system. Thank you

Yours Sincerely,



Lynda Woo

*Response to Comment 1488-5*

Please see response to Common Comment 5.

*Response to Comment 1488-6*

Please see response to Common Comment 11.

*Response to Comment 1488-7*

Please see response to Common Comment 5.

*Response to Comment 1488-8*

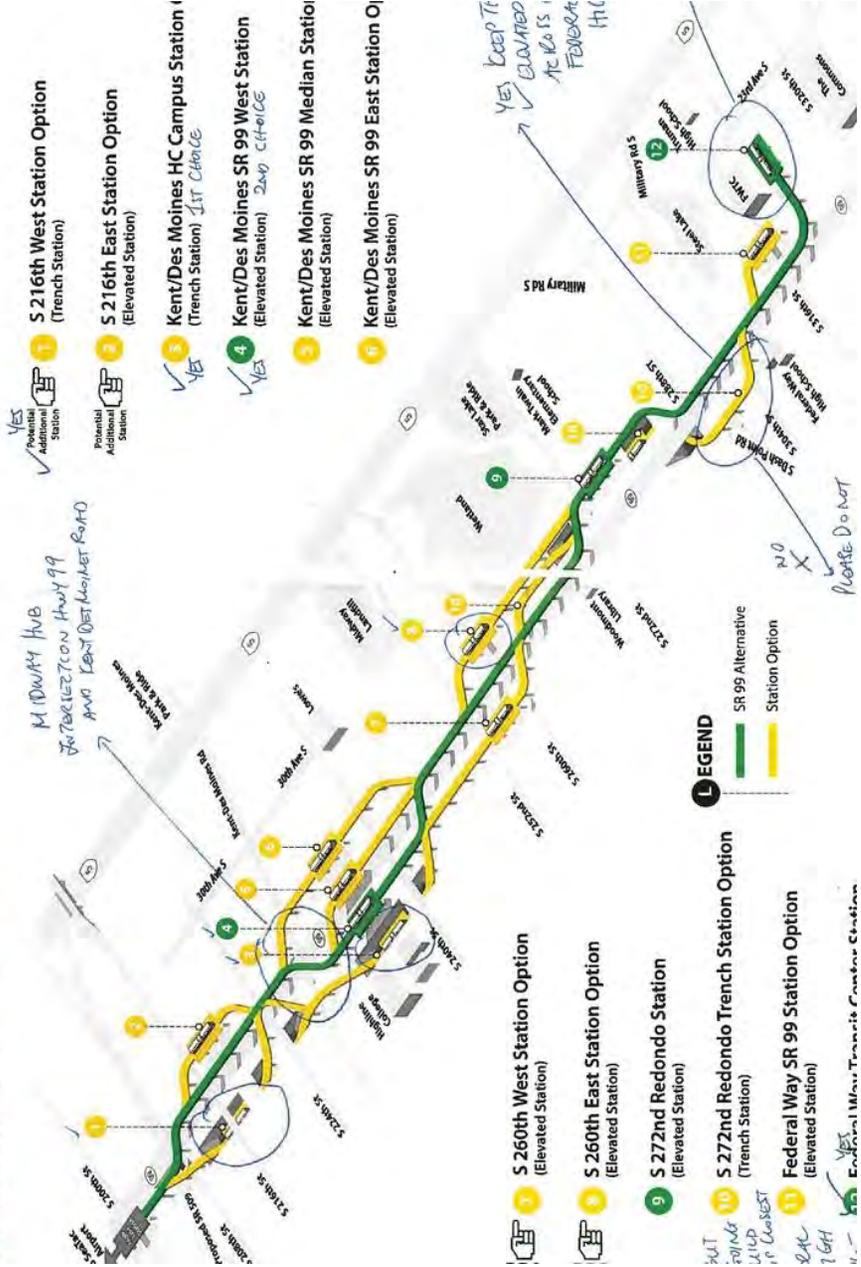
Section 4.11, Geology and Soils, describes geologic conditions in the study area and how the project would be designed to address them. Chapter 2, Alternatives Considered, describes how light rail profiles are selected. All FWLE alternatives would operate in an exclusive light rail guideway.

# Alternatives

Station and Federal Way Transit Center Station. A number of station options were areas, as were potential additional stations near South 216th Street and South 2

99 ALTERNATIVE YES - Closest To Hwy 99

MIDWAY HUB  
 PARALLELIZATION HWY 99  
 AND EAST DEST/MOINER ROAD



- 1  Potential Additional Station  
**S 216th West Station Option**  
 (Trench Station)
- 2  Potential Additional Station  
**S 216th East Station Option**  
 (Elevated Station)
- 3  **Kent/Des Moines HC Campus Station**  
 (Trench Station) *IT CHANGE*
- 4  **Kent/Des Moines SR 99 West Station**  
 (Elevated Station) *2x0 OFF-ICE*
- 5  **Kent/Des Moines SR 99 Median Station**  
 (Elevated Station)
- 6  **Kent/Des Moines SR 99 East Station O**  
 (Elevated Station)

- 7  **S 260th West Station Option**  
 (Elevated Station)
- 8  **S 260th East Station Option**  
 (Elevated Station)
- 9  **S 272nd Redondo Station**  
 (Elevated Station)
- 10  **S 272nd Redondo Trench Station Option**  
 (Trench Station)
- 11  **Federal Way SR 99 Station Option**  
 (Elevated Station)

**LEGEND**

- SR 99 Alternative
- Station Option

No comments

# Letter FW541

Anonymous

Page 1

## Response to Comment I489-1

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

**Send us your comments** 

Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment card in the mail. Please mail no later than May 26, 2015. No postage is required. Comments can also be provided by email to: [FWLE@soundtransit.org](mailto:FWLE@soundtransit.org).

**1. Please share your comments about project alternatives and station options**

I489-1 [ It is a important project for the city. Only we want to know if we are getting good options for us. Because we have a family.

**2. Please share your feedback on the environmental impacts**

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address:

## Letter FW544

Gall, Chris

Page 1

**From:** [unslipk@rx920.hi.wa.gov](mailto:unslipk@rx920.hi.wa.gov)  
**To:** FWLE  
**Subject:** Comment - ST Federal Way Link Extension  
**Date:** Tuesday, May 26, 2015 11:30:20 AM

From: Chris Gall <[chris\\_gall@yahoo.com](mailto:chris_gall@yahoo.com)>

Message Body:

SR 99 Comment: SR99 alternatives are the most expensive and among the most disruptive to residences and businesses. There is already good bus service along the SR99 corridor (Rapid Ride A line), with many stops to serve the local community. Light Link is better suited for distance travel (lower station density), so does not need to overlap the current bus service geographically.

The Highline College station specifically is not desirable: It will damage a long-established neighborhood just north of the college. The station would also significantly increase the number of non-college-affiliated people in close proximity to the campus, which poses safety concerns for students and staff. It is also one of the most expensive alternatives under consideration.

I-5 Comment: The I-5 alternative is the best use of available resources and money, and will well serve the commuting public better than the SR99 alternatives:

- The I-5 alignments cost substantially less than SR99 alignments.
- The I-5 alignment displaces the fewest number of businesses. Except for the SR99 median alignment, the proposed SR99 alternatives cut into current business real estate. This is problematic given that SeaTac, Des Moines, Kent, and Federal Way are all still rebounding from the recession. Less footprint available for businesses means less revenue.
- The I-5 alignment has less impact to residential areas – by paralleling the current freeway corridor, the train is not a nuisance (sight, sound, vibration) to as many residential areas. SR99 alignments put the trains much closer to more homes and apartments.
- Highline College wants the station as close to campus as possible. Given the high density of students and staff going to that facility, there's sense for getting the station nearby. The SR99 East Station option for the I-5 alignment gets the station close to campus, while still keeping costs of the overall project low.
- Terminating at the existing S 320th Park & Ride makes great use of a current facility, and creates less disruption to residences than does the FWTC terminus option.

SR 99 to I-5 Comment:

I-5 to SR 99 Comment: This alternative seems nonsensical - why go from SR99 out to I-5, just to cut back to SR99? Increases the cost of the project for uncertain benefit.

Environmental Comment:

Other Comment: The I-5 medial alternative (to avoid going through the landfill) saves money, but would be strange-appearing.

Name: Chris Gall  
Address: 23260 28th Ave S  
City: Des Moines  
State: WA  
Zipcode: 98198

Email: [chris\\_gall@yahoo.com](mailto:chris_gall@yahoo.com)

I live nearby. If so, where?: My house is in the way of the Highline College station option

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

### *Response to Comment 1490-1*

Please see responses to Common Comments 2 and 4 in Table 9-6 of Chapter 9 of the Final EIS.

### *Response to Comment 1490-2*

Section 4.5, Visual and Aesthetic Resources, of the Final EIS describes visual impacts of the FWLE alternatives and proposed mitigation.

