

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

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Communication (4/13/2022)

Matthew Giles Draft EIS Comment

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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.

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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.

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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.

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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(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	<u>Stephen Sherwood</u>	Individual		<u>frenzy.presto.0q@icloud.com</u>

Communication (4/13/2022)

Lucas Simons 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.

Lucas Simons

ltsimons@gmail.com

1400 31st Ave

Seattle, Washington 98122

Owner(s):

Contact ID	Name	Type	Phones	Email
<u>1074897</u>	<u>Lucas Simons</u>	Individual		<u>ltsimons@gmail.com</u>

Communication ID: 500040

Communication (4/13/2022)

James Wu Draft EIS Comment

Manager DEIS Comments,

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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,

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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 ID: 500043

Communication (4/12/2022)

Keith Kyle 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.

Keith Kyle

keithbkyle@gmail.com

928 Hobson St

Walla Walla, Washington 99362

Owner(s):

Contact ID	Name	Type	Phones	Email
874053	Keith Kyle	Individual		keithbkyle@gmail.com

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
914885	Andrew Hu	Individual		andrewhu@uw.edu

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/Thornyke 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
1075117	Peter Beels	Individual		beels99@gmail.com

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
2506 east ward st
SEATTLE , Washington 98112

Owner(s):

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1075118	<u>Alicia Goodwin</u>	Individual		<u>aliciagoodwin@gmail.com</u>

Communication (4/14/2022)

Jared Howe WSBL 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.

Jared Howe
jaredchowe@gmail.com

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Seattle, Washington 98108

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1075119	Jared Howe	Individual		jaredchowe@gmail.com

Communication (4/14/2022)

Benjamin Rogers WSBLE Draft EIS Comments

Manager DEIS Comments,

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Benjamin Rogers
b.rogers01@gmail.com

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Seattle, Washington 98103

Owner(s):

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1075120	<u>Benjamin Rogers</u>	Individual		<u>b.rogers01@gmail.com</u>

Communication (4/14/2022)

Brianroy Thomson WSBL Draft EIS comment

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340 NE 89th St
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Owner(s):

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

Communication (4/14/2022)

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):

Contact ID	Name	Type	Phones	Email
<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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matthewnsea@aol.com

5217 25th AVE SW
SEATTLE , Washington 98106

Owner(s):

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

Communication (4/14/2022)

John Hanks WSBLE Draft EIS Comment

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john hanks

johnhanks1+light@gmail.com

511 w mercer place
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

Manager DEIS Comments,

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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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776851	Taylor Kendall	Individual		taylorkendall@gmail.com

Communication (4/14/2022)

Denise Brown WSBL 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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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.

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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

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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>rbluent@comcast.net</u>

Communication (4/14/2022)

Taylor Cramer WSBLE Draft EIS Comment

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Taylor Cramer
musicmaniac@gmail.com

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Communication (4/14/2022)

Erin Fernandez WSBLE Draft EIS Comment

Manager DEIS Comments,

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Erin Fernandez
erinfern@gmail.com

7718 19TH AVE NE
SEATTLE, Washington 98115-4434

Owner(s):

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<u>1075262</u>	<u>Erin Fernandez</u>	Individual		<u>erinfern@gmail.com</u>

Communication (4/14/2022)

Ben Ritter WSBL Draft EIS Comment

Manager DEIS Comments,

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Ben Ritter

benritter88@gmail.com

1124 16th Ave
Seattle, Washington 98122-4534

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

Communication (4/14/2022)

Eric Nunn WSBL Draft EIS Comment

Manager DEIS Comments,

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Seattle, Washington 98103

Owner(s):

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

Communication ID: 500585

Communication (4/14/2022)

Kevin Heim WSBLE Draft EIS Comment

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Owner(s):

Contact ID	Name	Type	Phones	Email
<u>1075265</u>	<u>Kevin Heim</u>	Individual		<u>heimkev@gmail.com</u>

Communication (4/14/2022)

Christopher Billingham WSBL 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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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.

Christopher Billingham
cbillingham@gmail.com

2020 NE 102nd St
Seattle, Washington 98125

Owner(s):

Contact ID	Name	Type	Phones	Email
1075266	Christopher Billingham	Individual		cbillingham@gmail.com

Communication (4/14/2022)

Joshua Campbell WSBLE Draft EIS Comment

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Thank you for your review of these comments.

