

### Seattle Subway Form Letter

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement.

Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need.

Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties.

Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel.

- In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment.
- In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard.
- In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1].
- At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible.
- In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible.
- At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower.
- At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access.
- In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use.
- In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub.
- In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility.
- In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5.

Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility.

In order to future proof our growing system, we must design for expandability in four locations:

- 1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line).
- 2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW).
- 3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton.
- 4) Midtown must be designed to accommodate future expansion to the east along Madison St.
- 5) West Seattle should be built for future southern expansion to White Center and Burien.

## Appendix O. Draft EIS Comment Summary and Response to Comments

### Comment Responses:

Comment	Response
Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need.	Please see response to CC2j in Table 7-1 in Chapter 7, Comment Summary, of the West Seattle Link Extension Final EIS. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties.	Please see response to CC2k in Table 7-1. A response to this comment related to the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel.	Sound Transit has continued coordination with the City of Seattle and King County Metro regarding station access during preparation of the Final EIS. One goal of this coordination was minimizing transfer times and improving passenger experience for the stations on the preferred alternative. This work will continue as design and permitting advances. Please see response to CC3a in Table 7-1. A response to this comment related the Ballard Link Extension will be provided as part of the environmental review process for the Ballard Link Extension.
In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
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At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.

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In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub.	A response to this comment will be provided as part of the environmental review process for the Ballard Link Extension.
In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility.	Please see responses to CCG2 and CC3f in Table 7-1. Please see Section 4.14, Public Services, Safety, and Security, of the Final EIS for more information on impacts to the United States Postal Service Carrier Annex and Distribution Center/Terminal Post Office in SODO.
In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5.	Please see responses to CCG2 in Table 7-1.

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500593	Max Baker
500594	Megan Colella
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500598	Scott Johnson

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504898	Charles Tishman
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504900	Theodore Wiederhold
504901	Harris Hoffman
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504903	Nick Zombor
504904	Ron Salisbury
504993	Andrew Dyjak
504996	Matt Brannock
504997	Benjamin Rogers
505002	Kristopher Antonelli
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**Communication** ( 4/13/2022 )

Matthew Giles Draft EIS Comment

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

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(4) Midtown must be designed to accommodate future expansion to the east along Madison St.

(5) West Seattle should be built for future southern expansion to White Center and Burien.

Thank you for your review of these comments.  
Matthew Giles

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1074895	Matthew Giles	Individual		hiimmattgiles@me.com

**Communication** ( 4/13/2022 )

Stephen Sherwood Draft EIS Comment

Manager DEIS Comments,

Hi, I want the The Ballard-West Seattle Link Extension to prioritize the needs of daily riders like me. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

Do not eliminate any stations from what I voted to approve with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need.

The utility of light rail is reduced when stations are too deep. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for people like me who make frequent sports trips. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties.

Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel.

In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment.

In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard.

In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1].

At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible.

In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible.

At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower.

At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access.

In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use.

In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub.

In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility.

In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5.

Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility.

In order to future proof our growing system, we must design for expandability in four locations:

(1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line).

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(3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton.

(4) Midtown must be designed to accommodate future expansion to the east along Madison St.

(5) West Seattle should be built for future southern expansion to White Center and Burien.

Thank you for your review of comments like mine.

Stephen Sherwood

frenzy.presto.0q@icloud.com

905 NE 66th St #431

Seattle, Washington 98115

Owner(s):

Contact ID	Name	Type	Phones	Email
1074896	Stephen Sherwood	Individual		frenzy.presto.0q@icloud.com

**Communication ( 4/13/2022 )**

Lucas Simons Draft EIS Comment

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need.

Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties.

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(5) West Seattle should be built for future southern expansion to White Center and Burien.

Thank you for your review of these comments.

Lucas Simons

ltsimons@gmail.com

1400 31st Ave

Seattle, Washington 98122

Owner(s):

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1074897	Lucas Simons	Individual		ltsimons@gmail.com

**Communication** ( 4/13/2022 )

James Wu Draft EIS Comment

Manager DEIS Comments,

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(5) West Seattle should be built for future southern expansion to White Center and Burien.

Thank you for your review of these comments.

James Wu

jameswu@hey.com

905 Dexter Ave North L445

Seattle, Washington 98109

Owner(s):

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<u>1074898</u>	<u>James Wu</u>	Individual		<u>jameswu@hey.com</u>

**Communication** ( 4/13/2022 )

Erik Nordheim Draft EIS Comment

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

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(5) West Seattle should be built for future southern expansion to White Center and Burien.

Thank you for your review of these comments.

Erik Nordheim

erikn@icloud.com

4842 Railroad Ave NE

Seattle, Washington 98105

Owner(s):

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<u>864869</u>	<u>Erik Nordheim</u>	Individual		<u>erikn@icloud.com</u>

**Communication** ( 4/12/2022 )

Keith Kyle Draft EIS Comment

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

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In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use.

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Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility.

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(5) West Seattle should be built for future southern expansion to White Center and Burien.

Thank you for your review of these comments.

Keith Kyle

keithbkyle@gmail.com

928 Hobson St

Walla Walla, Washington 99362

**Owner(s):**

Contact ID	Name	Type	Phones	Email
<u>874053</u>	<u>Keith Kyle</u>	Individual		<u>keithbkyle@gmail.com</u>

**Communication ID: 500044**

**Communication** ( 4/14/2022 )

I agree with these recommendations from The Urbanist:

1. First and foremost, design the system for transit riders and the optimal rider experience.
2. Build the system to maximize ridership.
3. Design the system to be easy to expand.
4. Station locations should unlock transit-oriented development (TOD) opportunities to the highest extent possible.
5. Construction impacts are important but shouldn't solely determine a 100-year investment.
6. Cost is an important factor, but we shouldn't shy away from big investments where there is a high return.

<https://www.theurbanist.org/2022/04/14/best-seattle-light-rail-alignments/>

**Owner(s):**

Contact ID	Name	Type	Phones	Email
<u>914885</u>	<u>Andrew Hu</u>	Individual		<u>andrewhu@uw.edu</u>

**Communication ID: 500192**

**Communication** ( 4/15/2022 )

I support the feedback that's been laid out by the Urbanist and Seattle Subway (<https://www.theurbanist.org/2022/04/14/best-seattle-light-rail-alignments/>) to create the best system for long term needs.

Junction: Medium Tunnel 41st Avenue Station: Prefer Medium Tunnel 41st Avenue Station [WSJ-5], but study a refined Elevated Fauntleroy Station that would reduce residential displacement and costly property takings.

Avalon: Retained Cut: Prefer WSJ-5 with a request to study a refined DEL-6 pairing.

Delridge: DEL-6, with caveats: Request a study of improved DEL-6 options that are compatible with the Medium 41st Avenue Tunnel [WSJ-5].

SoDo: Mixed Profile Station: Choose Mixed Profile Station [SoDo-2] and study siting further north at the existing SoDo Station location to avoid costly post office taking.

Chinatown-International District: 4th Avenue: Prefer 4th Avenue Shallow Alternative (CID-1a) alignment but please make it shallower. Study making it as shallow as the existing CID station by using a shallow tunnel over the existing Downtown Seattle Transit Tunnel to reach Midtown. The transfers must be quicker than four and a half minutes.

