



# APPENDIX F

## Public Scoping Comments

## Appendix F. Public Scoping Comments

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## PHONE COMMENTS

**Date Received**  
04/22/2019

**Source**  
Phone

**Communication**

"Hello my name is Barbie Penske. I'm calling because I am totally against TD 4 in the Tacoma Dome district. I own property on East 26th Street. When you build the Eighth Street underpass that became a homeless shelter. This is the absolute worst idea, I think you should go with TD 2 and TD 3, but it's no no no terrible terrible terrible idea you have elevated train in the Tacoma Dome District. My phone number is 206-459-xxxx. You're creating a homeless in camp that we just cannot handle and we cannot have anybody be building anything while you're doing that. Thank you. Bye."

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**Date Received**  
04/26/2019

Phone

**Communication**

"Yes I want to ask that you put the propose light rail in Tacoma underground. Also would be great if somebody could call me back my phone number in Tacoma at 253-396-xxxx and answer the following question: many years ago lot of stuff to your ballot box with request to have the bus that leaves Tacoma and goes to the airport be a bus that had room for suitcases and that has never happened and we're just wondering why that wasn't made possible, especially with so much feedback. My name is Leanne. Thank you very much. Bye bye."

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## EMAIL COMMENTS

**Date Received**  
04/25/2019

**Source**  
Email

**Communication**

To Whom It May Concern:

We would like to voice our opinion on the new sound transit project. Our view is that having the new project placed on I-5 is in the best interest of our company. Having it on 99 would impact our business in a negative way.

Thank You,

Alyssa Hanshaw  
Aliment Insurance

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**Date Received**

04/25/2019

**Source**

Email

**Communication**

Wilbert,

There was no place in the survey to give my feedback. I live close to Costco. It is a nightmare trying to get to I-5 using Enchanted Parkway past Costco/Home Depot and Lowes. If you add a station that requires access using Enchanted Parkway, it would be lunacy. The infrastructure cannot handle the traffic as it is now. The line coming down Pac Hwy is much better passing through South Federal Way.

Thank you,

Charmaine Sanders Klein

Kloshe Illahee

2500 S. 370th St.

Federal Way, WA 98003

253-838-3344

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**Date Received**

04/25/2019

**Source**

Email

**Communication**

Sound transit,

As a business owner I would like to voice my opinion on the up coming project. As a business owner I would prefer the new project to be located on I-5.

Thank you

Carol Carr

Sent from my iPhone

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**Date Received**

04/25/2019

**Source**

Email

**Communication**

To whom it may concern

I am writing to say that I-5 is the best option for the new sound transit project. Doing it on 99 will not only negatively impact my insurance business, it will also have an impact on businesses all around me. Please keep local businesses in mind when you decide on the placement of your new project.

Thank you for your time.

Jamie Oles

Aliment Insurance

Phone 253 874 2460

Fax 253 661 2343

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**Date Received**

04/24/2019

**Source**

Email

**Communication**

To Whom It May Concern,

The proposed routes do not directly affect me. Therefore, I don't have thoughts about the placement of stations or rails.

I do have thoughts about other issues. I commute part time from Tacoma to Seattle. I would only consider using this transportation if the cost was comparable to driving myself, less than \$10 per round trip. The time to travel to Seattle using the light rail would be greater than driving myself. I propose that you have express routes that don't stop at every station. If the light rail was affordably priced and faster(limited stops), I would only then consider using it as my main mode of transportation to and from Seattle.

The project timeline is too long.

Sincerely,

Bridgette Olson

Sent from Mail for Windows 10

**Date Received**

04/20/2019

**Source**

Email

**Communication**

My choices for the Tacoma Dome Station are TD2 and TD3 you will need to work with the city to make that part of 25th majority car free the exceptions would be for rideshares delivery and paratransit vehicles that section of 25th would be a single lane way street and the current parking spaces at Freighthouse Square would be shifted so that you park sideways

My choices for the East Tacoma Station are ET 3A ET 3B and ET 5

This isn't part of the project but it's important because of incorporating Tacoma Link first of all the name needs to be changed to Tacoma Tram you should consider buying those completely walkthrough streetcar/tram style vehicles if need be you can modify the stations to fit them and study a extension Tacoma Community College to Narrows Park and Ride

Finally eventually you will have to create a new ST Express route from Tacoma Community College to Tacoma Dome Station then down I-5 to Dupont Station luckily this route doesn't have to start until the light rail reaches Tacoma Dome

**Date Received**

04/19/2019

**Source**

Email

**Communication**

For tmlink I prefer for the Tacoma Dome Station I'd prefer TD 2 or TD 3 as options and for the east Tacoma Station prefer ET 3A ET 3B or ET 5 as options

Now for Tacoma Link first off the name needs to be changed to Tacoma Tram and you should consider buying those completely walkthrough streetcar/tram style vehicles cause you can always modify the stations

**Date Received**

04/17/2019

**Source**

Email

**Communication**

Dear Sir,

Per instructions from Wilbert below, I am providing comments regarding my concerns with the various rail options.

My property is 4420-4500 Pacific Hwy E, Fife, WA and fronts onto Pacific Hwy E. From what I can see in the maps of the various routes, all but one would pass through or very near where the property is located. All the businesses at this property are retail-focused and many our restaurants that depend on heavily drive-by traffic. A construction project of this size and disruption could cause an significant adverse disruption to the normal flow of these business or block their businesses entirely. (Looking at the route map, the Reservation has housing between us and I-5, this would mean that the rails might go completely over our property, if they are on the south side of Pacific Hwy.)

We are not objecting to the improvements, and we do believe that every area must continue to improve its infrastructure. We would like to know that any harm caused to us or our tenants is part of the cost of installing that infrastructure. Thus, we would like to know exactly where the various route options would be installed and how impacts to us and our tenants would be mitigated.

Thank you,

Brett

Manager

Fife Pacific Plaza

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**Date Received**

04/27/2019

**Source**

Email

**Communication**

To whom it may concern,

The Sound Transit planners recently hosted an open house event which showcased a possible route for the sound transit light rail system. While it looks fine for the most part, we did notice that the tracks cut partly through the property of Ellenos Yogurt. <https://ellenos.com/about> This is a major concern due to the trucks that need to maneuver in and out of the bays for deliveries. It also presents a problem for fire access to the property.

Please consider modifying the track positioning along side Ellenos so that the building can still operate freight operations and that fire vehicles can properly access the property. Thank you!

Steve Causseaux

Cell: 253-534-5667

Office: 253-845-4050

Fax: 253-770-9819

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**Date Received**

04/28/2019

**Source**

Email

**Communication**

Dear Sound Transit TDLE Planning Staff and other decision makers/influencers, I use public transit frequently and frequently use public transportation when I travel, When I do, I'm excited to explore the areas around the stops. We have the opportunity here to really develop the Dome District and I feel you will do a disservice to the vitality and potential of the neighborhood if you do not consider an underground option in the development of our transit system.

I was unable to attend the Open House on April 17th but am concerned that the single option of elevated, leaves the Dome District with no options for a successful realization of their vision as a true regional TOD for the City of Tacoma. Though there are many options, they are all elevated, it is imperative that the Dome District must have the option of \_underground\_. I urge you to consider an underground option for at least TD2, TD3 and DT4E as part of the scoping for the Environmental Impact Study(EIS).

The following list of impacts should be considered as part of the EIS.

Elevated track has been shown to :

1. Lower property values
2. Compromise businesses
3. Diminish appeal to developers, perspective customers, tenants and clients
4. Form a perceived negative quality of being "below" enabling negative activities to occur (CPTED)
5. Creates unbuildable and undesirable lots under and around structure
6. Be an out-of-scale structure forced into existing urban streetscape
7. Destroy urban street vitality and back & forth competition and communication of urban street relationships
8. Produce questionable proprietorship of area under structure

Tacoma needs more housing projects, restaurants, and shopping in the Dome District. I am concerned about the effect of a failed full-fledged Dome District TOD and the ripple effect on the whole city. The Dome District is one of the main entrances to the Foss Waterway & Downtown and entering under or along side a elevated structure that has ruined businesses and driven developers away must not happen. This all needs to be studied in the EIS. We must consider the long-range, big picture (think vibrant, lively urban living), We have an opportunity here ...don't blow it!

Jo Davies,  
809 South J Street  
Tacoma

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**Date Received**

04/28/2019

**Source**

Email

**Communication**

To whom it concerns –

Upon careful review of the proposed Federal Way/Fife/Tacoma light rail route extensions, the management and ownership of Poulsbo RV, specifically Poulsbo RV of Fife, are compelled to submit our concerns to the Sound Transit board of directors.

Each of the three proposed routes will have a direct and significant impact on our business. The I-5 route would not only consume our easement along I-5, it potentially takes our security fence and a substantial portion of our already small sales lot, further reducing the inventory we can offer for sale. This route also obscures our freeway visibility, one of our primary reasons for purchasing this property. The proposed route paralleling Pacific Highway East not only takes out our flag pole and 8 parking spaces, it will undoubtedly involve a lengthy, noisy and disruptive construction process. It is highly probable that the chaos, confusion and noise will have a substantially negative impact, hindering business by discouraging customers and prospective customers from doing business with us.

A prolonged business disruption will directly affect the revenue and economic stability of Poulsbo RV at Fife, as well as the income and economic stability of approximately 30 families. It would also reduce the tax revenue received by Pierce county and the city of Fife. In the interest of mitigating the impact this project has on our business, we would consider the possibility of a supplemental property swap with the city of Fife.

We anticipate receiving regular TDLE updates and welcome further discussion. It is our hope that we can work together to make this transition as smooth as possible for all parties involved.

Sincerely,

Richard Nevin General Manager Poulsbo RV of Fife

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**Date Received**

04/30/2019

**Source**

Email

**Communication**

Sound Transit-  
Please accept our comments on the TDLE project.  
Kristina 253-503-9502

Dear Sound Transit Board:

On behalf of Downtown On the Go, please accept our comments on the EIS Scoping Period for the Tacoma Dome Link Extension (TDLE) Project.

At Downtown On the Go, our priority is creating and supporting multi-modal transportation options and we seek to reinforce a compact, urban core that provides transit service in the most efficient way to create a thriving economy. Tacoma commuters will benefit greatly from the TDLE stations and we fully support the project. Our priorities for station locations are:

**\*\*East Tacoma Station: \*\*ET3 A & B – 26th Street**

**Tacoma Dome Station: TD2 & 3 – 25th Street**

The new stations should seamlessly integrate into the local transit system and include multi-modal access for walking and biking. Pedestrian and bike connections are imperative in creating a connected system that liberates individuals from their cars. In particular, we would like to highlight the connection to the Tacoma to Puyallup Trail Connection, Pierce Transit’s Bus Rapid Transit project, and the City of Tacoma’s Puyallup Ave Multimodal Redesign. Downtown On the Go (DOTG) is the transportation management association for downtown Tacoma and our goal is to reduce the number of commuters who arrive by single-occupancy vehicle every day by making it easier to walk, bike, and take transit in Tacoma. We do this by informing downtown commuters, businesses and residents about transportation options; encouraging the use of transit, bicycling, and walking; and advocating for transportation choices and land use policies that promote a vibrant, integrated downtown.

Please do not hesitate to reach out with questions.

Sincerely,  
Kristina Walker  
Executive Director  
Downtown On the Go

**Date Received**

05/01/2019

**Source**

Email

**Communication**

On November 1, 2018 at Bates College there was a Stakeholder Design workshop for the TD station alignment and location, an option was presented and discussed of using the SoundTransit Sounder Right Of Way to build over for the TDLE

The participants at this event were assured that this possibility would be studied and assessed and results of that study would be brought back to the group.

This option would allow an elevated track to go through the District without taking existing or potential building sites.

This option was never brought back to us.

I would like this option of using the Existing Sound Transit ROW be looked at in the Environmental Impact Statement.

Its benefit would be to allow the Tacoma Dome District to continue to develop on all existing parcels, and would not require relocation or taking of services (like Pierce Transit) or businesses.

Thank you,  
Rick Semple

**Date Received**

04/30/2019

**Source**

Email

**Communication**

At Sound Transit public meetings we were told that the “elevated” track was the option presented for a vote. Was relocating Pierce Transit Bus service (as shown in TD1 and TD 2) specified in the ST3 vote and covered in the voters pamphlet for ST3....?

If this was not, then how can this relocation and the eminent domain taking of buildings and expenditure for another agency be part of the design?

If money can be given to other agencies as part of ST3 expenditures, why can't that money be alternatively used to solve issues like Neighborhood impacts and looking at undergrounding the station as design options coming into the Dome District?

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**Date Received**

04/29/2019

**Source**

Email

**Communication**

Thank you for allowing citizens to comment on TDLE.

These comments refer to the Scoping for the EIS

First, for every recommended Elevated Route Alternative, there must be an underground option analyzed to truly show the environmental difference between the elevated double track and undergrounding. Just comparing routes will not show the extremely detrimental effects the elevated tracks will have on the Core of the Dome District.

"Scoping is the process of identifying the elements of the environment to be evaluated in an EIS. Scoping is intended to help identify and narrow the issues to those that are significant"-Seattle 2035

Without including undergrounding as a comparison, most significant negative impacts to the Dome District would not come to light.

As with SEPA, many of the Natural Environment Elements (earth, air, water, plants, animals, energy and natural resources) usually studied in an EIS, are not as relevant in urban situations as the Built Environment (environmental health, land use, transportation, aesthetics, housing, public services and utilities). We propose that plans and policies, employment and local economic competition, population (GMA & climate change) be added to the Built Environment Elements and studied as part of the EIS.

Comments on some of the elements - Also see the Tacoma Planning Commission's comments

Air Quality - an example would be the amount of added dust and the constant turbulence of dust by elevated trains over our close-in existing ROWs in the CORE of the Dome District with pedestrians walking below, compared to undergrounding.

Environmental Health - any actions significantly effecting the quality of the human environment such as elevated double track over existing urban streets creating a sense of being "under" produces; loss of value, loss of identity as a neighborhood mixed-use center, loss of a sense of connection to other businesses and to the commercial District as a whole, loss of sense of community (less pedestrian friendly so less connection to other businesses or residents in the District), or taking land/businesses in an existing urban setting for double track along side the street: also creates a loss of commercial competition, loss of neighborly back and forth of traditional urban streetscapes, loss of a sense of community safety, loss of a sense of ownership making for a no-mans land under the elevated structure.... with undergrounding, the whole system is hidden and a creative Station entry could be part of a new mixed-use building with housing on top, fitting right into the fabric of the active people oriented TOD.

Land Use - For an example, elevated structures waste land and create wasted land (Remnant Parcels) that are unbuildable, a loss to the tax base of the City and become part of the no-mans-land of the elevated structure (case in point the Sounder's legacy along E. 26th and Pacific Ave.)

Aesthetics - Which would most people feel was more aesthetically pleasing? A concrete grey overhead structure blocking light for people on the sidewalks, blocking the full view of some of our historic and older buildings, with 6'-8' square concrete pillars in the sidewalk or against a building, always damp because no sunlight gets down there, with litter around the base that no one picks up as no one has a sense of ownership or pride for this dark area, including the public utility that originally built it and the City itself. OR a vibrant streetscape with healthy street trees and a sometimes blue sky above with the sun shining on the fronts of businesses so that neighboring business owners stop on the sidewalk to speak to one another about their pride in their older and new buildings in this up and coming dense bustling TOD.

Housing - The Dome District's first element of its vision is of dense housing for people who can work, learn and play, within a wide geographical range, using transit within walking distance of their dwelling. This is the true regional TOD. Our first apartment building is nearing completion, but an elevated heavy rail Link through the District will stop in its tracks the very development we envision.

Public Services and Utilities - as the Tacoma Planning Commission noted: A cut and cover facility presents a great opportunity to be "located and designed to complement the aesthetics, social intersections and urban design of the community" (Public facilities and Services Element p. 9-17 of One Tacoma Plan). An elevated structure would not, as voiced in the above elements.

These are just a few of the issues the Dome District hopes will be in the EIS for study and comparison. One that does not fit into any category we can find, is the rider added for Pierce Transit, giving them relocated bus bays that would take away in TD1 an entire block of buildable and usable land and substantial buildings on our Main Street: PUYALLUP AVE and in TD2, 3/4s of a block. We thought we had voiced such opposition that it would have been taken out of consideration last November. This is not the place, right at one of the most important intersections to Tacoma Dome, Downtown and to the Foss, and across from a school, for a wide open paved bus turnaround when they have a very serviceable one one block away that has worked just fine for almost 20 years. This is not where Pierce Transit should be expanding, especially just after closing their bus bays downtown. I hope this will be discussed more somewhere in the EIS, as it is a travesty to the close knit urban TOD being developed here.

**Date Received**  
05/01/2019

**Source**  
Email

**Communication**

Hello,  
We understand that stations and the guideways need to be built in south Federal Way as part of the TDLE. Since our family owns the building that houses the world headquarters of Ellenos Yogurt we are very concerned about the impact to our tenant's ability to conduct its business. Trucks must be able to drive completely around the building. Wherever the route for the guideways is located it must not interfere with truck traffic nor the fire lane. If the guideway is built between the building and I-5, it should be elevated and placed in WSDOT right-of-way. Hylebos Creek is located between the building and I-5 and should be avoided.  
Thank you for including this information in making the right decision.  
Sincerely,  
MLHaigh

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**Date Received**  
05/01/2019

**Source**  
Email

**Communication**

Hello Sound Transit,  
First I would like to say that I support TD2, TD3 and/or TD4, but I would like to see it underground. Elevated stations eliminate spaces to build a denser, more walkable and more livable transit oriented district.  
It diminishes values, keeps away developers, creates a feeling of enclosure even outdoors, creates more undesirable lots, and brings more noise and less privacy for apartment dwellers. It makes business less inviting and more invisible.  
If we truly want to create this transit oriented district in the Dome, please make sure real density of both housing and businesses/shops can be preserved so that walkability and car free living is a workable possibility.  
This station will determine the district's future for a very long time, therefore we must plan for a long time ahead, not just 10 or 15 years. Cutting the District apart with elevated tracks will hinder future development that must respond to population pressures and transportation modes without fossil fuels. Elevated tracks also leave no room for large trees. The Seattle-Tacoma area just became the nation's top 10 pollutes area according to the American Lung Association, and summer smoke events are here to stay. We need large trees for shade, to cool, humidify and clean the air as well as absorb carbon pollution responsible for the climate chaos we find ourselves in. Trees are not a luxury – they are an important necessity – and much more so in the near future.  
It's really only a few blocks we are talking about – but it will make a massive difference in the long run. Let's plan ahead!  
Thank you  
Claudia Riedener

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**Date Received**

05/01/2019

**Source**

Email

**Communication**

I have looked at all your Transit options and the one that seems to be the best is SF 8/9. It looks the most direct with the least amount of displacement, and parking availability looks promising. As someone who has tried several times to use the facility off of hwy 99 closest to Sea-tac airport, parking is almost never available and on more than one occasion, I have had to drive to downtown Seattle incurring expensive parking tolls because there wasn't any parking.