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 ID: 500588

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:

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

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<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
krystalannmiller@gmail.com

7706 32nd Ave SW
Seattle, Washington 98126

Owner(s):

Contact ID	Name	Type	Phones	Email
775265	Krystal Miller	Individual		krystalannmiller@gmail.com

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):

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1075269	Evan Maynard	Individual		evanmaynard1@gmail.com

Communication (4/14/2022)

Jensen DeGrande WSBL Draft EIS Comment

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Jensen DeGrande
jdegran@uw.edu

939 N 89th St
Seattle, Washington 98103

Owner(s):

Contact ID	Name	Type	Phones	Email
1075270	Jensen DeGrande	Individual		jdegran@uw.edu

Communication (4/14/2022)

Martin Criminale WSBLE Draft EIS Comment

Manager DEIS Comments,

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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>martin@criminale.com</u>

Communication ID: 500593

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.

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Thank you for your review of these comments.

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

Owner(s):

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Communication (4/14/2022)

Megan Colella WSBLE Draft EIS Comment

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Thank you for your review of these comments.

Megan Colella
mjcolella85@gmail.com

18737 56th AVE NE
Kenmore, Washington 98028

Owner(s):

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<u>1075272</u>	<u>Megan Colella</u>	Individual		<u>mjcolella85@gmail.com</u>

Communication (4/14/2022)

Lacey Pierce WSBLE Draft EIS Comment

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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
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Communication (4/14/2022)

Greg Clem WSBLE Draft EIS Comment

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Thank you for your review of these comments.

Greg Clem

gregory.rae.clem@gmail.com

520 Terry Ave
Seattle, Washington 98104

Owner(s):

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

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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1075275	Cody Bean	Individual		codybean@gmail.com

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):

Contact ID	Name	Type	Phones	Email
1075276	<u>Scott Johnson</u>	Individual		<u>tahomasan@icloud.com</u>

Communication (4/14/2022)

Arun Ganti WSBLE Draft EIS Comment

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727 30th ave
Seattle, Washington 98122

Owner(s):

Contact ID	Name	Type	Phones	Email
<u>1075277</u>	<u>Arun Ganti</u>	Individual		<u>ganti.arun@gmail.com</u>

Communication ID: 500600

Communication (4/14/2022)

Daniel Weisbeck WSBLE Draft EIS Comment

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Thank you for your review of these comments.

Daniel Weisbeck
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Communication ID: 500601

Communication (4/14/2022)

Michael Mayfield WSBLE Draft EIS Comment

Manager DEIS Comments,

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Michael Mayfield
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Seattle, Washington 98115

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Communication ID: 500602

Communication (4/14/2022)

Garrett McCulloch WSBLE Draft EIS Comment

Manager DEIS Comments,

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Garrett McCulloch
garrett.mcculloch@gmail.com

4809 29th Ave S
Seattle , Washington 98108

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Communication ID: 500604

Communication (4/18/2022)

Sean Stamm Draft EIS Comment

Manager DEIS Comments,

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Owner(s):

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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

kjersti.egerdahl@gmail.com

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Seattle , Washington 98126

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Communication (4/19/2022)

Kevin Futhey Draft EIS Comment

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Kevin Futhey
kevinfuthey@gmail.com

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Mountlake Terrace, Washington 98043

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<u>1075284</u>	<u>Kevin Futhey</u>	Individual		<u>kevinfuthey@gmail.com</u>

Communication (4/19/2022)

Brandon Fortino Draft EIS Comment

Manager DEIS Comments,

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Brandon Fortino
bfortino@gmail.com

4333 NE 22nd Ct
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Owner(s):

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1075286	Brandon Fortino	Individual		bfortino@gmail.com

Communication (4/19/2022)

Charles Cardinaux Draft EIS Comment

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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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- (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.

Charles Cardinaux
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Owner(s):

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880163	Charles Cardinaux	Individual		charles.cardinaux@gmail.com

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		philip.greene@gmail.com

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:

- o Do not eliminate any stations.
- o Work to make stations as shallow as possible.
- o Improve transfer times wherever possible.
- o 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.
- o 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.
- o Plan to build for future expansion in Seattle.

Owner(s):

Contact ID	Name	Type	Phones	Email
1075453	Bryce Ridley	Individual		bryceridley21@gmail.com

Communication ID: 500831

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.

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:

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

Contact ID	Name	Type	Phones	Email
1075454	Kalena McKinnon	Individual		kalena.mckinnon@gmail.com

Communication (4/20/2022)

Scott Lambert 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 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.

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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.

Scott Lambert
scottus96@gmail.com

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

Owner(s):

Contact ID	Name	Type	Phones	Email
1075485	Scott Lambert	Individual		scottus96@gmail.com

Communication (4/20/2022)

Samuel Berling 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.

