

Published: Sunday, July 26, 2015, 12:01 a.m.

## 25,000 respond to Sound Transit's light-rail survey

By [Noah Haglund](#)

Herald Writer



[@NWHaglund](#)

SEATTLE — A new survey has convinced Sound Transit officials they're on the right track with ideas for adding light-rail and bus service in years to come.

That includes stretching Link light rail north to Everett and adding rapid bus service to Lynnwood from the I-405 corridor.

[Nearly 25,000 people filled out the questionnaire](#) available online from June 4 through July 8. Some 70 local governments and interest groups wrote letters.

"It's safe to say we got a very robust response from our partners and from the public," said Ric Ilgenfritz, Sound Transit's executive director of planning, environmental and project development.

Ilgenfritz and other staff revealed the survey results during the Sound Transit board meeting Thursday.

Of the respondents, 78 percent supported the projects list, they reported. Overriding concerns were worsening congestion and the time it takes to commute.

People also wanted to know more about costs of the future improvements and how to pay for them.

Building out the light-rail spine to Everett, Tacoma and Redmond were top concerns — as has been the case since voters first approved light-rail plans nearly 20 years ago. The survey also showed high interest in building new rail segments to Ballard and West Seattle.

Ilgenfritz told the board that the survey demonstrates that agency's original ideas are "certainly not perfect, but a good, solid start to the planning process."

The non-scientific feedback should help the agency draw up a \$15 billion expansion plan known as Sound Transit 3, or ST3 for short.

Voters likely will be asked to approve the plan, and the taxes to pay for it, in November 2016. State lawmakers, during the legislative session that ended this month, granted permission to put the package on the ballot.

Paying for the proposal would require increases in sales tax, property tax and car-tab fees.

The light rail additions aren't likely to get built until sometime in the 2030s, if the schedule holds.

The Sound Transit board expects to vote in August on which projects to formalize. People should have another chance to weigh in on the proposals early next year. The board plans to finalize the ballot proposal by mid-2016 for that fall's ballot.

Leaders in Everett and Snohomish County have made a strong push for a light-rail route that would serve Paine Field

and Everett Station, then continue north to the area around Everett Community College and Providence Regional Medical Center Everett.

People from the northern end of Sound Transit's service area participated less in the online survey than those in Seattle, the Eastside or the south end. [A meeting in Everett held as part of the public outreach about ST3](#), however, was the best attended of the six held throughout Sound Transit's service area in Snohomish, King and Pierce counties, agency spokesman Geoff Patrick said.

Light rail is expected to reach Lynnwood in 2023. Earlier this month, the Federal Transit Administration completed environmental approvals of the 8.5-mile addition from Northgate to Lynnwood. That keeps construction on target to begin in 2018.

The new segment would include stops at the Mountlake Terrace Transit Center, Northeast 185th Street in Shoreline and 145th street in Seattle. It's predicted to carry 63,000 to 74,000 riders each weekday by 2035, with a Lynnwood-to-Seattle trip taking an average of 28 minutes.

More info on the 2016 ballot proposal: [www.soundtransit3.org](http://www.soundtransit3.org).

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# 25,000 respond to Sound Transit online survey for future rail, bus projects



Sound Transit plans to ask voters in November 2016 for more money to expand train, light rail and bus service. — Image Credit: COURTESY PHOTO, Sound Transit

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by [STEVE HUNTER](#), Kent Reporter Courts, Government Reporter  
Jul 27, 2015 at 4:19PM

Nearly 25,000 people took an online survey to help shape future projects for Sound Transit and a November 2016 ballot measure to pay for the expanded light rail, train and bus service.

The response was double the amount of feedback heard when the agency engaged Puget Sound residents in June 2014, according to a Sound Transit media release on Monday. In addition, a total of 1,025 people submitted written comments at meetings across the region and by email and mail, and more than 70 local governments and organizations sent comment



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letters.

Sound Transit plans to ask voters to fund nearly \$15 billion in additional projects through higher sales taxes, property taxes and motor vehicle fees. The exact costs would be determined for the November 2016 ballot measure.

Current projects are funded through 2023, including the expansion of the light rail route from SeaTac to Kent. The agency also wants to fund light rail to Federal Way as part of the projects after 2023.

Seventy-eight percent of respondents said the Draft Priority Projects List was a good list of projects to study, and approximately 5,000 people responded to an open-ended question seeking input on other potential projects to study.

Based on this feedback, next month the Sound Transit Board will discuss potential updates to the list. Staff are reviewing specific feedback on the list pertaining to “what is missing” to offer those themes for board consideration in updating the list.

This fall and winter studies of the identified projects will support further narrowing by the board to shape a draft ST3 measure for public input in early 2016. Sound Transit 3 is the next step toward expanding the regional mass transit system, and will be on the ballot for voters to consider in November 2016.

In the coming months as studies are completed and the Sound Transit Board discusses options, find the latest at [soundtransit3.org](http://soundtransit3.org).

STEVE HUNTER, Kent Reporter Courts, Government Reporter  
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# Seattle's ST3 Input

JULY 28, 2015 AT 7:53 AM BY MARTIN H. DUKE

[**CORRECTION:** Michael James of SDOT wrote me to clarify that their request *does* include “a station in the vicinity of Mercer St. and 1st Avenue N.” Apparently the excerpt “... a station at State Route 99 and Harrison, serving Uptown and the Seattle Center,...” refers to *two* stations, not one. I regret taking the sentence at its most clearly understood meaning, rather than asking.]

If there's any takeaway from [Sound Transit's Federal Way Link alignment decision](#), it's that input from jurisdictions carry significant weight in those decisions. This is understandable both in theory (elected officials ought to be more representative than self-selected public comment) and in practice (local jurisdictions are important to both winning the vote and getting permits to execute the projects.) This can turn out good or bad, depending on the values of the electorate and their representatives.



Map by Oran. Station Names are his.

Last week Sound Transit staff presented the sum of both public comment and local government input on ST3. There are dozens of government letters, but today we'll start with [Seattle](#), signed by SDOT director Scott Kubly.

The letter touches on most of the themes in previous Seattle-area rail discussions, but also sets a clear priority. Here are the bullet points:

- The main request is light rail from Ballard to West Seattle.
- Through downtown there must be a tunnel under 4th, 5th, or 6th Avenues because a surface alignment would have serious traffic impacts and “inability to serve South Lake Union.”
- As a lower priority, evaluation of Ballard/UW rail with “considerations to extend the line east in the future.”
- “Full evaluation” of Graham St. and N. 130th St. stations. In the latter case, consider the new urban village option there and the impact of feeder buses on ridership.
- Madison BRT

The meatiest part is the Ballard segment, which would have stations at:

- 15th Ave & N 65th St.
- 15th Ave & Market St.
- 15th Ave & Dravus St.
- 15th Ave & Newton St. (the Interbay Whole Foods)
- “in close proximity” to the Elliott Trail Bridge (near Expedia)
- **[UPDATE:** 1st Ave N & Mercer St.]
- SR 99 & Harrison St.
- Westlake Ave N & Denny Way
- “A below grade station with pedestrian connections to the existing Westlake Station platforms”

The proposal suggests either surface or elevated options on 15th and Elliott, as well as a new Ballard Bridge with “no more than 4 general purpose lanes”, bike, and pedestrian lanes, potentially not high enough to avoid openings due to shipping.

The West Seattle segment is much more vague, with an endpoint at the Junction running elevated, at-grade, or tunneled. The letter specifically calls out “early implementation items’ that could improve bus service to West Seattle more quickly.

