

I-084-001

Thank you for your comment.

Swift, Lauren

From: Robert Spires <spiresr@live.com>
Sent: Wednesday, August 28, 2013 10:40 AM
To: Lynnwood Link DEIS
Subject: Lynnwood Link Extension

I-084-001

Review of Segment A alternatives eliminated any of my objection by eliminating my personal property loss.
Thanks!!!
Robert and Vimolrat Spires.

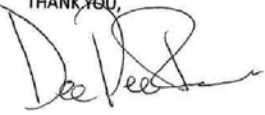
I-085-001

Thank you for your comment stating a preference for Alternative C1.

TO WHOM IT MAY CONCERN;

I-085-001 | PLEASE SELECT OPTION C-1 FOR THE LINK LIGHT RAIL. I BELIEVE THIS WOULD BE THE BEST SELECTION FOR LYNNWOOD.

THANK YOU,

 8/25/13
2517 171st St SE Bothell WA 98012

I-086-001

Thank you for your comment stating a preference for Alternative C1.

TO WHOM IT MAY CONCERN;

I-086-001 | PLEASE SELECT OPTION C-1 FOR THE LINK LIGHT RAIL. I BELIEVE THIS WOULD BE THE BEST SELECTION FOR LYNNWOOD.

THANK YOU,

ROW CARR



TO WHOM IT MAY CONCERN;

I-087-001 | PLEASE SELECT OPTION C-1 FOR THE LINK LIGHT RAIL. I BELIEVE THIS WOULD BE THE BEST SELECTION FOR LYNNWOOD.

THANK YOU,

Mary Tennison 8-25-2013
2517 171st St SE Bothell WA. 98012

I-087-001

Thank you for your comment stating a preference for Alternative C1.

I-088-001

Thank you for your comment stating a preference for Alternative C1.

TO WHOM IT MAY CONCERN;

I-088-001 | PLEASE SELECT OPTION C-1 FOR THE LINK LIGHT RAIL. I BELIEVE THIS WOULD BE THE BEST SELECTION FOR LYNNWOOD.

THANK YOU,

Handwritten signature 1/25/13

12608 Leitz Avenue #1-E

Everett, WA 98204



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: EILEEN HORNER

ADDRESS: 1037 NE 187th

CITY: Shoreline STATE: WA ZIP CODE: 98155-2218

EMAIL ADDRESS: RHORNER7@Juno.COM

Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

I-089-001

185 st Station

Option 1 with garage on west side
is the choice we PREFER.

Eileen Horner



I-089-001

Thank you for your comment stating a preference for the NE 185th Street Station, Option 1, included in Alternative A1.



Lynnwood Link Extension

Submit your comments by September 23, 2013

Your comments on the Draft EIS will help the Sound Transit Board identify a preferred alternative this fall and will be responded to in the Final EIS (expected in 2014).

BY EMAIL: LynnwoodLinkDEIS@soundtransit.org

BY MAIL: Sound Transit
Draft EIS Comments c/o Lauren Swift
401 S. Jackson St., Seattle, WA 98104

PLACE
STAMP
HERE

Sound Transit
Draft EIS Comments c/o Lauren Swift
401 S. Jackson St., Seattle, WA 98104

Thank you
for your input!

TO SUBMIT YOUR COMMENT BY MAIL:

Fold this page and seal with tape, stamp
and mail to address provided.





Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: William Hickey

ADDRESS: 1209 NE 188th

CITY: Shoreline STATE: WA ZIP CODE: 98153

EMAIL ADDRESS: liamhickey13@gmail.com

Please sign me up for project email updates

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Comments

I-090-001 Glad this is finally happening. Wonder if the projection is for increased # of autos on the road come 2020, or even a decrease. How people get around in 2050 I believe will be different than today; less auto, more public transport. Will additional trains be able to be added to track? High speed technology?

I-090-002 Add as many trees as possible!



I-090-001

Thank you for your comment concerning changes in traffic in the future. Analysis of 2020 traffic volumes is not presented in the EIS, however, projected traffic volumes for 2035 with and without the proposed Lynnwood Link Extension project are discussed. See Table 3-7, Screenline Volumes and Volume-to-Capacity Ratios. Comparison of these traffic volumes in this table show a consistent reduction in traffic volumes with the Light Rail Alternative.

Section 2.5.4 Light Rail Operations discusses the planned operation of the light rail service with four-car trains. Train frequency could increase as demand increases.

High-speed technology could not be implemented without complete reconstruction of the rail tracks, station platforms, operating system, as well as the purchase of all new trains. Moreover, operation of a high-speed train system would not be appropriate considering the relatively short distances between the transit stations.

I-090-002

Sound Transit will be meeting the tree replacement requirements of the corridor cities as well as WSDOT.



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Carolyn Anderson

ADDRESS: 20104 - 48th Ave W. #16

CITY: Lynnwood STATE: WA ZIP CODE: 98036

EMAIL ADDRESS: camystic7@gmail.com

Please sign me up for project email updates

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Comments

I-091-001

Prefer to see Section C-3 option
built instead of C-1 or C-2.
Save the creek & wetlands &
don't tear down apt./condo Bldgs
or single family homes.



I-091-001

Thank you for your comment stating a preference for Alternative C3, due to reduced impacts on Scriber Creek and wetlands, Scriber Creek Park, and residences. The Sound Transit Board identified a modified C3 as the Preferred Alternative.



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: W R ANDERSON

ADDRESS: 2332 N. 186TH

CITY: SHORELINE STATE: WA ZIP CODE: 98133

EMAIL ADDRESS: CWekaandy@comcast.net

Please sign me up for project email updates

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Comments

I-092-001

IT APPEARS THE GREATEST PHYSICAL

IMPACT WILL MORE NOISE ADDED TO THE FREEWAY AND

I-092-002

SURROUNDINGS. THE ADDED IMPACTS TO HOUSING DENSITY AND TRAFFIC WILL BE BOTH A BLESSING AND A BURDEN TO DEAL WITH. WE ARE LARGELY A SINGLE DWELLING NEIGHBORHOOD, FINANCIAL SUSTAINABILITY AFTER INITIAL CONSTRUCTION IS ALWAYS A PROBLEM 10 YEARS DOWN THE ROAD WE WILL BECOME A REASON FOR ADDITIONAL TAXING OR FEES!