SF4 looks to be the worst option as business displacement seems to be large, and parking options look to be small.

SF3 would be my second choice.

SF2 east & west would be my third choice.

Thank you for taking in consideration public interest.

**Date Received**

05/01/2019

**Source**

Email

**Communication**

Good afternoon,

Just quick note to ask you to consider the loading and unloading decks at the Ellenos building as you decide where the Sound Transit tracks should go. Semi trucks need to be able to maneuver in this space. The potential placement of the tracks need to take this under consideration, as the building could be rendered useless to Ellenos.

Thank you for your consideration.

Kind regards,

Lynne Pearson

**Date Received**

05/01/2019

**Source**

Email

**Communication**

Dear Sound Transit Members,

My family owns the building which is leased by Ellenos Yogurt in Federal Way (341st and 21st Ave.So.). I have learned that Sound transit will be making a decision on where a south Federal Way station will be built along with the necessary guideways. It is imperative that trucks are able to drive completely around the building in order to carry on business. The small parking lot and narrow lanes make maneuverability difficult and has been mentioned many times by potential tenants. The location of the guideways must not interfere with truck traffic nor with the fire lane.

If the guideway is located between the building and I-5, it should be elevated and placed in WSDOT right-of-way. Consideration should be given to the Hylebos Creek which is located between our building and I-5 and should be avoided.

Thank for for the opportunity to comment. I ask strongly ask that you make the right decision on the location of the stations and guideways.

Sincerely,

Nancy Haigh

**Date Received**

05/01/2019

**Source**

Email

**Communication**

Your on-line forms would not allow me to enter comments.

It is May 1 - your information says by May 1, not before May 1.

East Tacoma Station - must have easy access for walking and bicycling across both Portland Avenue and I-5 - access from either side of Portland Avenue without at grade crossing; pathway separate from street below I-5 or bridge over I-5.

Tacoma Station - need to consider cut and cover underground station to comply with neighborhood plans; DO NOT CONSIDER route options that go through existing, under construction, or permitted buildings. Need to have easy/safe routes between all transit modes in the area.

Thank you.

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**Date Received**

05/01/2019

**Source**

Email

**Communication**

Dear Sound Transit Board Members,

I appreciate the opportunity to provide comments during the scoping period for Sound Transit's TDLE. I am one of the owners of the building that leases to Ellenos Yogurt on 341st and 21st Ave So. in Federal Way. Depending on where the guideways are located, it could have a direct impact on Ellenos' ability to conduct business.

Ellenos and any business leasing our building requires that trucks are able to drive completely around the building. This has always been very tight and has been a negative expressed by potential tenants. The location of the guideways must not interfere with truck traffic.

If the guideway is to be located between the building and I-5, it should be elevated and should be placed in WSDOT right-of-way. The Hylebos Creek is located between our property and I-5 and should be avoided.

Another concern is the fire lane around the building which should be preserved.

Thank you for taking these issues into consideration when selecting the locations for the stations and guideways. I urge you to make the right decision.

Sincerely,

Patrick Haigh

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**Date Received**

05/01/2019

**Source**

Email

**Communication**

Dear Sound Transit Board,

Thank you for the opportunity to provide comments during the scoping period for Sound Transit's TDLE. We are owners of the building that is leasing to Ellenos Yogurt at 34114 21st Ave. South, Federal Way. Ellenos has just entered a 15 year lease and has made significant investments (\$6M) into the building. They provide 150 jobs to the community and revenue to the City of Federal Way. We understand that stations and the accompanying guideways need to be built. We have some serious concerns regarding the routing of the guideways:

Ellenos and any business leasing our building requires that trucks are able to drive completely around the building in order to conduct business.

The ability to maneuver trucks around the building has always been tight and has been a negative to any potential tenants.

Whichever route is chosen for the guideways it must not interfere with the truck traffic.

If the guideway location is to be located between the building and I-5, the guideway should be elevated and placed in WSDOT right-of-way.

Hylebos Creek is located in that area between our property and I-5 and should be avoided.

Fire lane around the building must also be preserved.

We urge you to make the right decision when selecting the location of the stations and guideways.

Sincerely,

Patty Haigh

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**Date Received**

04/30/2019

**Source**

Email

**Communication**

To the Sound Transit Board:

I write as a professional in the Kansas City area but I was born and raised in Puyallup and worked every summer at the Baden Sports factory in Federal Way, in a building that is now leased by Ellenos. Almost every year I return to Federal Way and the surrounding area to visit family, to show my children the most beautiful geography in the United States, and to visit the grave sites of my grandparents and niece in Gethsemane Cemetery.

As an architect I applaud the recent efforts to extend the scope of the light rail. This is long overdue. While I understand the difficult planning decisions and site negotiations that must be made, I write to petition on behalf of a family property interest in Federal Way that currently houses a production factory for Ellenos, which is beneficial for the local economy and possible future growth in the area:

<https://www.king5.com/article/news/family-led-yogurt-company-moves-to-federal-way-after-reaching-growth-limit-in-seattle/281-d0ae4a35-076f-4a7d-b848-78a45b55788a>

I request that the integrity of the property and its useful factory building now leased to Ellenos will not be jeopardized by light rail station developments.

Please keep the following factors in mind when you move to decide on the locations of the light rail stations:

Ellenos (and any future lessee of the building) requires that trucks are able to drive completely around the building for shipping and receiving

Maneuverability around the building is already desperately narrow and cannot afford any reduction in width—potential factory lessees complain that the current allowances are too tight as-is; truck traffic is essential for factory success in this building

If the guideway location is to be located adjacent I-5 next to the building that is currently leased by Ellenos, please elevate the guideway so as not to inhibit Ellenos' drive access around the building for shipping and receiving

The Federal Way Fire Department requires access around the building—both shipping trucks and fire trucks use the full widths of the drive at the easternmost loop of 21st Ave South.

Respect this environmental no-brainer: please protect the natural waterway of Hylebos Creek and its surrounding habitat adjacent I-5

Thank you,

John P. Haigh, AIA | NCARB

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**Date Received**

04/30/2019

**Source**

Email

**Communication**

Ms. Borbe-

Thank you for the opportunity to comment on the Tacoma Dome Link Extension (TDLE) Environmental Impact Statement scoping process. I write you as a transit-supportive resident and a 20-year transit rider in Tacoma with an undergraduate background in Urban Studies from UW Tacoma. I have been involved in local and regional transit advocacy, advisory and oversight bodies for the last ten years, and currently serve as the only member on the Sound Transit Citizen Oversight Panel (COP) appointed from Pierce County. Staff have briefed the COP several times about TDLE's development status since the project kickoff. I offer the following brief comments to help optimize the rider experience. Evaluate an "Over-the-Sounder" station for Tacoma Dome I concur with the Planning Commission's request in their letter on 17 April 2019 to evaluate an "Over-the-Sounder" configuration of a regional light rail station at Tacoma Dome. Such a station, which I would call TD5, could potentially simplify passenger connections between regional light rail, Amtrak/Sounder, Tacoma Link, and Pierce Transit BRT, while not adversely impacting the look and feel of 25th Street as TD2 would. Conceivably there could be a short pedestrian connection made between such a station and East 26th Street at the mezzanine level, yielding unimpeded pedestrian access to Tacoma Dome. In the event that more frequent Sounder service is provided south of Tacoma Dome, commuter rail could in-theory be a meaningful feeder to regional light rail service further north. An Over-the-Sounder elevated station would be at a height to help reinforce a meaningful sense of place, giving arriving passengers a view of the Tacoma Dome to the South and Downtown Tacoma to the North. Such a station would be also potentially visible from all connecting transit modes if combined with the migrated bus bays in a TD2 configuration. Being visible and accessible from many parts of the Dome District will aid in cultivating ridership and transit oriented development in the area. Create a Multimodal Access Plan for Stations No additional parking is included in Sound Transit 3 for TDLE at Tacoma Dome or East Tacoma stations. With existing parking garages at or near capacity, projected ridership high, and passengers likely coming from further than walking distance, it is imperative that Sound Transit embraces the concept of a multimodal access plan for at least the Tacoma Dome and East Tacoma stations. Such a plan would accomplish the following: calculate the transportation mode split of future passengers accessing light rail, optimize the position, orientation, and configuration of connecting transit modes that will satisfy the projected mode split against a baseline, and plan expansion of non-motorized access facilities to each station up to the range allowed in FTA funding guidelines (½ mile for pedestrians, 3 miles for bicyclists). Sound Transit should fully engage the Tacoma community in the development of access plans. The plans should strive to make as many connections to existing infrastructure and to assist in completion of complementary facilities outlined in the City of Tacoma's Comprehensive Plan. Tacoma Link, Pierce Transit Bus Rapid Transit, and Pierce Transit local service need to be fully integrated at Tacoma Dome using some combination of repositioned bus facilities or repositioned or added Tacoma Link light rail stations in concert with a pedestrian bridge that links to E 26th Streets and provides meaningful access to Sounder/Amtrak platforms. Transferring between any two modes should be accomplished in a 50-100 meter walk involving the use of at-most one pedestrian bridge, a set of stairs, and one elevator. This will make Tacoma Dome as a transit hub more friendly to those with physical disabilities. Minimize the impact to Tacoma Link light rail service and infrastructure In 2030 Tacoma Link will be critical for station access at Tacoma Dome, transporting in excess of 10,000 weekday passengers. Impacts to existing Tacoma Link operations and built infrastructure such as trackway, stations, and the overhead contact system should be minimized, and planned infrastructure to support extension to Tacoma Community College in 2039 should not be adversely impacted (planning for TCC Link is projected to begin sometime in 2025, when TDLE is under construction). Puyallup Avenue between G Street and Pacific Avenue is slated for a streetcar rail couplet to enable TCC Link in the ST3 plan. For station locations, TD1 would need to be evaluated for potential conflicts with planned TCC Link infrastructure. 25th Street alignments at Tacoma Dome (TD2 and TD3) would need to be designed to cross over I-705, or would risk interfering with the existing OCS for Tacoma Link in a potential extension of regional light rail to Tacoma Mall in a hypothetical ST4 ballot measure.

Sincerely,  
Chris Karnes,  
Tacoma

**Date Received**

04/29/2019

**Source**

Email

**Communication**

I find your web drafts a bit vague and confusing. What is important to me as a senior, is the ability to transfer between the various transit companies without having to walk long distances. The Link station should be very close to the train, the trolley in Tacoma, the Pierce County bus center, as well as Amtrak and Greyhound.

And all waiting areas need to be covered for rain protection. Just the area by the new Amtrak station has a lid. It allows people to fold their umbrellas and shake the rain off without taking all that into the train.

Doug Houck

**Date Received**

04/17/2019

**Source**

Email

**Communication**

Hello Sound Transit,

I have a question about the proposed Tacoma Dome Link Extension project. One of the route options transitioning through South Federal Way/Milton appears to go through a property that I own. I'm wondering if the lines drawn are approximations and/or how literally to interpret them on the map published on your web page.

Who can I get any information from that would know how this process works and what would happen if an option were selected that actually goes on to my property?

Thanks for your time.

Jonathan Clark

**COMMENTS FROM OPEN HOUSE/PUBLIC MEETINGS**

**Date Received**

04/16/2019

**Source**

Open house/public meeting

**Communication**

I am concerned for the employees I have. The 1000's of customers who depend on us. Our location also serves the port of Tacoma. We are a strong business that generates many tax dollars for the city of Fife. Our location is also a hub for our Alaska stores. The Fife Les Schwab is a unique location that cannot be simply moved.

**Date Received**

04/16/2019

**Source**

Open house/public meeting

**Communication**

Both Fife station and tacoma station are located in the Tsunami Evacuation and multiple Tsunami zones. Light rail should Not Be in a Tsunami zone, lahar/debris flow/Volcano eruption area, high liquifaction area. It is too dangerous. The light rail will impair, impeded, hinder evacuation. Light Rail will contribute to traffic congestion.

**Date Received**  
04/16/2019

**Source**  
Open house/public meeting

**Communication**

Station 1 and a rail route south along 12th stree and SR 509 looks less disruptive than along 99 on I-5. Also less expensive. Make tribal interests offer(s) they cannot refuse to make it possible.

**Date Received**  
04/16/2019

**Source**  
Open house/public meeting

**Communication**

The Sound transit Light Rail will be running over 2 natural gas lines in Fife one from PSE LNG it has 800psi the high consequence area is over 660ft close to 1000 ft each way from the pipeline. What is the amount of the bond that Sound Transit will carry for any damage to the pipeline and injuries caused?

**Date Received**  
04/16/2019

**Source**  
Open house/public meeting

**Communication**

ET3 is a preferred route due to residential and entertainment to the South as well as minimal business disruption. ET3-5

**Date Received**  
04/16/2019

**Source**  
Open house/public meeting

**Communication**

Keeping the route closer to I5 makes the most sense as it will be significantly less disruptive to businesses and also be closer to existing transit and entertainment (Emeral Queen). It also follows an existing transportation corridor along I5. Heavy Preference for I5 alignment and station 3 or 4.

**Date Received**  
04/16/2019

**Source**  
Open house/public meeting

**Communication**

I support the Fife 1 site, because of the good access via car and a big parking garage. Fife has needed light link rail for a very long time. Currently the main roads and streets are very congested, especially on Fridays.

**Date Received**  
04/16/2019

**Source**  
Open house/public meeting

**Communication**

Washington state emergency management MUST be involved and have a weighted say if project is to be built. The entire city of Fife/Fife, the port of Tacoma and Tacoma are in Major Evacuation zones. Impact to ecavuation and escape is essential and mandatory. tacoma Fife dept/Fife fire dept Must be involved in established escape routes and impacts to them.

**Date Received**  
04/16/2019

**Source**  
Open house/public meeting

**Communication**

Parts of the station projects are in the Tsunami zone and (?)/volcano eruption and should not be located there.

**Date Received**  
04/17/2019

**Source**  
Open house/public meeting

**Communication**

All 3 TD4 options pose serious difficultues for individuals with mobility issues. The hill is very steep between the Tacoma Dome and Freighthouse square. please do not consider those options. ET3 is the only realistic option, the others do not make much sense.

**Date Received**  
04/17/2019

**Source**  
Open house/public meeting

**Communication**

Cut and cover station for TD should be included in EIS.

**Date Received**  
04/17/2019

**Source**  
Open house/public meeting

**Communication**

Stations should be positioned to best interface with other existing transportation options. -tacoma link - pierce transit/ST bus routes, -parking garages, -highways. In this way we can hope to solve the HUGE first mile/last mile problem at TD5. Note: if in the future we must choose between Tacoma Dome (W) and East Tacoma (E) stations. Tacoma Dome (W) is preferred.

**Date Received**  
04/17/2019

**Source**  
Open house/public meeting

**Communication**

Look at economic impacts of method of construction. Many properties will be affected and some will no longer be possible to develop as either housing or commercial uses. This is a true and measurable cost and must be accounted for. This speaks loudly for underground solutions to minimize the mega impacts.

**Date Received**  
04/17/2019

**Source**  
Open house/public meeting

**Communication**

Each alternative at Tacoma Dome should seek to minimize the transfer distance between Tacoma Link and regional Link light rail. The Tacoma Dome LRT station should be sufficiently elevated in TD2 as to have the passenger platform provide a view of Downtown Tacoma to create a "sense of place". TD3 needs either a model or additional Tacoma Link Station near TD3 to improve transit access. Pedestrian bridge to Tacoma Dome should be included in a TD2 design. Crossing over I-705 should be the design to move forward and the TD stations should support that.

**Date Received**  
04/17/2019

**Source**  
Open house/public meeting

**Communication**

It seems important to me that Sound Transit NOT impose on existing structures. The challenge is to route UNDER established roads and sidewalks.

**Date Received**  
04/17/2019

**Source**  
Open house/public meeting

**Communication**

Explore underground option. TD2 and TD3-most sense. ST3 (A/B)-logical station. Mitigate possible 2030 and beyond depots in decision. What options do this?

**Date Received**  
04/17/2019

**Source**  
Open house/public meeting

**Communication**

All new stations need restrooms or restroom on the train.

**Date Received**  
04/17/2019

**Source**  
Open house/public meeting

**Communication**

-Study underground/cut and cover for Tacoma Dome station. - Fully consider alignment of route past I-705. -Consider how pedestrian tunnels could link underground station to Freighthouse square and bus/parking. -Consider fast Tacoma station that "bridges" Portland Ave.

**Date Received**  
04/17/2019

**Source**  
Open house/public meeting

**Communication**

TD2- great location but bus location confusing. Parking garage would need better pedestrian passageway.

**Date Received**  
04/17/2019

**Source**  
Open house/public meeting

**Communication**

The connection along L st. overpass (Now under reconstruction) between light rail stations and stone pass at best or 34th st to be improved that pedestrian and bicyclist can easily walk on or drive on.

**Date Received**  
04/17/2019

**Source**  
Open house/public meeting

**Communication**

My first impression is that the tmlink will duplicate bus service only. I do not see a great reduction in the time required to travel to these points: South Federal Way, Tacoma, Fife. I would study bus ridership and road maintenance costs further. I appreciate the number of jobs this might create.

**Date Received**

04/17/2019

**Source**

Open house/public meeting

**Communication**

I believe it would be very awful to build over the street in any location. It has to be on 26th or 25th or Puyallup ave, there should be cut and cover underground. The City of Tacoma was worked for too hard to attract development to create a ToD community. Building above (?) will only disrupt potential residential wired-use development. Thats counter productive to building less transit. The Dome district is not a parking garage.