\*\*\*\*\*

**[UPDATE:** See the [correction post](#) for analysis. Original text follows.]



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# Give the people what they want: Sound Transit says public wants light rail to West Seattle

Jul 29, 2015, 6:00am PDT | **UPDATED:** Jul 29, 2015, 8:58am PDT



**Sarah Aitchison**  
Staff Writer- *Puget Sound Business Journal*  
[Email](#) | [Twitter](#)

Seattle residents are desperate for mass transit.

That's the takeaway from a non-scientific survey released by **Sound Transit** on potential projects.

Sound Transit spent a little over a month gathering public input on the potential projects. More than 1,000 people wrote in, more than 400 attended meetings and nearly 25,000 responded to the survey on Sound Transit's website.

### See Also

- [Backed by Olympia, light rail moves ahead](#)
- [Capitol Hill to U District in 3 minutes: Sound Transit shows off route](#)
- [Would you use light rail to commute?](#)

Sound Transit has the authority to ask for up to \$15 billion in mass transit upgrades on the November 2016 ballot in a measure called ST3. The agency is currently deciding what projects will be on the ballot.

Sound Transit released the results of the survey last week, and 93 percent of respondents said they support mass transit expansion at least somewhat.

The two highest-rated projects were additional Sounder service south of Seattle and developing a light rail line from downtown to West Seattle.

Other high-rated projects included light rail from downtown to Ballard, a new downtown tunnel for connecting trains and light rail from Totem Lake to Issaquah.

A light rail link connecting Capitol Hill to the University District and downtown will be completed at the beginning of 2016, and light rail extensions to Bellevue, Redmond, Northgate, Lynnwood and Kent and Des Moines are scheduled to open in the 2020s.

To read the full results of the ST3 survey, [click here](#).

*Editor's note: This story was updated Wednesday morning to clarify which light rail stations will be opened in the 2020s.*



BUSINESS JOURNAL | Karen Ducey

Seattleites are desperate for mass transit improvements, according to a recent survey by Sound Transit. The Othello light-rail station in South Seattle.

Sarah Aitchison covers general business news for the Puget Sound Business Journal.

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# Light Rail is Best for West Seattle

AUGUST 4, 2015 AT 7:45 AM BY MARTIN H. DUKE

I ran [Ross's Open BRT plan for West Seattle](#) because it's a good analysis of the best the region could do with a budget roughly four times lower than what it takes to build light rail to West Seattle. There are many reasons Sound Transit may need to economize on the West Seattle segment, and in that case they could do worse than to follow Ross's blueprint.



But Ross's thesis is much stronger: that BRT would be *better* than light rail for most riders, largely because an open BRT system would avoid transfer penalties. This runs counter to a lot of work on STB that shows the merits of a transfer-oriented system, which largely involve the operating savings of not running downtown to enable other trips. This aspect doesn't appear in Ross's work because he completely punts the issue of operations. This is crucial, because it's in **the operational details where claims of "rail-like" BRT collapse**.

(1) One can only assume that Sound Transit 3 would pay for the excellent capital projects Ross proposes. But does ST actually take over *operations* on the C Line, 21, 120, 37, 55, 128, 116, and all the other buses duplicating each other on the bridge? If so, that's a lot of ST's taxing authority tied up in running buses forever. It also assumes an unprecedented level of ST bus service provision in this corner of the region, and other corners without light rail may wonder why they're not getting the same. Both problems would kneecap ST's ability to deliver big capital projects.

If Metro keeps running these buses, then that forfeits the opportunity to seriously increase the frequency of buses *within* West Seattle. This not only would cut headways to board the bus, thus **eroding the putative time advantage** of no transfer to light rail, but would also improve all *intra*-West Seattle trips.

(2) On a related note, Ross blithely asserts that his BRT system will have off-board payment. Off-board payment either requires turnstiles (and someone to monitor them) at all stops (which is not going to happen), or fare inspectors, which are one of the big cost differences between light rail and traditional buses. But this is an open BRT system! So are these routes fully equipped and staffed over their entire length, with machines at essentially every bus stop in West Seattle, or do the rules change when they enter the BRT zone? If the latter, then that will impair reliability of what feeds into the zone. Or is it, as I suspect, not really going to be 100% off-board payment?

(3) Headways will not be evenly distributed in the core West Seattle-to-downtown BRT corridor. Buses coming in from various points on the peninsula will inevitably bunch, creating platoons that are train-like except for their traffic separation and labor costs. These buses are not going to get the nearly-perfect signal priority that Link gets, simply because there are too many coming at too many arbitrary times to support that and maintain a decent traffic level-of-service.

(4) Ross relies on ramp metering to reduce bus lane congestion on the West Seattle bridge. But what about when things really go south there? Will cars line up across the bus lane from the Delridge on-ramp waiting to merge, or will the ramp-meter simply turn to solid red when the bridge simply can't take any more cars? I have my suspicions! A system that still relies on the single point of failure of the bridge isn't the gold standard for West Seattle.

(5) The plan also points out how cheap bus lanes are, and how they're being done elsewhere in the city. Bus lanes on all the feeder routes are an advantage over a baseline light rail scenario. But there are logically two possibilities here: bus lanes are cheap and politically easy, in which case **they are in no way incompatible with a light rail scenario**; or they're actually very difficult because of local opposition, in which case they're not so cheap and easy and may not materialize. In neither case are outlying bus lanes a discriminator between core BRT and core rail.

Sound Transit isn't immune to these problems either, but they overcame it by spending money. They didn't simply take two train-widths out of the MLK roadway; they rebuilt the entire road, on a wider footprint, to preserve general-purpose lanes. They also launched a community development fund to help businesses that suffered construction impacts. A cost of doing business in Seattle if you're building high-quality transit, this is baked into the cake of the light rail cost-per-mile but are usually omitted in theoretical BRT proposals.

On the path from Junction to bridge, those bus lanes compare to (at least) MLK-style Link, eating up more of the

transfer penalty.

(6) After Ross choreographs every detail of the Eastbound movement from the Junction to downtown, there is not a word about Westbound trips. I agree that these trips are a less serious problem than Eastbound. But this omission makes the plan neither futureproof nor robust. West Seattle is growing and the traffic will too. And the entire point of traffic-separated transit is to not melt down when the roads do! The problem, of course, is there are no quick fixes here and there's a need for substantial new right of way. Once the project scope grows that much, the cost advantages of BRT dwindle. Meanwhile the other benefits of rail, a comfortable ride, surge capacity, lack of driver distraction, and seamless wheelchair/bike/stroller boarding, come into scope.

\*\*\*\*

Many of these results are consistent with "BRT creep:" a line initially promised to be at rail quality gradually degrades into a mildly enhanced bus. A cursory look at the complexities of interagency cooperation and open BRT, the history of trying to win even minor bus reliability enhancements in West Seattle, and management of a freeway with less than total emphasis on transit suggests a bus line to West Seattle is particularly susceptible to many of these degradations.

It's completely reasonable, depending on your values, to decide that a rail project to the Junction simply isn't worth it. If you like low taxes more than transit projects, think lines to other areas should have other priority in the scope of a realistic budget, or have contempt for West Seattle as a transit market, then you'd prefer to economize on service there. But you get what you pay for, and the true gold standard to serve West Seattle is light rail.

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## About Martin H. Duke

Martin joined the blog in Fall 2007 and became Editor-in-Chief in 2009. He is originally from suburban DC, but has lived in the Greater Seattle area since 1997. He resides with his family in Columbia City and works as a software engineer in Lower Queen Anne.

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# Podcast: ST3 Options

AUGUST 11, 2015 AT 7:00 AM BY FRANK CHIACHIERE

Martin and I took some time to record a podcast this week. Topics include:

- SDOT's [preferred alignment](#) for Ballard (3:10)
- Generally terrible [land use patterns](#) and how they affect transit (13:00)
- How to build [affordable market-rate family housing](#) in Brooklyn (27:30)
- [LRT](#) vs [BRT](#) for West Seattle (30:15)
- Moving from incremental ST measures to a [single long-term vote](#) (41:39)
- Frank and Martin talk about their commutes to Redmond and [Lower Queen Anne](#), respectively (43:35)



You can find the podcast feed [here](#) if you're inclined to subscribe, although I can't promise when another episode will appear.