## Letter FW545

Parsons, Becki

Page 1

**From:** [prf@stfwa.com](mailto:prf@stfwa.com)  
**To:** FWLE  
**Subject:** Comment - ST Federal Way Link Extension  
**Date:** Tuesday, May 26, 2015 10:52:13 AM

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From: Becki Parsons <[becki.parsons17@gmail.com](mailto:becki.parsons17@gmail.com)>

Message Body:

1491-1

SR 99 Comment: Despite there being more affordable options available, this method would also require the destruction of a newly-built, not-yet-used community health center in an area that could desperately use one. To my knowledge, the Sea Mar clinic was built in large part with government funds. The destruction of the clinic would create a great waste of both private and public funds, resources, and materials that must be considered in the overall cost of the project. This option is most undesirable to me.

I-5 Comment:

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment:

Other Comment:

Name: Becki Parsons  
Address: 11700 Scott Creek Dr SW  
City: Olympia  
State: WA  
Zipcode: 98512

Email: [becki.parsons17@gmail.com](mailto:becki.parsons17@gmail.com)

I live nearby. If so, where?:

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify): I pay taxes that contributed to the building of the community health center. The clinic would bring health care to many who could not afford it.

--  
This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

## Response to Comment 1491-1

Please see response to Common Comment 9 in Table 9-6 of Chapter 9 of the Final EIS.

## Letter FW546

Main, Jess

Page 1

**From:** [nurdiani@fwdtd2010.federalwaylink.org](mailto:nurdiani@fwdtd2010.federalwaylink.org)  
**To:** JWE  
**Subject:** Comment - ST Federal Way Link Extension  
**Date:** Tuesday, May 26, 2015 10:25:15 AM

---

From: Jess Main <jessmain@gmail.com>

Message Body:

1492-1 SR 99 Comment: I'm concerned about the SR 99 route option, because it will go straight through a site at which is about to have a brand new medical clinic for low-income people. It will be a waste to have this clinic built only to be torn down right away, and it will be a disservice to the people in need in the area who have few, if any, alternatives to accessing health care.

I-5 Comment:

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment:

Other Comment:

Name: Jess Main  
Address: 600 SW Kenyon St, #A102  
City: Seattle  
State: WA  
Zipcode: 98106

Email: jessmain@gmail.com

I live nearby. If so, where?:

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

--

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

### *Response to Comment 1492-1*

Please see response to Common Comment 9 in Table 9-6 of Chapter 9 of the Final EIS.

## Letter FW547

Lawson, Imani

Page 1

From: [imani@seamarchc.org](mailto:imani@seamarchc.org)  
To: FWSE  
Subject: Comment - ST Federal Way Link Extension  
Date: Tuesday, May 26, 2015 10:20:09 AM

---

From: Imani Lawson <[imani@seamarchc.org](mailto:imani@seamarchc.org)>

Message Body:

1493-1 SR 99 Comment: I do NOT think this is a good idea because it would result in wasting public dollars used to build a much needed clinic (Sea Mar) that would have served the Des Moines and Kent low-income communities. If this route were to take effect that clinic would have to be torn down.

1493-2 I-5 Comment: I do think that this route would be a good idea.

SR 99 to I-5 Comment: I do think that this route would be a good idea.

I-5 to SR 99 Comment: I do think that this route would be a good idea.

Environmental Comment:

Other Comment:

Name: Imani Lawson  
Address: 4455 Cordata Parkway  
City: Bellingham  
State: WA  
Zipcode: 98226

Email: [imani@seamarchc.org](mailto:imani@seamarchc.org)

I live nearby. If so, where?:

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

--

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

### *Response to Comment 1493-1*

Please see response to Common Comment 9 in Table 9-6 of Chapter 9 of the Final EIS.

### *Response to Comment 1493-2*

Please see response to Common Comment 11.

## Letter FW548

Ordon, Ashli

Page 1

**From:** [ptr.dillon@boycott@usinfo.com](mailto:ptr.dillon@boycott@usinfo.com)  
**To:** FWLE  
**Subject:** Comment - ST Federal Way Link Extension  
**Date:** Tuesday, May 26, 2015 9:42:09 AM

---

From: Ashli Ordon <ashliordon@seamarchc.org>

Message Body:

1494-1 SR 99 Comment: The route designated as SR 99 places the newly constructed Seamar clinic at jeopardy of being torn down. The SR 99 route would result in wasting public dollars used to build a much needed clinic, and would delay serving the Des Moines and Kent low-income communities.

I-5 Comment:

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment:

Other Comment:

Name: Ashli Ordon  
Address: 7213 33rd Pl NE  
City: Marysville  
State: WA  
Zipcode: 98270

Email: [ashliordon@seamarchc.org](mailto:ashliordon@seamarchc.org)

I live nearby. If so, where?:

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify): Work as a clinician at Seamar

--

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

### *Response to Comment 1494-1*

Please see response to Common Comment 9 in Table 9-6 of Chapter 9 of the Final EIS.

## Letter FW549

Neumann, Jeff

Page 1

**From:** [jeffreyneumann@seamarhc.org](mailto:jeffreyneumann@seamarhc.org)  
**To:** FWLE  
**Subject:** Comment : ST Federal Way Link Extension  
**Date:** Tuesday, May 26, 2015 9:36:22 AM

---

From: Jeff Neumann <jeffreyneumann@seamarhc.org>

1495-1 [ Message Body:  
SR 99 Comment: These various options all include the demolition of the new Sea Mar Community Health Centers clinic on 242nd St. This new clinic represents a substantial investment in public funding to address the health care needs of our most underserved populations. For this reason, I would ask that these options either be eliminated or reconfigured so that this valuable public asset and the community services are preserved.

I-5 Comment:

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment:

Other Comment:

Name: Jeff Neumann  
Address: 3232 35th Ave S  
City: Seattle  
State: WA  
Zipcode: 98144

Email: jeffreyneumann@seamarhc.org

I live nearby. If so, where?:

I work in the project area. If so, where?: Sea Mar Community Health Centers

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

--

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federatwaylink.org>)

### *Response to Comment 1495-1*

Please see response to Common Comment 9 in Table 9-6 of Chapter 9 of the Final EIS.

## Letter FW550

Rubio, Natalie

Page 1

**From:** [natrubio@box920.tiushing.com](mailto:natrubio@box920.tiushing.com)  
**To:** FWLE  
**Subject:** Comment - ST Federal Way Link Extension  
**Date:** Tuesday, May 26, 2015 9:29:21 AM

---

From: Natalie Rubio <natrubio84@gmail.com>

Message Body:

SR 99 Comment. Dear Sound Transit Board,

As a resident of Federal Way and a student of Highline College, I find that the SR 99 route would be the most beneficial not only to myself but also fellow students as well as the community. If the project were to go on the I-5 route I think that the transit would not reach its full potential of use. Because this is such a costly expense it would be rational to have a route that provides the greatest access to the community Vs. A select few from the community (ie. Business men and women). I think it would also be wise to emulate other states, such as on the east coast, where their transit system is easily accessible within the city as opposed to the less crowded areas.

I-5 Comment:

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment:

Other Comment:

Name: Natalie Rubio  
Address: 418 SW, 352nd St.  
City: Federal Way  
State: WA  
Zipcode: 98023

Email: natrubio84@gmail.com

I live nearby. If so, where?: I live in the city of Federal way

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?: I attend Highline college

Other (please specify): I also work in seattle

--

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.com>)

### *Response to Comment 1496-1*

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

# Letter FW551

Serna, Bernardo

Page 1

From: [bernardo452@gmail.com](mailto:bernardo452@gmail.com)  
To: FWLE  
Subject: Comment - ST Federal Way Link Extension  
Date: Tuesday, May 26, 2015 9:29:00 AM

From: Bernardo Serna <bernardo452@gmail.com>

Message Body:

SR 99 Comment: This project needs to stay true to the mission of public transportation. SR99 is the lifeline of these communities, increasing walk ability along this route will positively impact the health, business, and community connections of the people who live in the area. There has to be a stop at Highline and has to be a stop at the ALREADY EXISTING FW Station. Don't waste time by creating more links and more walks. Let's be honest, a link to Puyallup or Fife will never exist, so the bus will have to do. Let's make that connection as simple as possible. Facilitate, don't detract from people's established flows.

I-5 Comment: This route is backwards thinking. No one lives along I-5, no businesses exist along I5. This would be the most laughable and disconnected approach to public transportation for the people of Des Moines/Fed Way.

1497-1

SR 99 to I-5 Comment: Neglecting to give Highline College it's own station would be a mistake. Providing the campus with a station a few blocks away would increase traffic incidents, increase pedestrian flow across SR99, and be in general not a smart move. We live in America, where if things aren't hand-fed to us we won't consume; the THOUSANDS of Highline students need to be given a station right at their front door.

If you don't design with people in mind, you have immediately failed.

I-5 to SR 99 Comment: This route doesn't add anything.

Environmental Comment: The business impacts shouldn't be this ridiculously high, why must it be a light rail and not a street option like the Seattle Link? This seems to not take into account the usability and practicality of stations and the delicate area that is DesMoines/FedWay on SR99. It's disappointing.