**Date Received**

04/17/2019

**Source**

Open house/public meeting

**Communication**

Please Explore a Cut and Cover option in the fesibility analysis for each station. -Design stations at the same caliber as those in Mercer Island and Bellevue. -Plan for the areas under elevated tracks. Do not create urban "dead zones". -Retain and expand parking -Provide/allow long term parking on weekends (overnight parking for weekend trips)

**Date Received**

04/17/2019

**Source**

Open house/public meeting

**Communication**

IS SF3 Feasible, if so it is not a bad option, SF2 west is the best option if the link can access this site rapidly. Parking garage to the west and TOD to the west of that all the way to Hwy 99. Buy up all the sand+gravel place or whatever is north of 352 east or Hwy 99. SF2 has too many business impacts, no station should be above a gas station. SF2 west-5, SF2 east-2 not over a gas station, SF3-4 second best option?

**Date Received**

04/17/2019

**Source**

Open house/public meeting

**Communication**

Switch Tsunami link to tacoma train. Consult the global water rise site before choosing stations.

**Date Received**

04/17/2019

**Source**

Open house/public meeting

**Communication**

I'm here to talk about Tacoma mall area. Traffic is bad there. The train will improve traffic but think we need a connection to the mall area. Idea: rail stop, get on boat cross river, and then get back on ferry. Instead of a bridge. Seems like the bridge will be too expensive and its on native land. Should look at other ideas. Takes forever to build those bridges. Might be easier to use ferry system subway under the river, a glass tunnel so you can see the fish- Just joking. (?) think a bridge is the best way to go, maybe underground. Could be a long way to cross the river. Should really consider the ferry idea or something to get people across-its not that far, it wouldn't take long to get across, could be a really cool thing for tourists getting on the boat-different types of scenery. Tell them to research that.

**Date Received**

04/17/2019

**Source**

Open house/public meeting

**Communication**

Would rate TD2 a 6. East Tacoma would be better served by T. link. Make TDLE faster by removing east tacoma. If you are going to build an E.T. move ET2 to the east of Portland Ave/E. Q st. for a station and parking garage. TD1-1, TD2-5, TD3-3, TD4 east in-1, TD4 east off-1, TD4 west-1. ET1-1, ET2-2, ET3-2 save the soccer center, ET5-1 maybe the best location but no good route to tacoma dome. Yes I did vote for ST3 but I was not aware that it included an east tacoma station. I dont want a ET. There are better ways to get to the casino. ET6-3

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**Date Received**

04/17/2019

**Source**

Open house/public meeting

**Communication**

No station-speed up trip to seattle

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**Date Received**

04/16/2019

**Source**

Open house/public meeting

**Communication**

Carol Sue Braaten. Number one, it should not be built because of the fact that it's in too dangerous of an area, it's in a major evacuation area for the tsunami zones, multiple zones, and the volcanic eruption and lahar zone. It is in a major liquefaction. They are only building it to the 2500-year level, which is insufficient and inadequate because that does not even meet state road standards for liquefaction. Road factor -road standard for liquefaction is 4,075-year minimum, so they are building it as a substandard. They are building the stations in a major tsunami area, which would impact people's evacuation time and harm, injure and impede and impair people to be able to evacuate. The lack of consideration and public safety in this in involving number one state emergency management experts, the one -- Fife and Tacoma Fire Department chief to assure that everyone can be fully and totally evacuated in the 15 minutes it takes to evacuate Fife and Tacoma, because that's all we have. This is irresponsible because it's going over two major natural gas pipelines; one which has 800 pounds per square inch. The minimum state setback for this is 660 feet with a fence line. The new LNG, liquid natural gas plant, eight million gallons is already -- we are already in the high consequence area and this would just impair people to be able to escape if it explodes during a major earthquake like the Cascadia Subduction of January 26th, 1700. The Army Corps. of Engineers in 2007, decertified the entire Puyallup River levy because of the infilling of Fife and Tacoma. They will not recertify the levy until Fife stops filling in with walk in the liquefaction area pushing pressure against the levy. The levy is not safe. There was a major flood in 1917 and another time in the 1930s both going over 25 feet, one going over 30 feet. This is inexcusable to endanger people for a small convenience to a few minimum people.

There should be nothing but bus service from Federal Way/Kent area, down into past Lakewood. There should be no light rail. People must be able to quickly, rapidly escape and evacuate the tsunami, the lahar, which is the volcanic eruption area, and many other natural disasters. This is inexcusable, unthoughtful, and disregard of public safety under RCW 43.21(c). It is also under RCW 36.70(a), the Growth Management Act. Also, WAC 365-190-195 and 196. There are more. These regulations and the fact that this is Puyallup Tribal land all the way from The Port and in Fife to parts of Tacoma and it is part of Tribal reservation, and it would impact the salmon, an endangered species, and other consequences to the Tribe is inexcusable. The Territorial Act of the 1850s should be adhered to. There should be no impact to the Tribe whatsoever. Also, major businesses, people in Fife will be majorly impacted by any of the parking garages causing more impact and driving problems to us in Fife. There have been no adequate environmental impact statements done on The Port's impact and all the -- the trucking industries put into Fife that have impacted the people. And these impacts will just be harder and it's taking private property without -- with a total disregard of what Pierce County people want. Pierce County did not want the transit. We still do not want the transit. It isn't functional for most people in Pierce County and it will never be functional. If they want a bus route, then they need to do a bus route, and all of the light rail needs to be removed and redone, because the waste of public funds has been inexcusable and should be brought up to the Washington State Legislature to remove Sound Transit and others from ever having anything to do with this. Thank you. Fife citizens, Poodle Dog, and other major businesses will be greatly impacted, hardship to them with the disregard of the impacts. It will impact the people within Fife because it doesn't meet their needs. The citizens will not have a Fife

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and Tacoma, are not going to be the great beneficiaries of this. The public taxpayer dollars are taken from all citizens within Pierce County with disregard of their usage. Only funds of people who use this should be used. Only those who use it should be funding it. No public taxing should be used on cars, properties, or anything else to fund this out-of-date system. The Puyallup River will be impacted, the salmon runs will be impacted by the light rail. There's no reason for this. Stations located in the tsunami and liquefaction area could kill hundreds of people. On the rail line, block traffic and escape and impede, impair, and hinder semi truck traffic and others. Over nine million containers in one year went through The Port of Tacoma. These trucks and truck traffic are the major contributors to the industry through here. Those trucks would be interfered with coming from The Port, The Port economy would be interfered with, and it would do nothing for the longshoreman, the people of The Port, Homeland Security, and others. There has been no mention of bonds for any damages done if they cause a spark in the natural gas pipeline. And if they cause a spark or do damage, what would happen? There's no mention of how they are going to evacuate the people that they have on the rail line, and what happens if the rail line falls off during a major nine-point earthquake with a five-minute shake time. In the 1949 shake time of the earthquake, they estimated it was one of the longest, 21 minutes. The impacts of cars being dropped off at the stations where the parking will be will highly and ineffectively impact Fife citizens and Fife economy, making and slowing I-5 traffic more, causing more interference to The Port industry causing interference to Fife citizens driving, because Fife's citizens would have to walk two miles or more to even be benefitted. It's a useless project. Many of the Fife citizens already live close to their work. That's why we live where we live, so we don't have to commute. Others would not be benefitted. It would impact businesses like Sportco and others, Poodle Dog, and other small businesses that currently have business operations and people coming. So those people would not want to do business any longer. So it would cause them an economic hardship and cause economic hardship to the city of Fife. Again, evacuation zones for the lahar, which is a volcanic debris mud flow must be considered. People must be able to adequately escape up the hillsides in order to get out. People must be able to escape during the tsunami that comes in. Tsunami warning signs have been declined for an unknown reason to the citizens of Fife and yet we are in the major danger zone. And therefore, this must take into consideration the state tsunami, Washington State Department of Emergency management, Tim Walsh, who is the state tsunami expert must be called in, Maximilian must be called in. These people are the tsunami experts and they and they alone should be the determining factor of whether this project goes forward or not. Others who are unqualified, undereducated, and do not have the professional qualifications to even determine these should not be involved. Public safety and citizen safety is the number one thing. And again, thoughtless disregard of public safety for profit of a rail line. Like it is in Tacoma where it interferes with an evacuation route already is thoughtless. And that in Seattle and other areas are also not being considered. These rail lines are not benefitting the people of the community, but they're benefitting a private corporation acting as a public entity and not for the public benefit. It is important to put public safety first and people's lives as number one. Saying we're going to do these things and build this way does not bring in the experts that our Federal and State employees that have no interest in this other than public safety. That is the people who need to be brought in, because many companies and organizations do not put the people's safety and human lives at number one. Our water can be jeopardized in this from runoff from other things, and we're looking at the long-term consequences of somebody -- if one life is lost because of this rail and people cannot evacuate, then that whole system was never worth it. Thank you. There are two major earthquake fault lines running through Port of Tacoma and one fold line. These present a great hazard to the rail line, because one of them runs directly under the I-5 corridor and down in the Puyallup River. There is no way possible for any of the rail line to cross that section or that area without going directly on top of the earthquake fault line. It also should not be put in from Federal Way, from Kent down to Federal Way because there are two major earthquake fault lines that are in Federal Way and will run completely across that into Milton. This also would damage the entire tracks and set the whole area, and I've actually seen one of the Federal Way fault lines that's on the move in one of the parks in Federal Way. So this poses a great threat to the light rail, and it should not be considered in these areas because it would be derailed, it would sever the rail line and break the rail line. Therefore, if the rail train continued to go forward, the train would derail and come off of its tracks crashing onto the ground. These earthquake fault lines also create tsunamis.

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**Date Received**

04/17/2019

**Source**

Open house/public meeting

**Communication**

Hi, my name is Terry Troutt, and I want to comment on the station alternative presented for the Tacoma Dome area. At the moment, this is to be the Amtrak station. There's other transportation in the area, but it's an important arrival point into Tacoma because of the Amtrak station. And so your first visual impression of Tacoma is going to be derived when you

arrive at this area. None of the alternatives presented are below ground. They all are elevated systems. This is generally always a visual block on the neighborhood, especially a historical neighborhood. To build elevated rail system and stations at this particular point would be the equivalent of what San Francisco did by building an elevated freeway right down in front of the ferry building in San Francisco. It took 30 years or more to have that torn down, and then it was only thanks to an earthquake which assisted in that process. I would hate to have to think that we would be stuck with an elevated system here that would be despised by both tourists and locals and would have to wait for a natural destruction.

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**Date Received**

04/17/2019

**Source**

Open house/public meeting

**Communication**

Hi, my name is Diane Poulin, P-o-u-l-i-n. I'm deaf and blind, and I'm a deaf and blind advocate for the -- and I'm the deaf and blind board president, board president for the Deaf-Blind Service Center. Okay. I think that's all. So I am very actively involved in the advocacy community, particularly in issues of safety and transit. I myself, I walk around a lot and I take notes about how to improve safety and make the -- make the community more safe to walk around as a deaf, blind person. So my experience with Sound Transit, I have an injured knee, and I was moving very slowly. Other people filed off the train and across the track and I was the last person, there was nobody there. So I wasn't able to follow anyone over the tracks. So this happened about two weeks ago. And which location, this was in the Tacoma Dome Sounder station. And so I stopped in Tacoma, didn't go to Lakewood, and in Lakewood, I would have felt a lot safer. But here, based on the schedule, we stopped at the Tacoma Dome and then it goes on to Lakewood, Tacoma, and so on. And so I got off at the stop and I wanted to cross over the tracks. Now, there weren't any people around me and I was unsure if it was okay to cross. See, the train was still there, but I wanted to get across to the other side of Lakewood, and I don't know if that's safe. So as I was about to cross, the red and white barrier came down in front of me. I am not sure what that is called. The gate, I suppose, came down in front of me and it frightened me. A person did come up to help me -- help me get under the barrier and the train went right behind me. So my thought is wow, where is the safety consideration for the deaf and blind. There's a lot of development in that community, a lot of shareholders in that community, and all of the disabilities considerations are very focused on the hearing and where are the considerations for the deaf? So we have a large deaf and blind community and that needs to be part of the discussion. How we can improve access and communication for the deaf and blind at our -- at those stations. And it's a safety issue. I'm an independent person, and I get around myself. That really frightened me. And I realized that federal laws prohibit the APS vibrations system track -- at track crossings. But how am I to know it's okay to cross at an intersection? You know, they have beacons, they have sounds and they -- they indicate whether or not it's safe for people before they cross the street. I feel like it's not fair. In high, you know, traffic communities, how do we discuss, you know, what -- you know, what the needs of the deaf, blind community is. Now, at this project, it's an opportunity to add to the conversation something that indicates that it's okay to cross. At intersections, the ABS vibration systems are -- are there, but it's banned at track crossings. So do something that would be easier for the deaf, blind to know it's safe to cross. So the underground or elevated stations are easier because we have to go down or above in order to get across the tracks. I feel like that's equal access for all people, but on the street level, it's not safe. Union Station, they do have indicators for people to cross and that's very safe, but that's the only one that I -- that I know of. There are beacons on the track that flash and indicate that it's safe to cross, but this is a very frustrating situation. So for example, if I get off the bus and I have to make a connection to the train, how do I make that connection, how do I know it's safe for me to cross? And the same going the other way. If you get off the train and go to the bus without the BPS vibration system, it's hard to know where it's safe to cross. I think I'm out. So and I want to clarify, in terms of getting through the traffic from making a transfer from the train to the bus, the APS vibration systems are very important for the deaf and blind. Are you familiar with these systems? They vibrate, you can put your hand on the system and you know it's safe to cross, you know. So sometimes you put your hand on the system, you're waiting for it, then when it starts to vibrate, you know it's safe to cross. But those -- that's a big concern when you're making a transfer from the bus to the train or vice versa.

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**Date Received**

04/23/2019

**Source**

Open house/public meeting

**Communication**

Anna, A-n-n-a, Mosk, M-o-s-k, and I'm a resident of Bellmoore Park. So I'm obviously very concerned with the route that's being developed right over the park. So I was hoping that they could work on the route around the park to make sure that the residents are not disrupted and moved or lose their homes.

**Date Received**

04/23/2019

**Source**

Open house/public meeting

**Communication**

My name is Nathan Oliver. This is going to the board of directors, WSDOT. Please hire veterans for the construction and new construction of the Link light rail. Veterans are highly trained on all aspects. Mechanicals, ITs, electricians, carpenters, that's it. Please hire veterans, please contact the Employment Security Agencies. They have VA reps there. Thank you.

**Date Received**

04/23/2019

**Source**

Open house/public meeting

**Communication**

F3 avoids church and senior apts. Build at grade wherever possible. Use I-5 corridor as much as you can. Save as much commercial activity as you can.

**Date Received**

04/23/2019

**Source**

Open house/public meeting

**Communication**

Build a safe sidewalk through the entire enchanted parkway.

**Date Received**

04/23/2019

**Source**

Open house/public meeting

**Communication**

Please study noise and safety impacts on residents near tracks and parking facilities. 2. Enchanted parkway routes seem to be in an already congested corridor and could be more challenging to support a large increase in traffic during all parts of the day-commute, shopping, entertainment, homes. 3. Routes along I5 seem the most efficient and least disruptive to neighborhoods and businesses. 4. I dont care about impact to the wetlands and beds in the area

**Date Received**

04/23/2019

**Source**

Open house/public meeting

**Communication**

SF8 use I-5. Area is built out already. Avoid things like buying a car dealership. Little new development can be expected due to a station. The area is full.

**Date Received**  
04/23/2019

**Source**  
Open house/public meeting

**Communication**

Travel along SR99 would route a train about 50 ft out my front window (70th Ave) What is now a view of Mt Rainier would become a view of an elevated train!

**Date Received**  
04/23/2019

**Source**  
Open house/public meeting

**Communication**

SF3 would be my first choice. I like how it connects to Enchanted Pky off the round about and has an open entry. Also a lot people live within walking distance. 2. SF8 would be my second choice for many of the same reasons aswell as using mostly vacant land.

**Date Received**  
04/23/2019

**Source**  
Open house/public meeting

**Communication**

We need restrooms/bathrooms as the light rail gets longer it is so important to have restrooms that all can use. While in Bern, Switzerland main rail station they have a unisex restroom you pay a few coind to enter. Each person gets a personal stall and several attendants keep the place clean. (very important for older and younger riders)

**Date Received**  
04/23/2019

**Source**  
Open house/public meeting

**Communication**

SF8/9 has less impact on existing business. It also has the advantage of high visibility along I5 which will encourage ridership as comuters sitting in rush hour traffic see it running at full speed. Of course that means ST will actually need to build parking garages large enough to accomodate.

**Date Received**  
04/23/2019

**Source**  
Open house/public meeting

**Communication**

Your stay alert comments on buses at angle lake are great to tell people to cross at crosswalks but many people ignore and cross hwy 99 where there is no crosswalk. A policeperson there to remind people to use crosswalk during busy time should help.

**Date Received**  
04/23/2019

**Source**  
Open house/public meeting

**Communication**

In disfavor for SF8/9 as it simply flies through the city. It is an obstruction to the Target business and impacts the community members that work at that location. The transit center being built could attract more of the transient community in the store passing through which may impact the employees and guests that want to shop there.

**Date Received**

04/23/2019

**Source**

Open house/public meeting

**Communication**

So FW lines- Both "best" options displace seniors- how do you sleep at night?

---

**Date Received**

04/23/2019

**Source**

Open house/public meeting

**Communication**

We are moving our business to 1019 s 351st st. We do not want SF4. We will employ up to 150 skilled workers and do not want to lose this opportunity. We also have a great deal of capital invested in this project. Our constructions start date is 4/29/19.

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**Date Received**

04/23/2019

**Source**

Open house/public meeting

**Communication**

Neumier Eng is relocating to 1019 S 351st st. We cannot have option SF4. COstruction is starting on 4/29/19, our facility will be 80,000 sq ft. of aerospace manufacturing employing 150 people. We have a great deal of capitol invested in this facility and cannot afford to loose this.

---

**Date Received**

04/23/2019

**Source**

Open house/public meeting

**Communication**

Neumier is in the process of relocation to 1019 S 351st St Federal Way. We are starting construction on 4/19/19 of a 80,000 sq ft aerospace mfg facility. Employing 150 workers. We cannot afford to see this project fail due to high costs.

---

**Date Received**

05/02/2019

**Source**

Open house/public meeting

**Communication**

Great to keep the conversation. We need bike parking on stations, restrooms, drop-off areas.