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## About Frank Chiachiere

Frank Chiachiere is the General Manager of Seattle Transit Blog. He has lived in

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# Seattle Should Demand High-Quality Rail

AUGUST 18, 2015 AT 7:30 AM BY GUEST CONTRIBUTOR

## SEATTLE SUBWAY

[Martin recently pointed out](#) that having strong local constituents who care about transit is critically important to getting the most out of Sound Transit investments. We strongly agree. That is why we were encouraged by the [Seattle Department of Transportation's \(SDOT\) recommendations](#) for the next Sound Transit ballot measure (ST3). The SDOT recommendations get a whole lot right: Emphasizing the necessity of multiple underground stops in the downtown core, [identifying the need for expansion east of Ballard](#) and recognizing the need to serve both the Denny Triangle and South Lake Union as best as possible with the line to Ballard.

In addition to all that SDOT got right, we think there two important further improvements:

1. SDOT identifies the likely best single line to serve the northern part of the Seattle core but this is an unnecessary constraint. SDOT's suggestion leaves the second densest neighborhood in Washington State (Belltown) without a stop and serves South Lake Union (SLU) poorly. We should be looking to serve every dense core neighborhood with subway service. It is possible to achieve this by [branching the system at Belltown](#) as shown on our





map. This branching and transfer location has several advantages to the SDOT recommendation:

- Serves Belltown, Denny Triangle and SLU well while only adding a quarter mile of tunnel and one station.
- A split service plan where West Seattle trains terminate in SLU and Ballard trains terminate south of the stadiums would add very frequent service through downtown Seattle where [we know there will be a future capacity issue](#). It would allow different service frequencies to match potentially uneven north line/south line demand.
- Transferring at Belltown will be a direct, center platform transfer and will take pressure off Westlake, which will be an even more crowded station in the future.
- It may be possible to reuse the soon to be vacated Battery street tunnel for significant cost savings and easier construction.

2. SDOT suggested further study of an at-grade option in addition to the [publicly-preferred grade separated approach](#). The critical question here is performance. Grade separation improves the speed and reliability of not just the one line, but the entire system and grade separation's advantages will be amplified as the system grows. We are not building a system for the next 10 years, we are building a system that will serve [Seattle's transit needs for a century or more](#). It's important that studies consider the long-term constraints of the Interbay corridor that will be [heavily used by freight](#), general purpose traffic, and alternative modes for generations. A system hobbled by unnecessary speed constraints, reliability issues caused by [collisions at intersections](#), and inability to increase capacity due to limited headways does not meet our long-term needs as a city. As one of just two lines that crosses the Ship Canal, designing in unnecessary performance constraints will therefore risk losing the support of both advocates and voters.

Now is not the time to be considering compromises, particularly not for Seattle – the most critical transit market in the region. As we pointed out in our [Sound Transit Complete article](#), the next Sound Transit package will be scaled to public demand. If we ask for more, it can be more. We look forward to working with Sound Transit, the Seattle Department of Transportation, and Seattle’s many pro-transit constituents to make sure that the next Sound Transit ballot measure is a plan that is very much worth voting for.

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## COMMENTS

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JonCracolici says

[August 18, 2015 at 7:48 am](#)

I love this. This actually hits all the “must hit” neighborhoods, and hits them centrally rather than on the edges. This would take people straight home, straight to restaurants and shops, straight to jobs. The future is bright too; if funds become available, \*maybe\* the yellow line could be extended a bit into more of the “8” subway.

The use of battery is inspired. That ROW is basically a free ride from 2nd and Bell to 7/8th-ish and Denny, and gets you most of the SLU portion for next to free.

Lets do it!



aw says

[August 18, 2015 at 8:59 am](#)

The potential use of the Battery St. tunnel should be considered very speculative. Even if WSDOT weren’t planning to fill it in, it would still need lots of work to convert it to LRT. Changes for fire and life safety, ventilation, realignment & undercutting to fit the trains, etc.

Jon Cracolici says

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## Dissent of the Day

AUGUST 20, 2015 AT 2:30 PM BY FRANK CHIACHIERE

From commenter [colorfast](#) in [What the Eastside wants from ST3](#):

“ Parochialism will smother ST3 in the crib. The notion of restricting expenditures to within arbitrary geographic or jurisdictional boundaries that are invisible to real travel patterns is absurd. ST3 investments need to prioritize serving corridors where the highest travel demand exists today and in the future; these are pretty obvious because there aren't that many of them.

The whole point of expanding the rail network is to bring higher capacity to the most densely crowded travel corridors. This does two things: it improves the quality of travel in those corridors, and allows the lower capacity mode(s) to increase/improve/expand the overall network by deploying further afield in greater frequency than is the case absent rail. It also delivers a third benefit: catalyzing the land use policy vision underlying GMA.

A regional — not parochial — view is needed to accomplish the right things in ST3. ST and KCM need to sit down and figure out which corridors are ripe for rail in King County and which aren't, and then demonstrate how the two modes will complement each other in a network that provide intuitive connectivity.

[...]

I don't think [parochialism is] imbedded in ST's DNA at all. More like a ball & chain. It comes from

the local politicians far more than ST. “We want ours and screw everyone else” seems to be the mantra emanating from sub-area transportation forums, with local council types leading the charge. It’s certainly ST’s problem to solve, tho. The basic problem seems to be an inability within this metropolitan area among local pols to view things through the lens of trips people are taking every day rather than brick & mortar facilities located in their boundaries.

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## About Frank Chiachiere

Frank Chiachiere is the General Manager of Seattle Transit Blog. He has lived in Seattle for over a decade, and designs digital products by day. Frequent routes: 2, 3, 4, 48, 545.

## COMMENTS

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mic says

[August 20, 2015 at 3:57 pm](#)

The label (ball and chain or DNA) is not important, but the outcome is real and rather consistent since inception. In a better world, the system map of rail, BRT, bus integration and system operation would have been nailed down long before this. The phases of build-out (ST1,2,...) would be going on with predictability, rather than the food fight for projects we seem to go through every time a new phase is offered up.

I asked the question of ST, Bellevue Staff, and here on STB when alignments were being fought over around S. Bellevue Station as to how a branch line would proceed to Issaquah, should one be built. I never got any sort of answer, and was brushed aside that it was way down the road. So be it! But look at all the discussion now on accommodating an existing line, with little foresight that a branch was feasible.

# What the Eastside Wants in ST3

AUGUST 20, 2015 AT 7:25 AM BY DAN RYAN



Riders wait to board ST Express buses at Bellevue's busy downtown transit center

Several Eastside cities (Bellevue, Redmond, Issaquah, Kirkland, Renton, Sammamish) submitted a joint interest statement to Sound Transit that lays out a shared vision for the ST3 project list. Each city also submitted comments with respect to their particular interests. The joint interest statement was developed in response to concerns that the draft PPL would [serve the Eastside poorly](#), and that the relatively compact central Eastside needed a more comprehensive vision for regional mobility.

A plan for ST3, the Eastside cities argue, must do the following:

**“Fund Eastside needs”:** ST3 must fully fund investments necessary to meet Eastside transit needs. This is, of course, a shot across the bow of other regional leaders who have looked at the Eastside’s tax revenues as a funding source for spine expansion. Concerns about subarea equity were loudly voiced in several of the City Council meetings where letters to ST3 were approved.