Midtown: 5th Avenue, Less Deep: Make the station as shallow as possible, design station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use.

Westlake: 5th Avenue, with better surface access and transfers: 5th Avenue Station [DT-1]. Update the elevator and escalator plan to improve ease of use and redundancy and find ways to speed up transfers and surface access.

Denny: DT-1 on Westlake Avenue: Westlake Avenue Station [DT-1]. Update vertical conveyances and aim shallower.

South Lake Union: Harrison or Central SLU: Prefer Harrison Street as the less bad option included, but study a Westlake Avenue or similar alignment centered in South Lake Union as much as possible. South Lake Union should have a station centered in it based on all the jobs in the area.

Uptown / Seattle Center: Republican Street: Prefer Republican Street Station

Smith Cove: Galer Street: Preferred Galer Street Station [SIB-1].

Interbay: Retained Cut or Slimmed Down 15th Avenue Elevated: Advance and refine Thorndyke Retained Cut [IBB-2a/IBB-2b] and a slimmed down 15th Avenue Elevated Station [IBB-3].

Ballard: Put a station entrance west of 15th Avenue: study pairing a high bridge with an elevated 15th Avenue Station and to continue to refine all tunnel options to put a station entrance west of 15th Avenue. Jettison the moveable bridge. Open additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment.

Lastly, consider adding in spur tracks at SLU to allow an additional spur to be build in the future per Seattle Subway goal map.

Thank you.

**Owner(s):**

Contact ID	Name	Type	Phones	Email
1074953	Asad Syed	Individual		asad.asghar.syed@gmail.com

**Communication** ( 4/14/2022 )

Peter Beels WSBLE Draft EIS comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Peter Beels  
beels99@gmail.com

103 NW 104th St  
Seattle, Washington 98177

Owner(s):

Contact ID	Name	Type	Phones	Email
<u>1075117</u>	<u>Peter Beels</u>	Individual		<u>beels99@gmail.com</u>

**Communication** ( 4/14/2022 )

Alicia Goodwin WSBLE Draft EIS comment

Manager DEIS Comments,

Hello! While the following letter was written by an advocacy group I respect, I agree completely with their position. It's hard for a regular citizen to track the minutiae of transportation policy. The future of Seattle depends on forward thinking and thoughtful decision making. Please consider these ideas.

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Thank you for your review of these comments.

Alicia Goodwin  
aliciagoodwin@gmail.com  
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SEATTLE , Washington 98112

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1075118	Alicia Goodwin	Individual		aliciagoodwin@gmail.com

**Communication** ( 4/14/2022 )

Jared Howe WSBL Draft EIS comment

Manager DEIS Comments,

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Jared Howe  
jaredchowe@gmail.com

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**Communication** ( 4/14/2022 )

Benjamin Rogers WSBLE Draft EIS Comments

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Benjamin Rogers  
b.rogers01@gmail.com

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Contact ID	Name	Type	Phones	Email
<u>1075121</u>	<u>Brianroy Thomson</u>	Individual		<u>b.alexanderthomson@gmail.com</u>

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Greg Hurlman WSBL Draft EIS Comment

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Greg Hurlman  
greg@98.codes

3815 Woodland Park Ave N Apt 502  
Seattle, Washington 98103

Owner(s):

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<u>1075257</u>	<u>Greg Hurlman</u>	Individual		<u>greg@98.codes</u>

**Communication** ( 4/14/2022 )

Jerome Miller WSBLE Draft EIS Comment

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JEROME MILLER

matthewnsea@aol.com

5217 25th AVE SW  
SEATTLE , Washington 98106

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<u>1075258</u>	<u>Jerome Miller</u>	Individual		<u>matthewnsea@aol.com</u>

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john hanks

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seattle, Washington 98119

Owner(s):

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<u>1075259</u>	<u>John Hanks</u>	Individual		<u>johnhanks1+light@gmail.com</u>

**Communication** ( 4/14/2022 )

Taylor Kendall WSBLE Draft EIS Comment

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Thank you for your review of these comments.

Taylor Kendall  
taylorkendall@gmail.com

1708 Dexter Avenue North  
Seattle , Washington 98109

Owner(s):

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<u>776851</u>	<u>Taylor Kendall</u>	Individual		<u>taylorkendall@gmail.com</u>

**Communication** ( 4/14/2022 )

Denise Brown WSBLE Draft EIS Comment

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

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Thank you for your review of these comments.

Denise Brown  
debrown33@msn.com

7989 Walden Ln, WAY  
BAINBRIDGE ISLAND, Washington 98110

**Owner(s):**

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<u>1075260</u>	<u>Denise Brown</u>	Individual		<u>debrown33@msn.com</u>

**Communication** ( 4/14/2022 )

Robert Blumenthal WSBL Draft EIS Comment

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Robert Blumenthal  
rblument@comcast.net

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Seattle, Washington 98115

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<u>1075261</u>	<u>Robert Blumenthal</u>	Individual		<u>rblument@comcast.net</u>

**Communication** ( 4/14/2022 )

Taylor Cramer WSBL Draft EIS Comment

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Taylor Cramer  
musicmaniac@gmail.com

762 N 65th Street  
Seattle, Washington 98103

**Owner(s):**

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<u>1072840</u>	<u>Taylor Cramer</u>	Individual		<u>musicmaniactc@gmail.com</u>

**Communication** ( 4/14/2022 )

Erin Fernandez WSBLE Draft EIS Comment

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Erin Fernandez  
erinfern@gmail.com

7718 19TH AVE NE  
SEATTLE, Washington 98115-4434

Owner(s):

Contact ID	Name	Type	Phones	Email
<u>1075262</u>	<u>Erin Fernandez</u>	Individual		<u>erinfern@gmail.com</u>

**Communication** ( 4/14/2022 )

Ben Ritter WSBLE Draft EIS Comment

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Ben Ritter

benritter88@gmail.com

1124 16th Ave  
Seattle, Washington 98122-4534

Owner(s):

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<u>1075263</u>	<u>Ben Ritter</u>	Individual		<u>benritter88@gmail.com</u>

**Communication** ( 4/14/2022 )

Eric Nunn WSBLE Draft EIS Comment

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Eric Nunn  
ejnunn1@msn.com

4307C Linden Ave N  
Seattle, Washington 98103

**Owner(s):**

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<u>1075264</u>	<u>Eric Nunn</u>	Individual		<u>ejnunn1@msn.com</u>

**Communication** ( 4/14/2022 )

Kevin Heim WSBLE Draft EIS Comment

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Thank you for your review of these comments.

Kevin Heim  
heimkev@gmail.com  
216 18th Ave  
Seattle, Washington 98122

Owner(s):

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<u>1075265</u>	<u>Kevin Heim</u>	Individual		<u>heimkev@gmail.com</u>

**Communication** ( 4/14/2022 )

Christopher Billingham WSBLE Draft EIS Comment

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need.

Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties.

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At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible.

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In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub.

In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility.