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**Date Received**

04/23/2019

**Source**

Open house/public meeting

**Communication**

Okay. My name is Tony James Tomlin, and I just wanted to say that when they start building the light rail, and even for the current system that Sound Transit has, they need to make sure they have proper shelters such as for the weather. Not just in the summertime, but all year round, because the weather in this state seems to be changing rapidly from one city to the other and the shelters should reflect that. And they should also have proper seating to accommodate people for disabilities, normal people, and others. And I'm hoping that they have elevators, because my understanding is it's going to be an elevated system, and they need more than just one standard elevator. And the elevators also should reflect how many people a day is going to be using them. So having two elevators for service or more, up to four elevators, would be a great benefit. Easy access, maybe a place people can get some food and drinks while they're waiting. Have businesses nearby that they can go to and not miss the train. Have a -- a schedule board at these businesses in conjunction with the Sound Transit so while they're in the restaurant waiting for the train, they can look up and see oh, my train is coming in a few minutes, and they can decide if they want to stay and order food or they can leave. That will have -- will be a great boost for the community because Sound Transit is showing they care, and they want to also help businesses in the area by promoting not only their name brand, but the business as well just by being there. And I think that's it.

**Date Received**

05/02/2019

**Source**

Open house/public meeting

**Communication**

Hello for comments review

To my dismay, since Sound Transit has never entertained a rider bus down HWY 99 from Des Moines all the way to Fife, in the center lane of travel, only delegated by Washington State. Why should Pierce Transit decide to entertain center lane of travel down HWY 7/Pacific Avenue. I have proven that Sound Transit headquarters has officially partnered with Pierce Transit headquarters. Also Sound Transit will be partnering/providing the infamous BRT coach to Pierce Transit and certified drivers. Please have your Sound Transit engineers contact my e-mail as soon as possible to clarify the distortion. ssmith58004@gmail.com

**Date Received**

05/02/2019

**Source**

Open house/public meeting

**Communication**

Nice! I like the idea of Sound Transit. We need more parking at the stations.

**Date Received**

05/02/2019

**Source**

Open house/public meeting

**Communication**

In Tacoma

- Needs to have access for [illegible] south of I-5-bus/walk [illegible]
- lack of additional parking in tacoma is going to shoot this project in the foot!!

**Date Received**  
05/02/2019

**Source**  
Open house/public meeting

**Communication**

ET-5 is the fastest option. A partnership with Pierce and the City of Tacoma in providing transit from the eastside to Tacoma Dome and downtown Tacoma. Better messaging and branding on meetings and ET-3 works as well as long as we have a rapid ride.

**Date Received**  
05/02/2019

**Source**  
Open house/public meeting

**Communication**

- Good pedestrian access especially for our transit dependent populations is more important to me
- Easy access to station for bus drop off and pick-up
- Environmental impact likely minimal anyway in this industrial area
- Safety of pedestrian access to improve current area has issues with unmanaged homeless population, drugs, and smoke shop
- Less traffic from casino users and concert goers (who could then use light rail)

**Date Received**  
05/01/2019

**Source**  
Open house/public meeting

**Communication**

Do not do Pierce Transit any favors! Do not "take" buildings that are viable for redevelopment or developable land for dead asphalt/concrete bays right in the center of our CORE for something pc has already a block away.

**Date Received**  
05/01/2019

**Source**  
Open house/public meeting

**Communication**

Understand the impacts not only between routes but between elevated and underground that is where the big difference will be evident. Study such elements as air quality, energy and water resources, environment, health and safety, historic and culture, land use (impacts on the next 50 years of link's existence), being a public service and your responsibility to the community you serve. Sound (?), housing, GMA, ToD principled, visual quality, Cumulative effects on city.

Include underground in the EIS for each recommended elevated route to compare the real impacts. Also the Dome District is very upset about the relocation of Pierce Transit's bus bays removing existing older buildings for asphalt! When they have a find bus bay area now will ruin another block of our core ToD across from a school! ET5- this entire station is a boondoggle wrong tram should be the little link on street.

## COMMENTS FROM ONLINE OPEN HOUSE

**Date Received**  
04/10/2019

**Source**  
Online open house

**Communication**

Hi,  
Please, build the Federal Way-Tacoma extension along Highway 99. It gives developers a much bigger radius for TOD, and most importantly, it is much much easier for pedestrians and bikers to access from the residential areas closer to highway 99.  
Please, don't take the easy route, and build for the future! Along 99, is the way to go! Its important for pedestrians to feel welcome to walk to a station, anything built near I-5 is simply not welcoming or enjoyable to walk too.  
Thank you. And forward to who ever necessary.  
James

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**Date Received**  
04/08/2019

**Source**  
Online open house

**Communication**

I'd like to see an extension that goes from Tacoma directly to SeaTac airport, and after THAT, then additional stations/stops can be filled in. But at the rate all of this is being accomplished, I may be too old to travel and make use of any of it. However, it's a great project, even though it's very disruptive to traffic and life in the north end of Tacoma right now.

---

**Date Received**  
04/05/2019

**Source**  
Online open house

**Communication**

I do hope someday the link comes to Olympia. Also whichever site is chosen in Tacoma be sure to have lots of parking for those of us who will drive from Thurston County and leave cars in Tacoma. Be sure the IT transit goes directly to the tacoma hub as well on a regular basis ( like every half hour) .  
Thanks,  
Diane

---

**Date Received**

04/05/2019

**Source**

Online open house

**Communication**

. First of all - I LOVE how your online comments feature simply doesn't work. You can check the boxes provided, but when you click in the text box to provide comments - nothing. Can't type anything. When you think about it, it kind of symbolizes how we Tacomans have been treated by Sound Transit from the very beginning. You should probably get that working - or, don't bother.

2. As to the station alternatives at the Tacoma end of the line - why is that even a question? Why would the line coming in from Seattle, (after I am DEAD, mind you, so I'm not sure why I care), why should it NOT link up with the light rail line we already have? What is this, 1830? Will we have to hire a horse-drawn hackney to get from the Seattle light rail station to the current toy train station?

3. So... I'm just going to say it. As a Tacoman I am NOT happy with the fact that, while I have been paying taxes for Sound Transit the ENTIRE TIME it has been in existence, during which time Seattlites have gotten a light rail system that extends from Sea-Tac to Northgate, including several miles of very expensive tunnels, Tacoma has gotten - a toy train. The train from Mister Rogers Neighborhood literally goes almost as far as what you have given us. Don't get me wrong - I love the system that ST has built. I just wish it served the South Sound in any meaningful way. What you have done is basically taxation without representation.

4. And don't start in about how you're finally starting the Tacoma extension, and all I have to do is wait until 2030. 2030!!!! 2030!!!! I could very well be dead. And the Tacoma line won't extend to TCC until 2038??? WHERE IS JOSEPH STALIN WHEN YOU NEED HIM? He would not have tolerated such delays.

5. This is really very simple. If you don't intend to serve us with your light rail system - don't take our car tab fees. As much as I love public transit, for all the good Sound Transit has done Tacoma, I am starting to think maybe these Luddites in the state legislature who want to cut off your funding, might be onto something.

---



**Date Received**

04/03/2019

**Source**

Online open house

**Communication**

Hello Mr. Ramachandra,

I would like to start off by saying thank you for working on light rail expansion in the Seattle area, and I am grateful to Sound Transit for working towards this.

I was looking at the alternatives for the Tacoma Dome Link Extension, and I would like to provide some input if you are open to receiving it.

South Federal Way:

From the Federal Way station, the train should follow the SF 4A alignment. However, the station should be located just south of 348th along the east side of SR-99, so the line should follow SR-99 to 348th. I am assuming Sound Transit has evaluated an option like this, but I am surprised it is not one of the options being considered. Could I get a reason as to why that is the case? After this, the line should realign itself to the west side of I-5.

Fife:

The line should follow SF 4A until it crosses back to SR-99 from I-5. The Fife station needs to be on SR-99 because it is the most linear option, and transit works best when it is linear. This is especially true on a Major road like SR-99. Considering this, the line should be routed north of SR-99 as to not encroach upon the Emerald Queen Casino since it is so close to SR-99. The station should be located on the northeast corner of the intersection of SR-99 and 54th Ave. From there, the line should continue and deviate at Port of Tacoma Rd along the I-5 Southbound on-ramp and parallel the north side of I-5. Once the line is along I-5, I should follow the Fife 3A/Fife 4A alignment.

East Tacoma and Tacoma Dome:

The line should be aligned to use the ET 2 and TD 2 stations.

I have attached images of what the line might look like if my suggestions were implemented.

Thank you for your time and thank you again for being one of the people expanding light rail in the Puget Sound region.

Liam

**Date Received**

04/15/2019

**Source**

Online open house

**Communication**

please be mindful of the streetscape under the rail line

**Date Received**

04/15/2019

**Source**

Online open house

**Communication**

The vacant land between the Tacoma dome hotel and the rail platform is the perfect spot for link to land in Tacoma. People heading to the dome will get there safer than if they have to walk across the dangerous double track, and maybe a pedestrian bridge could be incorporated into the station design to let people cross into the garages.

**Date Received**  
04/15/2019

**Source**  
Online open house

**Communication**

We own a business on Puyallup ave and think going down Puyallup ave would have a very negative impact on ours and other businesses around us. 25TH st would be a way better option that would have the least amount of impact on the majority of businesses in this area. It would also help clean up 25th street which is currently in major disrepair.

**Date Received**  
04/15/2019

**Source**  
Online open house

**Communication**

multimodal connection points is a key factor when deciding where to place the light link, I would love to see a central hub for the dome link extention

**Date Received**  
04/15/2019

**Source**  
Online open house

**Communication**

Planning this project without also planning the Tacoma Link extension could cause poor outcomes. The ST3 alignment of the Tacoma Link extension down 19th Ave has the streetcar operating on a couplet via Puyallup Ave Northbound and 25th Ave Southbound. While that project is years away, if there are constraints that require that couplet, that should be considered in the design of this extension because the streetcar will be a main driver of ridership at Tacoma Dome Station, more so than infrequent Sounder or Pierce Transit buses.

**Date Received**  
04/15/2019

**Source**  
Online open house

**Communication**

The new station needs to enhance options at the transit hub via density, e.g. bring things closer together and not spread out. Needs to help continue density development of apartments and other housing options in the area as well as support events at the Tacoma Dome.

**Date Received**  
04/15/2019

**Source**  
Online open house

**Communication**

Due to the location of existing train and bus stations and routes, options 2 and 3 look to be the most convenient and safe for riders.

**Date Received**  
04/15/2019

**Source**  
Online open house

**Communication**

Easy transfer to Tacoma Link and Sounder have to THE priorities here.

**Date Received**

04/15/2019

**Source**

Online open house

**Communication**

The closer to the Tacoma Dome bus station and Sounder station the better!

**Date Received**

04/15/2019

**Source**

Online open house

**Communication**

There should be NO elevated tracks running through the streets in the Dome District. Years have been spent trying to improve this district to bring density and affordable housing opportunities to compliment mass transit. It will ruin the views and cast a dark shadow on what should become a viable pedestrian friendly community. What terrible planning by Sound Transit. Why do you have 2 stations in Tacoma so close together?? Poor planning.

**Date Received**

04/15/2019

**Source**

Online open house

**Communication**

The closer to the Tacoma Dome the better! I think the TD 4 West E 27th Street alignment will serve the Dome better and is closer to East Tacoma from McKinley Bridge.

**Date Received**

04/15/2019

**Source**

Online open house

**Communication**

It would be ideal if the transit system provided a seamless link between the Link light rail and the larger transit system. Possibly by extending the Link down Pearl Street to Point Defiance Park (in a similar fashion to earlier street car designs)

**Date Received**

04/15/2019

**Source**

Online open house

**Communication**

I think that the alternative for light rail in Tacoma at West 25th Street is the best option as it would connect with various bus routes, be assessable from the nearby parking garage for cars, and would be a boon to the businesses located at Freighthouse Square. Besides this, there is already a connection with the Link between this location and downtown Tacoma.

**Date Received**

04/15/2019

**Source**

Online open house

**Communication**

TD-1 would remove Alfred's restaurant which is an asset to the area. Please choose another alternative.

**Date Received**

04/15/2019

**Source**

Online open house

**Communication**

This project will be a great benefit to the city! The closer to downtown Tacoma it can get the better!

**Date Received**

04/15/2019

**Source**

Online open house

**Communication**

TD2 is close to connections, close to dome, good potential for TOD. Lots of room so ST should strive to avoid existing redevelopment if possible for station/alignment, as these are ideal mixed use projects.

**Date Received**

04/15/2019

**Source**

Online open house

**Communication**

NO ELEVATED TRACKS SHOULD BE ALLOWED IN THE DOME DISTRICT. CUT AND COVER OPTION ONLY AT THIS STATION. Elevated tracks will ruin this important community built as a regional transit hub and planning to promote density and affordable housing. Elevated tracks through this vibrant transit community will destroy the economic development gains that have taken hold. Smart planning is essential. This is a valuable TOD, not some suburban station!

**Date Received**

04/15/2019

**Source**

Online open house

**Communication**

It would be better to situate the line closer to current railroad and not through private property.

**Date Received**

04/15/2019

**Source**

Online open house

**Communication**

No Elevated tracks should be allowed in the Dome District. Only a cut and cover option should be considered at the Dome Station. This will protect all uses for the station, particularly transit orientated housing and a livable downtown Core for Tacoma's future growth.

**Date Received**

04/15/2019

**Source**

Online open house

**Communication**

Getting TO any transport at the Tacoma Dome has been a significant issue for me. Buses from the North End of Tacoma don't run early enough/late enough/weekends. At this time I can not get a bus to Tacoma Dome Express bus early enough to catch my flight at Seatac.....WILL This improve by the time you build this project???? If there is NO bus to get me to a Tacoma Dome connection, then that greatly lessens any value to this expanded rail

**Date Received**  
04/15/2019

**Source**  
Online open house

**Communication**

The station should be seamless and in line with the Tacoma link so that people in Tacoma do not have to change light rail or get off of the tram to connect into the Pacific ave attractions and dining as well as the stadium and Hilltop commuter traffic.

**Date Received**  
04/15/2019

**Source**  
Online open house

**Communication**

Please try to not tear down historical Tacoma property. Keep the Tacoma gems while bringing more people to the area.

**Date Received**  
04/15/2019

**Source**  
Online open house

**Communication**

Multimodal connections, extensibility to Tacoma Mall, and maximum ridership should be prioritized here. Link is regional light rail and the spine's further extension toward JBLM and/or Gig Harbor must be made easy. Proximity to Tacoma Dome for events is also a plus - some people may never use transit unless they were going to an event at the Dome. Whichever station is chosen, consider mezzanine-like pedestrian bridges to connect the elevated Link station, Sounder platforms, and the parking garages. Also, for the TD 4 options, consider the idea of moving the bus bays to that side of the tracks.

**Date Received**  
04/15/2019

**Source**  
Online open house

**Communication**

TD 4 West - E 26th St to E 27th St is my preferred alternative for the following reasons: 1. This station will succeed because of the Tacoma Dome and its many events. Where commuter ridership may suffer, special event ridership will cause this station to be one of the busiest along the entire spine. 2. It's unfortunate that Sound Transit had to create two separate and incompatible systems (Central Link and Tacoma Link). While this station is approximately a block south from Tacoma Link and Sounder Commuter Rail, I still believe that ridership from the Transit Center will benefit this station. 3. TOD in the Dome District is a net positive for this Station as well. 4. Anytime the Dome is vacant of events, Sound Transit could lease parking stalls for commuters using the station.

**Date Received**  
04/15/2019

**Source**  
Online open house

**Communication**

Ease of transfer (i.e., minimize distance, time, & elevation change) to other Tacoma Link is critical in order to maximize utility, efficiency, & rider satisfaction.

**Date Received**

04/15/2019

**Source**

Online open house

**Communication**

Has there been thought to providing a subterranean station to Alternate TD 4? A lot of the station and track locations violate the planned view corridors established by the City of Tacoma Tacoma Dome Sub Area Plan. I strongly oppose iterations that prohibit/impede the ability to build housing in the Tacoma Dome Neighborhood.

**Date Received**

04/15/2019

**Source**

Online open house

**Communication**

Build near the existing intermodal facilities. Build near parking. Build near existing light rail lines. This just make sense.

**Date Received**

04/15/2019

**Source**

Online open house

**Communication**

Sf8/9 feels like they have little Transit Oriented Development potential. They just feel like park n ride lots

**Date Received**

04/15/2019

**Source**

Online open house

**Communication**

Citizens chose to make significant sacrifices to build a transportation system which will serve generations of people. Ridership potential and opportunities for redevelopment around the stations simply must be assigned the highest priority.

**Date Received**

04/15/2019

**Source**

Online open house

**Communication**

I'd like the line to go along the freeway, so those people stuck in traffic can see it zipping by and think, "Gee, I should get out of my car and use light rail!" I don't think that stations #2, 3, and 4 are as desirable as they will cause traffic problems. Make an exit at the Enchanted Parkway bridge over I-5.

**Date Received**

04/15/2019

**Source**

Online open house

**Communication**

Currently, the SF routes do not impact me directly and I have no opinion on which specifically should be studied BUT improving public transport overall and increasing access to public transport is essential to the future of the South Sound.

**Date Received**

04/15/2019

**Source**

Online open house

**Communication**

South Federal Way is Rife with potential TOD opportunities. Siting the station farther from the freeway will allow great land use abilities, and help build a more intimate neighborhood not just known for being a freeway strip mall

**Date Received**

04/15/2019

**Source**

Online open house

**Communication**

Best connections to bus routes are very important!

**Date Received**

04/15/2019

**Source**

Online open house

**Communication**

Use the SR 99 corridor for light rail and preserve ROW space near I5 for future highway growth.

**Date Received**

04/15/2019

**Source**

Online open house

**Communication**

It's exciting to know a South Federal Way Station is on the way. While I prefer to have a station off Enchanted Parkway I'm concerned about how vehicle and pedestrian traffic will be mitigated to each of these stations. Is there potential to have a secondary access road to Costco, Home Depot, etc. parallel to I-5 (especially if one of those stations are selected)? The existing congestion on Enchanted Parkway is terrible, especially when Wild Waves is at it's peak. I've also walked on the sidewalks (where they exist) on Enchanted Parkway and found the west side pedestrian crossing very cumbersome at South 356th. The plants are nice, but a buffer from the road and a more direct route for pedestrians would be better. Since sidewalks disappear on the east side of Enchanted Parkway, there's currently no other option. The visualizations and maps are very helpful and appreciated. Thank you for the opportunity to provide input.