Other Comment: Why isn't this built like the Seattle Link!? Does it need to be on an elevated track? Seems to add more complications for residents and businesses, very unfair for a low-income corridor. The Puget Sound finally decides to spend on mass transit and the people who have to pay are the business owners who have their livelihoods taken from them because of concrete posts? Seems very detached from the community. And my comments aren't out of place or out of touch, I took the bus on this part of SR99 for two years and was able to see how the area works. Why was Rainier and Beacon given a better chance to survive than what is being offered (read: demanded) here?

1497-2

Name: Bernardo Serna  
Address: 1012 S Henderson St  
City: Seattle  
State: Washington  
Zipcode: 98108

Email: [bernardo452@gmail.com](mailto:bernardo452@gmail.com)

I live nearby. If so, where?: South Park/Tukwila

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?: I went to Highline for two years.

## Response to Comment 1497-1

Please see response to Common Comments 1 and 4 in Table 9-6 of Chapter 9 of the Final EIS.

## Response to Comment 1497-2

Chapter 2, Alternatives Considered, of the Final EIS describes how the FWLE alternatives would be developed, and how Sound Transit determines whether light rail should be elevated. Section 4.3, Economics, describes the economic analysis that was performed, which included the FWLE's potential effects on local businesses and employees. Response to Common Comment 8 addresses concerns about impacts on low-income residents.

Other (please specify): I'm interested in this project because I feel my community being disrespected by not being giving a full range of options that fit their needs.

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

*No comments*

## Letter FW552

Hoeschen, Kristina

Page 1

From: [zenliketires@gmail.com](mailto:zenliketires@gmail.com)  
To: FWLE  
Subject: Comment - ST Federal Way Link Extension  
Date: Tuesday, May 26, 2015 9:28:08 AM

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From: Kristina Hoeschen <[zenliketires@gmail.com](mailto:zenliketires@gmail.com)>

Message Body:

1498-1 SR 99 Comment: Sea Mar Community Health Centers is currently in the process of building a new medical, dental and behavioral health clinic in Des Moines. The SR 99 route would require Sea Mar to tear down this new clinic that will offer much needed services to low income members of the community. This route would result in wasting public dollars used to build this clinic that will serve Des Moines and Kent. Please consider other routes that would not disrupt Sea Mar's Des Moines clinic.

I-5 Comment:

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment:

Other Comment:

Name: Kristina Hoeschen  
Address: 23708 115th Ave. SW  
City: Vashon  
State: WA  
Zipcode: 98070

Email: [zenliketires@gmail.com](mailto:zenliketires@gmail.com)

I live nearby. If so, where?:

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify): I am an administrator for Sea Mar Community Health Centers. One of the routes puts our newly constructed Des Moines medical, dental and BH clinic in jeopardy of getting torn down.

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This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

### *Response to Comment 1498-1*

Please see response to Common Comment 9 in Table 9-6 of Chapter 9 of the Final EIS.

# Letter FW553

Goritsas, Philip

Page 1

**From:** [pgoritsa@tnx920.federalwaylink.org](mailto:pgoritsa@tnx920.federalwaylink.org)  
**To:** FWE  
**Subject:** Comment - ST Federal Way Link Extension  
**Date:** Tuesday, May 26, 2015 9:26:44 AM

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From: Philip Goritsas <>

**Message Body:**

SR 99 Comment: The choice of this alternative would cause the destruction of a newly constructed medical clinic that serves low income and minority residents. Not only a costly plan with regards to construction and alternatives, the additional cost of wasting millions of tax dollars on building a new medical clinic and then tearing it down should be factored in. Furthermore, while another clinic could be constructed, the timing of such a project would continue to restrict access to healthcare to thousands of residents, who otherwise could not afford care, for many months.

I-5 Comment: Personally, I like this project the best.

1499-1

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment: Environmental impact is increased with having to transport many people farther away from medical care. Additionally, there is the additional waste of tearing down a brand new building to then rebuild it.

Other Comment:

Name: Philip Goritsas  
Address: 348 Tremont Ave  
City: Bellingham  
State: WA  
Zipcode: 98226

Email:

I live nearby, if so, where?:

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify): I work for a community health center that will be impacted if one of the proposals is chosen.

--

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

## Response to Comment I499-1

Please see response to Common Comment 9 in Table 9-6 of Chapter 9 of the Final EIS.

# Letter FW554

Dandy, Ellicott

Page 1

## Response to Comment 1500-1

Please see response to Common Comments 1 and 5 in Table 9-6 of Chapter 9 of the Final EIS.

From: [ellicott@weareoneamerica.org](mailto:ellicott@weareoneamerica.org)  
To: FW-E  
Subject: Comment - ST Federal Way Link Extension  
Date: Tuesday, May 26, 2015 3:12:45 PM

From: Ellicott Dandy <[ellicott@weareoneamerica.org](mailto:ellicott@weareoneamerica.org)>

Message Body:

SR 99 Comment: An SR-99 alignment is ideal because it maximizes ridership, Highline Community College access, and TOD potential while minimizing residential displacements.

I-5 Comment: The I-5 alternative ought to be avoided at all costs. TOD potential and ridership are lowest along I-5 with high rates of residential displacement. This alignment would serve commuters at the expense of communities.

1500-1

SR 99 to I-5 Comment: If the light rail could align with SR-99 as far south as Highline Community College before swinging over toward I-5, this alternative would be acceptable. However, station locations should be determined based on TOD potential and Sound Transit should look for alternatives to excessive parking infrastructure.

I-5 to SR 99 Comment: No

Environmental Comment:

Other Comment:

Name: Ellicott Dandy  
Address: 1225 S Weller St  
City: Seattle  
State: Washington  
Zipcode: 98144

Email: [ellicott@weareoneamerica.org](mailto:ellicott@weareoneamerica.org)

I live nearby. If so, where?:

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify): I advocate on behalf of transit-dependent communities.

...

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

## Letter FW555

Greenlaw, Martin

Page 1

**From:** [gr2101@puyallup.wa.gov](mailto:gr2101@puyallup.wa.gov)  
**To:** F.W.E.  
**Subject:** Comment - ST Federal Way Link Extension  
**Date:** Tuesday, May 26, 2015 9:20:56 AM

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From: Martin Greenlaw <[greenlawm@msn.com](mailto:greenlawm@msn.com)>

Message Body:

SR 99 Comment: Dear Sound Transit. It is exciting to know about the plans to extend the service to Federal Way. Thanks so much for this endeavor. However, on this particular alternative, as I work for Seamar Clinics, it apparently would jeopardize our building in Des Moines which was newly constructed. This would put in jeopardy a very crucial clinic to help a lot of underprivileged and immigrant families who need our services. If there can be anyway to avoid this, it would be very much appreciated.

1501-1 I-5 Comment:

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment: the SR 99 would affect the newly constructed Seamar clinic in Des Moines, please reconsider this route.

1501-2 Other Comment: It will be awesome to have link rail otherwise all the way to Federal way. I live in Puyallup and would definitely plan to use this regularly.

Name: Martin Greenlaw  
Address: 1504 8th Ave CT SE  
City: Puyallup  
State: WA  
Zipcode: 98372

Email: [greenlawm@msn.com](mailto:greenlawm@msn.com)

I live nearby. If so, where?: Puyallup. It would be great for my commuting needs. Thank you.

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify): work at Seamar and concerned about the Des Moines clinic which may need to be torn down by this route.

--

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

### *Response to Comment I501-1*

Please see response to Common Comment 9 in Table 9-6 of Chapter 9 of the Final EIS.

### *Response to Comment I501-2*

Please see response to Common Comment 11.

## Letter FW556

Truong, Victor

Page 1

**From:** [quinhq15@fox920.bluehost.com](mailto:quinhq15@fox920.bluehost.com)  
**To:** FWE  
**Subject:** Comment - ST Federal Way Link Extension  
**Date:** Tuesday, May 26, 2015 9:11:19 AM

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From: Victor Truong <[vick611@yahoo.com](mailto:vick611@yahoo.com)>

Message Body:

SR 99 Comment: Not really needed

I-5 Comment: Reduced traffic and travel time

1502-1 SR 99 to I-5 Comment: Convenient but may not be worth the cost?

I-5 to SR 99 Comment: Can't prevent that rush hour traffic on certain spots

Environmental Comment: I feel like it will reduce the amount of gasoline used on cars since people will turn to the alternative

Other Comment:

Name: Victor Truong  
Address: 3802 s 335th pl  
City: Federal way  
State: Wa  
Zipcode: 98001

Email: [vick611@yahoo.com](mailto:vick611@yahoo.com)

I live nearby. If so, where?:

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

--

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### *Response to Comment 1502-1*

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

# Letter FW557

Leong, Michael

Page 1

**From:** [mikeleong@seamarchc.org](mailto:mikeleong@seamarchc.org)  
**To:** FWLE  
**Subject:** Comment - ST Federal Way Link Extension  
**Date:** Tuesday, May 26, 2015 8:47:09 AM

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From: Michael Leong <mikeleong@seamarchc.org>

Message Body:

1503-1

SR 99 Comment: Unacceptable because it would destroy a new project just being completed for a community health center on the west side of Hwy 99 at South 242nd Street. This clinic will serve Des Moines and Kent's low income community, adjacent to a new low-income housing project. Both were built by Sea Mar Community Health Center, including significant public dollars.