I-092-001

The noise analysis for the Lynnwood Link Extension uses the FTA impact criteria and Sound Transit mitigates noise impacts to levels below this criteria. Sound Transit's policy is to mitigate moderate or severe impacts. Potential mitigation measures for noise are described in Section 4.7.7 of the Final EIS.

I-092-002

The local jurisdictions control zoning and development regulations and policies. Most of the areas along the alignment have relatively limited transit oriented development potential due to the residential character of the neighborhoods surrounding the identified transit stations. The exception would be the area around the Lynnwood Transit Center and the Mountlake Terrace station area both of which would have moderate to strong TOD potential. Sections 4.2.4 and 4.3.4 describe the indirect and secondary impacts for land use and economics, respectively. Section 5.3.1 of the Draft EIS presents the operation and maintenance costs for the Lynnwood Link Extension, which is about \$16 million per year.



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Adam Andreassen

ADDRESS: 847 NE 189th ST

CITY: Shoreline STATE: WA ZIP CODE: 98155

EMAIL ADDRESS: andreassen.adam@gmail.com

Please sign me up for project email updates

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Comments

I-093-001 | After looking at the three options for a parking garage/lot for the

185th station, I strongly suggest that Sound Transit consider the

3-story garage (Option 1) on the west side of I-5. Locating a parking

lot under the current power lines would cause a loss of green space

I-093-002 | in the neighborhood, require Transit riders to walk a block to get to

the station, and seemingly increase traffic on 10th (and quite

possibly on 188th and 189th for those people who couldn't find parking).

~~Perhaps~~ Perhaps introducing neighborhood parking permits?

I-093-003 | I would also encourage Sound Transit to work with the city to

open up new business opportunities, such as coffee shops or cafes

that would benefit both commuters and neighbors in the area.



I-093-001

Thank you for stating your preference for Option 1 of the NE 185th Street Station.

I-093-002

The option to introduce neighborhood parking permits to manage the spillover parking is included in mitigation. It would be up to the City of Shoreline to implement a neighborhood parking permit program.

I-093-003

Thank you for your interest in Lynnwood Link Extension and your comment regarding possible commercial development near the 185th Street Station. Commercial uses require allowable zoning and must meet development requirements. The City has developed a subarea plan near the proposed 185th Street Station that may permit some commercial development near the station.



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP CODE: _____

EMAIL ADDRESS: _____

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Comments

I-094-001

Provide adequate parking

I-094-002

Also meeting times could be 7-9



I-094-001

The park-and-ride lots have generally been sized to accommodate a balance between forecasted parking demand and minimizing potential impacts created by the facility.

I-094-002

Thank you for your suggestion. The public meetings that were held during public comment period for the Draft EIS were held from 5:30 p.m. to 8:00 p.m. and were well attended. In addition to the public open house/public hearing, there were other opportunities to comment including sending written comments and emails directly to Sound Transit.



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP CODE: _____

EMAIL ADDRESS: _____

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Comments

I-095-001

This comment pertains to the Lynnwood Light Rail Link C₁, C₂, and C₃ alternative routes. As a resident of Lynnwood that lives in the residential Single Family Neighborhood that is ~~almost~~ directly across from the intended project area. I have determined by looking at the information provided in the DEIS taking special consideration the comparisons of all three routes and the serious impacts to the ^{surrounding} residents and wildlife habitat. I find that the C₁ and C₂ alternative routes have a serious ^{and severely} negative impact on the neighborhood in and around the light rail routes. The C₃ alternative route next to the Freeway I-5 has the least negative impacts on the surrounding neighborhood. I fully support Sound Transit to pursue the C₃ alternative route going into Lynnwood.



I-095-001

Thank you for your comment stating your concerns for adverse residential, wildlife habitat, and neighborhood impacts of the Segment C alternatives and your preference for Alternative C3. A modified version of Alternative C3 was identified as the Preferred Alternative.



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP CODE: _____

EMAIL ADDRESS: _____

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Comments

I-096-001

#1 Please provide adequate parking garage spaces with smoothly-flow traffic entrances and exits.

I-096-002

#2 Please provide more machines that people need to pay before they get on the link. I've seen lots of people did not pay and they drove the light rail link. There should be a security mechanism to provide entrance once people paid then they can get on.



I-096-001

The park-and-ride lots have generally been sized to accommodate a balance between forecasted parking demand and minimizing potential impacts created by the facility. Station access designs are considering safe and effective access by all modes, and are being coordinated with local jurisdictions.

I-096-002

Thank you for your comment. Sound Transit has a fare enforcement system that includes on-board patrols and penalties for non-payment of fares. Stations will have ticket vending machines as well as card readers.



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Resident

ADDRESS: 1705 190th Pl SW

CITY: Lynnwood STATE: WA ZIP CODE: 98036

EMAIL ADDRESS:

Please sign me up for project email updates

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Comments

I-097-001

Preference would be to build above ground running along westside of free way into Lynnwood. Option C1 would be the best option & seemingly less invasive on the lands area near the mall.

I-097-002

appears that the transit time (Blaes Seattle) is lessened much & the amount of transfers seems to be high as well.

Currently the community "feeder" buses are slow at best to help service those of us that live along 524 heading east towards "Maltby". How can we easily access the light rail system.



I-097-001

Thank you for your comment stating your preference for Option 2 of Alternative C1. Please see Chapter 2, Section 2.6.2 for a discussion of why west side alignments are not proposed south of Mountlake Terrace.

I-097-002

Thank you for your input. One of the benefits of the project would be to reduce the need for transfers and to reduce waiting times. Sound Transit will work further with local transit agencies to coordinate transit services to stations as the project approaches operation. However, new routes and services are the jurisdiction of local transit agencies. Each of the stations include pedestrian and bicycle improvements.



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Mark + Arden Apt

ADDRESS: 20901 53rd Ave W

CITY: Lynnwood STATE: WA ZIP CODE: 98036

EMAIL ADDRESS: arden.apt@gmail.com

Please sign me up for project email updates

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Comments

I-098-001

We are concerned about the removal of trees at the end of our cul-de-sac (where it abuts I-5). The trees are our only current noise barrier. If it is necessary that they are removed, we think a noise wall along I-5 (where the light rail) would veer off for C1 and C2 options) would be necessary. Since we already have to deal with the noise from I-5, additional noise would be very unwelcome. Thanks!