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Christopher Billingham  
cbillingham@gmail.com

2020 NE 102nd St  
Seattle, Washington 98125

Owner(s):

Contact ID	Name	Type	Phones	Email
<u>1075266</u>	<u>Christopher Billingham</u>	Individual		<u>cbillingham@gmail.com</u>

**Communication** ( 4/14/2022 )

Joshua Campbell WSBLE Draft EIS Comment

Manager DEIS Comments,

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Joshua Campbell  
auspiciousactivities@gmail.com

4523 Renton Ave S  
Seattle , Washington 98108

Owner(s):

Contact ID	Name	Type	Phones	Email
<u>1075267</u>	<u>Joshua Campbell</u>	Individual		<u>auspiciousactivities@gmail.com</u>

**Communication ( 4/14/2022 )**

Jacob Cyriac WSBLE Draft EIS Comment

Manager DEIS Comments,

I don't have a car and I use transit every day. It is critical that we get this right. We might have to endure hardship for 3 years of construction for the benefit of the 4 generations, and that's worth it.

TLDR:

- short transfer times are critical to me! Bus to train, train to train, etc.
- no massive deep stations!
- elevators direct to platforms
- no need for huge mezzanines (don't waste money)
- stations in population centers

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Thank you for your review of these comments.

Jacob C  
jacob.cyriac@live.com  
1305 E Howell st  
Seattle, Washington 98122

Owner(s):

Contact ID	Name	Type	Phones	Email
<u>1075268</u>	<u>Jacob Cyriac</u>	Individual		<u>jacob.cyriac@live.com</u>

**Communication** ( 4/14/2022 )

Krystal Miller WSBLE Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Krystal Miller  
krystalanmiller@gmail.com

7706 32nd Ave SW  
Seattle, Washington 98126

Owner(s):

Contact ID	Name	Type	Phones	Email
<u>775265</u>	<u>Krystal Miller</u>	Individual		<u>krystalannmiller@gmail.com</u>

**Communication** ( 4/14/2022 )

Evan Maynard WSBLE Draft EIS Comment

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement.

I urge you to accelerate Fremont, Ballard, and SLU access to promote city dwelling further reducing carbon emissions. The lack of in city routing encourages people to live in the burbs and for those in the city to own cars simply because the existing options are incomplete. The city is growing rapidly and we must accelerate these transit options that were designed before the growth of these neighborhoods was evident.

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Thank you for your review of these comments.

-Evan Maynard  
Capitol Hill Resident

Evan Maynard  
evanmaynard1@gmail.com  
325 Harvard Ave E Unit 101  
Seattle, Washington 98102

**Owner(s):**

Contact ID	Name	Type	Phones	Email
<u>1075269</u>	<u>Evan Maynard</u>	Individual		<u>evanmaynard1@gmail.com</u>

**Communication** ( 4/14/2022 )

Jensen DeGrande WSBLE Draft EIS Comment

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Jensen DeGrande  
jdeggran@uw.edu

939 N 89th St  
Seattle, Washington 98103

Owner(s):

Contact ID	Name	Type	Phones	Email
<u>1075270</u>	<u>Jensen DeGrande</u>	Individual		<u>jdegran@uw.edu</u>

**Communication** ( 4/14/2022 )

Martin Criminale WSBL Draft EIS Comment

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put riders and increased ridership first. As an avid pedestrian and cyclist, I am writing to submit my comments to Sound Transit's Draft Environmental Statement

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Thank you for your review of these comments.

Martin Criminale  
martin@criminale.com

1515 35th Ave S  
Seattle, Washington 98144

Owner(s):

Contact ID	Name	Type	Phones	Email
<u>1075271</u>	<u>Martin Criminale</u>	Individual		<u><a href="mailto:martin@criminale.com">martin@criminale.com</a></u>

**Communication** ( 4/14/2022 )

Max Baker WSBLE Draft EIS Comment

Manager DEIS Comments,

As a resident of Delridge in West Seattle we are very excited for the new extension, but nervous of the negative externalities a bad design may bring.

Sound Transit should be prioritizing stations that occupy existing ROW and displace as few existing homes as possible. They should also not be considering very tall or very deep stations as these will create access issues and create much lengthier transfer times (which will be very important for those in the neighborhood who will be transferring by bus and bike).

Please choose the options that displace cars more than people.

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need.

Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties.

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Max Baker  
maxwellabaker@gmail.com  
4816A Delridge Way SW  
Seattle, Washington 98106

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**Communication** ( 4/14/2022 )

Megan Colella WSBLE Draft EIS Comment

Manager DEIS Comments,

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Megan Colella  
mjcolella85@gmail.com

18737 56th AVE NE  
Kenmore, Washington 98028

Owner(s):

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**Communication** ( 4/14/2022 )

Lacey Pierce WSBLE Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Lacey Pierce

gir.doom@comcast.net

16704 58th place west  
Lynnwood, Washington 98037

Owner(s):

Contact ID	Name	Type	Phones	Email
<u>1075273</u>	<u>Lacey Pierce</u>	Individual		<u>gir.doom@comcast.net</u>

**Communication** ( 4/14/2022 )

Greg Clem WSBLE Draft EIS Comment

Manager DEIS Comments,

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Greg Clem  
gregory.rae.clem@gmail.com

520 Terry Ave  
Seattle, Washington 98104

Owner(s):

Contact ID	Name	Type	Phones	Email
<u>1075274</u>	<u>Greg Clem</u>	Individual		<u>gregory.rae.clem@gmail.com</u>

**Communication ( 4/14/2022 )**

Cody Bean WSBLE Draft EIS Comment

Manager DEIS Comments,

20th is much better than 14th for the ballard station.

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Cody Bean

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Seattle , Washington 98117

Owner(s):

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<u>1075275</u>	<u>Cody Bean</u>	Individual		<u>codybean@gmail.com</u>

**Communication** ( 4/14/2022 )

Scott Johnson WSBL Draft EIS Comment

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tahomasan@icloud.com

2115 S G Street  
Tacoma, Washington 98405

Owner(s):

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<u>1075276</u>	<u>Scott Johnson</u>	Individual		<u>tahomasan@icloud.com</u>

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Arun Ganti WSBLE Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Arun Ganti  
ganti.arun@gmail.com

727 30th ave  
Seattle, Washington 98122

Owner(s):

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**Communication** ( 4/14/2022 )

Daniel Weisbeck WSBLE Draft EIS Comment

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

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Daniel Weisbeck  
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**Communication** ( 4/14/2022 )

Michael Mayfield WSBL Draft EIS Comment

Manager DEIS Comments,

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Michael Mayfield  
michael.mayfield@hey.com

905 NE 66th St, Unit 430  
Seattle, Washington 98115

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**Communication** ( 4/14/2022 )

Garrett McCulloch WSBLE Draft EIS Comment

Manager DEIS Comments,

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Garrett McCulloch  
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**Communication** ( 4/18/2022 )

Sean Stamm Draft EIS Comment

Manager DEIS Comments,

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Sean Stamm  
sean.stamm5@gmail.com

615 Summit Ave E Apt 11  
Seattle , Washington 98102

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<u>1075280</u>	<u>Sean Stamm</u>	Individual		<u>sean.stamm5@gmail.com</u>

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Kjersti Egerdahl Draft EIS Comment

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Kjersti Egerdahl

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**Communication** ( 4/19/2022 )

Kevin Futhey Draft EIS Comment

Manager DEIS Comments,

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Kevin Futhey  
kevinfuthey@gmail.com

23910 45th Pl W  
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<a href="#">1075284</a>	<a href="#">Kevin Futhey</a>	Individual		<a href="mailto:kevinfuthey@gmail.com">kevinfuthey@gmail.com</a>

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Brandon Fortino Draft EIS Comment

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Brandon Fortino  
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1075286	Brandon Fortino	Individual		bfortino@gmail.com

**Communication** ( 4/19/2022 )

Charles Cardinaux Draft EIS Comment

Manager DEIS Comments,

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Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need.

Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties.

Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel.

In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment.

In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard.

In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1].

At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible.

In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible.

At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower.

At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access.

In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use.

In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub.

In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility.

In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5.

Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility.

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- (5) West Seattle should be built for future southern expansion to White Center and Burien.

Thank you for your review of these comments.

Charles Cardinaux  
charles.cardinaux@gmail.com

2015 Yale Ave E Apt 402  
Seattle, Washington 98102

**Owner(s):**

Contact ID	Name	Type	Phones	Email
880163	Charles Cardinaux	Individual		<a href="mailto:charles.cardinaux@gmail.com">charles.cardinaux@gmail.com</a>

**Communication ID: 500780**

**Communication** ( 4/20/2022 )

I would like to voice my support for the recommendations presented by Seattle Subway and The Urbanist during a webinar on April 7th. I want to see Sound Transit prioritize transit riders in the development of the West Seattle and Ballard links. Furthermore, I hope to see planning for future expansion.

Specific comments

Medium Tunnel 41st Avenue Station: Prefer Medium Tunnel 41st Avenue Station [WSJ-5], but study a refined Elevated Fauntleroy Station that would reduce residential displacement and costly property takings.

Avalon Retained Cut Station: Prefer WSJ-5 with a request to study a refined DEL-6 pairing.

Delridge: Request a study of improved DEL-6 options that are compatible with the Medium 41st Avenue Tunnel [WSJ-5].

SoDo: Choose Mixed Profile Station [SoDo-2] and study siting further north at the existing SoDo Station location to avoid costly post office taking.

Chinatown-International District: Prefer 4th Avenue Shallow Alternative (CID-1a) alignment but please make it shallower. Study making it as shallow as the existing CID station by using a shallow tunnel over the existing Downtown Seattle Transit Tunnel to reach Midtown. The transfers must be quicker than four and a half minutes.

Midtown: Make the station as shallow as possible, design station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use.

Westlake: 5th Avenue Station [DT-1]. Update the elevator and escalator plan to improve ease of use and redundancy and find ways to speed up transfers and surface access.

Denny: Westlake Avenue Station [DT-1]. Update vertical conveyances and aim shallower.

South Lake Union: Prefer Harrison Street as the less bad option included, but study a Westlake Avenue or similar alignment centered in South Lake Union as much as possible.

Uptown / Seattle Center: Prefer Republican Street Station and work to mitigate impacts to arts organizations to the extent possible.

Smith Cove: Preferred Galer Street Station [SIB-1].

Interbay: Advance and refine Thorndyke Retained Cut [IBB-2a/IBB-2b] and a slimmed down 15th Avenue Elevated Station [IBB-3].

Ballard: Study pairing a high bridge with an elevated 15th Avenue Station and to continue to refine all tunnel options to put a station entrance west of 15th Avenue. Jettison the moveable bridge. Open additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment.

**Owner(s):**

Contact ID	Name	Type	Phones	Email
1075417	Philip Greene	Individual		<a href="mailto:philip.greene@gmail.com">philip.greene@gmail.com</a>

**Communication ID: 500830**

**Communication** ( 4/20/2022 )

for the ballard segment sound transit needs to open additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. We need a station in Interbay so I support Thorndyke Retained Cut [IBB-2a/IBB-2b]. I prefer Galer Street Station/Central Interbay [SIB-1]. For Seattle Center station, the one closest to me, I prefer Republican Street Station and think Sound Transit should work to mitigate impacts to arts organizations as much as possible. I especially think that we need to be examine shallow stations whenever possible, this is a major flaw of the 1-line. For south lake union I think both stations are bad, and fail to serve the area. I think we need to examine a station in a more central location that can serve more riders. For the Denny Ave station I think Westlake Ave Station [DT-1]. is perfect, but we need to update vertical conveyances and once again aim shallower. For Midtown, make the station as shallow as possible, design the station with surface to platform elevators in mind, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. For the CID/International District I prefer 4th Avenue Shallow Alternative (CID-1a) alignment but it needs to be as shallow as existing station, study a shallow cut and cover option over existing Downtown Seattle Transit Tunnel. Shallow stations slow down transfer times. For SODO: I like Mixed Profile Station [SoDo-2], but I think sound transit should study construction further North at the existing SoDo Station location. For the West Seattle stations, I like WSJ-5, but i request sound transit study better DEL-6 that are still compatible with WSJ-5.

In general I think:

- Do not eliminate any stations.
- Work to make stations as shallow as possible.
- Improve transfer times wherever possible.
- Ensure escalators and elevators are (1) fast and (2) have enough redundancy to handle game day rushes and not fail riders in the event of failure. This is a major flaw at the moment.
- Use fast surface-to-platform elevators (no mezzanines) when stations are more than 100 feet deep and align station design so that it's possible.
- Plan to build for future expansion in Seattle.

**Owner(s):**

Contact ID	Name	Type	Phones	Email
<a href="#">1075453</a>	<a href="#">Bryce Ridley</a>	Individual		<a href="mailto:bryceridley21@gmail.com">bryceridley21@gmail.com</a>

**Communication ID: 500831**

Communication ( 4/20/2022 )

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As a daily commuter on Sound Transit, I think that in general the stations are far too deep, and the time it takes to descend into many of the stations is far too long. I think there needs to be a greater emphasis on accessibility, as many stations have few to zero accessible options depending on the time of day.

In general I think:

- Do not eliminate any stations.
- Work to make stations as shallow as possible.
- Improve transfer times wherever possible.
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**Owner(s):**

Contact ID	Name	Type	Phones	Email
1075454	Kalena McKinnon	Individual		<a href="mailto:kalena.mckinnon@gmail.com">kalena.mckinnon@gmail.com</a>

**Communication** ( 4/20/2022 )

Scott Lambert Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Scott Lambert  
scottus96@gmail.com

140 S. 363rd Pl.  
Federal Way, Washington 98003

Owner(s):

Contact ID	Name	Type	Phones	Email
<u>1075485</u>	<u>Scott Lambert</u>	Individual		<u>scottus96@gmail.com</u>

**Communication** ( 4/20/2022 )

Samuel Berling Draft EIS Comment

Manager DEIS Comments,

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Samuel Berling  
sdberling@gmail.com

620 Galer St. Apt. 334  
Seattle, Washington 98109

Owner(s):

Contact ID	Name	Type	Phones	Email
1075486	Samuel Berling	Individual		sdberling@gmail.com

**Communication** ( 4/20/2022 )

James Siri Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

James Siri  
actionnetwork@irrelephants.net

9020 dayton ave n  
seattle, Washington 98103

Owner(s):

Contact ID	Name	Type	Phones	Email
<u>1075489</u>	<u>James Siri</u>	Individual		<u>actionnetwork@irrelephants.net</u>

**Communication** ( 4/20/2022 )

Max Morley Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Max Morley  
mmorley425@gmail.com

2016B NW 64th St  
Seattle, Washington 98107

Owner(s):

Contact ID	Name	Type	Phones	Email
<a href="#">1075490</a>	<a href="#">Max Morley</a>	Individual		<a href="mailto:mmorley425@gmail.com">mmorley425@gmail.com</a>

**Communication** ( 4/20/2022 )

William Gagne-Maynard Draft EIS Comment

Manager DEIS Comments,

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In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility.