**“Connect regional growth centers within the Eastside”:** Two projects are called out here; East Link to Redmond, and light rail from Totem Lake to Issaquah. Obviously, extension of East Link is the Eastside’s highest priority, and quite uncontroversial. BRT should be built between Totem Lake and Issaquah if light rail is beyond the financial capacity of the Eastside. Investments in Regional Express within the Eastside are also called for.

**“Connect the Eastside with the region”:** Here the cities advocate for strengthened connections with the neighboring subareas, including [I-405 BRT](#) and Regional Express. The statement is careful to call out how these are multi-subarea investments, implying that East King should not bear the entire cost of I-405 BRT. With the BRT corridor likely to extend from Lynnwood to Seatac, a large portion now lies outside the East King subarea.

**“Provide an integrated regional transit system with access enhancements”:** The cities are looking for a regional network that integrates ST rail, BRT, express bus and Metro bus services. They also call for TOD and non-motorized access planning as part of ST3. Performance-based initiatives for more efficient use of parking are supported, adding capacity as needed.

**“Support system expansion”:** This is a call for planning and studies for future system upgrades (and for ST to plan facilities like [OMSF](#) early in the process).

The individual cities submitted their own comments, describing their particular needs in greater detail:

**Bellevue’s** comments were the most detailed, endorsing East Link to Redmond and BRT on I-405. Several interesting modifications to I-405 are suggested. These include an alternative routing that exits at I-90 to Bellevue Way SE, serving South Bellevue station, East Main station, and Bellevue Downtown along arterial streets before returning to I-405 via the NE 6th St ramp. Bellevue also seeks HOV ramps between I-405 and SR 520.

Another Bellevue goal is a robust intra-eastside transit network, suggesting the [Bellevue Transit Master Plan](#) as a model for ST/Metro integration. Bellevue endorses “cost-effective high capacity transit” connecting Kirkland to Bellevue to Issaquah, but without otherwise taking a position on BRT vs. LRT in this corridor. They do state that



Kirkland should be served via the ERC, that the Bellevue College Connector (more below) should be a component, and that there should be stations at Totem Lake, Kirkland Downtown, South Kirkland, Eastgate and Issaquah.

Bellevue also makes several suggestions for all-day frequent bus service including Redmond-Crossroads, Kirkland-Factoria, Eastgate-UW, and Issaquah-Mercer Island.

Bellevue College's needs are highlighted, and the City asks that the [Bellevue College Regional Connector](#) project be a priority in the system plan. The suggested routing runs from 142nd PI SE via Snoqualmie River Rd to SE 24th St. The connector should be a part of the Totem Lake to Issaquah transit connection.

**Redmond's** obvious priority is completion of East Link from Overlake to downtown Redmond. Redmond wants this completed early in the ST3 program, recognizing that a record of decision has already been issued for this project.

A second priority is enhanced Regional Express service along SR 520 to UW and Brooklyn stations. The City is asking for facilities to improve [bus-rail integration at UW station](#), and enhancements to bus access in Redmond to improve reliability and decrease travel times. Redmond also seeks expanded bus service in several key corridors within Eastern King County: Downtown Redmond to Downtown Kirkland; Overlake to Downtown Kirkland; and Downtown Redmond, Overlake and Eastgate.

Redmond supports a NE 85th St stop on I-405 BRT, arguing it would expand access to I-405 BRT for Redmond and Kirkland residents, as well as commuters from north King and Snohomish County who are traveling to jobs on the Eastside.

**Kirkland** wants Sound Transit to [connect Downtown Kirkland](#), Google, and the 6th St corridor to regional transit on I-405. Kirkland's support for I-405 BRT is contingent on a NE 85th St station with a high quality connection to downtown. Fixed guideway connections or people movers are suggested.

Recognizing the difficulties in serving the sprawling Totem Lake neighborhood, Kirkland argues I-405 BRT must serve multiple stops within the neighborhood including the vicinity of NE 116th St. Kirkland suggests that a [trunk-and-branch](#) service model might resolve some of the access issues, particularly for downtown.

Kirkland also asks that BRT be considered along the ERC, insisting that either BRT or LRT should be funded in a final ST3 package (BRT being advanced as a lower cost alternative to rail). As either concept is developed, routing through downtown Kirkland should be included.

**Issaquah**’s brief letter described the recently adopted Central Issaquah plan and the designation of a [regional growth center](#) within the central area. Based on this, they argued the case for Light rail to Issaquah. Issaquah also seeks a park-and-ride facility and more ST Express service.

**Woodinville** seeks a HCT connection to Totem Lake, endorsing both I-405 BRT and the ERC. They argue that ERC transit could connect two urban centers at Totem Lake and Canyon Park, and eventually connect other communities in eastern King and Snohomish Counties.

**Renton** seeks a HOV direct access ramp at North 8th St which could serve Renton Landing. Renton is supportive of I-405 BRT, of ST Express service, and system access improvements for parking, pedestrians and bicyclists.

All of the City comments and the joint interest statement are [here](#).

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## COMMENTS



RossB says  
[August 20, 2015 at 8:54 am](#)

With the exception of Issaquah light rail, all of these sound like solid, affordable, great “bang for your buck” projects. Most of these work really well with each other. Leverage the ERC, the freeways, and East Link and it should work well for the entire region.

It is interesting to see Bellevue push for more ST/Metro integration. I agree and think this is nice to see.



lazarus says  
[August 20, 2015 at 8:56 am](#)



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# North King Cities Focus on Three Points for ST3

AUGUST 24, 2015 AT 11:30 AM BY MARTIN H. DUKE



North 145th St, Shoreline (Google Street View)

In the [institutional comment on Sound Transit 3](#) (ST3) from King County cities north of Lake Washington, the “522 Transit Now” coalition effectively rallied cities, the legislative delegation, King County Councilmember Rod Dembowski, universities, and private citizens around three requirements:

- **Bus Rapid Transit (BRT) on SR 523 (N 145th St.)** to connect the cities of Shoreline, Lake Forest Park, Bothell, and Kenmore to the light rail station.
- **BRT on SR522** towards downtown, and **planning for light rail** on that corridor in the future.
- **Structured parking on SR522**, especially in the town centers of Bothell, Kenmore, and Lake Forest Park. The Lake Forest Park letter highlights the walkability challenges due to “natural features [that] prevent gridded streets” as a driver of parking demand.

These three points are strikingly consistent in almost all letters to Sound Transit from these areas.

Shoreline requested 10 minute and 15 minute headways in the peak and all-day, respectively. It says that although “Shoreline currently has no official ownership” of 145th, “it is willing to address access problems” to make the Link station successful. Multiple letters talked about transit lanes and other speed and reliability improvements. Encouragingly, the joint letter from all four cities (p.102) says HCT is important to “provide diverse opportunities for people to live without cars.”

Somewhat late in the game, these areas have figured out that organizing is the key to gaining priority at Sound Transit. Although park-and-rides aren’t as cost-effective per rider as other projects, the BRT proposals are quite worthy. Unfortunately, Shoreline, Lake Forest Park, and all of SR523 are in the North King subarea. To the extent that Sound Transit adheres to subarea equity, many of these projects will be stacked against some of the most coveted and most expensive projects in the entire ST3 package.

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## About Martin H. Duke

Martin joined the blog in Fall 2007 and became Editor-in-Chief in 2009. He is originally from suburban DC, but has lived in the Greater Seattle area since 1997. He resides with his family in Columbia City and works as a software engineer in Lower Queen Anne.

## COMMENTS

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mdnative says

[August 24, 2015 at 11:35 am](#)

Any guesses as to how much is available in North King's budget, after the SDOT proposal from Ballard to downtown and whatever West Seattle gets (assuming it is getting light rail)?