I-098-001

The noise analysis for the Lynnwood Link uses the FTA impact criteria and Sound Transit mitigates noise impacts to levels below this criteria. Potential mitigation measures for noise are described in Section 4.7.7 of the Final EIS.

Sound walls are planned for all alternatives in this area, either at-grade or elevated, as mitigation for the light rail impacts. In addition, if any existing highway noise walls are removed, they will be replaced.



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Linda Baughman

ADDRESS: 12035 5th Ave NE

CITY: Seattle STATE: WA ZIP CODE: 98125

EMAIL ADDRESS: lbaughm@u.washington.edu

Please sign me up for project email updates

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Comments

I-099-001 1) Station locations - position with E-W transit access such as 130th, 145, 185th Northgate - Presently there are no E-W bus routes close to the 155 proposed station

I-099-002 2) Track & sound wall placement needs to be planned in advance so I may start the tree replacement process along the west side of my property to improve the privacy in my back yard.

I-099-003 3) At grade placement needs to be defined in relation to my back yard grade. It currently is about 10 feet below the freeway grade.

I-099-004 4) Make sure comment sections/activities in the future are well documented.



I-099-001

Your preference for stations at 130th Street, 145th Street, and 185th Street due to east-west transit access is noted.

I-099-002

The noise analysis for the Lynnwood Link uses the FTA impact criteria and Sound Transit mitigates noise impacts to levels below this criteria.

Sound Transit's policy is to mitigate moderate or severe impacts. Potential mitigation measures for noise are described in Section 4.7.7 of the Final EIS.

Sound walls are planned for all alternatives in this area, either at-grade or elevated, as mitigation for the light rail impacts. In addition, if any existing highway noise walls are removed, they will be replaced as part of the project. Sound Transit will coordinate with affected property owners as the project continues into final design.

I-099-003

During final design, Sound Transit will coordinate with adjacent property owners where the project would involve construction affecting their parcels.

I-099-004

Documentation of project activities started in 2010 during the alternatives analysis which included a Report and SEPA addendum (Sound Transit, September 2011). The Final EIS includes the public comments to the Draft EIS, and responses to those comments. Chapter 6 describes the opportunities for public input.



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Leslie Basil

ADDRESS: 12300 33rd Ave NE #401

CITY: Seattle STATE: WA ZIP CODE: 98125

EMAIL ADDRESS: leslie@speakeasy.org

Please sign me up for project email updates

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Comments

I-100-001

130th Station is critical to knit together Greenwood, Haller Lake, Bitter Lake, Pinehurst, & Lake City into the light rail system.

If 130th is not going to be built - ~~then~~ commuters ^{from} ~~from~~ these neighborhoods will 'swamp' the ~~rest~~ Northgate transit P&R.

Either Elevated or at grade is fine. Since Northgate is elevated, at 145th will be ~~to~~ elevated (if built), ~~and probably~~ ~~results~~ we probably don't want an up/downing effort.

Thank you for having this open house.



I-100-001

The 130th Station is included as an option being considered in the Final EIS.



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Samuel Best

ADDRESS: 116 NE 158th St.

CITY: Shoreline STATE: Wa. ZIP CODE: 98155-5220

EMAIL ADDRESS: Shbest116@msn.com

Please sign me up for project email updates

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Comments

I-101-001

Re: Alternative 155th St. Sta. - Do not purchase properties east of Fire Sta. to 3rd Ave. NE.
Purchase 2 lots across st. 155th North upright of way - parcel properties 3. Residences East of 1st Ave. NE to NE 159th St. Convert this area to a 350 car park & ride for 155th St. Sta -

I-101-002

removing majority of material proposed Residences for Visual, Noise, Tree Loss, and Habitat destruction - Implementing Rain Garden Water Courses to Twin ponds Park.



I-101-001

Thank you for your comment, including your suggestion for an alternate 155th Street Station. The 155th Street Station is not part of the Preferred Alternative evaluated in the Final EIS. Final determinations of the property needs for the project, including acquisitions and displacements, will be based on the project's final design after Sound Transit completes the EIS process, selects the alternative to be built, and develops final engineering and design plans. Minimization of acquisitions, displacements, and relocations is a priority for Sound Transit.

I-101-002

Thank you for your comment.

TO WHOM IT MAY CONCERN;

8/22/13

I-102-001 PLEASE SELECT OPTION C-1 FOR THE LINK LIGHT RAIL. I BELIEVE THIS WOULD BE THE BEST SELECTION FOR LYNNWOOD.

THANK YOU,

M. BRIERLEY
424 N. 130TH ST. SW
78133-7910

I-102-001

Thank you for your comment stating a preference for Alternative C1.

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Erick Bupp

ADDRESS: 18319 2nd AVE NE

CITY: Shoreline STATE: WA ZIP CODE: 98155

EMAIL ADDRESS: Bgobupp@gmail.com

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Comments

I-103-001

I like the A-3 option for the shoreline vicinity. Because its not the most expensive option and it will service our neighborhood very well



I-103-001

Thank you for your comment stating a preference for Alternative A3.

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Kathleen Bupp

ADDRESS: 18319 2nd Ave NE

CITY: Shoreline STATE: WA ZIP CODE: 98155

EMAIL ADDRESS: Kathbupp@gmail.com

Please sign me up for project email updates

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Comments

I-104-001

I believe the A3 alternative for the 185th Street station would serve our neighborhood the best.



I-104-001

Thank you for stating your preference for Alternative A3.

Edvins Circeinis
6834 - 40th Avenue NE
Seattle WA 98115-7532
ecirceinis@mac.com

August 22, 2013

Sound Transit
Draft EIS Comments c/o Lauren Swift
401 S. Jackson Street
Seattle WA 98104

Dear members of the Sound Transit Board:

I-105-001

I am a member of the Seattle Latvian Lutheran Church. I provided, without compensation, Architectural Design, Detail Design Drawings, and Structural Analysis for the construction of this Church and Community Center, which was built mostly by voluntary labor in 1971 and was dedicated to the Latvian Community on February 6, 1972.

The Latvian Lutheran Church has been notified prior to the DEIS publication that the property at 11710 - 3rd Avenue NE has been identified as one that Sound Transit may need to partially or fully acquire in order to construct the project under one or more alternatives.