In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5.

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Thank you for your review of these comments.

William Gagne-Maynard  
will.maynard@gmail.com

7401 Fremont Ave N  
Seattle, Washington 98103

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<u>1075491</u>	<u>William Gagne-Maynard</u>	Individual		<u>will.maynard@gmail.com</u>

**Communication** ( 4/20/2022 )

Angela O'Leary Draft EIS Comment

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need.

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Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel.

At Seattle Center: Rethink the station entirely. It seems like zero consideration was put into this one. We KNOW the station escalators/elevators are unreliable, yet you plan a station so deep to be completely reliant on them. It will take too long to reach the platform and people are screwed if they elevators/escalators break down. And placing a station on Republican that will disrupt and potentially displace some of the arts organizations at the Seattle Center is wrong and does a real disservice to Seattle. They have created a wonderful grouping of arts organizations in the middle of town and it should be left to grow and thrive. Sound Transit has clearly not put real thought into this and needs to start over.

In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment.

In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard.

In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1].

In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible.

At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower.

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Thank you for your review of these comments.

Angela O'Leary  
angeloleary@gmail.com  
345 17th Ave E  
Seattle, Washington 98112

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**Communication** ( 4/21/2022 )

Jaclyn Martin Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Jaclyn Martin  
jackiejeam@gmail.com

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<u>1075499</u>	<u>Jaclyn Martin</u>	Individual		<u>jackiejeanm@gmail.com</u>

**Communication** ( 4/20/2022 )

Allie Kerr Draft EIS Comment

Manager DEIS Comments,

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We have one chance to do this right, let's not mess this up.

Thank you for your review of these comments.

Allie Kerr

kerr.allie@gmail.com

3830 Surber Drive NE  
Seattle, Washington 98105

Owner(s):

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<u>1075501</u>	<u>Allie Kerr</u>	Individual		<u>kerr.allie@gmail.com</u>

**Communication** ( 4/21/2022 )

Elizabeth Nelson Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Elizabeth Nelson  
enelson070@gmail.com

1136 13th Ave  
Seattle, Washington 98122

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**Communication** ( 4/21/2022 )

Enrique Munoz Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Enrique Munoz  
enriquemunoz600@gmail.com

712 N 143rd St Apt 204  
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**Communication** ( 4/21/2022 )

Margaret MacDonald Draft EIS Comment

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Thank you for your review of these comments.

Margaret MacDonald  
macdmarg@gmail.com

10319 Midvale Ave N Apt A  
Seattle, Washington 98133

Owner(s):

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<u>1075509</u>	<u>Margaret MacDonald</u>	Individual		<u>macdmarg@gmail.com</u>

**Communication** ( 4/21/2022 )

Mark Marogil Draft EIS Comment

Manager DEIS Comments,

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- (5) West Seattle should be built for future southern expansion to White Center and Burien.

Thank you for your review of these comments.

Mark Marogil  
markmarogil@gmail.com

435 summit ave east apt 301  
seattle, Washington 98102

Owner(s):

Contact ID	Name	Type	Phones	Email
1075510	Mark Marogil	Individual		markmarogil@gmail.com

**Communication** ( 4/21/2022 )

Samarth Patel Draft EIS Comment

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need.

Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties.

Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel.

In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment.

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In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1].

At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible.

In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible.

At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower.

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Thank you for your review of these comments.

Samarth Patel  
samarthxpatel1@gmail.com

1525 9th Ave  
Seattle, Washington 98101

**Owner(s):**

Contact ID	Name	Type	Phones	Email
<u>1075513</u>	<u>Samarth Patel</u>	Individual		<u>samarthxpatel1@gmail.com</u>

**Communication ID: 500995**

**Communication** ( 4/22/2022 )

I support any option that reduces the volume of car traffic down 15th.  
The urbanist had an option to add a new vehicle bridge with the light rail bridge and make Ballard bridge a public amenity / new park.  
  
Construction should make the appropriate considerations for the ballard food bank to ensure it can remain in operation during construction.  
  
I want this.

**Owner(s):**

Contact ID	Name	Type	Phones	Email
<u>1075600</u>	<u>Andrew Rhodes</u>	Individual		<u>pancakeindian@yahoo.com</u>

**Communication** ( 4/21/2022 )

Michael Gillenwater Draft EIS Comment

Manager DEIS Comments,

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In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1].

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Thank you for your review of these comments.

Michael Gillenwater  
mwgillenwater@gmail.com

9231 View Ave. NW  
Seattle, Washington 98117

Owner(s):

Contact ID	Name	Type	Phones	Email
<u>874057</u>	<u>Michael Gillenwater</u>	Individual		<u>mwgillenwater@gmail.com</u>

**Communication** ( 4/22/2022 )

Brandon Lazzell Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Brandon Lazzell

Brandon.Lazzell@valpo.edu

5750 230th Street SW, A  
Mountlake Terrace, Washington 98043

Owner(s):

Contact ID	Name	Type	Phones	Email
1075756	Brandon Lazzell	Individual		Brandon.Lazzell@valpo.edu

**Communication** ( 4/22/2022 )

Alex Frederick Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Alex Frederick  
axfreder@gmail.com

7043 Earl Ave Nw  
Seattle, Washington 98117

Owner(s):

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879494	Alex Frederick	Individual	8474149894	axfreder@gmail.com

**Communication** ( 4/22/2022 )

Jesse Swingle Draft EIS Comment

Manager DEIS Comments,

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Jesse Swingle  
jessejamess@msn.com

225 Roy Street Apt 2519  
Seattle, Washington 98109

Owner(s):

Contact ID	Name	Type	Phones	Email
<u>1075757</u>	<u>Jesse Swingle</u>	Individual		<u>jessejamess@msn.com</u>

**Communication** ( 4/22/2022 )

Maxx Follis-Goodkind Draft EIS Comment

Manager DEIS Comments,

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Maxx Follis-Goodkind  
friendsofmaxx@gmail.com

6726 Mary Ave Nw  
Seattle, Washington 98117

Owner(s):

Contact ID	Name	Type	Phones	Email
<u>1075758</u>	<u>Maxx Follis-Goodkind</u>	Individual		<u>friendsofmaxx@gmail.com</u>

**Communication ( 4/22/2022 )**

Conrad Meyer Draft EIS Comment

Manager DEIS Comments,

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Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility.