## What Snohomish County Wants in ST3

AUGUST 24, 2015 AT 7:30 AM BY MARTIN H. DUKE

In the [ST3 project list comments](#), Edmonds, Everett, Mountlake Terrace, Snohomish County, and Community Transit all sent their input. Here the key headlines:

**Everyone Wants the Spine.** All the letters cited extending light rail to Everett as a top priority, and both Lynnwood and Everett expressed a preference for service to the 55,000 jobs at Paine Field. The County supported Paine Field but hedged a bit, suggesting alternate options and alignments “should be retained... until funding and financing options are determined.”

Lynnwood and Everett also emphasized the extension beyond Everett Station to North Everett to access Everett Community College, Providence Regional Medical Center, and other educational institutions.

Interestingly, Lynnwood was articulate about all of these requests, suggesting perceived reverse-peak demand.

It cited the jobs at Paine Field, potential commercial flights, and a plausible location for a maintenance facility as discriminators for the Paine Field alignment.



Everett's Proposed Alignment



**Lynnwood Embraces Urbanism.** Lynnwood asked for three more stations: City Center, Alderwood, and Ash Way\*. Encouragingly, for the first two the letter states that “Little or no on-site parking would be needed or even desirable” because the city prefers walkability, transit access, and to “increase development density.”

**Everett Doesn't.** Everett's letter announced it “does not support and will oppose” an SR 99 alignment because Swift already serves it, and SR 99 is a “fully developed, long-standing commercial center,” instead favoring an alignment that mostly hugs freeways. That they would consider Evergreen Way a finished product is, frankly, astounding in 2015.

Instead, Everett both suggested a hybrid of the alternatives, following I-5 the entire way except for the diversion to Paine Field between 128th St SW and SR 526.

Having already demanded a Link alignment [almost certainly well beyond](#) Snohomish County's financial capacity, Everett went on to ask for a 1,000 space parking structure at Everett Station to service “robust ridership [that] is expected from outlying areas including Skagit County, Island County, [and] north and east Snohomish County.” Aside from equity issues in serving residents outside the taxing district, it's not clear how 1,000 parking spaces could possibly serve a ridership described as “robust.”

In a similar vein, Mountlake Terrace focused on the 220th St SW infill station and a parking garage for 236th St SW.

**North Sounder Barely Mentioned.** The City of Edmonds mentioned completion of “a long term solution” for the Edmonds Sounder Station, a solution previously deferred from ST2. There was no other mention of improvements for this line, leaving it in its limbo of high costs without the scale to be economical.

**Snohomish County Pushes Multimodal.** The Snohomish County and Community Transit letters, refreshingly, implored Sound Transit to think hard about bus/rail integration. They advocated for stations at 128th and 164th because those would both be served by Swift lines.

Snohomish County already hired a consultant to look at access issues and asked for \$90m as part of a larger funding plan for a separate bus/bike/pedestrian crossing of I-5 at these locations.

\* Which the city would annex.

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# Editorial: Our Recommended Changes to the ST3 PPL

AUGUST 25, 2015 AT 11:45 AM BY STB EDITORIAL BOARD

The Sound Transit Board is poised to finalize the ST3 Priority Project List (PPL) on Thursday. When creating a ballot measure in 2016, the Board will draw from the PPL, and *only* from the PPL. While alignment and station details are not final at this stage, the importance of this list is obvious.

The Seattle Transit Blog Board recommends that Sound Transit make the following changes to the [draft PPL](#). We understand that many tough choices are ahead, but Sound Transit should work from the best project list it can. We believe the changes below will help get there.

- **Add BRT along the ERC from Totem Lake to Bellevue/Seattle:** The PPL includes a range of investment for most corridors, including at-grade, elevated, or tunneled alignments. Oddly, BRT along the Eastside Rail Corridor (ERC) is not in the PPL despite clear requests for its addition by the City of Kirkland. ST's study shows that BRT has [the same ridership](#) as Link in the same corridor for less cost. Moreover, buses will have an easier time leaving the ERC where it misses key population centers. This project should include both the [purple and blue lines](#) from BRISK.
- **Add [Bellevue College Connector](#) and NE 6th Street Projects:** These projects provide critical building blocks for a more efficient and integrated transit system. Sound Transit shouldn't be the sole financier of these projects — the City of Bellevue and Metro need to share responsibility — but Sound Transit has a role in access to HCT, and ought to contribute.
- **Add a [Center Platform](#) at International District-Chinatown Station:** Adding a center platform will allow for easy "cross-platform" transfers between Central Link and East Link. It may even increase the LRT



system's [eventual maximum peak throughput capacity](#). Now is the time to fix this issue. ST engineers insist they need a turnback track there. We believe that is the poorest use of that valuable space, and that wyes would be both faster and avoid single points of failure for the system.

- **Expand the Scope of the Northern Lake HCT Study:** While this study will provide valuable information for a possible ST4/5, we believe it should expand to look at near- and mid-term improvements to cross-lake travel. This would include UW Station bus-rail integration, SR 520 HOV improvements, and an SR 520-to-SLU transit pathway. These additions will go a long way to ensure this study provides near-term benefits.
- **Add BRT from UW to Redmond:** Route 545 is Sound Transit's second-highest-ridership express route, yet there are no improvements to it in the PPL. The PPL includes improvements to other high ridership routes like routes 512, 522 and 554. Sound Transit needs to do right by the riders that pack route 545 (542 in the future) and identify BRT-level improvements, especially since route 542 will continue to be [time competitive](#) with East Link during non-peak periods.
- **Remove LRT from Lynnwood TC to Everett Station via Southwest Everett Industrial Center:** While the Board has different priorities than us when it comes to Link's routing, and the [City of Everett's input](#) is not helpful, the Paine Field alignment has self-evident critical flaws. Paine Field produces [no net gain in riders](#) over an I-5/SR99 alignment, for \$200m-300m in added cost, while even the SR99 alignment will [challenge Snohomish County's fiscal capacity](#). Although there are many jobs at Paine Field both today and in the future, for many different employers, they will be scattered over a wide area and will require connecting buses to serve them anyway. Those connecting buses may as well come from an SR99 station as one on-site. We believe that [Swift II](#) would be an appropriate alternate investment, with CT participation, for a quality connection between Paine Field employers and the Link system.

*The STB Editorial Board currently consists of Martin H. Duke, Frank Chiachiere, and Brent White.*

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## COMMENTS



Stephen says

[August 25, 2015 at 12:05 pm](#)

In general I like the recommendations except for #1. IMHO there are 2 plans we should consider for



# What Pierce County Cities Want in ST3

AUGUST 25, 2015 AT 8:30 AM BY ZACH SHANER



DuPont Station (Atomic Taco – Flickr)

Today we wrap up our roundup of [institutional comment on ST3 projects](#) by looking at Pierce County cities. Many Pierce County cities within Sound Transit's taxing district did not submit letters, including Bonney Lake, DuPont, Ruston, Fircrest, Steilacoom, Milton, Edgewood, and believe it or not, **Tacoma**. ST did receive letters from Fife, Lakewood, Orting, Puyallup, Sumner, and University Place, and their responses are briefly detailed below.

**Fife:** Fife's brief letter asked for an extension of Link from Federal Way to Tacoma **along an SR 99 alignment**, with a station in [the vicinity of 15th Street E and 54th Avenue E](#), a block north of SR 99 in the heart of [the planned Fife City Center](#). "Our preference for this alignment is for a light rail station to maximize ridership and benefit the City. (A light rail station located along the I-5 corridor would minimize the station's ridership.)"