**Date Received**

04/15/2019

**Source**

Online open house

**Communication**

Alternatives 8 and 9 appear to be in best alignment with the current route of light rail down I-5 corridor. Less cost for extra elevated track to move station in 2 blocks. 356th S and new roundabout would give great direct access to the new station. Also both Alternatives 8 and 9 create potential for easy pedestrian access to the Wild Waves theme park area for people in all of Seattle and Tacoma (kids visiting on their own in the summer without parents having to drive them).

**Date Received**

04/15/2019

**Source**

Online open house

**Communication**

SF 4C is by far the best alternative - it provides the best rider access, surrounding infrastructure, and on-route development opportunities. Routing the line along SR 99 will provide tremendous development potential along a largely untapped area between Federal Way and Tacoma. Anything at or near the Costco/ Home Depot area would be a huge mistake. This area is already one of the most congested and clogged areas in Washington state.

**Date Received**

04/15/2019

**Source**

Online open house

**Communication**

SF 4C is by far the best alternative - it provides the best rider access, surrounding infrastructure, and on-route development opportunities. Routing the line along SR 99 will provide tremendous development potential along a largely untapped area between Federal Way and Tacoma. Anything at or near the Costco/ Home Depot area would be a huge mistake. This area is already one of the most congested and clogged areas in Washington state.

**Date Received**

04/15/2019

**Source**

Online open house

**Communication**

Between 8/9, 8 seems to be a better logistical option, with offering easier access to the station from both access roads, whereas 9 seems limited in access. Between all option 4s, D and A are more preferred than C or D; but all 4s seem to have access challenges, as 348th is an extremely busy corridor already. Keeping the station tied to I5 seems good to minimize additional noise concerns to neighborhoods close to SR99. 3 offers a good balance of usability/least initial impact. 2W seems to offer better access to residents of FW than 2E, and 2E would severely disrupt an already busy Costco/Home Depot traffic corridor, assuming both businesses decide to stay in their current locations.

**Date Received**

04/15/2019

**Source**

Online open house

**Communication**

Please know this comes out of a place of self-sacrifice because I would be greatly impacted by the construction. That being said I really think SF4 C and B are the best choices. The entire point of this system is for people to have easy access to it. Lining it up with existing bus routes and park-and-rides would be a really great choice. I think Pac Hwy presents the best option for increased ridership. I know that SF 8/9 would be more economical and people might want you to build there because of the location of construction, but it doesn't make any sense to spend the money and take the time, to build something that significantly fewer people can access. As for the rest of the options, I'm deeply concerned about the impact that they would have on the 352nd and 161 intersection zone. That is a MASSIVELY used space, where people split off to Costco, multiple other businesses, I5, the 18, the 99, and enchanted parkway. I think stepping into that area with a SINGLE orange cone would have a drastic effect on the business around it. While long term those establishments might love having riders be able to get to their business easily, they have to be able to stay open through the years of construction to come. Thank you so much for reaching out to the community while you are making these decisions! I love seeing our district unite together!



**Date Received**

04/15/2019

**Source**

Online open house

**Communication**

SF8 would be the best option due to it would have the less impact on business and traffic. A park-n-ride can be set up right next to.

**Date Received**

04/15/2019

**Source**

Online open house

**Communication**

SR99 corridor is underutilized; alignment construction can be resolved with creative construction methods. SF4C has by far the best TOD potential, and infill would have attractive amenities from existing businesses and nearby Hylebos wetlands park. Nearby to pop. center to west, near 348th P&R, critical to provide more parking near stations if you want ridership.

**Date Received**

04/15/2019

**Source**

Online open house

**Communication**

Build light rail in Olympia

**Date Received**

04/15/2019

**Source**

Online open house

**Communication**

I think that by putting the stop close to Costco you would be allowing for people to do quick shopping on the way home. It is also located near the majority of the restaurants in the area for ease of access. Just from looking at the map it would be assumed that the easiest construction route to bring the light rail through with track would be along the SF8/9 route next to the I-5 corridor. so if there was a compromise between expedited building and ease of access to Costco and dinning I think that would be best.

**Date Received**

04/15/2019

**Source**

Online open house

**Communication**

At this location, please prioritize development potential, maximum ridership potential, and gentle guideway curves for higher line speeds and passenger comfort. Option 4C is the best of these presented.

**Date Received**  
04/15/2019

**Source**  
Online open house

**Communication**

The SF 2 West - Enchanted/352nd is my preferred station location for the following reasons: 1. The TOD opportunity for this station is much larger than the SF 2 East alternative. 2. Enchanted Parkway is approximately 80' from curb to curb and could be difficult for pedestrians to cross over from any TOD opportunities planned for the Costco Strip Mall area. 3. Potential for Multi-Modal Transit Connections. If an SF 2 East - Enchanted/352nd were chosen, I would ask Sound Transit to plan for pedestrian improvements to facilitate a safe crossing over Enchanted Parkway for any TOD opportunities in the Federal Way Crossings development. Regardless of route or stationing, South Federal Way has great potential to be a multi-modal hub between Link Light Rail and South Central Pierce County. Pierce Transit Route 402 serves Meridian Ave in Pierce County and Enchanted Parkway within King County for 15 miles from 176th in South Hill through Puyallup, it's Sounder Station, all the way to its terminus at Federal Way Transit Center. This corridor in the future could be a BRT route that could feed riders into a reliable Light Rail system.

**Date Received**  
04/15/2019

**Source**  
Online open house

**Communication**

Regarding specifically the SF3, SF8, and SF9 station options: I think that these are good locations for a station on an I-5 route because they do not force the track to deviate much. However, the traffic at the intersection of S356th, Enchanted Parkway, and 16th Ave S will need to be considered and it is likely that entire intersection will have to be re-designed. As it is right now, there are two lights about 50 yards apart and the way the lights cycle, some of the directions moving through the intersection do not move for several cycles at a time during busy times of day. There is potential to route some of the traffic out of the future parking garage to the off-ramp from SR18 that intersects with Enchanted Parkway south of Jet Chevrolet.

**Date Received**  
04/15/2019

**Source**  
Online open house

**Communication**

Maximizing ridership & utility should be paramount because it's ultimately the reason voters supported ST. It also will be the key to maintaining public support, which is critical given the attenuated time lines & mind-boggling costs.

**Date Received**  
04/15/2019

**Source**  
Online open house

**Communication**

One of the biggest problems with Light Rail is the slow grade crossings. Light Rail from Tacoma to Seattle will take far longer than auto, Sound Transit Express Bus, or Sounder Rail due to grade crossing congestion and too many stops. Every effort should be made to avoid grade crossings. If the transit is fast, people will use it.

**Date Received**  
04/15/2019

**Source**  
Online open house

**Communication**

The rail alignment has potential to create "dead zones" under the tracks. Place the alignment next to I-5 or the Sounder tracks. The area lacks street density

**Date Received**  
04/15/2019

**Source**  
Online open house

**Communication**

I think the link should be on the west side of I5 to create easier access to the east side of Tacoma residents.

**Date Received**  
04/15/2019

**Source**  
Online open house

**Communication**

It's a challenging area, but still has some potential TOD lands that could be found farther from the freeway. Putting the station next to the freeway would be foolish and dramatically limit the available land for other uses. A station just north of the BNSF tracks and next to 25th ST, or straddling 25th street near the intersection of Portland Ave would include good bus connectivity, good pedestrian access under the BNSF tracks, and maximize potential land area for use. All that said, due to its shitty location, whichever station has best ridership is probably the location to go with

**Date Received**  
04/15/2019

**Source**  
Online open house

**Communication**

Connecting with the casino and East Tacoma neighborhoods are very important. Ideally visitors and residents should be able to safely and comfortably walk from the station to the casino and home.

**Date Received**  
04/15/2019

**Source**  
Online open house

**Communication**

ET6 has a lot of room for TOD. South of I-5 neighborhoods are sparsely developed and a station closer would impact affordability for existing residents. Portland avenue transit circulation including to casino area would resolve accessibility and connection to south.

**Date Received**  
04/15/2019

**Source**  
Online open house

**Communication**

I am not sure why this was a high priority for consideration in choosing a route stop. The number of individuals that work in the area and the amount of non industrial infrastructure seems sparse.

**Date Received**  
04/15/2019

**Source**  
Online open house

**Communication**

The priority for this station should be serving the Puyallup Tribe's facilities south of I-5, while maximizing ridership and development opportunity. Design accommodations for a pedestrian bridge over I-5 should be considered since the industrial streetscape around there is hostile.

**Date Received**

04/15/2019

**Source**

Online open house

**Communication**

ET 5 is my preferred station placement for the following reason: 1. A pedestrian bridge connection over I-5 (subject to funding by the Puyallup Tribe of Indians, not taxpayers) could be constructed to connect the East Tacoma Station with the newly constructed Emerald Queen Casino. Adding a unique destination for the entire Light Rail Spine. This would give pedestrians a safe route to cross I-5 and utilize other TOD potentials in the area.

**Date Received**

04/15/2019

**Source**

Online open house

**Communication**

In coordination with the Puyallup tribal government, site the station as close to the new Puyallup entertainment complex, preferably within walking distance, in order provide car-free access for the substantial number of visitors it will draw. Otherwise, there is no compelling basis to locate a station in this largely industrial area.

**Date Received**

04/15/2019

**Source**

Online open house

**Communication**

There's no need for a station here at all. Instead, continue to build out the Tacoma Dome station because it is an intermodal hub, with lots of parking. More parking could be expanded there as well. Sound Transit seems to be overly focused on pedestrian traffic. Most people will continue to use their cars to get to transit stations because very few live close enough to the station. So parking and speed to the lines is more important.

**Date Received**

04/15/2019

**Source**

Online open house

**Communication**

Minimize the size of the parking structures.

**Date Received**

04/15/2019

**Source**

Online open house

**Communication**

On Route 4 -- would prefer the parking to be on the North to provide the best development opportunities along 99

**Date Received**

04/15/2019

**Source**

Online open house

**Communication**

Access to the station by car is important

**Date Received**

04/15/2019

**Source**

Online open house

**Communication**

Route 3A should be shifted south to run closer to 15th St E, avoiding as much commercial property as possible. As this will be a station location, the trains arriving and leaving will be going at a slower speed and therefore sharper curves would be possible. Keep costs down.

**Date Received**

04/15/2019

**Source**

Online open house

**Communication**

I think the SR 99 route through Milton has greater potential for a future infill station with TOD.

**Date Received**

04/15/2019

**Source**

Online open house

**Communication**

Bus route connections are very important!

**Date Received**

04/15/2019

**Source**

Online open house

**Communication**

3B alternative allows a couple blocks of TOD north of SR99, which is a nightmare for driving much of the day. Separation is desirable for that reason. Fife will need to provide better access N of SR99, but 167 completion to Port will help with truck traffic issues.

**Date Received**

04/15/2019

**Source**

Online open house

**Communication**

Fife 3-A has the least impact on current long standing businesses !

**Date Received**

04/15/2019

**Source**

Online open house

**Communication**

I think that the station should be as close to the EQC as possible. This is the only real attraction in the area and there is a lot of industrial buildings nearby, so keeping it as close to the pot shop, EQC, and smoke shops as possible without putting the stop in a shady industrial area would be best.

**Date Received**

04/15/2019

**Source**

Online open house

**Communication**

Prioritize maximizing ridership and development potential. I like Fife 4 options because they are closer to the demand generating EQC and make a pedestrian and bike bridge over I-5 seem feasible.

**Date Received**

04/15/2019

**Source**

Online open house

**Communication**

My preferred station location is Fife 3A. In conjunction with planned TOD activities, it's paramount that each of the Tacoma Dome Link stations has the best opportunity for redevelopment and TOD potential available. The tide flats of Tacoma are predominately industrial, but with the right guidance by station placement, we can give this region the kick start it needs to bolster economic activity within Pierce County.

**Date Received**

04/15/2019

**Source**

Online open house

**Communication**

It would appear as though the routes north of 15th street would have the least impact on small businesses and local traffic. As Fife contemplates a town center concept and the growth for the next 30 years focuses on the town center concept, it make more sense to have the light rail complement that idea, not adversely impact it. I know this is outside the scope of this task, a more northerly route through the city make perfect sense. Fife has been separated by both I5 and highway 99 since for a long time, why slice the city again. Complementing the goals of the small businesses and town center would be the most impactful.

**Date Received**

04/15/2019

**Source**

Online open house

**Communication**

Another big problem with Light Rail is last mile access. Most people will not completely abandon their cars. So parking for access to rail is important. And again, stay away from congestion to make sure the trains run fast. They are already much slower than Auto, Express Bus and Sounder rail between Tacoma and Seattle. People won't switch to Light Rail because it is too slow compared to the existing options.

**Date Received**

04/15/2019

**Source**

Online open house

**Communication**

Are there changes Sound Transit should consider making to the TDLE draft Purpose and Need statement?

What social, economic, environmental and transportation issues are you interested in seeing considered or evaluated during environmental review on this project?

PLEASE, PLEASE do not consider any route that includes Hwy 99 south of 348th St. With the Hylebos Creek and other environmental sensitive areas on either side of Hwy 99 between 348th St and Fife, sending the rail through that area will cause severe environmental impact, and would likely add immense cost, complications, and delays to the project. Thank you.

Do you have any other comments about TDLE at this time?

**Date Received**

04/17/2019

**Source**

Online open house

**Communication**

Are there changes Sound Transit should consider making to the TDLE draft Purpose and Need statement?

Do we need to say something about both supporting/stimulating businesses as well as serving current and future residents?

What social, economic, environmental and transportation issues are you interested in seeing considered or evaluated during environmental review on this project?

Access to services for users of all income levels and abilities. Services that support both business and residents. Services that help keep the environment clean.

Do you have any other comments about TDLE at this time?

**Date Received**

04/17/2019

**Source**

Online open house

**Communication**

Don't displace seniors!

**Date Received**

04/17/2019

**Source**

Online open house

**Communication**

I am not in favor of Fife 4A or 4B because it will disrupt current residents and businesses along 15th St. Acquiring those properties would force residents and businesses to relocate. Residents living on 15th St are low-income, elderly, renters, and minorities with many fitting in multiple or even all of those classifications, so we worry about gentrification and its ramification on those who live and work there. For those of us who do own our homes, where will we go? It is hard to find affordable housing nearby to replace what we currently own. Those that rent will be forced to find housing again, which further displaces individuals. Since land is becoming scarcer and scarcer in Fife, we worry that 15th St and surrounding areas are next to be acquired to make way for light rail and the new City Center. Just because an area is considered underutilized in one person's eyes does not mean it is viewed the same through others. You see 15th St as land to be acquired to build light rail extension, retail, and housing units. I see 15th St as one of Fife's oldest neighborhoods and my family's home since the 1950's. We have roots and history here that should be taken into consideration. City officials and Sound Transit promote light rail extension in Fife by saying it will ease traffic, facilitate transportation, bring more retail and housing to the area, but at what cost? By displacing low-income, elderly, and minority residents and renters in order to achieve this is not fair or equitable. Before you make the important decision on the light rail extension route through Fife, think carefully about who you will be immediately and forever impacting and the hardships you will directly place on them.

**Date Received**

04/17/2019

**Source**

Online open house

**Communication**

Fife is already split in half by I-5 alignment. Adding additional elevated rail will cause further "walling-off." SR-99 alignment can provide for future stations, better E/W bike/ped facility and future redevelopment

**Date Received**

04/17/2019

**Source**

Online open house

**Communication**

Look into partnership with Pierce Transit or 3rd parties to run a circulator from the station to the residential on the South side of I-5. Most of Fife's housing and apartments are South of I-5

**Date Received**

04/17/2019

**Source**

Online open house

**Communication**

look at public-private partnership with the shopping centers around the #2 options for a shared parking garage. Benefit: users can access dining and other options at the shopping center; allows for overflow parking for both transit and shopping use

**Date Received**

04/15/2019

**Source**

Online open house

**Communication**

Freight traffic is a necessary evil. Please allow the heart of our economy to continue without impact. Improving the flow of freight traffic is an acceptable "impact" of this project. Stay away from tribal land as well. No need for the white man to continue to stomp all over the natives of this country.

**Date Received**

04/15/2019

**Source**

Online open house

**Communication**

I live in Bonney Lake and would like to travel via bus and/or Sounder from the Bonney Lake and/or Sumner stations into SeaTac and Seattle. I would like options that allow quick, easy and safe transfers from bus and Sounder to Light Rail. I am especially interested in connections that provide minimal weather exposure, so that those with mobility issues can avoid ice falls in the winter. Since Sounder service is so limited most of the travel for those coming from east Pierce county would be by bus. A covered connection between the bus stop and the Light Rail would allow for easier transfers for those who are heading to the airport with rolling luggage. Pulling luggage through rain puddles is problematic and at my age I cannot carry luggage for any distance.

**Date Received**

04/15/2019

**Source**

Online open house

**Communication**

These locations seem useless. No one lives here. People would have to get down the hill from the real "East Tacoma" to access this station. Why not put it closer to the new casino? At least that's closer to some residential areas. It's such lousy planning to ignore all fo the people who ALREADY live here and just place the light rail where it is easiest. The East L street bridge over i-5 is about to be demolished, SOON. You could have worked with Tacoma to make this a corridor for both the light rail and cars/pedestrians, in order to bring a station up the hill to the East side where it would have been WAY more useful than in an industrial area where nothing is going on and everyone drives a truck to work. I live in 98404 and, as a former resident of Chicago, have spent much of my adult life on public transit. Get it together, Sound Transit! This is an opportunity - the port area will already be well served by the Dome station - its a flat area! What about the thousands of residents so close by right up the hill? Yes, bus is ok, but bringing the light rail closer to them is much, much better!