1503-2

I-5 Comment: Preferred.

SR 99 to I-5 Comment: Preferred.

I-5 to SR 99 Comment: Preferred.

Environmental Comment:

Other Comment:

Name: Michael Leong  
Address: 1040 South Henderson Street  
City: Seattle  
State: WA  
Zipcode: 98108

Email: [mikeleong@seamarchc.org](mailto:mikeleong@seamarchc.org)

I live nearby. If so, where? I am with Sea Mar Community Health Center.

I work in the project area. If so, where?:

I own a business nearby. If so, where? Sea Mar shall be opening the medical and dental community health center clinic at South 242nd and Hwy 99 this summer.

I attend school in the project area. If so, where?:

Other (please specify):

--

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

## *Response to Comment 1503-1*

Please see response to Common Comment 9 in Table 9-3 of Chapter 9 of the Final EIS.

## *Response to Comment 1503-2*

Please see response to Common Comment 11.

From: [rrrdh@99px0920.qlxhost.com](mailto:rrrdh@99px0920.qlxhost.com)  
 To: FWLE  
 Subject: Comment: ST Federal Way Link Extension  
 Date: Tuesday, May 26, 2015 3:27:50 AM

From: matt puetz <>

Message Body:

SR 99 Comment: Most station possibilities ...more stations should translate to more ridership. Really like the fact that most of track will be in the median of hwy 99 ...a decades old established business/commuter/noisy hwy. Buses and park n rides already exist. Believe the Kent-Des Moines should be on the West side of 99 as it will enhance the Highline OC curb appeal tremendously. This in turn with the proposed 236 lane extension would allow for more large scale business /TOD development on the east side of 99 and 30th ave south. Also think Redondo park n ride a better choice than the Star lake location.

I-5 Comment: Not a fan of this idea.....only 3 stations in 14 miles of track. Really do not like the alignment option at 99.The at grade option behind Lowes is excellent though as this land is vacant, undesirable to residential development, also not a

great business site being so far off the Hwy 99.

Why? Is there not a 30th ave East option? This area all along the east side of 30th between I-5 is earmarked for the hwy 509 extension... A lesser overall impact as these properties would potentially be dually affected, also alot of properties here are again going to be less desirable for TOD due to I-5,509 and maybe Light Rail noises.

1504-1

SR 99 to I-5 Comment: A really excellent route.....allows for a 216th station, a great spot for the Kent/Des Moines station (this is NOT to far from HCC ...really...plus 236th will be lined on both sides with retail to serve all riders/students. The cost in dollars is alot lower and the displacement impacts are lower too. This idea also won't disrupt Hwy 99 commerce,traffic south of hwy 516. Also this would not impact the proposed 300plus mixed use project on 236th and hwy 99.....This project would be a great thing for Des Moines,HCC, the Midway businesses and the future Light rail station where ever it goes.

I-5 to SR 99 Comment: Little strange....2 stations 260,272 right next to 100 acres of Wetlands .....and no station at 216th-- the site of 100 acres of a in progress business park. Especially with the FAA proposed 2017 opening bringing in approx 1700 new potential Light Rail riders. I don't believe Angle Lake Station alone will be able to handle this new 100 acre business park and the other riders in the area.

Also why again is there not a 30th ave east station option?

1504-2

Environmental Comment: Simple...cut down a tree- plant 2 new ones. Noise really a non factor as I-5,509,hwy99 all already noisy.

Visual impacts could be mitigated.

1504-3

Add park space,bike trails,dog walking areas,community gardens etc.. under elevated tracks where applicable

Encourage land trades,buyouts to unhappy impacted properties. ] 1504-4

1504-5

Other Comment: Potentially dually effected properties(509) should be addressed in your statistics. Also I believe the eminent domain impact on a 100' tenant trailer park should not be statistically equal to the eminent domain impact on 100 brick n mortar houses.

Also while a house,apt,trailer,condo is a terrible loss for someone it can possibly be replaced maybe in the same vicinity (no school change,no change in job commute,etc..)

On the other hand a loss of a business may also cause the loss of a resident.....as many business owners tend to live close to their businesses. Most of the owners/employees in the Midway area are in this category.

Going by your own statistics the SR99-I-5 alternative really stands out ! With lowest parcel 120, 2nd

1504-6

*Response to Comment 1504-1*

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS. Chapter 2, Alternatives Considered, of the Final EIS describes development of the FWLE alternatives.

*Response to Comment 1504-2*

Section 4.9, Ecosystems, describes the potential impacts on upland habitat and proposed mitigation. Section 4.7, Noise and Vibration, describes the noise impacts and proposed mitigation. Section 4.5, Visual and Aesthetic Resources, describes the potential FWLE visual quality changes to the surrounding area and proposed mitigation.

*Response to Comment 1504-3*

See Chapter 2, Alternatives Considered, for a description of the FWLE alternatives. Most elevated areas of the alternatives are over roadways or parking areas and not compatible with these uses.

*Response to Comment 1504-4*

In developing alternatives, Sound Transit avoided and minimized impacts where possible, but some displacements would be unavoidable. Section 4.1, Acquisitions, Displacements, and Relocations, describes the property acquisition and relocation processes, and the relocation assistance and benefits that Sound Transit will provide.

*Response to Comment 1504-5*

Chapter 6, Cumulative Impacts, evaluates the FWLE project and its alternatives broadly. It includes potential interactions with impacts from past, present-day, and planned actions, such as the SR 509 Extension Project. In developing alternatives, Sound Transit avoided and minimized impacts where possible, but some displacements would be unavoidable. Section 4.1, Acquisitions, Displacements, and Relocations, describes the property acquisition and relocation processes, and the relocation assistance and benefits that Sound Transit will provide.

1504-6 lowest business 43, 2nd lowest 106 residential displacements. This is very important as these are the "season ticket holders" for the region. There also will be a trickle down dynamic loss for family/generational businesses. Killing all the native salmon always makes the river more difficult to replace the salmon run in the future. The years of 509 displacements, as well as the Hwy 99 expansion have hurt the local economy and housing prices. Now with Light Rails direct impacts and for sure some indirect coll

Name: matt puetz  
Address: 23438 pacific hwy south  
City: kent  
State: wa  
Zipcode: 98032

Email:

I live nearby. If so, where?:

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify): lived in area 30 yrs.family businesses and multiple properties in area

--  
This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

*Response to Comment 1504-6*

Chapter 8, Alternatives Evaluation, provides a comparison between the FWLE alternatives for key performance measures and environmental impacts.

## Letter FW559

Mamonov, Ben

Page 1

From: [ben@ben3000.com](mailto:ben@ben3000.com)  
To: FW-E  
Subject: Comment - ST Federal Way Link Extension  
Date: Tuesday, May 26, 2015 1:43:11 AM

From: Ben Mamonov <benatron3000@gmail.com>

Message Body:

SR 99 Comment: I think that the proposed SR 99 alternative would be the best as it provides many people access to vital transport in areas where it is needed most. With locations such as Highline college and multiple businesses, it makes more sense to have the project built on the SR 99

1505-1 I-5 Comment: The I-5 alternative makes less sense as there is an interstate highway running right by it, a already solid mode of transportation by car or bus. It is also farther away from important locations such as stores and businesses which exist on SR 99.

SR 99 to I-5 Comment: This alternative is very close in terms of disadvantages as the I-5 alternative as it almost completely runs on the I-5, whereas running along the SR 99 would be the most beneficial route.

1505-2 I-5 to SR 99 Comment: The reason that this alternative will make less sense than the SR 99 route is the fact that there will be people who will want to catch the light-rail who are running late and might do something dangerous. Safety is a big concern which is why I think that the SR 99 alternative makes more sense.

Environmental Comment: The more people that use the Light rail, the less people will ride the bus or take their car leading to a better state of environmental health.

Other Comment: None

Name: Ben Mamonov  
Address: 33015 4th pl s  
City: Federal Way  
State: WA  
Zipcode: 98003

Email: benatron3000@gmail.com

I live nearby. If so, where?: in Federal Way near the commons mall

I work in the project area. If so, where?: Tukwila. a few miles away

I own a business nearby. If so, where?: N/A

I attend school in the project area. If so, where?: Highline college

Other (please specify):

--

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

### *Response to Comment 1505-1*

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

### *Response to Comment 1505-2*

Please see response to Common Comment 7.