**Lakewood:** Lakewood began their letter by noting their opinion that, "The initial work of the Seattle and King County Corridor has been completed. It is now time to expand transportation projects elsewhere." (I guess I missed the memo where we finished all of Seattle and King County's transit needs?) Mayor Don Anderson then goes on to request 4 specific projects for Lakewood:

- Sounder extension to Dupont, with an additional station in Tillicum.
- Greater span of service on Sounder in Lakewood, which currently only operates unidirectionally with 4:41-6:46am departures to Seattle, and 5:25pm-7:25pm arrivals from Seattle.
- BRT **in lieu of Link** from Tacoma to the Tillicum Sounder Station along South Tacoma Way and Pacific Highway South.
- Use ST3 funds to transfer maintenance and security costs at Lakewood Station from the city to Sound Transit.

**Orting:** Orting's one-paragraph letter asked for a Sounder spur line from either Puyallup or Sumner to the McMillin Industrial Park just north of Orting, along existing but abandoned trackage adjacent to the Foothills Trail.

**Puyallup:** Perhaps surprisingly, Puyallup's letter never mentions the word 'parking', perhaps because so much of that work will have been completed under ST2 Station Access funds. Instead, Puyallup requested inclusion of 8-car Sounder trains, more Sounder service, and BRT from both Puyallup to Graham (via SR 161 and South Hill) and Orting to Sumner (via SR 162).

**Sumner:** Like Orting, Sumner asked for a Sounder spur to the McMillin area of Orting and for development of "satellite options to take the strain off Sumner." The letter had a folksy, hyperbolic tone, "Families come here on a Saturday or Sunday, fall in love with the beautiful area, buy an affordable home, and intend to keep their jobs in Seattle...not realizing the traffic chokehold on SR 162 and all our highways... SR162 is already a parking lot with more houses being built off it every day...please include a plan to use existing...operational track to use train service. The highway is already so far beyond capacity that a bus would only get stuck."

**University Place:** UP's straightforward letter supported Link as far as Tacoma Dome (but not Tacoma Mall), as well as a Tacoma Link extension to Tacoma Community College.

For previous entries in this series, see our articles for [Seattle](#), [South King County](#), [East King County](#), [North King County](#) (except Seattle), and [Snohomish County](#).

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## About Zach Shaner

With the blog since 2010, Zach is STB's Staff Reporter. In addition to writing for STB, he owns and operates a small bike rental business, and lives in North Capitol Hill.

Commute: Bike or Walk.

## COMMENTS

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Zach L says

[August 25, 2015 at 8:53 am](#)

WTH! I was all ready to be outraged by Tacoma's letter.



AlexKven says

[August 25, 2015 at 9:39 am](#)

I'm a bit outraged that Tacoma has nothing to say about ST3.



Daniel H says

[August 25, 2015 at 10:32 am](#)

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# Sound Transit Board Meeting Liveblog: What Will Survive for ST3?

AUGUST 27, 2015 AT 1:10 PM BY ZACH SHANER



If all goes well, by 4:30pm today we'll know what will be considered for an ST3 package. The Board will be deliberating the Priority Projects List that, if approved, would direct ST staff to study each project for cost, ridership, etc for inclusion in the System Plan and the eventual ballot measure. Like a cut in a round of golf, today's motion will be exclusionary, **eliminating non-listed projects from further consideration**, while not revealing much about the eventual projects that will make it all the way through to ST3. With specific projects in each subarea, this list is what will kickoff what's sure to be a an intense and earnest 1.5 years of debate, compromise, and horse trading.

Though the Priority Projects List is one of the last items [on the Board's agenda](#), we'll be liveblogging throughout the meeting as other items of interest arise, including ST's Transit Development Plan, a Tacoma Trestle Project update, approval of a small (\$1.5M) cost increase for Capitol Hill Station work, and authorizing the construction contract for the Point Defiance Bypass.

Watch the video above beginning at 1:30pm, or [follow along on Twitter](#). As soon as the meeting begins, we'll post the Priority Project List for your perusal.

**1:35** The meeting has begun. Here is [the ST3 Priority Project List](#) that the Board will be deliberating today.

**1:36** ST CEO Search Update: Board Chair Constantine reports that 136 people have applied for the CEO position, and ST's consultant will be reviewing applications in the coming weeks.

**1:47** During the Research and Technology update to the Board, ST announced:

- A new mobile website is coming, with real-time info within the site.
- Sounder will begin rolling out real-time info in September.
- The TVM machine interface redesign is progressing. Current average time to complete a TVM transaction is an unacceptable 2 minutes, which is big pain point for rider queues, especially for special event trains. The new interface will be rolled out at the same time as ULink.

**1:56** Angle Lake project update

- The project is trending \$20M under budget, has 146 days (5 months) of schedule float remaining. The project could open shortly after ULink, but no official shortening of the timeline has been announced.
- The Angle Lake arking garage was supposed to be done by December, but will likely be delayed until March. The P&R delay will not impact service startup or pre-revenue testing.
- The station will be finished by late fall.

**2:15** Public comment begins!

**2:17** Issaquah Council President: Supports Issaquah-Totem Lake #Link with a new structured P&R, (Project E-03)



**2:18** Shoreline Mayor notes that 92% of riders at 145th Street Station will not arrive by car. Service on 145th and SR 522 is critical.

**2:21** Everett Mayor: “Without light rail to Paine Field, we will inhibit our ability to grow the economy” “The spine must be the first priority”

**2:22** Kirkland Councilmember Jay Arnold and Asher: Open BRT on the Eastside Rail Corridor is best for Kirkland. “405 BRT will pass us by.”

**2:25** Kenmore Mayor + City Manager: I-90 and SR 520 aren’t the only cross-lake corridors. Toll diversion hurts SR522. Link on 522 is the solution. We want BRT on 145th and we want rail on SR 522. We thank the board for including the SR 522 study on the PPL.

**2:31** Burien City Manager: TOD is here and more on the way. You can see the Link spine from the roofs of these developments, just 2.5 miles away. We want both Link from Downtown-White Center-Burien-SeaTac. Let’s have two trains to SeaTac.

**2:32** Lakewood Mayor Anderson: JBLM is the largest employer, bigger than Paine Field or any Boeing property. We support Project S-17, Sounder extension to Dupont with a station at Tillicum, serving 3 JBLM access points. We support S-08, extended Sounder hours. We are disappointed that BRT from Tacoma Dome to Tillicum via South Tacoma Way is not included.

**2:35** Orting Mayor Pestinger thanks ST for including a study of a Sounder spur to Orting.

**2:37** STB commenter David Whalen: build for expansion, maximize development within new project areas, fight for maximum upzoning. Full grade separation is imperative.

**2:39** Doug King from the Museum of Flight thanks the Board for including Boeing Access Road station.

**2:41** Your Zimmerman and Queen Pearl bathroom break.

**2:49** Kenmore resident Matthew Martin presents the Board with a narrative history of Kenmore, calls out history of [Seattle, Lake Shore and Eastern Railway](#) that preceded the Burke-Gilman, says that full P&Rs and choked traffic are a poor substitute for the rails of old.

**2:53** Lake Forest Park resident and council candidate: transit access is the #1 issue for voters. “Our entire city is a last-mile problem.”

**3:00** Jonathan Hopkins and Jon Cracolici from Seattle Subway making the argument that ST3 [needs to be a big, expansive package](#). “Voters will reward your ambition. Let’s not let ST3 be an incremental solution that gets us almost to West Seattle, almost to Ballard, almost to Everett.”

**3:11** Public comment over, the consent agenda passes unanimously, including items for the Tacoma Trestle project and an \$1.5m increase in the Capitol Hill Station budget.

**3:12** Onto business items: Board unanimously approves \$53.8M to Stacy & Witbeck for the Point Defiance Bypass project.

**3:17** Now onto the Priority Project List! Ric Ilgenfritz and Karen Kitsis are presenting a staff report.

**3:20** ST3 Project Considerations. Does it qualify as HCT? Is it consistent with the Long Range Plan? Does it fit Board priorities? Does it run principally in exclusive ROW?