**Date Received**

04/15/2019

**Source**

Online open house

**Communication**

1,2 and 6 are too far away from both the casino (major destination) as well as the residential on the Eastside of Tacoma. Look at a pocket track here to stage trains for events at the EQC

**Date Received**

04/15/2019

**Source**

Online open house

**Communication**

TD 4 west will potentially impact the Tacoma Book Center and it is too far from the Tacoma Dome Station hub Best bet here is a station on 25th with a bridge connecting the bus bays/garage with the station and the Sounder station

**Date Received**

04/23/2019

**Source**

Online open house

**Communication**

Hello, I cannot make it to the Tacoma info session tonight due to conflicts, but wanted to make sure I got some comments in. I might make it to the Federal Way session next week, but I am more concerned with the Tacoma station as it is very close to my work place. I am most interested in the TLD2 or TLD4 (green option) surrounding the Freighthouse Square, with TLD4 being my most preferred option. This has the closest exit to the Tacoma Dome encouraging ridership for events, and Freighthouse Square itself is a vital part of the Tacoma Dome District. I am surprised there is no alternate for an under-the-street option. The Tacoma Dome district is an up-and-coming area and will be a very vibrant neighborhood. Our bus depot and current Tacoma link station are here, and the future Sound Transit light rail will have a significant stop here. All of the transit stations could intersect below Freighthouse Square. This sort of underground transit hub allows ease of access for all. Pedestrians can transverse the whole area without the potential of being hit by transit or vehicle traffic. There is also something about this type of underground station that indicates that you are in a city. It's sleek, doesn't disrupt the neighborhood, and will add to Tacoma's sense of place more than an above ground option. I also haven't seen anything about increasing the parking area to this important transit stop. The park and ride at the bus depot is awesome, but it is frequently at capacity. In order to facilitate more ridership on the light rail, there needs to be more parking. The many people who commute to Seattle for work or don't like driving/parking in Seattle, will use this station to park their personal vehicle and choose mass transit for the commute northward. I certainly look forward to this option, but it will completely fall apart if there is not enough parking to accommodate a proper park and ride. Thank you for listening to all our voices! I'm sorry I can't make it to tonight's info session, but I have been following this closely. I look forward to seeing what we build. Thank you, Shona Bose  
shona.bose@mcgranahan.com

**Date Received**

04/23/2019

**Source**

Online open house

**Communication**

As a regular commuter using TDS today, arriving by public transit today, the ease of arrival AND transfer between different transit via any method other than private vehicle should be a priority. Making this easier, especially with the partnership of Pierce Transit, will be able to help passengers utilize transit. Keeping in mind accessibility, keeping the light rail station access closer to the other public transit (bus, Greyhound/Bolt Bus (new!), Tacoma LINK, and Amtrak) is preferred.

**Date Received**

04/23/2019

**Source**

Online open house

**Communication**

TD4 access to Tacoma Dome parking lots during weekdays 2)TD4 possible very long term access to Tacoma Eastern railroad line for shuttle service to east side of Tacoma 3)TD4 develop seamless pedestrian transition with Tacoma Dome, Freighthouse Square station, AMTRAK, Sounder rail and Pierce Transit station and downtown Tacoma LINK service. Also LeMay museum.

**Date Received**

04/23/2019

**Source**

Online open house

**Communication**

Prioritize accessibility for disabled people. Use an equity framework in outreach. PAY LOCAL PEOPLE TO DO OUTREACH. Make safe connections for walking, biking, and other transit modes.

**Date Received**

04/23/2019

**Source**

Online open house

**Communication**

TD2 is best option because it is close to the parking, Tacoma Link, transit and Greyhound buses and Sounder. If you want people to ride you need these connections. Better connections higher ridership. This route can easily be extended west. The pedestrian path between TD2 and transit buses should remain between the parking garages, but with significant improvement. The path needs to be opened up. Moving some buses to the west of the western garage would be confusing and a mistake, and is not necessary. TD3 is too far from other transit connections and not a good area for surrounding development. TD1 is also too far from other transit connections. If you are going to build on Puyallup Ave put the station above the existing bus station and straddling E. G St. Study this. All of the TD4's have issues. Too far from parking, no parking-no ridership. Hard to reach buses and Tacoma Link. Property impacts.

**Date Received**

04/23/2019

**Source**

Online open house

**Communication**

Putting a station so far from the existing connections is stupid planning. Your vision of putting a giant dark concrete structure down the heart of the main streets to get to the Dome and eliminate the walkability shows poor and wasteful planning. No business is going to locate under these giant pillars, they will be dark and unsafe. You need to think about how you are going to properly plan for housing near transit and walkability. It is part of your job when you are building transit in an area that is growing transit. It needs to go under the existing street like you have done in other downtown areas. If you choose to neglect your responsibilities, then don't ask for more money. I will vote NO for transit in the future if you are going to show you are thoughtless in your planning towards expansion of your important station areas. This is not a new station area!! You should want to approach this hub station point with great care. You are showing thoughtless planning and illustrates the point you just want our money.

**Date Received**

04/23/2019

**Source**

Online open house

**Communication**

The Tacoma Dome District is an existing, developing neighborhood and tearing down historic buildings for Bus turn-around is not a good for community building. An underground, cut and cover option, should be fully considered, for environmental, historical and cultural, land use and social economic and visual quality reasons. The cost differential should be compared over the life of the project and not simply by comparing the initial cost.

**Date Received**

04/23/2019

**Source**

Online open house

**Communication**

Underground must be an alternative that is studied in the EIS for each recommended elevated alternative. also must examine the long list of negative effects elevated has in existing urban streetscapes and the 20 year old vision that is just now starting to unfold in the Dome District of dense housing. Also all alts that are off-street are taking away either existing older buildings for Pierce Transit or destroying the Dome District's vision of filling every lot in the DD with housing that supports transit by not using cars!

**Date Received**

04/23/2019

**Source**

Online open house

**Communication**

TD 2 is the superior option followed closely by TD 4 East Off Street despite new development occurring around the station area. Both of these options would create a true regional service hub for Tacoma. TD 1 is intriguing and could also work with good pedestrian connections between station and other transit modes. The biggest challenge for most of these options is getting through I-5 and Sounder on its way potentially to Tacoma Mall. TD 3 is too far from other transit options, save for but service. Even garage access is compromised with this option. TD 4 West is the worst and most disconnected of all options and would only really matter when the T-Dome has an event.

**Date Received**

04/23/2019

**Source**

Online open house

**Communication**

Cost effectiveness should be considered when the routing is determined. Since the fund is limited for this project, I think we should utilize the current route for the new line.

**Date Received**

04/23/2019

**Source**

Online open house

**Communication**

Please do not completely ruin the Tacoma dome district by enabling the TD4 to happen- TD2&3 are much better TD4 or An elevated light rail will cause the same problems we finally cleaned out under the I 705- and under the A street underpass - I own the Armour and it's properties- so I know of what I speak- The city does not have the funds to have a constant police force under a new L and ST never keeps their promises - as they promised to me to keep A street from becoming a homeless encampment - they did nothing - the TD4 option is objected to by all of the businesses in my building who like to move freely without stepping over drug addicts An elevated option will create a dark dank community that no one wants to develop so there will be no new housing, no new businesses and will not allow the Tacoma dome district to thrive and flourish I am TOTALLY AGAINST TD4 Barbi Podemski

**Date Received**

04/23/2019

**Source**

Online open house

**Communication**

I vote for the 25th Street options, They are closer to the other stations. Many of the businesses along the route have back door entrances so the businesses still have access their customers. such as Freight House Square has access along the train station platforms. The parking garages have access along Puyallup Ave., U-Haul has access from Puyallup Ave, Sound Transit repair shop has access from 26th and J street, Also the best route on 25th would be enhanced if it was a tunnel under ground. instead of clogging the side street during Tacoma Dome events when the streets are full of event goers. Lastly, Why are you telling the public the train goes to the airport when it dose not! It stops over a half a mile away and then you have to get a shuttle to the terminal, I recently took the bus to the airport from the Tacoma Dome Station and it dropped me off at the terminal. When I returned home I caught the bus from the same place it dropped me off and it brought me back to the corner of 25th and East G Street. It was fast , easy, and only cost \$2.50 each way. How many buses could you provide for the cost of building the link extension? Your project will ruien many small business and lives no matter where you build it. I think you should consider the potential oportunities lost because of your construction assault.

**Date Received**

04/23/2019

**Source**

Online open house

**Communication**

any alts. selected for further study must have an UNDERGROUND alt studied in the EIS too Also take off the new or relocated Pierce Transit Bus Bays that wipe out existing buildings for paving on a street that will be redone as a pedestrian walking street with a school. The existing Bus Bays are big enough to even accommodate the BRT busses and their location, at G and Puyallup, is best for pedestrian and car conflicts and existing stair and elevator connections to 25th and the Link. Save \$ too.

**Date Received**

04/23/2019

**Source**

Online open house

**Communication**

Fife 3a has lowest costs making it the most favorable option. Routing should focus on creating the least impact possible on existing businesses.

**Date Received**

04/23/2019

**Source**

Online open house

**Communication**

Fife 4 seems to be the best location close to Pac Hwy. It can be built to run between the Rainier Valley Senior Housing and the church so neither is impacted. The Quality Inn does not need to be torn down, move the station a little north and to the west where there is enough room to build a station between the 2 hotels. If none of this is possible then Fife 3 is a good alternative. Accessing the parking lot from 12th and 59th or a new street (57th,58th?) looks very good. Fife 1 is too far north, too far from Pac Hwy, too far from walking destinations and would require Lynden Trucking to go away. It does not work. Please consider increasing the size of the parking garage by 50%. It's a small additional cost now rather than a big one later. Routing the track along I-5 seems quicker and cheaper with less impacts.

**Date Received**

04/23/2019

**Source**

Online open house

**Communication**

As this area is already highly developed with commercial uses, there is little likelihood of additional transit related development. I also believe most people will use the existing Federal Way transit station to the north, so economic savings in the building costs should be the driving factor for the route south from the 317th area.

**Date Received**

04/23/2019

**Source**

Online open house

**Communication**

SF2 West appears the best by far. Great development opportunities around this location. Consider putting part of the station directly over 352nd to help straighten the curve coming from the north, and give pedestrian access to the south side of 352nd. SF3 deserves study but development opportunities and access appear limited. Hwy 99 is too far of the path and would increase travel time. SF2 East is a bad plan. The station should not be above a gas station and there are too many business impacts. Please consider increasing the size of the parking garage.

**Date Received**

04/23/2019

**Source**

Online open house

**Communication**

Priorities for me are speed from Tacoma to Seattle and cost. But ridership and development opportunities are important.

**Date Received**

04/23/2019

**Source**

Online open house

**Communication**

The area around Hwy 18 / Enchanted Parkway / Costco is SO congested. Bringing more traffic there to use the link would make it worse. Also there must be enough area for adequate parking or no one will use it. Example when the UW decided everyone south could use Angle Lake, if you did not get to that garage 4 hours before game start the garage was full. And that was on a weekend.

**Date Received**  
04/23/2019

**Source**  
Online open house

**Communication**

SF 2 West has the greatest potential for ridership, bus and non-motorized integration and future development. SF 2 East and SF 3 options less so. Freeway alternatives (SF 8/9) would be literally hidden and extremely difficult to access. SR 99 alternates don't offer any material advantages absent a major comprehensive plan and development initiatives from City of Federal Way.

**Date Received**  
04/26/2019

**Source**  
Online open house

**Communication**

Build a road for us to walk safely (Through entire Enchanted Park Way so we can walk to the station).

**Date Received**  
04/26/2019

**Source**  
Online open house

**Communication**

We currently don't need new rail transit, all it dose is tax the living s\*\*\* out of people, an example would be the RTA tax, especially for individuals that own well vechials worth over \$100,000. Not to mention those type of people will NEVER ride the rail.

**Date Received**  
04/26/2019

**Source**  
Online open house

**Communication**

All stations that are built need to incorporate parking structures. SF 8/9 offers a good location on south side of Home Depot adjacent to the SF-8 station location. With enhancements to the S 356th St intersection this would keep traffic dispersed from the already congested 352nd & 348th intersections

**Date Received**  
04/26/2019

**Source**  
Online open house

**Communication**

This is the only station that serves actual residences closeby. Also it serves those on the other side of the freeway. Please use the 99 alignment to minimize the impact of the small businesses along 99. If the light rail route doesn't impact them the construction will.

**Date Received**

04/26/2019

**Source**

Online open house

**Communication**

Having been employed and running a business within the City of Federal Way for more than a quarter of a century I have been witness not only to the high level of transportation issues in the area, but also the high impacts that the location of the South Federal Way Station will have on the area. In my opinion only the SF 8/9 options along I-5 make sense. I think any of the SF 4 options would be terrible along 99 through the area, with the absolute worst options being SF 4A or 4D with the crossover between SR99 and I-5. I am absolutely against those options. Options SF 4A and 4D would be the most disruptive to traffic, be the most disruptive to current businesses, and potentially affect the highest number of residences and businesses for displacement. They are the most expensive options with the largest construction challenges and I would dispute that they have any more opportunity for ridership just because of the 348th park and ride, which is already difficult to reach and poorly used as is. I believe that the SF 8/9 options provide the greatest efficiency along I-5, the least construction disruption to local business and traffic including and especially traffic to the very important Port of Tacoma.

**Date Received**

04/26/2019

**Source**

Online open house

**Communication**

S/F option lists "Farther from bus Service" This seems odd to list this as a disadvantage, since bus routes can be changed pretty easily. This location as a parking lot already in place!

**Date Received**

04/26/2019

**Source**

Online open house

**Communication**

This is a 200 year project. Choose the best route for connecting people, which may not be the most convenient or cheapest route.

**Date Received**

04/26/2019

**Source**

Online open house

**Communication**

My family has been doing business in the City of Fife since the 1980s. We have invested in multiple properties with nice buildings on them. If this project approaches Hwy 99 it will kill the business climate in Fife. I look at it this way less businesses in Fife the less people will come to Fife is that what the City of Fife wants. To be honest to interfere with Hwy 99 retail businesses is not a good Idea.

**Date Received**

04/26/2019

**Source**

Online open house

**Communication**

Fife 1 I feel offers better areas for parking structure/s with somewhat less impact to business's in the area

**Date Received**

04/26/2019

**Source**

Online open house

**Communication**

Use the I5 for this portion as well to minimize impact to small businesses through the light rail and construction impacts.

**Date Received**

04/26/2019

**Source**

Online open house

**Communication**

I feel strongly that the 3B route will be very disruptive to local businesses

**Date Received**

04/26/2019

**Source**

Online open house

**Communication**

Prioritize accessibility for disabled people. Use an equity framework in outreach. PAY LOCAL PEOPLE TO DO OUTREACH. Make safe connections for walking, biking, and other transit modes.

**Date Received**

04/26/2019

**Source**

Online open house

**Communication**

This station should be eliminated to speed up travel time to Seattle. The station is too close to Tacoma Dome Station. This area should be serviced by Tacoma Link.

**Date Received**

04/26/2019

**Source**

Online open house

**Communication**

ET 3A is the "best" option of them all but that isn't saying much given the location. There isn't a great option amongst any of these; for the most part this area is very difficult to program for. The freeway and high speed traffic through here makes the environment hostile to pedestrian and bike traffic. To mitigate these issues I would like ST to consider a station alternative that straddles Portland Ave with ped access available from either side of the street. Understanding that WSDOT plans to build better ped and bike access through this stretch it would be great to have a station that took advantage of those improvements.

**Date Received**

04/26/2019

**Source**

Online open house

**Communication**

Underground would be best



**Date Received**

04/26/2019

**Source**

Online open house

**Communication**

ET6 has the best potential for a parking facility on the parcel of E L St & E 26th St, west of North Coast Electric.

**Date Received**

04/26/2019

**Source**

Online open house

**Communication**

Any of these station will need significant improvements for access bus,car,pedestrian and bike.

**Date Received**

04/26/2019

**Source**

Online open house

**Communication**

Needs to be under ground

**Date Received**

04/26/2019

**Source**

Online open house

**Communication**

what are the UNDERGROUND options?

**Date Received**

04/26/2019

**Source**

Online open house

**Communication**

TD3 preferred with availability to current parking, Greyhound and transit station. TD4 appears to have a low impact to business's, this seems a good alternate but puts you away from the parking areas, but does have the potential to place a parking structure on the lot in front of Best Western between E 26th St & East E St

**Date Received**

04/26/2019

**Source**

Online open house

**Communication**

TD2 makes the most sense to connect to existing transit service but over the street doesn't make sense when you can utilize the freight house square with sounder and Amtrak already there. If possible use the Sounder tracks to minimize impacts. Don't tear down existing or planned development.

**Date Received**

04/26/2019

**Source**

Online open house

**Communication**

Please take in consideration lowest cost and lowest property impacts

**Date Received**

04/26/2019

**Source**

Online open house

**Communication**

Are there changes Sound Transit should consider making to the TDLE draft Purpose and Need statement?

None.

What social, economic, environmental and transportation issues are you interested in seeing considered or evaluated during environmental review on this project?

That wheelchair and other limited mobility have PRIORITY movement between new light rail and Tacoma Link to MLK. Shortest distance and least up and down.

Do you have any other comments about TDLE at this time?

None

**Date Received**

04/26/2019

**Source**

Online open house

**Communication**

Are there changes Sound Transit should consider making to the TDLE draft Purpose and Need statement?

Separate equity and sustainability into two separate statements and priorities. Also recognize historic redlining and disinvestment in the impacted area. Encourage equitable and sustainable urban growth in station areas through support of transit...

What social, economic, environmental and transportation issues are you interested in seeing considered or evaluated during environmental review on this project?

Recognize historic redlining and disinvestment in the impacted area.

Do you have any other comments about TDLE at this time?

Pay people of color and pay people with disabilities to provide expertise.

**Date Received**

04/26/2019

**Source**

Online open house

**Communication**

Are there changes Sound Transit should consider making to the TDLE draft Purpose and Need statement?

None

What social, economic, environmental and transportation issues are you interested in seeing considered or evaluated during environmental review on this project?

Think short-long term T.O.D.; walkability and easy access to stations; parking near stations for "park and rides"

Do you have any other comments about TDLE at this time?

Encourage a plan that will mitigate possible delays in getting in built - cost, etc. while being most logical route and station connections that benefit both park and riders and walkable-"neighborhood" station locations.

**Date Received**

04/26/2019

**Source**

Online open house

**Communication**

Are there changes Sound Transit should consider making to the TDLE draft Purpose and Need statement?

Need a park and ride at the East Tacoma station and improvements to local bus service.

What social, economic, environmental and transportation issues are you interested in seeing considered or evaluated during environmental review on this project?

With no extra parking and no parking at the Tacoma stations...access for those who rely on transit is important. - need parking, pedestrian access and better bus service

Do you have any other comments about TDLE at this time?

None

**Date Received**

05/02/2019

**Source**

Online open house

**Communication**

Are there changes Sound Transit should consider making to the TDLE draft Purpose and Need statement?

None

What social, economic, environmental and transportation issues are you interested in seeing considered or evaluated during environmental review on this project?

The potential costs of alignment for reduced development potential and future tax base... based on alignment footprint taking property or lack of desirability to develop adjacent alignment infrastructure.

Do you have any other comments about TDLE at this time?