Recognizing the seriousness of how this project may impact the Latvian Lutheran Church and North Seattle Communities, I am proposing for your consideration an option that, when properly executed, will save a number of properties from acquisition in the vicinity of the NE 117th Street.

Attachment A shows the current location of the I-5 lanes in the vicinity of the NE 117th Street. It is obvious that there is a lot more space on the West side of I-5 than on the East side.

To provide needed space for the proposed Sound Transit, the proposed alternative is to re-route locally the I-5 lanes, as needed, to the West in the existing I-5 right-of-way as shown in Attachment B.

I know, it is easier to condemn private property than it is to deal with federal government, but if you feel in your heart that it is worth saving the Latvian Lutheran Church, which is also a Center for the Baltic communities in the NW, I sincerely hope that the Sound Transit Board will give this alternate proposal its utmost consideration.

Thank you very much!

Sincerely,
Edvins Circeinis
Property Manager,
Latvian Lutheran Church of Seattle



I-105-001

The Preferred Alternative has been designed to avoid displacing the church. Any major modification to I-5 would be a less effective solution and involves higher levels of construction impacts, property impacts, and higher costs. Refer to Chapter 2 for a description of the Preferred Alternative.





COMMENTS ON LLE BY LYNNWOOD RESIDENT

Linden Clausen
20212 52nd Ave W
Lynnwood, WA
August 21, 2013
Lindenclausen@gmail.com

I-106-001

As a resident home owner, I am concerned that my family's quality of life will be degraded by the LLE, particularly Alternatives C1 and C2. I fear that congestion, noise, and vibration during operation of the link cannot be fully eliminated, only mitigated, and that disruption during the construction phase would be worse.

The EIS shows adverse impacts only near the guideway. Although my house is within that zone, I think it is likely that others will be affected. Chapter 4.7 states that there will be zero impacts after mitigation of noise. The level of disturbance can be lessened, but I feel it is misleading to state that it will be reduced to the point that there are no impacts.

Adding insulation to buildings in the severe noise impact zone is offered as a method of mitigation. As most local homes do not have air conditioning, they need to open their windows for ventilation, especially in warm weather. I think open windows would defeat the purpose of the insulation. Is there consideration of adding air conditioning to insulation as part of noise mitigation?



I-106-001

The noise analysis for the Lynnwood Link uses the FTA impact criteria and Sound Transit mitigates noise impacts to levels below this criteria. The FTA criteria for noise are based on exterior noise levels and are more stringent than the criteria for traffic. Sound Transit's policy is to mitigate moderate or severe impacts. Potential mitigation measures for noise are described in Section 4.7.7 of the Final EIS. Sound walls are planned for all alternatives in this area, either at-grade or elevated, as mitigation for the light rail impacts. In addition, if any existing highway noise walls are removed, they will be replaced as part of the project. For vibration, mitigation measures include track isolation systems, which are effective and typically reduce vibration to below the FTA criteria. Potential mitigation measures for vibrations are described in Section 4.7.7 of the Final EIS. For homes that still have impacts after mitigation, sound insulation may be considered. This form of mitigation can include improvements, such as new or upgraded windows, improved door seals and other measures to maintain low interior noise levels. This package would also include a fresh air circulation system or some form of fresh air exchange.

In terms of congestion, in areas where light rail creates an impact, the project identifies improvements as mitigation that would return local intersections in the area to the same as they would be without the project or better. Please see section 3.6 for potential mitigation measures for local streets and arterials.

While the EIS describes construction impacts, some of which will be unavoidable, the project also identifies mitigation in each of the environmental topic areas in Chapters 3 and 4 to reduce their severity, and construction is not expected to impair people's ability to live, work and conduct their normal activities in the communities along the project. Alternatives C1 and C2, which would be closest to your home, are not the Preferred Alternative.



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Deirdre Collins

ADDRESS: 18210 15th Ave NE, 305

CITY: Shoreline STATE: WA ZIP CODE: 98155

EMAIL ADDRESS: deirdrecollins11@gmail.com

Please sign me up for project email updates

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Comments

I-107-001

I think the elevated options work best environmentally (less impact on land + movement of people, vehicles, animals). They look nicer as well.

I like the 3 station alternative of 130th, 155th + 185th rather than 1 station at 145 and another at 185th. For people biking or walking to the station, the 155th option is easier, and will mean that the 185th st. station will not be as packed with people + cars.



I-107-001

Thank you for your comment stating a preference for the Segment A elevated alternatives with stations at 130th, 155th, and 185th. All of the project alternatives that were in the Draft EIS are included in the Final EIS. However, Sound Transit selected Alternative A1, with some modifications, as part of the Preferred Alternative. This alternative would include stations at 145th Street NE and 185 Street NE. Please see the Chapter 2 of the Final EIS for a description of the Preferred Alternative.

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: DAVID DAILEY 206/200-2086

ADDRESS: 17810 3RD AVE NE

CITY: SHORELINE STATE: WA ZIP CODE: 98155

EMAIL ADDRESS: David@PandoraHouse.org

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Comments

I-108-001 | I FAVOR 185TH PARKING OPTION #2 FOR CONTACTNESS OF FOOTPRINT; EASE OF WALKING TO TRAIN; AND POSSIBLE FUTURE EXPANSION OF PARKING TO SURFACE LOT UNDER POWER LINES

I-108-002 | PLEASE WORK w/ CITIES TO PROVIDE PED/BIKE TRAILS ALONG RAILBED FOR IMPROVED NON-MOTORIZED ACCESS TO STATIONS



I-108-001

Your comment is acknowledged. All of the project alternatives that were in the Draft EIS are included in the Final EIS. However, Sound Transit has identified its Preferred Alternative for Segment A, which includes a station as described as Option 1 under Alternative A1 in the Draft EIS. After publication of the Final EIS, the Sound Transit Board will select the alternative to be built.

I-108-002

Thank you for the suggestions. Sound Transit has been coordinating with the local agencies to develop pedestrian and bicycle improvements in station areas and along rebuilt streets. A continuous trail along the rail line is not currently included as part of the project, largely due to the constrained right-of-way and the increases costs and impacts that would result.