## Letter FW560

Yester, Steve

Page 1

From: [arr@i1030box920.budtest.com](mailto:arr@i1030box920.budtest.com)  
To: FWJE  
Subject: Comment - ST Federal Way Link Extension  
Date: Tuesday, May 26, 2015 2:45:38 PM

From: Steve Yester <[steve@sycalservices.com](mailto:steve@sycalservices.com)>

Message Body:  
SR 99 Comment:

I-5 Comment:

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

1506-1 Environmental Comment: The extended duration and uncertainty of the planning process is itself an impact which deserves careful consideration. As a prime example, two of the station choices would appear to materially adversely impact the Gateway Shopping Center and the many businesses I work with there. This is a vibrant and important retail center. The specter of condemnation during the multi-year planning phase is itself an uncompensated partial condemnation of the properties and businesses. This cloud discourages further investments by existing property owners and businesses and negatively affects the decisions of new businesses to locate to the area. The identification and management of alternatives should be carefully managed as well as the timeframes of the selection process.

1506-2 Other Comment: Analysis of the cost comparison between the S 320th Park & Ride Station and other options should highlight the benefit of the additional track distance toward an eventual connection with the City of Tacoma. That goal should be maintained as a priority being the third most populous city in the State.

Name: Steve Yester  
Address: PO Box 827  
City: Tacoma  
State: WA  
Zipcode: 98401

Email: [steve@sycalservices.com](mailto:steve@sycalservices.com)

I live nearby. If so, where?: Downtown Tacoma

I work in the project area. If so, where?: Gateway Shopping Center

I own a business nearby. If so, where?: Gateway Shopping Center

I attend school in the project area. If so, where?:

Other (please specify):

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

### *Response to Comment 1506-1*

In developing alternatives, Sound Transit avoided and minimized impacts where possible, but some displacements would be unavoidable. Section 4.1, Acquisitions, Displacements, and Relocations, of the Final EIS describes the property acquisition and relocation processes, and the relocation assistance and benefits that Sound Transit will provide.

### *Response to Comment 1506-2*

Please see response to Common Comment 6 in Table 9-6 of Chapter 9 of the Final EIS.

## Letter FW561

Null, Blake

Page 1

**From:** [mrnull@kuu920.biznetross.com](mailto:mrnull@kuu920.biznetross.com)  
**To:** EWA/E  
**Subject:** Comment - ST Federal Way Link Extension  
**Date:** Tuesday, May 26, 2015 2:39:33 PM

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From: Blake Null <>

Message Body:

1507-1 SR 99 Comment: We live in a much less wealthy neighborhood where a lot of the population relies on public transportation to get their families to school, work, sports, and back home everyday so any opportunity to make these commutes easier for an already struggling, hard working, blue collar community would help the city thrive and allow families to spend more time together which is a key factor in keeping young kids off the streets and away from trouble.

I-5 Comment:

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment:

Other Comment:

Name: Blake Null  
Address: 3340 south 290th street  
City: Auburn  
State: WA  
Zipcode: 98001

Email:

I live nearby. If so, where?: Auburn

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

--

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

### *Response to Comment 1507-1*

Section 7.7, Project Benefits, of Chapter 7, Environmental Justice, of the Final EIS provides information on benefits to low-income populations.

## Letter FW563

Mustafa, S. Adnan

Page 1

From: [sirhan@no1270.bluehost.com](mailto:sirhan@no1270.bluehost.com)  
To: FW-E  
Subject: Comment - ST Federal Way Link Extension  
Date: Tuesday, May 26, 2015 12:51:30 PM

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From: S Adnan Mustafa <[adnanmustafa@seamarchc.org](mailto:adnanmustafa@seamarchc.org)>

Message Body:

1508-1 SR 99 Comment: I am currently the clinic director at Sea Mar Kent (down the road from the new site). In the past year, I have seen many patients that would be served invaluablely by the new clinic almost nearing completion in Des Moines. With newly insured patients and the uninsured still existing in Washington state, this clinic is essential as a service to the county and state. The new clinic is a beautiful site with proposed pharmacy, dental, medical and even WIC services. This will serve as a hub for Sea Mar in south King County and this proposed route would cause a huge blow to our ability to serve the people of King County as it will have to be rebuilt and demolished.

I-5 Comment:

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment:

Other Comment:

Name: S Adnan Mustafa  
Address: 5046 35th Ave S  
City: Seattle  
State: WA  
Zipcode: 98118

Email: [adnanmustafa@seamarchc.org](mailto:adnanmustafa@seamarchc.org)

I live nearby. If so, where?:

I work in the project area. If so, where?: Sea Mar in Kent: 233 2nd Ave S.

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify):

--

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

### *Response to Comment 1508-1*

Please see response to Common Comment 9 in Table 9-6 of Chapter 9 of the Final EIS.

## Letter FW564

Mengistu, Fikre

Page 1

**From:** [prcdjll@9803920@westnet.com](mailto:prcdjll@9803920@westnet.com)  
**To:** F.W.L.E.  
**Subject:** Comment - ST Federal Way Link Extension  
**Date:** Tuesday, May 26, 2015 12:29:22 PM

---

From: Fikre Mengistu <fikre@students.edu>

Message Body:

1509-1

SR 99 Comment: As far as the future concentration of people& business are concerned the stops need to be located through SR-99 option because Seattle workers have been served. This huge amount of investment also allocated for the diverse community of the area to enhance equality and development as those benefited earlier.

I-5 Comment:

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

Environmental Comment:

Other Comment:

Name: Fikre Mengistu  
Address: 3153 s 135th st.  
City: Tukwila  
State: WA  
Zipcode: 98168

Email: fikre@students.edu

I live nearby. If so, where?:

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?: I attend Highline College at Des Moines

Other (please specify):

--

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### *Response to Comment 1509-1*

Please see response to Common Comments 1 and 8 in Table 9-6 of Chapter 9 of the Final EIS.

# Letter FW565

Nguyen, Truc

Page 1

**From:** [trucnguyen293@stfederalwaylink.org](mailto:trucnguyen293@stfederalwaylink.org)  
**To:** FWLE  
**Subject:** Comment - ST Federal Way Link Extension  
**Date:** Tuesday, May 26, 2015 11:57:25 AM

From: TRUC NGUYEN <trucnguyen293@gmail.com>

Message Body:

1510-1 SR 99 Comment: I think SR 99 Alternative with Kent/Des Moines HC Campus and Federal Way SR 99 Stations would be good because:  
Time is important to everybody especially American people. Instead of spending time driving, they can just sit on the light rail check new email, read the news or even make new friends, or students can review or prepare for their classes. There is an estimation of 25,000 riders everyday. By using light rail we can eliminate the number of cars which can cause traffic, traffic jams can also be reduced as well as the impact to the environment. We don't have to pay for gasoline every week. For workers or students, they don't need to spend time drive around to find a parking lot. For international students or people who don't have car, light rail is the best choice for fast and convenience. Number of units of residential and business displacements is also less than other alternative project.

I-5 Comment:

SR 99 to I-5 Comment:

I-5 to SR 99 Comment:

1510-2 Environmental Comment: People go by light rail will lessen the use of cars and gasoline. This is a friendly with the environment decision, it will also reduce the air pollution, water pollution, noise pollution, solid waste, depletion of land space and depletion of fossil fuels for energy use.

Other Comment:

Name: TRUC NGUYEN  
Address: 4030 S 140TH STREET APT36  
City: TUKWILA  
State: WA  
Zipcode: 98168

Email: [trucnguyen293@gmail.com](mailto:trucnguyen293@gmail.com)

I live nearby. If so, where?:

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?: Highline Community College

Other (please specify):

--  
This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

## *Response to Comment I510-1*

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

## *Response to Comment I510-2*

Chapter 4, Environmental Consequences, of the Final EIS describes the environmental benefits and impacts of the FWLE.

## Letter FW566

Dailey, Sarah

Page 1

**From:** [sarahdailey@seamarchc.org](mailto:sarahdailey@seamarchc.org)  
**To:** FWLE  
**Subject:** Comment - ST Federal Way Link Extension  
**Date:** Tuesday, May 26, 2015, 3:41:23 PM

---

From: Sarah Dailey <sarahdailey@seamarchc.org>

Message Body:

SR 99 Comment: This option would result have serious negative impact to a new community clinic which would waste public dollars used to build a much needed clinic serving the Des Moines and Kent low-income communities. Please DO NOT jeopardize the community's access to much needed services by selecting this option.

I-5 Comment: I support this option.

1511-1

SR 99 to I-5 Comment: I support this option.

I-5 to SR 99 Comment: I support this option.

Environmental Comment: The SR 99 Alternative would potentially involve tearing down a new community clinic serving low-income people with limited access to services and resources as it is. This would be very detrimental to the community at large. Please do not move forward with this option.

Other Comment:

Name: Sarah Dailey  
Address: 3906 14th Ave. S. # B  
City: Seattle  
State: WA  
Zipcode: 98108

Email: sarahdailey@seamarchc.org

I live nearby. If so, where?: Seattle

I work in the project area. If so, where?:

I own a business nearby. If so, where?:

I attend school in the project area. If so, where?:

Other (please specify): I work for a community organization dedicated to serving the underserved, and this project could positively or negatively impact our mission depending on which option is selected.