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,

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.

James Siri
actionnetwork@irrelephants.net

9020 dayton ave n
seattle, Washington 98103

Owner(s):

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<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):

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<u>1075490</u>	<u>Max Morley</u>	Individual		<u>mmorley425@gmail.com</u>

Communication (4/20/2022)

William Gagne-Maynard 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.

William Gagne-Maynard
will.maynard@gmail.com

7401 Fremont Ave N
Seattle, Washington 98103

Owner(s):

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

Communication ID: 500870

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.

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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.

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.

Angela O'Leary
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345 17th Ave E
Seattle, Washington 98112

Owner(s):

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<u>1075498</u>	<u>Angela O'Leary</u>	Individual		<u>angeloleary@gmail.com</u>

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
jackiejeanm@gmail.com

1201 E John St, Apt 1
Seattle, Washington 98102

Owner(s):

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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

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Elizabeth Nelson
enelson070@gmail.com

1136 13th Ave
Seattle, Washington 98122

Owner(s):

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1075506	Elizabeth Nelson	Individual		enelson070@gmail.com

Communication (4/21/2022)

Enrique Munoz Draft EIS Comment

Manager DEIS Comments,

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Enrique Munoz
enriquemunoz600@gmail.com

712 N 143rd St Apt 204
Lynnwood, Washington 98133

Owner(s):

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Communication (4/21/2022)

Margaret MacDonald Draft EIS Comment

Manager DEIS Comments,

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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):

Contact ID	Name	Type	Phones	Email
<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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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.

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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.

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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.

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

Thank you for your review of these comments.

Samarth Patel
samarthpatel1@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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Thank you for your review of these comments.

Michael Gillenwater
mwgillenwater@gmail.com

9231 View Ave. NW
Seattle, Washington 98117

Owner(s):

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874057	Michael Gillenwater	Individual		mwgillenwater@gmail.com

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

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1075756	Brandon Lazzell	Individual		Brandon.Lazzell@valpo.edu

Communication (4/22/2022)

Alex Frederick Draft EIS Comment

Manager DEIS Comments,

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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
1075758	Maxx Follis-Goodkind	Individual		friendsofmaxx@gmail.com

Communication (4/22/2022)

Conrad Meyer Draft EIS Comment

Manager DEIS Comments,

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Conrad Meyer
cse.cem+subway@gmail.com

2037 nw 65th st
seattle, Washington 98117

Owner(s):

Contact ID	Name	Type	Phones	Email
<u>1075759</u>	<u>Conrad Meyer</u>	Individual		<u>cse.cem+subway@gmail.com</u>

Communication (4/22/2022)

Joe Reilly Draft EIS Comment

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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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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.

Thank you for your review of these comments.

Joe Reilly
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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.

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.

Kenneth Tham
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400 NE 45th St Apt 322
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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.

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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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Communication ID: 501144

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
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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:

- o Keep all stations approved by voters.
- o Make stations as shallow as possible to promote shorter connection times. The options so far are all far too deep.
- o In Ballard, reopen consideration of a 20th Ave. station on a Thorndyke Tunnel Portal alignment.
- o In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard.
- o In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1].
- o At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible.
- o 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.
- o 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.
- o 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.
- o 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.
- o 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.
- o 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.
- o 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.

Erik Heino
eheino@gmail.com
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Bothell, Washington 98011-2217

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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

1707 Boylston Ave Apt 306
Seattle, Washington 98122

Owner(s):

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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.

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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.

Alex McGuire
 wdmalex22@gmail.com
 321 MLK Jr Way E
 Seattle, Washington 98112

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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.

- o Do not eliminate any stations.
- o Work to make stations as shallow as possible.
- o Improve transfer times wherever possible.
- o 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.
- o 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.
- o Plan to build for future expansion in Seattle.

Owner(s):

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1096737	Jon Wright	Individual		w_j@comcast.net

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 ID: 501301

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:

- o 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.
- o 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.

- o 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.
- o 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.
- o 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 Fautleroy 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.
- o 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.
- o 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) 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

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Communication ID: 501303

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).
- (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.

Sophia Keller
keltiawind@gmail.com

851 SW 127th Street
Seattle, Washington 98146

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

Thank you for your review of these comments.

Jenny Hayes
pajamas70@yahoo.com
7038 26th Ave NW
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Owner(s):

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Communication (4/20/2022)

Scott Percival 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.

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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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Owner(s):

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