Lynnwood Link Extension

Summer 2013

I-109-001



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Chuck Dolan
ADDRESS: 1220 NE 97th St
CITY: Seattle STATE: WA ZIP CODE: 98115
EMAIL ADDRESS: chucklesd2@hotmail.com

Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

Please make me a Party of record on all actions

communications regarding segment A

1 Extend to comment period - Summer Jewish high holy holidays & start of school is a poor period to solicit comment

I-109-002

2 Keep all wetland and tree loss in Section A in the Thornton Creek watershed and as high in the watershed as possible

3 Give extra weight to Alternatives that minimize wetland, stream & tree impacts

I-109-003

4 Incorporate Low Impact Development into all Alternatives to the maximum amount feasible



I-109-001

Sound Transit does not have a party of record designation for those interested in the project. However, your email address, as given in this comment, has been added to the project's email update list, per this written request. The public comment period for the Draft EIS was for an extended period of 60 days (45 days are required) from July 26, 2013 to September 23, 2013 to allow greater opportunity for public comment.

I-109-002

Thank you. Sound Transit's policy [Executive Order No. 1, Establishing a Sustainability Initiative for Sound Transit (2007)] on ecosystem mitigation is to avoid impacts to environmentally sensitive resources to the maximum extent practicable and to provide adequate mitigation to ensure there is no net loss of ecosystem function and acreage as a result of agency projects. The Lynnwood Link Extension would mitigate impacts on ecosystem resources in accordance with the mitigation sequencing requirements established by the Clean Water Act and local Critical Areas Ordinances. If project-specific mitigation is developed for this project, site selection would emphasize a watershed approach. Plans would be developed in cooperation with resource agencies. See section 4.8.6 of the Final EIS for details.

I-109-003

Thank you for your comment. In identifying a Preferred Alternative, the Sound Transit Board considered the information in the Draft EIS, which detailed ecosystem, visual, and other impacts. Sound Transit requires all projects to consider low-impact development (LID) methods as a first choice for stormwater treatment (Design Criteria Manual, July 2012). Section 4.11.9 of the Final EIS describes potential LID approaches the project would consider.



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Joanne Donohue

ADDRESS: 158 Lake Dell Ave

CITY: Seattle STATE: WA ZIP CODE: 98122

EMAIL ADDRESS: joanne.donohue@seattlepi.com

Please sign me up for project email updates - already signed up

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

I-110-001

Given my background in Aging, my environmental values and what we heard at event for Korean Cent a folks of modest means event I have some concerns about the potential cost of parking garages at both stations. It will encourage people to keep driving. Accumulating shuttle might work better. This idea came up at both at the gatherings my organization put together. I hope we can find a more creative way to get people to the station.



I-110-001

Multimodal connections to stations will be refined in coordination with partner transit agencies and local jurisdictions in the final design phase of the project. However, the station concepts already in place emphasize a balanced multimodal access plan that includes parking.



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Kathryn Egan
 ADDRESS: 18022 5th Ave NE
 CITY: Shoreline STATE: WA ZIP CODE: 98155
 EMAIL ADDRESS: Kathryn.Egan@gmail.com
 Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

I-111-001 *I'm in favor of the A-1 option to go under 185th. Removal of as few trees as possible, and a high noise mitigation wall to reduce noise impacts.*

I-111-002 *Also - 5th Ave currently has no sidewalk and is very messy in the rainy months. Would need to sidewalk along 5th Ave from 180th to 185th at a minimum - particularly for safety sake with the increased traffic on 5th that's bound to happen.*



I-111-001

Thank you for your comment. Sound walls are planned for all alternatives in this area, either at-grade or elevated, as mitigation for the light rail impacts. In addition, any existing highway noise walls that are removed will be replaced as part of the project.

I-111-002

The current design of the Preferred Alternative includes reconstruction of 5th Avenue NE from NE 185th Street to approximately NE 183rd Court. This would bring the street up to current standards as well, with pedestrian and bicycle facilities, and improved stormwater management.



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Stefanie Bencheau

ADDRESS: 15816 8TH Ave NE

CITY: Shoreline STATE: WA ZIP CODE: 98155

EMAIL ADDRESS: lebbonbird@yahoo.com

Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

I-112-001

At my home in the Ridgecrest Neighborhood, we are currently impacted by a great deal of sound from I-5 due to being situated on the crest of the hill. I don't see any evaluation being done in regards to sound near my home since we are a good distance from the L.R. line proposals. I would ask for an evaluation to be done prior to the final E.I.S.

I am a big supporter of the plan, and specifically the stop at 145th but I would appreciate some more thought being put into sound impacts at neighborhoods along the crest of the hill on 7th & 8th NE.

Thank you.



I-112-001

Thank you for your comment. Based on the address you supplied, your house is approximately 2100 feet from the light rail alignment. At this distance, it is unlikely that you would hear the light rail system operations, and you are outside the typical analysis range 400 to 600 feet from the corridor. However, sound walls are planned for all alternatives in this area, either at-grade or elevated, as mitigation for the light rail impacts. In addition, any existing highway noise walls removed will be replaced.

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Judi Gladstone

ADDRESS: 8526 Madrona Ln.

CITY: Edmonds STATE: WA ZIP CODE: 98026

EMAIL ADDRESS: judiglad@gmail.com

Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

I-113-001

No station at 130th or 155th or 220th. Don't want too many stops. Have parking available at each station. Suburban commuters don't like have to transfer. The commute is already long enough. Also need to accommodate commuters from even further north.

where not many people will get on.



I-113-001

Sound Transit acknowledges your comment opposing stations at NE 130th Street, NE 155th Street, and N 220th Street. All of the stations would have park and ride facilities.



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Karen & Troy Griffin

ADDRESS: 20302 52nd Ave. W

CITY: Lynnwood STATE: WA ZIP CODE: 98036

EMAIL ADDRESS: sumpt@mskew@hotmail.com or DFRTry@hotmail.com

Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

I-114-001 | We have concerns about the C1 & C2 options. We feel
I-114-002 | that the C3 option would cause the least amount of
disruption for us, our neighbors and businesses. We're also
concerned ~~about~~ ^{that} the noise and aesthetic would cause a
significant decrease in our property value.



I-114-001

Sound Transit developed a modified Alternative C3 for the Preferred Alternative. Please see Chapter 2 of the Final EIS for a description of the Preferred Alternative and its potential effects. A decision about which alternative is built for this project will not be made until after the Final EIS is issued.