In order to future proof our growing system, we must design for expandability in four locations:

- (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line).
- (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW).
- (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton.
- (4) Midtown must be designed to accommodate future expansion to the east along Madison St.
- (5) West Seattle should be built for future southern expansion to White Center and Burien.

Thank you for your review of these comments.

Conrad Meyer

cse.cem+subway@gmail.com

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seattle, Washington 98117

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**Communication ( 4/22/2022 )**

Joe Reilly Draft EIS Comment

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need.

Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties.

Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel.

In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment.

In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard.

In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1].

At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible.

In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible.

At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower.

At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access.

In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use.

In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub.

In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility.

In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5.

Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility.

In order to future proof our growing system, we must design for expandability in four locations:

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- (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW).
- (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton.
- (4) Midtown must be designed to accommodate future expansion to the east along Madison St.
- (5) West Seattle should be built for future southern expansion to White Center and Burien.

Thank you for your review of these comments.

Joe Reilly

joe.reilly206@gmail.com

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875080	Joe Reilly	Individual		joe.reilly206@gmail.com

**Communication** ( 4/22/2022 )

Kenneth Tham Draft EIS Comment

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need.

Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties.

Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel.

In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment.

In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard.

In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1].

At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible.

In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible.

At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower.

At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access.

In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use.

In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub.

In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility.

In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5.

Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility.

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- (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton.
- (4) Midtown must be designed to accommodate future expansion to the east along Madison St.
- (5) West Seattle should be built for future southern expansion to White Center and Burien.

Thank you for your review of these comments.

Kenneth Tham

kenneth.w.tham@gmail.com

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**Communication ( 4/22/2022 )**

Shir Goldberg Draft EIS Comment

Manager DEIS Comments,

I live in Ballard and I don't have a car. My family depends on transit to get around. The situation here is already close to untenable due to the poor planning and leadership from Sound Transit. You have ONE SHOT at getting the light rail right. I'm begging you on behalf of all of us who have to live with your decisions—don't screw it up! Make stations as shallow and easy to access as possible. Put them in convenient locations, even if small business owners complain. It's time to prioritize your passengers instead of business interests!

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need.

Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties.

Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel.

In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment.

In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard.

In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1].

At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible.

In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible.

At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower.

At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access.

In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use.

In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub.

In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility.

In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5.

Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility.

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(3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton.

(4) Midtown must be designed to accommodate future expansion to the east along Madison St.

(5) West Seattle should be built for future southern expansion to White Center and Burien.

Thank you for your review of these comments.

Shir Goldberg  
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1514 NW 53RD ST, UNIT B  
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**Communication** ( 4/22/2022 )

Jacob White Draft EIS Comment

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need.

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In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment.

In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard.

In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1].

At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible.

In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible.

At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower.

At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access.

In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use.

In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub.

In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility.

In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5.

Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility.

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- (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton.
- (4) Midtown must be designed to accommodate future expansion to the east along Madison St.
- (5) West Seattle should be built for future southern expansion to White Center and Burien.

Thank you for your review of these comments.

Jacob White  
jjwhite33@yahoo.com

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Seattle , Washington 98112

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**Communication ID: 501148**

**Communication** ( 4/22/2022 )

Erik Heino Draft EIS Comment

Manager DEIS Comments,

As someone born in Seattle and a long-time taxpayer in the North King RTA district, I'm writing to insist that the Ballard-West Seattle Link Extension prioritize the needs of riders and increased ridership. Here are my comments about Sound Transit's Draft Environmental Statement:

- Keep all stations approved by voters.
- Make stations as shallow as possible to promote shorter connection times. The options so far are all far too deep.
- In Ballard, reopen consideration of a 20th Ave. station on a Thorndyke Tunnel Portal alignment.
- In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard.
- In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1].
- At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible.
- In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible.
- At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower.
- At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access.
- In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use.
- In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub.
- In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility.
- In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5.

Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility.

In order to future proof our growing system, we must design for expandability in four locations:

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- (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton.
- (4) Midtown must be designed to accommodate future expansion to the east along Madison St.
- (5) West Seattle should be built for future southern expansion to White Center and Burien.

Thank you for your review of these comments.

Erik Heino  
eheino@gmail.com  
19118 94th PI NE  
Bothell, Washington 98011-2217

**Owner(s):**

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<u>1075766</u>	<u>Erik Heino</u>	Individual		<u>eheino@gmail.com</u>

**Communication** ( 4/22/2022 )

Thomas Johnson Draft EIS Comment

Manager DEIS Comments,

Like so many have said, the Ballard-West Seattle Link Extension must put riders and increased ridership first. I write to submit my comments to Sound Transit's Draft Environmental Statement.

Eliminate no stations from what voters approved with ST3 in 2016. Our region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations directly opposes what we the region's voters want and need.

Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times far too much to be useful for short trips. These short trips are essential for the large number of riders like me, who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past at all. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties.

Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel.

In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment.

In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard.

In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1].

At Seattle Center: build the Mercer Street Station and work to mitigate impacts to arts organizations as much as possible.

In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible.

At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower.

At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access.

In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use.

In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub.

In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility.

In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5.

Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility.

In order to future proof our growing system, we must design for expandability in four locations:

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- (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton.
- (4) Midtown must be designed to accommodate future expansion to the east along Madison St.
- (5) West Seattle should be built for future southern expansion to White Center and Burien.

Thank you for reviewing these comments.

Thomas Johnson  
gharrity@gmail.com

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Seattle, Washington 98122

Owner(s):

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<u>1075767</u>	<u>Thomas Johnson</u>	Individual		<u>gharrity@gmail.com</u>

**Communication ( 4/22/2022 )**

Alex McGuire Draft EIS Comment

Manager DEIS Comments,

Hello,

It is CRITICAL that the Ballard-West Seattle Link Extension put riders and increased ridership first. I submit my following comments to Sound Transit's Draft Environmental Statement

Overarching criticisms:

We cannot afford to eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations at this stage contradicts what the region's voters chose, and stands as in direct opposition of the projected transportation needs.

Stations should be as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, for the following in particular: Midtown, Westlake, Denny, and Seattle Center, will increase travel times to the point they will not be useful for short trips. Making short trips easy by rail is essential for the large number of riders who are not suburban commuters. All of the deep and high-capacity stations also call for excellent vertical conveyances, which very clearly has not been a priority in the past (memes about how often you station escalators are broken is awful even if you are entirely able-bodied!) If these types of stations are pursued, it must be ensured that escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes, and not fail riders in the event of mechanical failure. Elevators should go from street level straight to the platform level, without additional stops to get passengers to trains as quickly as possible without creating additional time and accessibility penalties.

Building systems that provide smooth transfers between the growing transit lines is paramount to promoting a healthy rail network. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel.

In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment.

In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard.

In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1].

At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible.

In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. The current options will make further expansions off of these options impractical and not useful.

At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower.

At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. Having more transit at this hub should mean a much more robust and solid infrastructure, not worse than current.

In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use.