A future expansion from Tacoma Dome should find a way to further serve downtown Tacoma or south downtown as an employment center and dense urban neighborhood. Such service will likely require a below grade alignment and station location(s). Decisions in this phase will impact and potentially limit future opportunities...those impacts should be part of the evaluation in this phase.

**Date Received**

05/02/2019

**Source**

Online open house

**Communication**

Are there changes Sound Transit should consider making to the TDLE draft Purpose and Need statement?

None

What social, economic, environmental and transportation issues are you interested in seeing considered or evaluated during environmental review on this project?

More social-economic development in community consideration between Tacoma and Federal Way, Better coordination with existing WSDOT freeway realignment plans, Better access to feeder bus services and parking spots in Fife and Federal Way station, Least environmental and tribal region impact

Do you have any other comments about TDLE at this time?

None

**Date Received**

05/02/2019

**Source**

Online open house

**Communication**

Are there changes Sound Transit should consider making to the TDLE draft Purpose and Need statement?

Explicitly call out climate change impacts as a force that necessitates the need for TOD and investment in public transit

What social, economic, environmental and transportation issues are you interested in seeing considered or evaluated during environmental review on this project?Â

Transit as a social determinant of health

Do you have any other comments about TDLE at this time?

None

**Date Received**

05/02/2019

**Source**

Online open house

**Communication**

consider an underground option

**Date Received**

05/02/2019

**Source**

Online open house

**Communication**

Alternatives that study below grade station options are important. Alternatives and engineering should design route or alignment extension options from Tacoma Dome station to past Pacific Avenue ( Not just I -705) - expansion options and potential should be a main criteria in evaluations and comparing alternatives.

**Date Received**

05/02/2019

**Source**

Online open house

**Communication**

D Street and 26th Streets are important streets for access to the Dome district with direct and straightforward connections to neighboring areas that,other than downtown, will be important for rider access to the station. Identify how street network might benefit or hinder station access and integration to better establish better evaluation criteria associated with the alignments and station locations.

**Date Received**

05/02/2019

**Source**

Online open house

**Communication**

An elevated TD2 would overwhelm the streetscape adjacent Freighthouse Square. I expect This would diminish the character and be undesirable. We have some nice amenities in this area, including the new Amtrak Depot. Consider instead if an elevated station and alignment should share the freight/Sounder rail corridor, leaving 25th Street with the streetcar as a prime location for transit oriented developments.

**Date Received**

05/02/2019

**Source**

Online open house

**Communication**

Tacome Dome Station is already bustling with many modes of transit. Judging by these preliminary estimates, I would be most interested to see the TD3 - 25th Street E option studied most intently. It would appear at this early stage to have the best integration into the neighborhood as it stands right now while maintaining ease of access/parking. Thank you.

**Date Received**

05/02/2019

**Source**

Online open house

**Communication**

i am writing since I am a business owner (X3) i the Dome District and property owner. We want the link to come down 25th street next to the trestle and terminate on 25th and G. It can then connect via overpass or in ground. We want its future building to go underground. I want to remind the Sound Transit board of its mission of having Development around transit not ruining the neighborhood so there can be density. We have come up with good alternatives, see notes from the Dome District Development Group Thanks Daivd

**Date Received**

05/02/2019

**Source**

Online open house

**Communication**

Highest on the priorities would be getting people in and out of Tacoma Dome and surrounding business, and the ease of connectivity to the existing and highly-used Tacoma Dome station and P&R. It hopefully regenerates the feel of Union Station to Tacoma. A mix of glass art and a lively feeling of "Welcome to Tacoma" Dome District, instead of current sketchy downtown at night. The stretch into Tacoma south of this station is back on the street level, and there's a potential of Tacoma Mall extension, so I hope this station has more of a station terminal purpose rather than a mid-stop.

**Date Received**

05/02/2019

**Source**

Online open house

**Communication**

This is district needs our streets protected from another track, especially a giant elevated one that is going to make this area unattractive and unfriendly to business. I work everyday in this community and know what this will do to make this investment unfriendly. Aren't you supposed to be the people knowledgeable about TOD?? An elevated track is a crazy idea. You will not see future transit support if you ignore what is right for the community, and just think what is right for Sound Transit. I saw your comments for TD4 stations and they appear only to serve your needs, not the city or district. TD1 is just plain insane!! It will destroy the main entry point into downtown and any future building with a cold cement structure competing for limited lane use.

**Date Received**

05/02/2019

**Source**

Online open house

**Communication**

It is imperative that the light rail in the dome district is underground. Please include options for TD2 and TD3 to be underground. The lightrail should work with the amazing potential of the district to be a high density, pedestrian friendly corridor. Above ground through the Dome District will be a mistake that will be difficult to recover from.

**Date Received**  
05/02/2019

**Source**  
Online open house

**Communication**

Please make the rail line a subway (underground) wherever possible. I am from Chicago and am very familiar with elevated trains going through neighborhoods, as well as subways... and subways are very much superior for urban quality of life. Also, the plan for TD 1 " Puyallup Avenue is really a bad idea because it would necessitate the demolition of existing buildings and complicate the already busy street.

**Date Received**  
05/02/2019

**Source**  
Online open house

**Communication**

good links to other modes of transport and potential T-Dome stations are high priorities in selecting this station location

**Date Received**  
05/02/2019

**Source**  
Online open house

**Communication**

Station should straddle Portland Avenue with station entrances on both sides of the street. Bridging the street will provide better connection to development potential on west side of Portland Ave and benefit riders coming from McKinley Hill via L Street. Rebuild/rethink the street network to improve traffic flow, ability for transfer or drop off, and pedestrian experience and safety.

**Date Received**  
05/02/2019

**Source**  
Online open house

**Communication**

Get up front on evaluating potential historic resources and appropriate accommodation or mitigation. The Soccer center was designed by a prominent and unique Tacoma designer. It also used plywood construction in innovative ways for its time and is associated with the timber industry and wood engineered products developed in Tacoma. Though poorly maintained, there is significant history there and might be deserving of protection and preservation. Such context might offer design inspiration for the East Tacoma station.

**Date Received**  
05/02/2019

**Source**  
Online open house

**Communication**

Please finish as fast and on time as possible. Thanks.

**Date Received**  
05/02/2019

**Source**  
Online open house

**Communication**

Rail should be as in keeping as possible with local development plans (e.g., planned City Center) and keep environmental impacts as low as possible. Seems the South Fed Way option should be selected first as it'll be a primary driver (i.e., I-5 vs Hwy 99) for how the line approaches Fife.

**Date Received**

05/02/2019

**Source**

Online open house

**Communication**

Option 4B appears to run through an existing senior affordable housing property. Given the scarcity of senior affordable housing, it would be wise to look at a different alternative. In addition, that property is still in a tax credit compliance period which would mean that in addition to Sound Transit having to compensate the owner for the property/building and provide relocation costs for tenants, they would also need to look at compensating the tax credit investor for lost tax credits, which could be quite costly.

**Date Received**

05/02/2019

**Source**

Online open house

**Communication**

I do not support any station option that would take the route on Hwy 99, there would be just too much disruption to the majority of Fife city businesses including restaurants. I question whether or not any of the closed restaurants would be able to find a comparable location to relocate, or if many would just leave Fife.

**Date Received**

05/02/2019

**Source**

Online open house

**Communication**

I hope this is mainly for the access of a few businesses in Fife and residents nearby to the new P&R, and has the lowest impact to freight movement.

**Date Received**

05/02/2019

**Source**

Online open house

**Communication**

In my opinion the possible routes that run parallel to Pacific Highway East appear to eliminate dozens of businesses that have supported the City of Fife for in some case decades. Construction and permanent light rail improvements will forever change this area leaving it totally without personality and worth forever.

**Date Received**

05/02/2019

**Source**

Online open house

**Communication**

The Fife City Councils vote did not reflect the desires of their Constituents. What would actually be best is to extend the 12th street alternative all the way to the West end of 12th on the North side of 12th. Although it would encroach on Tribal properties next to the Tribal village and Port of Tacoma It would give those Entities some buy in based on the benefits they will receive from the Train. The Tribe wants to be able to attract riders to their Casinos and the Port will be able to have Mass Transit options for their Employees. Highway 99 thru Fife should be taken completely off the table as it effects to many lives and businesses.

**Date Received**

05/02/2019

**Source**

Online open house

**Communication**

The saying the path of least resistance should be followed. With the previous over scheduling and cost overruns, it seems that to be a good steward of the tax payers monies, Sound Transit would make the most fiscally responsible choice. Having the extension going down 99 has a much higher price tag, impacts business negatively and does not benefit the community.

**Date Received**

05/02/2019

**Source**

Online open house

**Communication**

Use I5 right of way as much as possible and at ground level. It is better to have the freeway to business view blocked occasionally by a train going by than to have an elevated structure that permanently block sight lines. Where you go by residential uses sound walls can be constructed, keeping the business view open.

**Date Received**

05/02/2019

**Source**

Online open house

**Communication**

SF9 would disrupt a long-standing local business, but appears the least-impactful overall (already is a developed site). I don't think the route belongs on Hwy 99, and I prefer the West SF2 option to the SF2 East and SF3 options due to the latter twos' potential impacts to local shopping centers.

**Date Received**

05/02/2019

**Source**

Online open house

**Communication**

I like the route along I5 as it is less impact to existing homes/businesses in Federal Way. Jet Chevrolet is the only branded car dealership in FW; I'm more supportive of S F8 on open land than eliminating a thriving business. as SF9 appears to require.

**Date Received**

05/02/2019

**Source**

Online open house

**Communication**

I believe that we should keep it along I5 as this will keep things clean... there is enough that happens on 99 that we do not need more confusion, cluster and things for people to get distracted by....



**Date Received**  
05/02/2019

**Source**  
Online open house

**Communication**

Similar to 320th Federal Way station, there is plenty of potential in the business area and life of Federal Way residents. Two priorities I would like to see that would maximize the benefits: 1) Accessibility: either via existing P&R and new garage, and also bus services from the SW Federal Way. Also increase safety and walkability from shopping areas on 348th. This will increase ridership potential and relieve parking pressure on 320th station. 2) Create newer community: This station I hope it represents more than just another station in TDLE because its location is prime for economic and community growth. Along I-5, now closer to Tacoma, Auburn, and the Port of Tacoma, I hope this station can build a new hub, and can also relieve traffic going southbound to Tacoma from I-5, SR18, and trucks from the Port. Let I-5 do its job for cars to bypass Tacoma, and let commuters take the link to actually getting into Tacoma.

**Date Received**  
05/02/2019

**Source**  
Online open house

**Communication**

Option 8/9 is the only one that has the potential space for adequate parking. I use the Angle Lake location, where it is very common for parking to be completely full for most of the day. I have driven from the FULL Angle Lake parking to Tukwila, only to find parking at that location is entirely full also. I have then driven back to Angle Lake...still completely full. I finally gave up and drove my car downtown to my destination. MORE PARKING is necessary to optimize use of light rail. My SECOND point would be minimizing impact to existing businesses.

**Date Received**  
05/02/2019

**Source**  
Online open house

**Communication**

Traffic is already incredibly congested in this area. REAL traffic impact studies and ideas are needed to relieve the gridlock ALREADY THERE. i have lived in Federal Way for about 30 years and I have yet to see them improve light synchronization, etc. A project like this could be the last straw in destroying our quality of life. If we can't get around, this is not welcome.

**Date Received**  
05/02/2019

**Source**  
Online open house

**Communication**

PLEASE, PLEASE, provide sufficient parking lots! As it is, I currently don't use public transport to get to work because there are insufficient lots at the FWTC. If it's going to be the same situation with the South FW station, not many people will use the trains.

**Date Received**

05/02/2019

**Source**

Online open house

**Communication**

Traffic should be steered away from Enchanted Parkway as it already is beyond capacity during peak times. Adding in more turning traffic there would exacerbate the situation. Costco already has access issues at that light. Adding in more car and foot traffic there would greatly affect the safety and flow of traffic even in lower usage periods. Any potential benefit to Wild Waves can be best handled by shuttles from the 348th and 99 station without putting increased demand on the roads around there. Traffic from Edgewood can increase this load even more. Development along the 99 corridor will greatly benefit the easy access to the station with potential for future stations or stops to expand capacity if needed. I strongly feel based on my experiences using the trains in such countries as Japan and elsewhere that building to handle future usage with the train stations being logical hubs for businesses to grow and people to gather around benefits all which only will work with the SF4 choices with B and C being the best options.

**Date Received**

05/02/2019

**Source**

Online open house

**Communication**

Those are nice but also forgetting north federal way, would cause congestion all over to get to and find parking around the main transit hub. Need at least a couple options between 320 and 272 street of pac highway

**MAILED COMMENTS**

**Date Received**

04/24/2019

**Source**

Comment form

**Communication**

Station #3 and specifically route 3A causes the least amount of damage to existing business and residential structures. It seems the clear choice for providing good service to the area without a lot of collateral damage. The area can develop or redevelop as needed instead of being forced to Sound Transit. Thank you.

**Date Received**

05/01/2019

**Source**

Comment form

**Communication**

I work at the Les Schwab tire center in Fife. If the new railway goes through 12th street many people will lose their jobs here and across the street of 54th. Many customers in the area and businesses have been coming to this location for vehicle service and world class customer service and will lose that ability to go to a tire store so close that will take care of them right away.

**Date Received**

05/01/2019

**Source**

Comment form

**Communication**

This seems ridiculous to put it through some of the larger businesses and main tire shop in Fife and going through 54th which is one of the worst/more congested roads in Fife. There needs to be a big design to this.

**Date Received**  
05/01/2019

**Source**  
Comment form

**Communication**

The Fife Les Schwab is in an excellent location! Our longtime customers appreciate the ease and convenience of being in a location that's central to the Heart of Fife! Moving out store is a huge mistake and will ultimately cause a decline in community morale, employee's standards of living and so much more.

**Date Received**  
05/01/2019

**Source**  
Comment form

**Communication**

Im a manager at the Fife Les Schwab, if the proposed plan for the train route going through out lot passes, that would force us to relocate or possible shut down which would result in 25+ employees and their families losing their income. Also our business supports a lot of local programs, charities, schools, etc. Without out support those programs would suffer. Not to account the millions of dollars our store brings in for taxes for this city and state.

**Date Received**  
05/01/2019

**Source**  
Comment form

**Communication**

It will take away from traffic flow for my job and business. Taking away from my income to provide a good living for my family. There are plenty of location with vacant lots and numerous homeless camp areas to be used.

**Date Received**  
05/01/2019

**Source**  
Comment form

**Communication**

I work at the Les Schwab in fife and this would impact me and my family as well as all my employees. All our customers would be impacted mainly our local businesses that rely on us to take care of their companies' vehicles.

**Date Received**  
05/01/2019

**Source**  
Comment form

**Communication**

Understand the impacts not only between routes but between elevated and underground that is where the big difference will be evident. Study such elements as air quality, energy and water resources, environment, health and safety, historic and culture, land use (impacts on the next 50 years of link's existence), being a public service and your responsibility to the community you serve. Sound (?), housing, GMA, ToD principled, visual quality, Cumulative effects on city.

Include underground in the EIS for each recommended elevated route to compare the real impacts. Also the Dome District is very upset about the relocation of Pierce Transit's bus bays removing existing older buildings for asphalt! When they have a find bus bay area now will ruin another block of our core ToD across from a school!

**Date Received**

05/01/2019

**Source**

Comment form

**Communication**

1401 is a historical business in our community for over 50 years, called Valley Forge Repair Center and now is Mcleans Auto Repair. It would be a shame to have this business removed from is location as it is deeply respected by the community. Many other businesses will also be affected as well if we dont choose (route 3A), therefore I choose (route 3A) as the best alternative for our community. Sincerely, William J. McLean, owner.

**Date Received**

05/08/2019

**Source**

Comment form

**Communication**

Don't close the casino please. Please be peaceful to the residence.

Please check the flood in this area.

**Date Received**

05/08/2019

**Source**

Comment form

**Communication**

The scoping MUST INCLUDE a survey of all citizens living currently in Fife. Questions asked must include, do you as a citizen of Fife expect to be using the Sound Transit link/light rail to go to work? Yes or no. All adult members of the household must answer. All teenagers 16-17 working or expecting to work must answer. At least 25% to 30% of Fife current population to 50% must say yes to make the Sound Transit link viable through Fife. Current laws and past law RC35.70A, WAC 365-190,192 RCW 43.21C prohibit building in any geological hazard area in Fife, of any residential, commercial and industrial. All of Fife is in multiple geological hazard areas and the state geology dept has rules the area unsuitable for building encouraging development in this dangerous area would be considered as acting as a geological engineer and geologist which is a crime in washington state criminal code RCW 9 and punishment of acting as a (?)

## **COMMENT LETTERS**

Two scoping comment letters were received from the general public and are included in the following order:

- Anonymous
- Cody Bakken

To: Elma Borbe, Sound Transit  
From: Anonymous  
Re: Tacoma Dome Link Extension Planning  
Date: 5/1/19

I pity you, Ms. Borbe, for having to read through all these citizen comments and compile them into some sensible document. If you do indeed take the public's comments seriously, thank you.

### Route Comments

#### 1. A Quibble Regarding "Pink" Route Confusion

Your map is confusing with respect to the pink route down Pacific Hwy S because of the two "horns" that branch off in the S Federal Way area. What is the train supposed to do, stop there going south and travel back north over to I-5? Stop there going north and travel back south over to I-5? Follow the "green"/"blue"/"purple" routes down I-5 from Federal Way, curve over to S 348, and continue down Pac Hwy? Go down 99 to S 348 and then curve over to the I-5 route? Go down I-5, curve over to S 348, and then curve back to I-5 for the rest of the trip? Look at how much of your time and mine I have wasted just trying to figure out this section of the map (though from a puzzle-solving perspective I suppose it is vaguely interesting). Other than that, I like maps, and I have enjoyed pondering the various proposed routes on this one.

#### 2. Freeway Versus 99/Pac Hwy Route North Of Turn To Fife

This is tough.