I-114-002

The noise analysis for the Lynnwood Link uses the FTA impact criteria and Sound Transit mitigates noise impacts to levels below this criteria. Sound Transit's policy is to mitigate moderate or severe impacts. Potential mitigation measures for noise are described in Section 4.7.7 of the Final EIS.

Section 4.5 analyzes visual impacts, and the areas along 52nd Avenue W were identified as high impact with Alternatives C1 and C2; they are not the Preferred Alternative. Section 4.3.4 also considers the potential for economic impacts to properties along the various alternatives.

TO WHOM IT MAY CONCERN;

I-115-001 | PLEASE SELECT OPTION C-1 FOR THE LINK LIGHT RAIL. I BELIEVE THIS WOULD BE THE BEST SELECTION FOR LYNNWOOD.

THANK YOU,



I-115-001

Thank you for your comment stating a preference for Alternative C1.



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: SHANON HARRIS

ADDRESS: 14729 - 12th Ave NE

CITY: Shoreline STATE: WA ZIP CODE: 98155

EMAIL ADDRESS: chsharris@msn.com

Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

I-116-001

I prefer Segment A alternative A11, with possibly a few changes. I believe there needs to be stations at both 135th and 145th with parking. But the interchange at 135th should also be reconfigured for improved traffic flow. I like that Option 2 at 145th acquires fewer properties than Option 1, and I like that it has kiss-and-ride access. At 185th I like that the station is elevated and that the garage is closer, but I wish there was a way to acquire fewer properties. Of the Segment B alternatives I prefer B2A because it includes a station at 220th

It will spread traffic



I-116-001

Thank you for your comments stating a preference for Alternatives A11 (with changes) and B2A.



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: SHANE HOPE

ADDRESS: 2037 FAIRVIEW AVE E # B

CITY: SEATTLE STATE: WA ZIP CODE: 98102

EMAIL ADDRESS: ~~SHANE~~ scattleslaw@aol.com

Please sign me up for project email updates

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Comments

I-117-001

IN SECTION B, THE MOUNTLAKE TERRACE TRANSIT CENTER IS THE PREFERRED LOCATION FOR A STATION. IT WILL ENCOURAGE TOD AND WALK BEST WITH FUTURE DEVELOPMENT AND RESULT IN MORE LIGHT RAIL RIDERSHIP, ~~AND~~ WITH A SAFER, MORE PEDESTRIAN-FRIENDLY APPROACH.



I-117-001

The Sound Transit Board has identified Alternative B2, which includes a station at the Mountlake Terrace Transit Center, as the Preferred Alternative for discussion in the Final EIS. Please see the Chapter 2 of the Final EIS for a description of the Preferred Alternative. A decision about which alternative is built for this project will not be made until after the Final EIS is issued.



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Diana M Johnson

ADDRESS: 219 NE 185th ST

CITY: Shoreline STATE: _____ ZIP CODE: _____

EMAIL ADDRESS: d.johnson@u.washington.edu

Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

I-118-001 | My concern is the traffic along 185th, esp. during construction. Right now there is fairly heavy traffic along 185, esp. at rush hours, but also when there are events at the Shoreline Ctr and the stadium. It

I-118-002 | is a major arterial for all emergency vehicles at all times of day and night. There are only a few direct routes between 185th + 185th - Meridian, 5th and 10th. Alternatives will be necessary.



I-118-001

Mitigation measures for increased traffic congestion as a result of the station construction and operation will be included as part of the project. Refer to Chapter 3, Transportation.

I-118-002

Sound Transit will work with local jurisdictions during detailed construction planning to ensure that emergency vehicle access is maintained. Sound Transit will also coordinate with the City of Shoreline to minimize disruption to traffic flow and multimodal access along NE 175th Street and NE 185 Streets.

From: kristina.ajja@gmail.com on behalf of Kristina Johnson
<kristina.johnson@alumni.duke.edu>
Sent: Monday, August 26, 2013 3:09 PM
To: Lynnwood Link DEIS
Subject: Latvian Community Center

Dear Sound Transit Staff,

I-119-001 I am writing regarding the proposed project affecting the survival of the Latvian Community Center in North Seattle, Washington.

As a Washington State voter, a lawyer, and a concerned Latvian-American, I would like to share a few points to please consider in the assessment of the project.

First, on a personal note, the Latvian Community Center has truly been a fundamental piece of home and an essential component of my years growing up in Seattle. The Latvian Center is as important in my family's history and in my personal experience as any state park, school, or other special memory. For my elderly mother, to this day it is her primary social place of engagement, its importance cannot be overstated for an elderly immigrant community, to have a place to come together in peace to share common language, art shows, music, food, folk dancing, church, and dialogue. Christmas would simply not be complete without the traditional events at the Latvian Center which I have always attended since a young age, including both the Christmas bazaar and also closer to the holiday the traditional candlelight church service, followed by Latvian dinner with the whole community, most of whom dress in traditional Latvian dress. This is a dying culture, and any efforts to preserve this piece of history must be treasured.

As more specific points, please consider the following:

I-119-002 1) A senior representative from the Latvian Community Center should be appointed to serve on the Community Advisory Committee and/or the Business Advisory Committee for the project, to ensure meaningful engagement with the affected community;

2) The project should be a design-bid-build project, rather than a design-build project, to allow for greater public engagement;

I-119-003 3) An engineering assessment must be completed to ensure that the historic/aged structure of the Latvian Community Center can withstand the new proposed route, if it will proceed at close proximity to the center multiple times per day.

All efforts must be made to ensure that this historic structure is preserved, and along with it a beautiful and fragile ethnic community.

Thank you for your time.
Kristina Johnson
8168 Cultus Bay Road
Clinton WA 98236

1

I-119-001

Thank you for your comments describing the cultural importance of the Latvian Evangelical Lutheran Church. The Sound Transit Board directed Sound Transit to explore a Preferred Alternative that would avoid displacing the church. The Final EIS describes the results of additional engineering Sound Transit undertook to avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall (also called the cultural center). Access to the property and its functions have been maintained, although a small portion of land on the property's edge would be acquired for the Preferred Alternative and other at-grade alternatives. Please see the Final EIS Section 2.5.1 for a description of the refined Segment A alternatives, which all result in reduced impacts on the Church.