--

This e-mail was sent from a contact form on ST Federal Way Link Extension (<http://federalwaylink.org>)

### *Response to Comment I511-1*

Please see response to Common Comments 9 and 11 in Table 9-6 of Chapter 9 of the Final EIS.

## Letter FW568

Knedlik, Will

Page 1

**From:** [wknedlik@sdot.com](mailto:wknedlik@sdot.com)  
**To:** FWLE  
**Cc:** [Gail Jani](#); [Albert Saliv](#)  
**Subject:** Comment on Federal Way Link Extension Draft Environmental Impact Statement  
**Date:** Tuesday, May 26, 2015 2:46:25 PM

---

Madam:

The Federal Way Link Extension Draft Environmental Impact Statement is legally inadequate due to it omitting -- and, thus, covering up -- the well known unsuitability of light rail technology, as employed by Sound Transit, for uses south of Highline College for several reasons squarely identified by Deputy Chief Executive Officer Ron Tober both to you and also to the Citizen Oversight Panel (in a substantial report which you formally commissioned him to undertake, on behalf of the agency, according to his report to the COP in public session).

The major reasons thus identified include lack of cost effectiveness by light rail (due to drastic differences in costs for light rail *versus* bus rapid transit) and lack of time advantage by light rail (due to BRT or HOV being faster for passenger service south of Highline College because of the far greater number of stops required on the Link line *versus* BRT and physical inability to operate express trains efficiently due to design defects by the agency).

The Federal Way Link Extension DEIS is also legally inadequate due to it omitting -- and, thus, covering up -- the Washington Administrative Code's explicit requirement for analyses of "reasonable alternatives" and of "cost of and effects on public services," including but not limited to "roads" (WAC 197-11-440).

These omissions *qua* cover-up render the current DEIS not just largely meaningless but also an enormous waste of taxpayer monies yet again.

Respectfully yours,

Will Knedlik

### *Response to Comment I512-1*

Chapter 1 of the Final EIS describes the purpose and need for the FWLE. Section 2.3 of Chapter 2, Alternatives Considered, describes the alternatives analysis for the FWLE and how modes were eliminated from further consideration.

## Letter FW575

Rogers, Jinger

Page 1

**From:** [Jinger Rogers](#)  
**To:** FWLE  
**Subject:** don't tear down the clinic!!!  
**Date:** Tuesday, May 26, 2015 3:10:34 PM

---

The route designated as **SR 99** is the route which places the newly constructed clinic at jeopardy of being torn down.

1513-1

The other routes are designated as follows: **I-5**, **SR 99 to I-5**, and **I-5 to SR 99**. These three routes would not disturb our Des Moines clinic.

Please choose one of the 3 that are not going to disturb a clinic that provides health care to those who need it most!

### *Response to Comment I513-1*

Please see response to Common Comments 9 and 11 in Table 9-6 of Chapter 9 of the Final EIS.

## Letter FW579

Durham, David

Page 1

**From:** [David Durham](#)  
**To:** [FWLE](#)  
**Subject:** Federal Way Light Rail Extension EIS Comment  
**Date:** Tuesday, May 26, 2015 9:35:07 AM

---

1514-1

SeaMar Community Health Centers is near to completing a new clinic building this summer in Des Moines at Highway 99 and South 241nd Street. The route designated as **SR 99** is the route which places the newly constructed clinic in jeopardy of being torn down. Any of the three other routes would not disturb the Des Moines clinic. The **SR 99** route would result in wasting public dollars used to build a much needed clinic serving the Des Moines and Kent low-income communities.

**We are requesting that the SR 99 route NOT be used for this light rail extension.**

Thank you for your consideration.

**David A. Durham, AIA**

Project Architect  
Bazan Architects  
2000 - 115<sup>th</sup> Avenue NE, Suite 4  
Bellevue, Washington 98004  
425.637.0831 Extension 7  
[david@bazanarchitects.com](mailto:david@bazanarchitects.com)  
[www.bazanarchitects.com](http://www.bazanarchitects.com)

### *Response to Comment I514-1*

Please see response to Common Comment 9 in Table 9-6 of Chapter 9 of the Final EIS.

## Letter FW582

Anderson, Robert

Page 1

**From:** [Robert Anderson](#)  
**To:** [FWLE](#)  
**Subject:** Federal Way Link Extension Draft EIS Comments  
**Date:** Tuesday, May 26, 2015 4:19:21 PM

---

Dear Cathal Ridge and Sound Transit Board Members,

Thanks for the opportunity to comment on the Federal Way Link Extension Draft Environmental Impact Statement.

I support a light rail alignment that achieves the following principles:

1. Excellent light rail access to Highline Community College;
2. Connect light rail well to Federal Way Transit Center;
3. Maximize the opportunities to create transit-oriented communities with housing, retail and economic development; and
4. Make sure that South King County residents can access light rail stations by walk, bike or bus.

1515-1 The light rail alignment that best achieves these principles are the options that run on Highway 99. The I-5 options while cheaper and faster, do not connect directly to Highline College and miss the opportunity to create transit communities. The hybrid options especially the Highway 99 to I-5 option get close to accomplishing the principles outlined.

As you make deliberations on cost, ridership and other factors, please remember that your choices will shape communities for decades to come. Please choose the option that achieves the principles above.

Thanks for your consideration.

### *Response to Comment I515-1*

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

## Letter FW594

Lopez, Ernesto

Page 1

**From:** [Ernesto Lopez](#)  
**To:** FWLE  
**Subject:** Light Rail  
**Date:** Tuesday, May 26, 2015 3:25:27 PM

---

STOP Light Rail Construction on Des Moines at Highway 99 and South 242<sup>nd</sup> Street.

1516-1

The route designated as **SR 99** is the route which places the newly constructed clinic at jeopardy of being torn down. There is other routes available please reconsider your plans, we need to serve low income people from Federal way, Kend and Des moines for dental services

### *Response to Comment I516-1*

Please see response to Common Comment 9 in Table 9-6 of Chapter 9 of the Final EIS.

## Letter FW597

Creager, Josie

Page 1

**From:** [Josie Creager](#)  
**To:** [FWLE](#)  
**Date:** Tuesday, May 26, 2015 9:52:38 AM

---

1517-1

Please send info on Midway Station for Sound Transit. Where does one purchase Senior Tickets?

Sent from Windows Mail

### *Response to Comment 1517-1*

Chapter 2, Alternatives Considered, of the Final EIS provides a description of the FWLE stations. Please visit the website for Sound Transit's ORCA program for information on reduced fares for seniors:

<http://www.soundtransit.org/Fares-and-Passes/Types-of-fares>.

## Letter FW598

Adkins, Angie Renee

Page 1

**From:** [Angie Renee Adkins](#)  
**To:** FWLE  
**Subject:** New Light rail routes  
**Date:** Tuesday, May 26, 2015 10:48:34 AM

---

1518-1

I am sending this email regarding current plans of for the extension of Light Rail to Federal Way that is under review, considering a number of alternative routes and design. One route being considered would be going through the new clinic building we are near completing this summer in Des Moines at Highway 99 and South 242nd Street. The route designated as SR 99 is the route which places the newly constructed clinic at jeopardy of being torn down. The other routes are designated as follows: I-5, SR 99 to I-5, and I-5 to SR 99. These three routes would not disturb our Des Moines clinic, SR 99 route would result in wasting public dollars used to build a much needed clinic serving the Des Moines and Kent low-income communities.

### *Response to Comment 1518-1*

Please see response to Common Comment 9 in Table 9-6 of Chapter 9 of the Final EIS.

## Letter FW601

Richards, Shawn

Page 1

**From:** [Shawn Richards](#)  
**To:** [FW-E](#)  
**Subject:** NO to SR99  
**Date:** Tuesday, May 26, 2015 9:25:32 AM

---

05-26-2015

To whom it may concern:

1519-1

Please do not consider SR99 route for the light rail route. This would go through a newly built low income clinic that is much needed in the DesMoines and Kent area. The other routes will not cause issue with this clinic. The new clinic would have to be torn down and it would impact many low income people in need to services in the area.

Sincerely,

Shawn Richards  
Shrich1956@hotmail.com

### *Response to Comment I519-1*

Please see response to Common Comment 9 in Table 9-6 of Chapter 9 of the Final EIS.

## Letter FW607

Pace, Tricia

Page 1

**From:** [Tricia J. Pace](#)  
**To:** FWLE  
**Subject:** SR 99 Route concern  
**Date:** Tuesday, May 26, 2015 2:13:57 PM

---

Good afternoon,

1520-1

I am writing to request cancellation of the SR 99 plan for Light Rail through Federal Way. I am a strong proponent of Light Rail and wish there was more track in every city. However, the proposed SR 99 route would result in the razing of Sea Mar's Medical clinic serving Des Moines and surrounding residents. Please avoid wasting public dollars and eliminating a brand new medical clinic so sorely needed in the Des Moines-Kent area and vote for one of the three remaining proposed routes: I-5, SR 99 to I-5, or I-5 to SR 99.