**3:22** Updates to prior listed projects:

- N-02: add 1000 space parking garage to Everett Station
- C-01: adds Seattle Center to Ballard LRT options at the request of the city of Seattle
- C-01c: adds a tunnel under the Ship Canal to the Ballard options
- E-02: adds Burien as the terminus of I-405 BRT
- E-03: adds a new Issaquah Park & Ride
- R-01: ST Express Improvements
  - Express route from West Seattle-Burien-TIBS-Airport
  - Redmond-UW service along SR 520
  - Redmond to Kirkland
  - Redmond to I-405 BRT

### **3:25 New Projects**

- N-06, a second parking garage at Mountlake Terrace
- N-07 and N-08, new I-5 crossings at SW 128th St and SW 164th St, for which ST would pay the bike/ped/transit components
- N-09, BRT on 145th St
- N-10, BRT on ST 522 to UW Bothell
- C-01e, new station at SR 99/Harrison, as requested by SDOT
- C-01f, new station at Newton Street in Interbay, to serve the Whole Foods development

- C-01g, extension of Ballard Link to Ballard High/NW 65th St
- C-01h, replacing the Ballard Bridge with a combined bike/ped/light rail/car bridge.
- C-12, more parking at Tukwila Int'l Blvd Station
- C-13, West Seattle-Burien Link
- E-05, 300 stall parking lot in North Sammamish
- E-06, Eastside Rail Corridor BRT
- P-05, Downtown-SeaTac Link via West Seattle and Burien
- P-06, Link from Burien to Renton
- P-07, Link from Ballard-Crown Hill
- P-08, Link on SR 522 study
- P-09, Link from Ballard to Bothell via Greenwood
- S-12 BRTization of Pierce Transit Route 1
- S-13 BRT for SR 161 in Puyallup
- S-14 BRT for SR 162 in Orting
- S-15 more Sounder access
- S-16, Sounder to Orting
- S-17, Sounder to Dupont

**3:55** The Priority Project List is unanimously approved.

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### About Zach Shaner

With the blog since 2010, Zach is STB's Staff Reporter. In addition to writing for STB, he owns and operates a small bike rental business, and lives in North Capitol Hill.

Commute: Bike or Walk.

### COMMENTS

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# Ridership jumps 6% as Sound Transit advances \$15B expansion proposal

Aug 28, 2015, 2:16pm PDT



**Marc Stiles**  
Staff Writer- *Puget Sound Business Journal*  
[Email](#) | [Twitter](#)

There were 8.8 million boardings on Sound Transit buses and trains during the second quarter, with the average weekday boardings hitting 118,000, or 6 percent higher than the same period last year.

The agency reported the figures to the Sound Transit Board on Thursday, when board members voted to advance 74 possible projects for next year's Sound Transit 3 ballot measure, which could ask for as much as \$15 billion.

Among the possibilities are a light-rail line from downtown Seattle to Ballard and additional commuter rail service between Seattle and Lakewood.

### See Also

- [Residents want light rail from downtown to West Seattle: Sound Transit](#)
- [Proposed property tax levy is a first for Sound Transit](#)

Commuter rail had the largest uptick in usage during the second quarter, when Sounder trains had nearly 913,300 boardings for a weekday average of 13,929. That was a 12 percent jump over 2014.

There were 2.9 million boardings on light-rail trains in Seattle during the quarter. Weekday boardings increased 7 percent. Tacoma light-rail boardings were up 1 percent to an average of around 3,400 on weekdays.

Regional express service was up 4 percent during the quarter to an average weekday total of 64,589.

To shape the Sound Transit 3 ballot measure, Sound Transit held public meetings and conducted an online survey, which had nearly 25,000 respondents. The [non-scientific survey showed that 93 percent of respondents support expanding mass transit at least somewhat](#).

According to Sound Transit, people said they wanted to extend light rail to Everett, Tacoma, downtown Redmond and West Seattle, in addition to Ballard. They also back bus-rapid transit on Interstate 405.

Ninety-three percent is an astoundingly high number, and it's very likely that the people who participated are transit backers to begin with. Support will not be that high when there's a price tag associated with expansion.

Sound Transit 3 funding would come from recently approved sources, including [for the first time a property tax](#) of up to 25 cents for each \$1,000 of assessed valuation, or \$75 a year for a \$300,000 house.

Also possible is a sales tax boost of up to 0.5 percent, or 50 cents on a \$100 purchase. This would be in addition to the 0.9 cents Sound Transit currently collects.

Sound Transit may also ask voters to OK increasing the motor-vehicle excise tax by 0.8 percent, or \$80 on a \$10,000 vehicle. Sound Transit currently collects a 0.3 percent motor-vehicle excise tax.

Sound Transit will continue to study all of the possible projects, looking at factors, such as ridership estimates, construction and maintenance costs, travel times and reliability and the potential to build residential and commercial real estate projects near transit stations.



Courtesy Sound Transit

There were 2.9 million boardings on light-rail trains in Seattle during the quarter. Sound Transit is studying an expansion of the system and next year will ask regional voters for as much as \$15 billion to pay for the plan.

Marc Stiles covers commercial real estate and government for the Puget Sound Business Journal.

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NEWS

# Sound Transit Board identifies candidate projects for 2016 ballot measure



The Sound Transit Board plans to ask voters in November 2016 to adopt a ballot measure that will raise taxes and fees to pay for light rail, train and bus projects. — Image Credit: COURTESY PHOTO, Sound Transit

Aug 31, 2015 at 11:50AM

Following extensive input from the public and local governments across the region, the Sound Transit Board identified the projects that will be studied as potential candidates for a November 2016 Sound Transit 3 ballot measure.

Results of studies completed during the coming months will help the board decide which of the projects should be included in a draft ballot measure for more public input early next year, according to a Sound Transit media release on Aug. 28. The [candidate projects](#) are listed online at [soundtransit3.org](http://soundtransit3.org), with an interactive map.

Sound Transit 3 will respond to the strong support across the region for additional mass transit expansions as the region's population grows by an estimated 1 million residents through 2040. The projected growth is equivalent to adding the current combined populations of Seattle, Tacoma and Everett.

In June and July Sound Transit received thousands of written comments and survey responses on which projects from the regional transit long-range plan represent the highest priorities. A total of 1,025 people submitted written comments at meetings across the region and by email and mail, and more than 70 local governments and organizations sent comment letters. The nearly 25,000 people who took a non-scientific online survey more than doubled the response to 2014 public involvement that guided board actions to update the long-range

plan.

Public input reflected strong continuing support for priorities including but not limited to extensions of light rail spine to Everett, Tacoma and downtown Redmond; light rail extensions to Seattle's Ballard and West Seattle areas; bus rapid transit on I-405; and an array of other potential investments including additional light rail extensions and improvements to ST Express bus and Sounder commuter rail services and facilities.

Each of the identified candidate projects will be studied to generate estimates of ridership, capital operating and maintenance costs; travel times and reliability; potential for transit-oriented development; and other factors including benefits, needs and potential risks.

The Sound Transit District is home to more than 40 percent of Washington's population, more than 70 percent of its economic activity and 97 percent of its congestion. High-capacity transit investments are the best way — and in many cases the only way — to significantly expand transportation capacity in the state's most congested corridors.

Over the past 14 years Sound Transit has developed a strong track record delivering mass transit investments. The University Link light rail extension, with new stations on Seattle's Capitol Hill and at Husky Stadium, is on track to open in early 2016, ahead of schedule and approximately \$150 million under budget. In 2016 Sound Transit is also on track for a potential early opening its extension to Angle Lake in SeaTac, one stop further south from the airport.