I-119-002

Thank you for the suggestions. Sound Transit is committed to working collaboratively with the church and its representatives throughout the project's development. Sound Transit has not established citizen advisory groups or business advisory groups for the project. Sound Transit's contracting approach to the project would not alter the ability of the agency to continue public engagement in the project.

I-119-003

The Final EIS includes an assessment of vibration levels (Section 4.7.3) resulting from the project, and determined that the vibration would be well below thresholds that could result in damage to adjacent structures. The assessment also considered the church as well as nearby residences as vibration-sensitive facilities where occupants could be disturbed by vibration, and identified mitigation measures to avoid vibration levels exceeding FTA criteria.

Lynnwood Link Extension



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Cecily Kaplan

ADDRESS: 15307 15th Ave NE #C0

CITY: Shoreline STATE: WA ZIP CODE: 98155

EMAIL ADDRESS: cksing @msn.com

Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

I-120-001

I believe that the 145th station will only work if major changes and improvements are done to 145th. Light rail stations should encourage walking & biking. None of this can happen on 145th. It is terrible & this would make it worse. I like 155th better as it connects to already existing expansion of amenities at the area around Central Market. It is also closer to the small area at 105th & 5th. Shoreline has an opportunity to begin to make the city interesting and accessible to people who want to live and play. It needs to be walkable. There needs to be opportunities for businesses to thrive with increase in people who come by light rail & enjoy a "business core": like Otello & Columbia city. The light rail was made



Vertical handwritten notes: Summer 2013, I don't know, 155th station or 145th station, I will file a comment with a 145th station or a 155th station, People (like me) ride the light rail & walk to this area normally vibrant neighborhood.

I-120-001

Thank you for your interest in Lynnwood Link Extension and your comment regarding improvements needed on NE 145th Street and the need for business opportunities near stations. The Preferred Alternative includes biking, walking, and other access improvements in the NE 145th Street Station area. The City of Shoreline developed a subarea plan for the 145th Street Station area, similar to the recently adopted 185th Subarea Plan.

I-121-001

Thank you for your comment stating a preference for Alternative C1.

TO WHOM IT MAY CONCERN;

I-121-001 PLEASE SELECT OPTION C-1 FOR THE LINK LIGHT RAIL. I BELIEVE THIS WOULD BE THE BEST SELECTION FOR LYNNWOOD.

THANK YOU,

Christy Kelly
4700-200 St
#E-305
Lynnwood WA 98036-6363

From: sskmk@comcast.net
Sent: Sunday, August 25, 2013 3:55 PM
To: Lynnwood Link DEIS
Subject: eis

I-122-001

Of the 3 segment alternatives, c3 is obviously the best choice....it has the least impact on existing neighborhoods and businesses. The people that live in the impacted neighborhoods should not have to see their property devalued or lose their homes when there is a perfectly viable alternative that would avoid these consequences.

-Michael Kelly, Lynnwood

I-122-001

Your preference for Alternative C3 due to fewer impacts is noted. The Preferred Alternative in the Final EIS includes a modified Alternative C3. The decision about which project will be built will be made after publication of the Final EIS.

From: Teresa Kelly <terrytoo2@msn.com>
Sent: Wednesday, August 28, 2013 11:09 AM
To: Lynnwood Link DEIS
Subject: Latvian culture center

To Lauren Swift:

I-123-001

We are so very upset about the Link running past the Latvian Church and Culture Center. Please do not become like the USSR destroying all Lithuanian and Latvian culture. Think about what you are doing.

Teresa Kelly

Sent from Windows Mail

I-123-001

The Final EIS describes the results of additional engineering Sound Transit undertook to avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall (also called the cultural center). Access to the property and its functions have been maintained, although a small portion of land on the property's edge would be acquired for the Preferred Alternative and other at-grade alternatives. Elevated alternatives would also require a portion of the church property.



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Cheryl Klinker

ADDRESS: 12036 35th Ave NE

CITY: Seattle STATE: WA ZIP CODE: 98125

EMAIL ADDRESS: cakaea@comcast.net

Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

I-124-001

① Go with elevated as much as possible, especially at 145th & along Jackson Park

② ~~Don't~~ Don't put in all three interim stations ... (130th, 145th, & 155th) seems like it would dilute ridership.

I-124-002

③ 145th is somewhat of a tangle already for traffic (long left turn waits, trying to get to freeway on ramps, the odd intersection etc) so would favor 130th station, but really like the potential for the bus & rail connections at 145th. Possible to redesign that whole intersection and freeway entrance to make it all safer, no waits for buses, and less time in the left turn lanes.

I-124-003

④ Glad to see minimal impact to Thornton, and hope there will be some stormwater natural systems associated with the new stations & water quality treatment at wetlands.

Please work closely with SPU as you tie into the Thornton drain & conveyance.



I-124-001

Sound Transit identified a modified Alternative A1 for the Preferred Alternative. The preferred alternative as described in the Final EIS includes a partially elevated guideway in the vicinity of Jackson Park and stations at NE 145th Street and NE 185th Street. The Final EIS also includes an option for a station at NE 130th Street. Please see Chapter 2 of the Final EIS for a description of the Preferred Alternative. The Sound Transit Board will select the alternative to be built after publication of the Final EIS.

I-124-002

Thank you for your comment about traffic concerns on 145th Street. Chapter 3 includes updated information on improvements included in the Preferred Alternative that help reduce traffic impacts in the NE 145th Street Station area.

I-124-003

Thank you for your comment. Sound Transit requires all projects to consider low-impact development (LID) methods as a first choice for stormwater treatment (Design Criteria Manual, July 2012). As summarized in Section 4.11.9 of the Draft EIS, the most common soil group in the project area is Type C, which is predominantly till-type soil that has a low infiltration and high runoff potential, generally not compatible with many LID approaches that require soil to infiltrate. However, some other locations in the project area contain soil Types A and B, which have high to moderate infiltration potential, respectively, and are generally compatible with many types of LID stormwater facilities. Sound Transit will evaluate the feasibility of LID throughout the project area.