Thank you,

Tricia Pace

### *Response to Comment 1520-1*

Please see response to Common Comment 9 in Table 9-6 of Chapter 9 of the Final EIS.

Letter FW618

Moberg, Mitch

Page 1

Send us your comments 

Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment card in the mail. Please mail no later than May 26, 2015. No postage is required. Comments can also be provided by email to: FWLE@soundtransit.org.

1. Please share your comments about project alternatives and station options

1521-1 Me and my family like Alternative SR 99 with  
Station 1 option on 216th West and option 7 on 260th West  
And Alternative 1-5 to SR99 with option 2 on S 260th West

2. Please share your feedback on the environmental impacts

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address.

Mitch Moberg  
25605 30th AVE. S KENT WA 98032

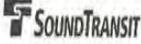
*Response to Comment I521-1*

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

# Letter FW619

Anonymous

Page 1

Send us your comments 

Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment card in the mail. Please mail no later than May 26, 2015. No postage is required. Comments can also be provided by email to: FWLE@soundtransit.org

1. Please share your comments about project alternatives and station options

1522-1 Although most expensive the SKY seems to be best choice. access to Highline would be good. FWTC parking will need to be increased no matter what choice made. Not enough parking.

2. Please share your feedback on the environmental impacts

26,000 people out of their cars seems like a positive impact.

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address:

## Response to Comment I522-1

Please see response to Common Comments 11 and 5 in Table 9-6 of Chapter 9 of the Final EIS.

# Letter FW620

Family, Artura

Page 1

Send us your comments 

Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment card in the mail. Please mail no later than May 26, 2015. No postage is required. Comments can also be provided by email to [FWLE@soundtransit.org](mailto:FWLE@soundtransit.org).

1. Please share your comments about project alternatives and station options

1523-1 \* yes to I-5 alternative  
\* yes to SR99 to I-5 alternative  
NO to SR 99 alternative  
NO to I-5 to SR 99 alternative

2. Please share your feedback on the environmental impacts

1523-2 Too many businesses to be closed down especially when so many are out of work! Also, when the choice is made, will businesses and home owners be compensated?

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address:

Artura Family  
128712 18th Ave S #X203 Fed Way WA 98003

## Response to Comment 1523-1

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

## Response to Comment 1523-2

In developing alternatives, Sound Transit avoided and minimized impacts where possible, but some displacements would be unavoidable. Section 4.1, Acquisitions, Displacements, and Relocations, of the Final EIS describes the property acquisition and relocation processes, and the relocation assistance and benefits that Sound Transit will provide.

Letter FW621

Curnow, Richard

Page 1

Send us your comments 

Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment card in the mail. Please mail no later than May 26, 2015. No postage is required. Comments can also be provided by email to: [FWLE@soundtransit.org](mailto:FWLE@soundtransit.org)

1. Please share your comments about project alternatives and station options

I5, red as shown, no options

I524-1

2. Please share your feedback on the environmental impacts

Keep it simple, next to freeway

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address:

Richard Curnow  
1607 S. 757<sup>th</sup> St. Des Moines WA 98148

Response to Comment I524-1

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

Letter FW622

Anonymous

Page 1

Send us your comments

 SOUNDTRANSIT

Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment card in the mail. Please mail no later than May 26, 2015. No postage is required. Comments can also be provided by email to: FWLE@soundtransit.org.

1. Please share your comments about project alternatives and station options

NO STATION ON 260<sup>th</sup>  
TOO MUCH CRIME ALREADY!

2. Please share your feedback on the environmental impacts

DO NOT DISPLACE PEOPLE

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please include your name and address.

AND PUT CRIME IN OUR AREA!!!

1525-1

*Response to Comment I525-1*

Please see responses to Common Comments 7 and 11 in Table 9-6 of Chapter 9 of the Final EIS.

Letter FW623

Daligcon, Sean

Page 1

Send us your comments 

Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment card in the mail. Please mail no later than May 26, 2015. No postage is required. Comments can also be provided by email to: FWLE@soundtransit.org.

1. Please share your comments about project alternatives and station options

I-5 to SR 99 alternative  
w/ S. 260th East Station

1526-1 2. Please share your feedback on the environmental impacts

We feel the enviro. impacts are worth taking given the 27,000 daily ridership and 169 acres w/ TOD potential.

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address:

~~Sean Daligcon~~ Sean Daligcon  
22700 28th ave S. #403  
Des Moines WA 98148

Response to Comment I526-1

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

Letter FW624

Ward and McMichael

Page 1

Send us your comments 

Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment card to the mail. Please mail no later than May 26, 2015. No postage is required. Comments can also be provided by email to: [FWLE@soundtransit.org](mailto:FWLE@soundtransit.org).

1. Please share your comments about project alternatives and station options.  
 Please build the line along Highway 99 and bring the community more mobility and business opportunities! If it were to go along I-5, it would not meet the transportation needs of those of us who live between S 200th Street and The Kent-Dos Moines Road.

2. Please share your feedback on the environmental impacts.  
 We are so excited to have the potential for transit at long last.

Ward + McMichael  
 22810 Thunderbird Drive, Des Moines WA 98198

1527-1

Response to Comment I527-1

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

## Letter FW625

Mattoon, Ron & Janine

Page 1

Send us your comments 

Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment card in the mail. Please mail no later than May 26, 2015. No postage is required. Comments can also be provided by email to: [FWLE@soundtransit.org](mailto:FWLE@soundtransit.org)

1. Please share your comments about project alternatives and station options

1528-1 We like the P-S Alternative, there is less expense, utilizes the Park+Rides along the Freeway + keeps the noise at the freeway rather than the residential communities along SR99

2. Please share your feedback on the environmental impacts

1528-2 NOISE: Home along SR99 already have our part noise they don't need additional noise. You already have noise at the free way - keep it there

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address.

Ron + Janine Mattoon  
2218 S. 253 Pl. Des Moines, WA 98199

### *Response to Comment 1528-1*

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

### *Response to Comment 1528-2*

Section 4.7, Noise and Vibration, of the Final EIS describes the noise impacts associated with all FWLE alternatives and proposed mitigation.

# Letter FW626

Walker, Connie

Page 1

Send us your comments 

Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment card in the mail. Please mail no later than May 26, 2015. No postage is required. Comments can also be provided by email to: [FWLE@soundtransit.org](mailto:FWLE@soundtransit.org)

1. Please share your comments about project alternatives and station options

1529-1 *This is a no-brainer. Right down the middle of I-5 - lanes & sides already in place. You don't have to buy out property owners or deal with all the school problems in the way.*

2. Please share your feedback on the environmental impacts

*I-5 is not up for mass traffic so utilize where people go already & will be made less expensive*

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address:

*Connie Walker  
3649 S. 263<sup>rd</sup> - Kent WA 98032*

## Response to Comment 1529-1

Sound Transit evaluated an alignment in the median of I-5 prior to the Draft EIS. Coordination with WSDOT determined this alignment would not be desirable due to future I-5 expansion plans and/or future undefined highway uses in the median. Section 2.3, Alternatives Development and Scoping, of Chapter 2, Alternatives Considered, of the Final EIS describes the alternatives development process.

## Letter FW627

Kennedy, Kathy K.

Page 1

Send us your comments

**SOUNDTRANSIT**

Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment card in the mail. Please mail no later than May 26, 2015. No postage is required. Comments can also be provided by email to: [FWLE@soundtransit.org](mailto:FWLE@soundtransit.org).

1. Please share your comments about project alternatives and station options

1530-1 No matter which one I would pick, will still impact singles, couples, families and businesses.

2. Please share your feedback on the environmental impacts

1530-2 There should be a lot fewer cars on the roads. If people would take advantage of the light rail, this would cause less pollution.

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address:

Ms. Kathy J. Kennedy  
22819 17th Ave S  
Des Moines, WA 98108-7402

### *Response to Comment 1530-1*

In developing alternatives, Sound Transit avoided and minimized impacts where possible, but some displacements would be unavoidable. Section 4.1, Acquisitions, Displacements, and Relocations, of the Final EIS describes the property acquisition and relocation processes, and the relocation assistance and benefits that Sound Transit will provide.

### *Response to Comment 1530-2*

Section 4.6, Air Quality and Greenhouse Gases, discusses the benefits to regional air quality from the FWLE.

# Letter FW628

Williams, Columbus

Page 1

Send us your comments 

Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment card in the mail. Please mail no later than May 26, 2015. No postage is required. Comments can also be provided by email to: [FWLE@soundtransit.org](mailto:FWLE@soundtransit.org).

1. Please share your comments about project alternatives and station options

I think that it is too slow because of the traffic because it is too slow and long waiting times and taking a long time to get to the station.

2. Please share your feedback on the environmental impacts

It can cause noise build up especially during rush hours and some time it depends on the time of day when people are there.

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address.

Columbus Williams  
32209 11th Pl. So. # B8 Federal Way, WA 98003

1531-1

## Response to Comment 1531-1

Chapter 3, Transportation, of the Final EIS describes the impacts of the FWLE alternatives and the Build alternatives on traffic and other modes of transportation.