In 2021 light rail service is scheduled to open to Northgate. By 2023 Sound Transit is on track to extend service further north to Lynnwood, south to Kent/Des Moines and east to Redmond's Overlake area. The extensions are expected to increase overall weekday ridership to more than 350,000 by 2030.

Find this article at:  
<http://www.kentreporter.com/news/323464631.html>

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# Exit133 is about Tacoma

## Tacoma Projects Moving Forward on ST-3 List



Exit133

City Projects

Transportation Planning

Transportation

Transit

September 8, 2015 at 10:34 am

Comments

The finalized ST-3 candidate project list is available for the public to view. This list identifies the next round of projects that *could* be included in future expansion of transit in the region. These are priorities that came out of a couple rounds of public input, Sound Transit Board input on its priorities for the system, and an initial round of staff analysis.

The list includes a few Tacoma projects for bus, light rail, and commuter rail (find a pdf of the [full list here](#)):

### Light Rail:

- Federal Way to Tacoma Dome Station via I-5** - This project would extend light rail from the Federal Way Transit Center area to Tacoma Dome Station. This option would generally follow I-5 primarily on an elevated structure or on a mix of elevated and atgrade sections.
- Federal Way to Tacoma Dome Station via SR 99** - This project would extend light rail from the Federal Way Transit Center area to Tacoma Dome Station generally following SR 99 in a primarily elevated profile or with a mix of elevated and at-grade sections
- Tacoma Dome Station to Tacoma Mall** - This project would extend light rail from the Tacoma Dome Station to a station in the vicinity of the Tacoma Mall.
- Tacoma Link Extension** - Tacoma Link extension to Tacoma Community College

### Bus

- Bus capital enhancements for speed, reliability, convenience along Pacific Avenue** - This project would be a partnership with Pierce Transit's BRT project along Pacific Avenue (where PT route 1 currently operates) by contributing toward capital improvements that support efficient flow of buses,



## Events

2015: Year of the Bike

January 1, 2015 at 12:00 am

Meditation Hour - Every Monday Evening Starting January 1, 2015

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# Amazon's global real estate chief to become chairman of Seattle Chamber

Sep 25, 2015, 1:58pm  
PDT

INDUSTRIES & TAGS   Technology, Commercial Real Estate, Residential Real Estate

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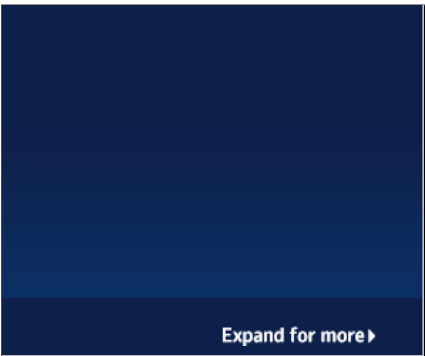
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Stephanie Forshee

Research Director  
Puget Sound  
Business Journal

John Schoettler has led the global real estate development team for [Amazon](#) (Nasdaq: AMZN) for the past 14 years, which has included a massive expansion of the company's footprint both here in Seattle and world-wide.

That's no easy job. The company is building skyscrapers for its headquarters in Seattle, is buying up warehouses all around the country and the world to expand its distribution, and is also opening huge cloud computing facilities to serve Amazon Web Services customers.

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Director Global Real Estate & Facilities, Amazon

But this upcoming Monday, Schoettler will add another job to his resume – this time, a volunteer position – as he becomes chairman of the [Seattle Metropolitan Chamber of Commerce](#).

He spoke with the Puget Sound Business Journal about his plans for the chamber and how the city should think more globally.

**What are some of your initial goals for the chamber?** For me, it’s important that we as a chamber continue the work of the Global Cities Initiative to increase our region’s global competitiveness. We need to attract and grow the innovative and entrepreneurial talent in the region. To accomplish this, the chamber will continue building a strong job-growing economy, encouraging businesses to be great stewards of our natural and cultural environment.

Increasing STEM production and capacity is a stepping stone that can address the lack of higher education capacity in our state, particularly as it relates to STEM degrees.

**How will your background with Amazon tie into your role and weigh in on your objectives for the city?** I love this area, and I’m passionate about ensuring that we are truly the region that gets it right — that we don’t make the same mistakes that other regions have which resulted in the loss of affordability, accessibility, safety and mobility.

In the short term, we’ll need to do things like finishing the important work on transportation that we’ve started such as passing Sound Transit 3 and the Move Seattle levy, supporting good candidates for Seattle City Council and passing

UPCOMING EVENTS

**Healthcare Inc. NW: Driving Profit Through Workplace Wellness**  
NOVEMBER 06, 2015

**Women of Influence Awards**  
NOVEMBER 18, 2015

**Leadership, Innovation and Technology Awards**  
DECEMBER 03, 2015

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the grand bargain on housing affordability.

And, we have to think about the long term as well. The Seattle region is in competition with other regions around the world. So, I truly believe that private sector leaders have an opportunity and an obligation to step up to ensure that we can take the next step towards becoming a global city.

**What is the biggest thing that the chamber is missing right now and what is your plan to change or fix it?** We have a terrific opportunity to demonstrate how the organization and its members — local businesses — lead the way on strengthening economic, entrepreneurial and civic vitality so that our region can attain inclusive, long-lasting prosperity in our region.

Over the past year, the Chamber has signed memoranda of understanding with 23 neighborhood and ethnic chambers of commerce, allowing smaller and diverse businesses to increase their participation in chamber activities.

That said, as the chamber for the metropolitan area, we reach out to businesses around the Seattle region, not just in Seattle proper. In fact, 40 percent of our members are headquartered outside of the city.

**What are some of your favorite pastimes with the group?** I have to say some of my favorite pastimes are the Leadership Mixer hosted by the Chamber's Young Professionals Network . It gives me a chance to speak with emerging leaders about career development, current issues and the local community.

Another favorite pastime would have to be the Regional Leadership Conference. The conference is a springboard for ideas and provides civic leaders from the public, private and nonprofit sectors the opportunity to discuss how to help grow our local workforce, improve our quality of life, adapt faster to the changing demands of the global marketplace and grow our region's global competitiveness.

*Stephanie Forshee compiles research for the lists.*

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# Shoreline Area NEWS

News, events and information about Shoreline and Lake Forest Park.

Events Home Business Politics Arts Police Fire Sports Schools Weather

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## Shoreline and LFP studies included in preliminary candidates project list for ST3 2016 ballot measure

SUNDAY, SEPTEMBER 27, 2015

### SOUND TRANSIT 3

#### ST3 Candidate Projects List sets stage for a 2016 ballot

In response to rising congestion and public support for mass transit expansions, work is underway to develop a Sound Transit 3 (ST3) ballot measure for voters to consider in November 2016.

In June and July, the Sound Transit Board asked for input on a draft list of projects to study for possible inclusion in a [Sound Transit 3 ballot measure](#). The response was great - nearly 25,000 online surveys and more than 1,000 written comments.

The Sound Transit Board acted on the input received by approving the ST3 Candidate Projects List. [See the ST3 Candidate Projects List](#) and view an [interactive map](#) on the ST3 website.

Each project in the ST3 Candidate Projects List will be studied closely this fall and winter to estimate potential costs, ridership, transit integration, transit-oriented development opportunities and other factors.

In early 2016, after identifying priorities based on study results, the Board is scheduled to publish a draft ST3 plan for additional public feedback before adopting a final ballot measure for voters to consider in November 2016.

On the preliminary list:

TOP STORIES

Police Action in Shoreline week of 10-19-15

Report from 145th Street Station Citizens Committee

Kid Safe Halloween Trick or Treat Street in Lake Forest Park

Shorecrest skunks Glacier Peak on Senior Night, 5-0

Mod Pizza donates \$5,600 to PTA Clothing Room and continues to do a brisk business

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