From: Mark Knoke <sotosoroto@yahoo.com>
Sent: Monday, August 26, 2013 12:41 PM
To: Lynnwood Link DEIS
Subject: Lynnwood Extension DEIS comments

- I-125-001** | In the description of a 145th Street Station, I-5 access is mentioned as if this is a positive item for this location. I would think this would be a negative for this location, instead. If anyone uses I-5 to this station, they'd be entering the freeway closer to a different station, so I doubt many people would use I-5 as access. A 155th Street Station, on the other hand, would provide an access point to light rail that is free of freeway congestion. This would set up a freeway/rail separation pairing like we have planned for 175th Street and 185th Street. If it works for northern Shoreline, it should be good for southern Shoreline.
- I-125-002** | For the potential 130th Street Station, it looks simple enough to flip the station plan to the south side of 130th Street. Doing this, coupled with a station entrance and crosswalk at 127th Street, would greatly increase the walkshed in the Pinehurst neighborhood. In the elevated scheme, the planned parking could then slide south, nearer to the intersection.
- I-125-003** | At the 117th Street bridge, to me it seems the best solution would be for the tracks to be elevated directly above 1st Avenue, on a structure straddling the street. This way, the existing bridge would not need to be replaced and houses alongside 1st Avenue would not need to be destroyed. Due to the grade change northward, there would be ample space to transition to an at-grade configuration for 130th Street after a high point near the Latvian Church.

Thank you,
Mark Knoke

I-125-001

The Chapter 2 descriptions of the NE 145th Street Station does not characterize the access as good because of the I-5 ramps, but rather because NE 145th Street and 5th Avenue are major arterials, and it would serve the communities east and west of I-5. The continued congested conditions on I-5 is expected to discourage patrons from the north from taking longer trips on the freeway when there would be accessible stations closer to their origin or destination.

I-125-002

The option to locate the 130th Street Station to the south side of NE 130th Street was explored by project designers. The freeway ramp configurations and design challenges involved with reconfiguring the ramps resulted in a decision to not move this option forward. The Preferred Alternative includes the option for a future NE 130th Street Station on the north side.

I-125-003

The Draft EIS and Final EIS include a range of alternatives that do or do not involve replacing the 117th Street bridge. The preferred alignment for the guideway would not require reconstruction or modification of the NE 117th Street crossing.



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Brad Lancaster

ADDRESS: 18331 10th Ave NE

CITY: Shoreline STATE: WA ZIP CODE: 98155

EMAIL ADDRESS: brad@lancasterlawoffice.com

Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

I-126-001

Shoreline used to be a bedroom community created by the easy commute to downtown Seattle. No more. We are now a city with a small commercial base and under-utilized land. The 185th Shoreline station provides to create higher density housing, a new commercial district, and a more urban Shoreline. Put the parking as close to the station as possible. Build a multi-story parking facility. Rezone the surrounding area to let businesses buy out homeowners (profitably). Build the station to shape the future rather than remediate the past. We look forward to a more "fun" Shoreline. Banish the boring!



I-126-001

Thank you for comment regarding the 185th Street Station. The preferred alternative includes a multi-story parking garage on the west side of I-5 with improved pedestrian access along NE 185th Street across I-5. The City has developed a subarea plan near the proposed 185th Street Station that envisions higher density development near the station. Rezoning is the responsibility of the City of Shoreline and not part of the Lynnwood Link Extension project.



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: CATHERINE LO

ADDRESS: 16710 3RD AVE NE

CITY: SHORELINE STATE: WA ZIP CODE: 98155

EMAIL ADDRESS: kaisaren8@yahoo.com

Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

I-127-001

As an avid walker & cyclist, I'm advocating for a station location @ 155th Street to serve the Ridgecrest neighborhood. A 155th location would allow a greater number of Shoreline residents to access LINK via non-motorized means which best supports ST's policy of reducing carbon emissions. Such a location would also allow for good connecting bus service (east-west) to/from the Central Market/Sears redevelopment zone and provide continuation service to Greenwood Ave off of Westminister. Bike lanes already exist on 155th west of 5th Ave NE and are slated for expansion to the east. In terms of station spacing, a 155th station would fit well with a 130th station for which I also support. Please prioritize those most affected in Shoreline and maximize benefits to our community by considering 155th!



I-127-001

Your preference for a NE 155th Street Station is noted. Although the station is not part of the Preferred Alternative, all of the stations would feature multimodal access improvements in the station areas. Sound Transit is also coordinating with the City of Shoreline on opportunities to enhance station accessibility.



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Doug Martin-Vogel

ADDRESS: 18525 10th Ave. NE

CITY: Shoreline STATE: WA ZIP CODE: 98155

EMAIL ADDRESS: drearwig@hotmail.com

Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

I-128-001

I am in the area closest to segment A on 185th. I like option 1 the most because it preserves the most number of houses and seems to impact less residence. Option 2 is acceptable but offers less opportunity for development around and in the shoreline center. Option 3 destroys the open space used for hiking, dog walking, and many other activities. It will directly effect my property and will increase air pollution. I like the foot bridge over IS. I also prefer the elevated ~~de~~ option for the rail because it looks better and displaces less people and will require less property to be purchased.



I-128-001

Thank you for your comment stating a preference for the 185th Option 1 Station (Alternative A1). Alternative A1 with modifications, was been identified as the Preferred Alternative. The Sound Transit Board will select the project to be built after publication of the Final EIS.



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Josie Mearns

ADDRESS: 18516 8th Ave NE

CITY: Shoreline STATE: WA ZIP CODE: 98155

EMAIL ADDRESS: cycle107@comcast.net

Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

I-129-001

Option #3 : The parking under the power lines is a concern because of EMFs and the Tolt River water runs underground. Has there been approval by the Seattle utilities, who maintain the property and the water pumps.



I-129-001

Parking lots, streets, and recreational trails are constructed regularly under these types of transmission power lines and over water mains. As noted in Section 4.13 there would be no impacts due to electromagnetic fields. If Option 3 were selected in the project to be built, improvements within the limits of the Tolt River water supply easement area would be required to meet Seattle Public Utilities (SPU) design standards, and any such improvements must undergo an SPU design review prior to construction.

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: RYAN MIFFLIN

ADDRESS: 1023 NE 187th St.

CITY: Shoreline STATE: WA ZIP CODE: 98155

EMAIL ADDRESS: riverhead19@hotmail.com

Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

I-130-001

I vote for option 3 for the 185th st. location, but please consider making additional parking all contained in the same block and not under the phone lines. The homes on that block are dumps built nearly 50 years ago and are not worth saving!



I-130-001

Your preference for Option 3 for 185th Street Station is noted.