Freeway Advantages: 1) It seems like you would have to destroy less already existing development, since you're going through people's backyards on the west side of I-5. 2) You're not taking up space on the street and blocking cross traffic. (This would not be a relative advantage if the 99/Pac Hwy route is to be elevated over all current and future cross streets.) 3) The freeway route is probably cheaper since it's probably easier to run at ground level. 4) The two potential blue line stations on S 352 are right in the middle of the S Federal Way retail core, making walking to stores easier and, depending on whether the stations are elevated, adding interest to an area that currently doesn't seem to have much to architecturally recommend it except Wild Waves Water Park 12 blocks south and the new SR-18 flyover ramps. (The other three potential freeway route stations, the blue one and the two green ones, might be a tad peripheral...) 5) Surface grade track seems to offer a smoother ride. (This would be irrelevant if the track along the freeway is to be elevated.) 6) If running at surface level, with very few annoying cross streets, you can probably go faster. (I'm not sure how meaningful a consideration this is. First, it's about 4.5 miles from S 324 where the two routes diverge to roughly S 392 where they reconverge. Ignoring station stop(s) and assuming the train travels 35 mph on the 99/Pac Hwy route vs. 50 mph on the I-5 route, the first route would be only about 2.3 minutes slower than the second. That difference isn't too huge unless it's to be added to similar differences between Tacoma and Everett. Second, if the 99/Pac Hwy route is elevated, the route speed might well be higher, lowering the time difference between the two routes.) 7) Businesses and residences would have no cause to feel uneasy in the shadow of elevated tracks with trains running almost all hours of the day. (Or do the people between the Tukwila station and the I-5/I-405 interchange not overly mind the trains currently running above them?) (More worryingly, am I falsely assuming that not that many residences butt up closely to the western side of I-5 between S 320 and S 392? Also, see the next point.) 8) I learned at the 4/23 open house that there actually is at least one significant block of residences that would be affected by the northern I-5 route: those that line the fairways of the golf course just southeast of the Commons Mall. Yay! Who outside the upper 5% who've made the search for housing in north Puget Sound a game of Malthusian hell over the last 20 to 25

years wouldn't like to see a bunch of snooty golf-course-dwelling rich people's houses bulldozed by light rail socialism? Luckily before the part of me that loves the aftermath of a big storm (as long as I'm not in it) could tell the presenter who was explaining the pros and cons of the two routes through the golf course that Sound Transit should pick the one that will take out the most houses, one of the people who would lose one of those houses started to explain her worries and concerns. Oops. Well, maybe rich people have feelings, too, if a bit atrophied, and I will admit it must be hell living next door to a frumpy suburban mall with bullshit pretensions to Boston Common democracy (not that Boston Common is all that democratic anymore, either, according to Wikipedia's description of its homeless exclusion policies) when you just know that the bastards behind the walls of Seattle's Broadmoor Golf Course are so much higher up the wealth scale that they can't even be bothered to look down their noses at you. Additional advantages to the golf-course-cleaving route are a) the train tracks would provide one of the most spectacular golf hazards in the United States and b) the residents could derive a substantial side income from charging high guest admission fees to the grumps that every Seattle Times article on mass transit seems to bring out of the giltwork to try and drive their tee shots through the windows of the passing trains. (Do the Seattle Times commentaries actually have a case in their cost-benefit diatribes against light rail? That's an interesting question, but one I'm probably not smart, interested, or disinterested enough to answer.)

Freeway Disadvantages: 1) Would the view suck out the eastern freeway-facing windows of the train? (This wouldn't be a problem for people going to work in the morning in winter when you can't see much out the windows anyway, and people might actually feel a sense of solidarity and comfort and/or aesthetic pleasure from the red and white streams of lights of their fellow automobile commuters.) (After noting this possible disadvantage, I made a point to sit on the eastern side of the train heading north along I-5. Because the train runs above freeway grade, the view is actually not so bad.) 2) It would be more difficult to walk to destinations if intermediate stations are added in the future. (Note that this is based on two assumptions: a) There are/will be more places to walk to on either side of Pacific Hwy than on either side of I-5, and b) future intermediate stations along I-5 won't be located next to convenient freeway overpasses.) 3) Just to restate part of the previous disadvantage, I-5 blocks walking most anywhere to the east unless freeway station(s) are near a convenient freeway overpass. 4) You are going to give drivers stuck in rush hour traffic on the freeway road rage as they see all those freeloading socialist bums too lazy to work to own a car zipping past them at 50 or 60 mph on the train. 5) The proposed freeway route stations in S Federal Way are all a half a mile to a mile from the current park and ride lot near S 348 and Pac Hwy S, which seems perhaps a little far to walk for a commuting connection, and I don't know if there is enough room near the proposed freeway stations to economically build a new park and ride lot. 6) Going through the golf course, besides affecting real people's lives (even if they are rich), may necessitate privacy and sound-damping screens, which will block riders' views up to heavenly Mt. Rainier and down into the yards of the hella luxurious.

99/Pac Hwy Advantages: 1) Being away from the freeway, you are in double the strip of development (i.e. places people want to go) for roughly four miles from S 324 to the equivalent of S 392 if one or more intermediate stations are added in the future. CAUTION, THOUGH: a) As parenthetically noted in freeway disadvantage #2 above, this assumes that i) future I-5 route stations wouldn't be located next to convenient current or future freeway overpasses and ii) there is less of interest to walk to on either side of I-5 than Pacific Hwy. If I-5 stations are located near convenient overpasses, then this advantage for the Pacific Hwy route largely disappears. b) I seem to vaguely recall from a 19 mile circular hike I took through Federal Way, Fife, and Browns Point ten years ago that Pacific Hwy runs at or near the base of a ridge on its western side for a certain distance. If true, that, too, would lessen the Pacific Hwy route's advantage. 2) You double the area people can walk to because they're not blocked by I-5 on the east when they come out of the station. (However, since there is currently only the one station in S Federal Way planned for this section, this advantage doesn't really exist for now. And as already noted ad nauseum, this advantage disappears if I-5 stations are located near convenient freeway overpasses.) 3) IF the tracks are to be elevated, they look more

impressive as they snake through and above the cityscape, a little like a Jetsons cartoon. (God help us all, though, when the big earthquake strikes and we find out just how sturdy the Lego-block method of constructing the track support spans turns out to be. [Am I correct in recalling that this is how the elevated spans have mostly been built so far?]) 4) The station at S 348 and Pac Hwy S is very close to a current park and ride lot. (This only occurred to me after puzzling over this location for a while, and not until later still did it occur to me that maybe this is precisely why you included this station option.) There is less development at this location than the two "Costco" stations, so it might be easier to expand the current park and ride lot to accommodate the presumably greater usage that the train will add than to build commuter parking elsewhere.

99/Pac Hwy Disadvantages: 1) If the track runs at street level, then it's blocking more cross traffic. However, if that hasn't proven to be a problem in Rainier Valley, then it probably won't be a problem here. (Actually, there might be a problem in both cases. Currently trains run every six minutes during rush hour. Are there any technical obstacles to trains running more frequently, say every three minutes? Even if not, trains probably couldn't do so while running at street level because of the need to allow adequate time for auto and pedestrian cross traffic.) 2) If the track is at street level, especially if it runs between the opposing lanes of traffic, it makes it harder for pedestrians to cross the street where they once might have responsibly jaywalked. I haven't lived near Rainier Valley since before the train was built there, so I don't actually know how much of a hassle it is for pedestrians, but it gives the vague impression of being one when I pass through on the train. However, if there are enough cross streets close enough together along the route, then this may not be such a problem after all. (The 4/23 open house presenter said that the 99 route would be built on the west side of the road, which would lessen this problem substantially, and if the route were to be elevated, it would eliminate the problem.) 3) The seemingly sharp curves at either end of the S 324 section of the pink route look kind of dumb on the map. Although I'm sure they would look quite impressive to people walking under them in real life (provided they're built in the same single-pillar style as current elevated track), inspiring thoughts of Roman viaducts and The Decline and Fall of the Roman Empire under Trumpius Caesar, would they also be dumb in real life by adding too much extra wear and stress to the tracks and trains or by slowing train speed too much? 4) I had two problems while viewing the proposed 99/Pac Hwy route marked on the large aerial map at the 4/23 open house. First, I couldn't tell how much of the route was to be elevated. Second, I couldn't tell if the cartoonish double-pillared supports for the presumably elevated sections were just a stylistic convention or were meant to portray the supports as they would look in real life. If the latter -- long-, wide-, double-legged "brads" as opposed to the long-, single-legged "pushpins" of previous construction -- then the 99/Pac Hwy route seems in danger of looking pretty damned ugly. 5) You may have to condemn more already existing development along Pacific Hwy than you would along I-5. 6) The station at S 348 and Pac Hwy S is a little far outside the S Federal Way retail core -- 0.6 miles from Costco and Lowes (although I don't suppose many people would be taking the train to pick up a 48 pack of toilet paper at Costco or a sink at Lowes) -- and walking nine blocks through a giant used car lot intersected by roaring rivers of dangerous freeway-fed traffic with nothing but strip malls for sightseeing is not as pleasant as walking nine blocks in downtown Seattle, where at least you'll see a few more interesting ground-level establishments, the crosswalk lights change faster, and the buildings, while no Gothic wonders, are more varied and awesomely tall. 7) Elevated track, to judge by the current section between the I-5/I-405 interchange and the overpass over I-5 south of the Rainier Beach station, offers a bumpier ride. (However, the new elevated track from Angle Lake to SeaTac seems to be pretty smooth. If the 99/Pac Hwy route is to run at ground level, then this disadvantage disappears.)

Main Fears For The 99/Pac Hwy Route: This is redundant, but it may be helpful after all the foregoing to distill out my gut-level concerns. I worry, in no particular order, that: 1) The 99 route will look ugly if the supports for the elevated sections aren't like those that have previously been built. (That said, smoothness, stability, and speed should trump beauty.) 2) The turns on the S 324 segment are going to slow the train too much



and/or add too much stress to the system's components. (What would have prevented a more gradual turn from S 324 to Pac Hwy? Too much existing development to plow through?) 3) The train will too greatly hinder auto and pedestrian east-west traffic across 99/Pac Hwy. 4) If the route is elevated for significant stretches (as it might be to solve the previous problem), it will be rattly and rough as it is now between I-405 and the south end of Boeing Field. 5) Because of the likely need to be elevated, it will cost significantly more than the I-5 route. (If this is the case, the higher up-front construction costs should be weighed against the greater long-term benefits the 99/Pac Hwy route might offer.) 6) The route will be significantly slower than the I-5 route not only because of the turns in the S 324 segment but because of the need to travel slower at grade out of concern for vehicle traffic or slower at elevation because of less track smoothness and stability. 7) The 99/Pac Hwy route, paradoxically, won't draw significantly more people from current and future development than the I-5 route. (I have the same fear in reverse for the I-5 route. See the "Further Problems To Study" paragraph below for details.)

Main Fears For The Freeway Route: 1) There will be a lack of space for adequate parking capacity at the three blue stations and two green stations in South Federal Way. 2) The blue and green stations will jam up traffic too much in the South Federal Way commercial core. 3) The deep westward bow to reach the pink station at 99/Pac Hwy, besides looking awkward on the map, will add too much time to the freeway route. 4) The freeway route won't draw significantly more people from current and future development than the 99/Pac Hwy route. (A major portion of this problem is how convenient access to station(s) is from the east side of I-5. Again, see the "Further Problems To Study" paragraph for details.)

Further Problems To Study: 1) In order for the I-5 route to be most effective, there must be convenient auto, bicycle, and pedestrian access to station(s) from the east side of I-5. As I recall from my walks around Federal Way, pedestrians and bicycles are prohibited from one side of S 320 over I-5 and I think from both sides of S 348 over I-5. What are the reasons for this, and can these problems be remedied? (I strongly doubt it in the case of S 348.) 2) Ask the residents along Martin Luther King Way in Seattle whether and how they feel the train running at street level has "split" or "broken" their neighborhood to see what the effects of this might be if done along 99/Pac Hwy. 3) There are several different ways by which to reach a light rail station: foot, bicycle, bus, car drop-off, and car. Only the last requires parking. You've probably done this a zillion times already, but if not, evaluate what the mix of arrival modes is to determine how much automobile parking is actually needed. 4) A perfect spot for a future "in-fill" station like the ones planned for S Graham and S Boeing Access Rd in 2031 would be at S 373. How hard would it be to plan for this future possibility on either of the routes? 5) Which route is going to draw the most riders? If there is zero possibility for a future station between Fife and South Federal Way (I can't really imagine any future need for one between South Federal Way and Federal Way), then as one of the presenters at the 4/23 open house pointed out, it doesn't matter which road the train travels down. The spaces on my map of Federal Way (admittedly ten years old) are largely empty on either side of 99/Pac Hwy between S 348 and S 376, and there are three largish designated wetland blocks there. Is Federal Way going to keep those areas undeveloped as they appear to be now? On the flip side, there is more development on the east side of I-5 in Milton and north of Milton. So if a station were to someday be added at the S 373 overpass, and Milton is poised to become the Bellevue of Tacoma, then the freeway route would make more sense than the 99/Pac Hwy route.

FINAL CALL: This is still tough. At a gut level, I like three options: 1) I-5 to the S 348 station and then down 99/Pac Hwy. Would the 99/Pac Hwy section cost too much extra? 2) I-5 to the S 348 station and then back to I-5. It would take extra time to detour over to 99/Pac Hwy, but this would (mostly?) be balanced by people being spared having to waste time walking from the S 348 park and ride to the closer-in blue and green stations. 3) I-5 to one of the S 352 stations and then back to I-5. Can enough parking be added at these locations and excess traffic jams in the morning and evening be avoided?

I made a crude calculation of which would be more efficient, to build a station at S 352 and offer off-site parking at S 348 or just build a station at S 348, but I didn't have time to check its flaws and type it up. I'll send it in later so your traffic flow experts can have something to laugh at. I also had a bunch of comments regarding other aspects of Sound Transit, but there is no deadline for them, and so I'll send them in later, too. I may also send copies of these comments to a couple newspapers, in case more of the public is interested.

Thanks again for the opportunity to play model railroad. Sound Transit may not be perfect, but I like how it has evolved so far, I like where it's going, and I think you guys are doing a pretty good job. I certainly couldn't build something like that.

P.S. So you don't have to retype any of this, scan it into a computer file using an Optical Character Recognition program associated with your printer and then copy and paste whatever you find useful. If I weren't commenting anonymously -- long story, though related ironically to one of your company's issues -- I'd send this in an email.

Sound Transit  
401 South Jackson Street  
Seattle, Washington 98104

To Whom It May Concern:

Thank you for the opportunity to share thoughts in regards to the scooping for the Tacoma Dome Link Extension project (TDLE).

As a long-standing member and current chair of the Community Transportation Advisory Group (CTAG), I have taken a vested interest in this project and have sought to provide as much feedback as humanly possible. I can tell you, as a whole, CTAG appreciates the opportunity to be involved in this momentous planning opportunity. I am confident CTAG will continue to be a vested stakeholder throughout the life of this project.

With preferred station location decisions happening only in few months, I appreciate the opportunity to provide feedback. Recognizing the significance of this project, I hope my comments are found to be valid and worthy of consideration for the level 2 analysis, and to keep for the Environmental Impact Statement (EIS) and the life of the project. I will endeavor for brevity and poignancy; and offer these comments and suggestions, understanding that Sound Transit has many stakeholders offering similar, in-kind, opposing, and unlike suggestions as well.

1. Overall concern:

As a rider, I believe it's important to keep in mind the need access for lower-income and minority significant areas, as well as active mixed-use centers and neighborhoods whose users and residents do not have direct access to single-occupancy personal motor vehicles. This could be applied most specifically to the lower Portland and McKinley Hill areas. Please keep the stations accessible to pedestrians, and provide safe pedestrian accessibility en route to the planned stations.

2. Tacoma Dome Station floated ideas:

I have heard there is suggestion for a cut-and-cover station in this area. As a rider and a user of facilities in this area, I think transit operating underground here is short-sighted and without long-term merit.

However, I sincerely believe a pedestrian walkway could be built underground to allow pedestrians access different parts of the area without having to deal with the incline or the traffic which is sure to only increase in this small enclosed space. This is clearly not within scope of ST3 and would be something designers could leave growing room for in the plans.

3. Build Tacoma up:

For full consideration, I ask Sound Transit to consider building up - not out, not down. Future connecting to Tacoma Mall by going over the the 705 would be far more feasible. Providing for the riders to be above the traffic would further ensure the lowest possible risk for pedestrian/vehicle confrontation.

More to the point, I think an over-the-Sounder build for the station would meet all of the important and valid considerations put forth by stakeholders and other scoping comments. This would necessitate an elevator and escalator built going up for each side of the station on the Sounder Station level, but this would demonstrate irrevocably that Sound Transit is invested in multimodal connection. Also consider, please, this hasn't been done anywhere else in our region.

Further, it would provide a one-of-a-kind 360 degree perspective of the Tacoma city skyline of which residents, Central Link users, and the City would enjoy for decades to come. It would create a special sense of place before even considering station aesthetics or overall design. Any opportunity to make a build in the Sound Transit system so unique should be sought.

I recognize this suggestion for a build would require purchasing air rights from Freighthouse Square; but I think that would, in the long-term, be far more viable than working out a lease that could be revoked or not renewed in the future. I also recognize building such a station over the Sounder would necessitate building a Pedestrian Crossing for the east end of the Tacoma Dome Sounder station, which would have its own safety requirements and considerations. I believe this would further enhance the stacked station, rather than hinder pedestrian and train traffic flow.

4. East Tacoma Station area:

I understand there are several locations in the East Tacoma Station area which provide viable and worthy opportunities. I understand also ET3A/3B located at East 26th Street have received the most attention and the highest praise.

I know parking is continuously an issue, especially in an area that was not originally designed to handle large parking lots. I believe parking is not necessary at every Link station; such needs could be satisfied by sufficient passenger drop-off areas to protect vehicles exchanging passengers with the station. This assists in

saving space versus a parking lot, and encourage the use of public transportation and multimodal connections in an area which has been plagued by commercial traffic use and a real lack of pedestrian safety for decades.

Regarding station design for this area, while I do believe it is vital to create a new identity and engage the community for viable and supportive design and aesthetics for the station, I also believe there are enough opinions to delay a solid decision indefinitely. I would implore Sound Transit to keep the design and aesthetic scoping timeframe shorter to keep construction and opening operation on schedule.

I believe it is vital the station in this area support and promote multimodal connections via pedestrian and bike lanes. I do agree with the suggestion to expand the Tacoma link line as a connection for this area in the future.

Let me once again thank you for the opportunity to be heard on this momentous project. I look forward to working with Sound Transit further on this and other projects.

Sincerely,

Cody S. Bakken, CAPM

Chair, Community Transportation Advisory Group for Pierce Transit