In Chinatown/International District: throw out deep stations, this will do nothing but burden this already essential and heavily used station. Open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. Please keep in mind that for many businesses and residences in this area, displacement would mean having to leave Seattle proper for good.

In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. Also keep in mind how important having access via Lander is to those who went without it over the past 4 years.

In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5.

Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility.

In order to future proof our growing system, we must design for expandability in four locations:

(1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line).

- (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW).
- (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton.
- (4) Midtown must be designed to accommodate future expansion to the east along Madison St.
- (5) West Seattle should be built for future southern expansion to White Center and Burien.

Thank you for your review of these comments.

Alex McGuire  
wdmalex22@gmail.com  
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Seattle , Washington 98112

**Owner(s):**

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<u>1075768</u>	<u>Alex McGuire</u>	Individual		<u>wdmalex22@gmail.com</u>

**Communication ID: 501297**

**Communication** ( 4/25/2022 )

Open additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment.

For Interbay I support Thorndyke retained cut [IBB-2a/IBB-2b].

For Smith Cove I support Galer street station/central Interbay [SIB-1].

I prefer Republican street station and for work to mitigate impacts to arts organizations as much as possible.

Please study a Westlake or similar alignment oriented north/south within SLU boundaries and as centered on South Lake Union as possible.

Westlake Ave Station [DT-1]. Update vertical conveyances and aim shallower.

5th Ave Station [DT-1]. Update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access.

For Midtown state, make the station as shallow as possible, design station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use.

Prefer 4th Avenue Shallow Alternative (CID-1a) alignment but it needs to be as shallow as existing station, study a shallow cut and cover option over existing Downtown Seattle Transit Tunnel.

For SODO the best is the Mixed Profile Station [SoDo-2] and please study construction further North at the existing SoDo Station location.

I prefer WSJ-5, but please study a better DEL-6 that is compatible with WSJ-5.

- Do not eliminate any stations.
- Work to make stations as shallow as possible.
- Improve transfer times wherever possible.
- Ensure escalators and elevators are (1) fast and (2) have enough redundancy to handle game day rushes and not fail riders in the event of failure.
- Use fast surface-to-platform elevators (no mezzanines) when stations are more than 100 feet deep and align station design so that it's possible.
- Plan to build for future expansion in Seattle.

**Owner(s):**

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**Communication ID: 501300**

**Communication** ( 4/23/2022 )

Tim Kappenman Draft EIS Comment

Project funding/cost

Chapter 2.8.2.1.1 lists the many alternatives contemplated in the DEIS and the associated total costs between \$3 billion and \$4.7 billion which is about double or triple the amount approved by voters in ST3 (\$1.7 billion). Before the pandemic, three West Seattle buses (RapidRide-C, #121, #21) already provided 25,500 trips daily. The DEIS projects 27,000 trips on light rail by 2042, only 1500 more than buses were providing in early 2020.

\*The light rail is all ready way over the original voted on budget(\$1.7 Billion) and based on all the other project history will likely be far greater than the \$4.7 Billion by the time it's actually completed.

Table 2-9 of App. N indicates Sound Transit estimates light rail to reduce 400 vehicle trips on the West Seattle Bridge by 2042. At a light rail cost of almost \$10 million per additional daily trip (plus the building of additional OMF capacity and train acquisition) and an annual operating cost of \$35 to \$40 million this investment does not seem worthwhile – and that's without considering the cost to the environment of greenhouse gases emitted during construction.

Chapter 4.2.1 relates to the devastating impact of various light rail alignments on residences, businesses, parks, and wildlife. Sound Transit is obligated to minimize such (mandated by DOT section 4(f) for example, see chapter 4.2.18). SkyLink would avoid most of the impact listed in this chapter and therefore the current DEIS fails the "Least Harm Analysis" test in 4.2.18.5.

Chapter 4.2.1.3: More than a thousand people may have to find new homes, just as many employees will have to find a new place of employment, many current stores and services may not be available in West Seattle anymore.

- Chapter 4.2.1.7/8 misrepresents the housing situation in West Seattle. While Redfin practically shows NO available home inventory in West Seattle, the DEIS just says: "research indicates that there are adequate opportunities for most residents and businesses to successfully relocate within the project vicinity." It promises relocation assistance but fails to mention that no assistance can help if the renter or homeowner cannot qualify for a new home based on current social status / credit rating.

Chapter 4.2.4.4 does not address the fact that West Seattle has already suffered the last two years from the closure of the West Seattle bridge and the construction required for RapidRide-H. Now all major arterials and transit ways to enter the center of West Seattle (see App. N.1-4 Fauntleroy Way partial closure by up to 1.5 years, 35th Ave by 3 years, and Delridge Way by 3 years) will be impacted by multi-year construction and related detours. While tunneling may help reduce the destruction of some homes and businesses, the excavation required for station construction will require very large construction sites with applicable detours.

**Owner(s):**

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1075942	Tim Kappenman	Individual		timkappenman@yahoo.com

**Communication** ( 4/23/2022 )

Anonymous Draft EIS Comment

I would like to stress that Sound Transit consider the gondola solution as a feeder form of transportation to reach our goals in West Seattle. Please review the information below.

#### Transit Time

If you live south of the N. Delridge light rail station and want to take the light rail to Bellevue, you would take a bus to the North Delridge station, get in line to ride up 2-3 escalators or 2 elevators, wait up to 12 min for a train to SODO, get up and down stairs/escalators at SODO to get to the platform for the 1 Line light rail, wait for a train to the International District (ID) transit hub, and walk and traverse escalators to get to a tunnel platform to wait for a train to Bellevue. The average wait time in chapter 3.4.3.3.1 does not accurately reflect any of this. The average, total travel time may be longer than using buses and driving a car and certainly less convenient. If the West Seattle light rail is extended beyond SODO in 2037, using it versus a bus may take about the same time. The travel times in Appendix N.1-3 are not realistic and seem to only reflect idealistic "best case" scenarios. Aerial engineering consultants have told us that it appears West Seattle gondola stations could be one story high. Therefore, if you took a gondola to go to Bellevue, you might take a bus to the N. Delridge

gondola station, walk or take the escalator/elevator up one story, board one of the always available cabins, ride it all the way to the ID, go down one story to the tunnel entrance, take an escalator/elevator down, and wait for a train to Bellevue. It would be a much easier and more convenient process and may therefore attract more drivers to public transit.

#### Pedestrian and Bicycle Trails

The Alki and Delridge Connector trail is a major walk/roll corridor to connect West Seattle with the rest of Seattle via the lower bridge. Chapter 3.7.3 lists the Alki and Delridge Connector trail, but the mitigation (on 23rd Ave SW) is not clear and fails the assurances in 3.7.4.

#### Waterway Impact

Chapter 3.9.3 mentions some impacts to fishing rights, but still contemplates new in-water columns. The tribes have traditionally been disenfranchised, and the failure to address the impact of water columns is a major oversight. The chapter also does not mention that the West Seattle bridge will need to be replaced at some point. ST should coordinate space requirements for that with SDOT and the DEIS should be updated to cover these requirements.