# Letter FW629

Anonymous

Page 1

Send us your comments 

Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment card in the mail. Please mail no later than May 26, 2015. No postage is required. Comments can also be forwarded by email to: [FWLE@soundtransit.org](mailto:FWLE@soundtransit.org)

1. Please share your comments about project alternatives and station options

1532-1 E-5 alternative much preferred.  
Displaces fewer businesses, will displace more homes but fewer families will be affected by noise (apartments + homes along 99 route) of daily operations.

2. Please share your feedback on the environmental impacts

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address:

## Response to Comment I532-1

Please see response to Common Comment 2 in Table 9-6 of Chapter 9 of the Final EIS.

## Letter FW630

Anonymous

Page 1

Send us your comments 

Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment card in the mail. Please mail no later than May 26, 2015. No postage is required. Comments can also be provided by email to: [FWLE@soundtransit.org](mailto:FWLE@soundtransit.org).

1. Please share your comments about project alternatives and station options

1533-1 *Oh Well! You are going to do what you want to anyway.*

2. Please share your feedback on the environmental impacts

*Nothing changes, please!*

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address.

### *Response to Comment I533-1*

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

Letter FW631

McAllister

Page 1

Send us your comments 

Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment card in the mail. Please mail no later than May 26, 2015. No postage is required. Comments can also be provided by email to: FWLE@soundtransit.org.

1. Please share your comments about project alternatives and station options

1534-1 1-5 option seems best due to less interruption of existing business & residential homes.

2. Please share your feedback on the environmental impacts

1534-2 Again please try to limit displacement of existing residences.

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address:

McAllister  
23419 28 Ave S, Res Homes  
98198

*Response to Comment 1534-1*

Please see response to Common Comment 2 in Table 9-6 of Chapter 9 of the Final EIS.

*Response to Comment 1534-2*

In developing alternatives, Sound Transit avoided and minimized impacts where possible, but some displacements would be unavoidable. Appendix D4.1 of the Final EIS identifies properties potentially affected by the FWLE. Section 4.1, Acquisitions, Displacements, and Relocations, describes the property acquisition process for affected properties and the relocation process and benefits.

## Letter FW632

Zeltner, Meredith

Page 1

1535-1

Send us your comments

**SOUNDTRANSIT**

Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment card in the mail. Please mail no later than May 26, 2015. No postage is required. Comments can also be provided by email to: [FWLE@soundtransit.org](mailto:FWLE@soundtransit.org).

1. Please share your comments about project alternatives and station options

*Would prefer it not come down SR 99 through 288th St. as I will lose my home at Redondo Vista Condos.*

2. Please share your feedback on the environmental impacts

*If the goal is economic development you won't care if they're reduction. Which ever route you choose make sure there are lots of parking if the goal is to get cars off the highway.*

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address.

*Meredith Zeltner 28806-16th Ave S #303 FW 98003*

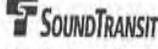
### Response to Comment I535-1

In developing alternatives, Sound Transit avoided and minimized impacts where possible, but some displacements would be unavoidable. Section 4.1, Acquisitions, Displacements, and Relocations, of the Final EIS describes the property acquisition and relocation processes, and the relocation assistance and benefits that Sound Transit will provide. Please see response to Common Comment 5 in Table 9-6 of Chapter 9 of the Final EIS.

## Letter FW633

Ellison, Denise A.

Page 1

Send us your comments 

Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment card in the mail. Please mail no later than May 26, 2015. No postage is required. Comments can also be provided by email to: [FWLE@soundtransit.org](mailto:FWLE@soundtransit.org).

1. Please share your comments about project alternatives and station options

1536-1 SR 99 ALTERNATIVE GETS MY VOTE.  
all things considered

2. Please share your feedback on the environmental impacts

~~EXEMPT~~ Highway Landfill and Wetlands avoided as needed

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address:

Denise A. Ellison  
2911 So. 200th St. Apt 3 Seattle WA 98148

### *Response to Comment 1536-1*

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

## Letter FW634

Smith, Dorothy M.

Page 1

Send us your comments

**SOUNDTRANSIT**

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1. Please share your comments about project alternatives and station options.

1537-1 *F-5 alternative is my choice. Keeps the noise east of me and saves my property from being taken.*

2. Please share your feedback on the environmental impacts.

1537-2 *Noise would be lessened for my neighborhood. Our houses were here long before the Calligan.*

Final EIS available. Please provide your name and mailing address.

*Dorothy M. Smith*

Dorothy M. Smith  
23416 28th Ave SE



### *Response to Comment 1537-1*

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

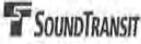
### *Response to Comment 1537-2*

Section 4.7, Noise and Vibration, of the Final EIS describes the noise and vibration impacts from the FWLE alternatives and proposed mitigation.

Letter FW635

Marshall, Ricky

Page 1

Send us your comments 

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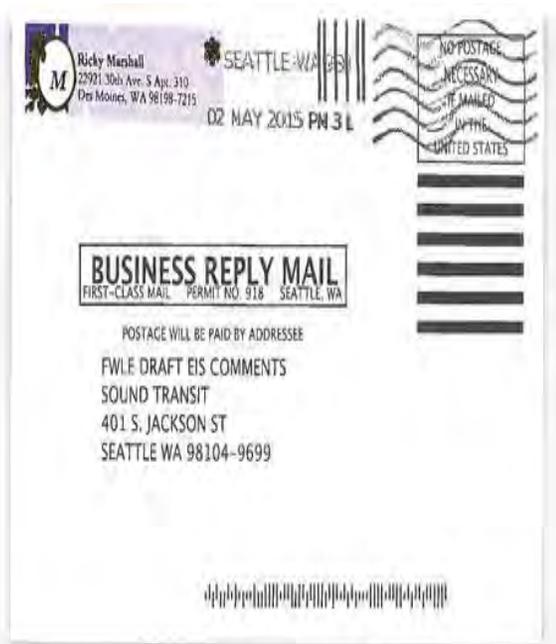
1538-1 1. Please share your comments about project alternatives and station options  
I Like the SR99 ALTERNATIVE FOR THE KEY/DES  
MAYNES STATION.

2. Please share your feedback on the environmental impacts

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the final EIS is available. Please provide your name and mailing address:

*Response to Comment 1538-1*

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.



*No comments*

Letter FW636

Gangloff, Renee

Page 1

Send us your comments. 

Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment card in the mail. Please mail no later than May 26, 2015. No postage is required. Comments can also be provided by email to: [FWLE@soundtransit.org](mailto:FWLE@soundtransit.org)

1. Please share your comments about project alternatives and station options

I like it being the SR 99 alternative more local people will ride it and it will benefit factory businesses.

2. Please share your feedback on the environmental impacts

SR 99 alternative will impact less homes.

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the final EIS is available. Please provide your name and mailing address.

Renee Gangloff  
3104 S. 211<sup>st</sup> Street, WA 98148

1539-1

*Response to Comment 1539-1*

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

## Letter FW638

Hewson, Alan

Page 1

Send us your comments 

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1. Please share your comments about project alternatives and station options

SR 99. I like this one because it goes down 99 without any side road turns.

2. Please share your feedback on the environmental impacts

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address.

Alan Hewson  
31220 28th Ave So. G-102 Federal Way WA 98003

### *Response to Comment I541-1*

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

## Letter FW639

Hicks, Jon-Michael

Page 1

Send us your comments 

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1. Please share your comments about project alternatives and station options  
1542-1 *of prefer SR 99 for its stations at the transit center & its large T.O.D. Long term it will help with higher density development. It will also be excellent for community college students.*

2. Please share your feedback on the environmental impacts  
1542-2 *It is better to displace some businesses than residents.  
This will be of much value to my city, thank you!!*

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address:  
*Jon-Michael Hicks 31053 26th Ave S  
Federal Way WA 98003*

### *Response to Comment 1542-1*

Please see response to Common Comment 1 in Table 9-6 of Chapter 9 of the Final EIS.

### *Response to Comment 1542-2*

Section 4.1, Acquisitions, Displacements, and Relocations, of the Final EIS describes the property acquisition process for affected properties and the relocation process and benefits for residents and businesses.

Letter FW640

Anonymous

Page 1

Send us your comments 

Sound Transit and the Federal Transit Administration invite your comments on the Draft Environmental Impact Statement (EIS). Simply drop your completed comment card in the mail. Please mail no later than May 26, 2015. No postage is required. Comments can also be provided by email to: [FWLE@soundtransit.org](mailto:FWLE@soundtransit.org).

1. Please share your comments about project alternatives and station options  
*I would like to see: Project SR 99 Alternative or I-5 to SR 99 Alternative*

I543-1

2. Please share your feedback on the environmental impacts  
*Will be more Flexible for the community people and good Transportation and service.*

Sound Transit will mail a notice to each person who comments on the Draft EIS to announce when the Final EIS is available. Please provide your name and mailing address:

*Response to Comment I543-1*

Please see response to Common Comment 11 in Table 9-6 of Chapter 9 of the Final EIS.

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