#### Acquisitions, Displacements, and Relocations

Chapter 4.2.1 relates to the devastating impact of various light rail alignments on residences, businesses, parks, and wildlife. Sound Transit is obligated to minimize such (mandated by DOT section 4(f) for example, see chapter 4.2.18). SkyLink would avoid most of the impact listed in this chapter and therefore the current DEIS fails the "Least Harm Analysis" test in 4.2.18.5.

As stated previously, a 2014 Sound Transit paper on mode choices for the regional transit network said:

"Several of the technologies that have moderate to high HCT capabilities, but are generally less suitable for Sound Transit, could be considered for some service if that service would operate on principally exclusive rights-of-way and is not intended to interline (i.e., share the same tracks) with the light rail 'spine,' which extends from Everett to Tacoma, and from Seattle to Redmond." When Sound Transit issued the April 7, 2022 Gondola Feasibility Report, it reiterated this statement in dismissing "SkyLink's" proposal from consideration. SkyLink is proposing a gondola to serve not as the primary mode of the regional network but as a feeder from the ST3 designated station locations to the main spine of the light rail system. An urban gondola could provide the capacity needed, could be constructed with

minimal

disruption, displacement, and damage to the environment and established community. Specifically, it

would avoid the following problems caused by proposed light rail alternatives:

- Chapter 4.2.1.3: More than a thousand people may have to find new homes, just as many employees will have to find a new place of employment, many current stores and services may not be available in West Seattle anymore.
- Chapter 4.2.1.7/8 misrepresents the housing situation in West Seattle. While Redfin practically shows NO available home inventory in West Seattle, the DEIS just says: "research indicates that there are adequate opportunities for most residents and businesses to successfully relocate within the project vicinity." It promises relocation assistance but fails to mention that no assistance can help if the renter or homeowner cannot qualify for a new home based on current social status / credit rating. Commercial real-estate is very limited in

West Seattle which mean displaced businesses may have to relocate causing them to lose their customer base and West Seattle residents may have to travel longer distances to get services.

- Chapter 4.2.3.3 includes several pages of huge impacts. It talks about the fact that light rail will destroy businesses, reduce the city's tax base and may affect tribal fishing rights. It fails to address the social impact for the employees and owners affected by this destruction, many of them small businesses whose livelihood is affected. It does not address the strain on the social services. Even more importantly it does not address the impact to the community which has grown around these services and the businesses and families which will be impacted indirectly. Alki Beach Academy for example provides daycare services to 300 children; affected parents may need to quit their jobs or move elsewhere if they lose affordable daycare.
- Chapter 4.2.4.3 and 4.2.5 fail to address the visual impact of the light rail bridge. No accompanying special renderings other than architectural drawings are provided. Instead, it claims it is "consistent with existing views." While the existing West Seattle freeway is already an eyesore, it only rises briefly above the West Duwamish waterway whereas the southern light rail bridge alignments will rise up high from the SODO station to cross the freeway and stay high until they meet the top of Pigeon Point. The norther bridge alignment will be only slightly lower. This huge structure will be visible not only from Pigeon Point but all along the Duwamish, Beacon Hill, Georgetown, SODO and even T-Mobile Park. No renderings of this have been provided. The impact to the Youngstown neighborhood may be even greater. At one point, the elevated guideway will be as high as 150 ft, about twice as high as any existing building in the neighborhood. Due to the height of the structure, rail noise will travel even farther.
- Chapter 4.2.4.4 does not address the fact that West Seattle has already suffered the last two years from the closure of the West Seattle bridge and the construction required for RapidRide-H. Now all major arterials and transit ways to enter the center of West Seattle (see App. N.1-4 Fauntleroy Way partial closure by up to 1.5 years, 35th Ave by 3 years, and Delridge Way by 3 years) will be impacted by multi-year construction and related detours. While tunneling may help reduce the destruction of some homes and businesses, the excavation required for station construction will require very large construction sites with applicable detours.
- Figure 4.2.5-4 does not show any coverings over the station therefore making it appear lower than it is. It only shows the destruction of homes directly adjacent to the station, but not along the guideway which again provides a distorted impression of what will happen.
- Chapter 4.2.5.3.3 fails to mention that Olmsted already suggested to preserve the view from Pigeon Point which any of the southern alignments would destroy, for details: Pigeon Point - West Duwamish Greenbelt – Friends of Seattle's Olmsted Parks ([seattleolmsted.org](http://seattleolmsted.org)) Ecosystems Chapter 4.2.9 provides a long list of impacts on the ecosystems, habitats, and many threatened and endangered species, some with potential impact and others with very specific impacts, in both Longfellow Creek and the northern portion of the West Duwamish Waterway. The alignments related to the two suggested southern bridge crossings would be detrimental to the Osprey nest and Great Blue

**Owner(s):**

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**Communication** ( 4/23/2022 )

Sophia Keller Draft EIS Comment

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need.

Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties.

Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel.

In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment.

In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard.

In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1].

At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible.

In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible.

At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower.

At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access.

In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use.

In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub.

In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility.

In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5.

Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility.

In order to future proof our growing system, we must design for expandability in four locations:

- (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line).
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- (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton.
- (4) Midtown must be designed to accommodate future expansion to the east along Madison St.
- (5) West Seattle should be built for future southern expansion to White Center and Burien.

Thank you for your review of these comments.

Sophia Keller  
keltiawind@gmail.com

851 SW 127th Street  
Seattle, Washington 98146

**Owner(s):**

Contact ID	Name	Type	Phones	Email
<u>1075947</u>	<u>Sophia Keller</u>	Individual		<u>keltiawind@gmail.com</u>

**Communication ID: 501306**

**Communication** ( 4/22/2022 )

Jenny Hayes Draft EIS Comment

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement. As a Ballard resident I especially urge you to reopen study of the Ballard 20th/Thorndyke Tunnel Portal option. 20th Ave NW is a much more central location for a station and this would also avoid potential bridge restrictions. Ballard is crying out for better transit options - please do this urgently!!

Additionally I agree with the following:

Do not eliminate any stations from what voters approved with ST3 in 2016! The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need.

Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters.

Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel.

In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment.  
In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard.  
At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible.

Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility! We demand and deserve more coverage of the city and surrounding areas in the future!

In order to future proof our growing system, we must design for expandability in four locations:

- (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line).
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Thank you for your review of these comments.

Jenny Hayes  
pajamas70@yahoo.com  
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Seattle, Washington 98117

**Owner(s):**

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**Communication** ( 4/20/2022 )

Scott Percival Draft EIS Comment

Manager DEIS Comments,

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In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility.

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Thank you for your review of these comments.

Scott Percival  
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**Communication** ( 4/20/2022 )

Colin Ernst Draft EIS Comment

Manager DEIS Comments,

Don't sell us short on transit. We approved the ST3 so build it. We need more rail lines to get around the city especially as Seattle continues to grow. If you take away stations you drop functionality and people won't use it as much. Make it good so people use it.

Below are detailed notes provided my Seattle Subway which I support in full.

Thanks.

Colin Ernst, Ballard resident

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

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(5) West Seattle should be built for future southern expansion to White Center and Burien.

Thank you for your review of these comments.

Colin Ernst  
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