

Communication (4/20/2022)

Rylan Conway 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.

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Seattle, Washington 98109

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David Guiland Draft EIS Comment

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David Guiland
Hardwater1000@gmail.com

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Joseph Pirtle Draft EIS Comment

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pirtlj@gmail.com

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Seattle, Washington 98122

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John Renehan Draft EIS Comment

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Owner(s):

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880139	John Renehan	Individual		jmreneh@gmail.com

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Alexa Fay Draft EIS Comment

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Owner(s):

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Jazmine Smith Draft EIS Comment

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Owner(s):

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1075974	Jazmine Smith	Individual		smithjaz001@gmail.com

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<u>1075975</u>	<u>David Freeburg</u>	Individual		<u>dfreeburg@gmail.com</u>

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Thank you for your review of these comments.

Johnathon Davis
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Seattle, Washington 98107

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Communication (4/21/2022)

Kyle Berquist 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.

Kyle Berquist

kyleberquist8@gmail.com

20104 18th Ave NW
Shoreline, Washington 98177

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<u>1075976</u>	<u>Kyle Berquist</u>	Individual		<u>kyleberquist8@gmail.com</u>

Communication (4/21/2022)

Garin Wedeking Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

GARIN WEDEKING
garinw@gmail.com

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Seattle, Washington 98103

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<u>1075977</u>	<u>Garin Wedeking</u>	Individual		<u>garinw@gmail.com</u>

Communication (4/21/2022)

Evan Van Cotthem Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Evan Van Cotthem
evancoth@gmail.com

420 Valley St
Seattle, Washington 98109

Owner(s):

Contact ID	Name	Type	Phones	Email
<u>1075978</u>	<u>Evan Van Cotthem</u>	Individual		<u>evancotthem@gmail.com</u>

Communication (4/21/2022)

Mary Skomerza Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Mary Skomerza
mskomerza44@gmail.com

13521 37Th Ave NE
Seattle, Washington 98125

Owner(s):

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<u>1075979</u>	<u>Mary Skomerza</u>	Individual		<u>mskomerza44@gmail.com</u>

Communication (4/21/2022)

Alex Semaca Draft EIS Comment

Manager DEIS Comments,

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Alex Semaca
asemaca15@gmail.com

800 Seneca Street, 2308
Seattle, Washington 98101

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<u>1075980</u>	<u>Alexa Semaca</u>	Individual		<u>asemaca15@gmail.com</u>

Communication (4/21/2022)

Jason Barbier Draft EIS Comment

Manager DEIS Comments,

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Jason Barbier
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11805 8th ST E
Edgewood, Washington 98372

Owner(s):

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<u>1075981</u>	<u>Jason Barbier</u>	Individual		<u>jason@corrupted.io</u>

Communication (4/21/2022)

Skyler Urban 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.

Skyler Urban
skyu96@gmail.com

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Communication (4/13/2022)

Kelsey Rote 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 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.

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Thank you for your review of these comments.

Kelsey Rote
kelseyrote@gmail.com

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Seattle, Washington 98103

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Communication (4/13/2022)

Carla Englander WSBLE Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Carla Englander
carla_just_carla@yahoo.com

323 NE 178th St
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<u>1076023</u>	<u>Carla Englander</u>	Individual		<u>carla_just_carla@yahoo.com</u>

Communication (4/13/2022)

Michaela Barrett Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Michaela Barrett
michaela@rose-labyrinth.com

4780 32nd Ave S Apt 207
Seattle, Washington 98118

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1076024	Michaela Barrett	Individual		michaela@rose-labyrinth.com

Communication (4/13/2022)

David Ross 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've been following this progress for a while, and while my recommendations take guidance from others, it's not out of automation that I boost these efforts. (For what it's worth)

- 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.

David Ross

vgnessvg@gmail.com

929B N. 85th St.
Seattle, Washington 98103

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<u>1076025</u>	<u>David Ross</u>	Individual		<u>vgnessvg@gmail.com</u>

Communication (4/13/2022)

Matthew Robinson Draft EIS Comment

Manager DEIS Comments,

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Matthew Robinson

MatthewRobinsonRDN@outlook.com

1146 Harrison st apt 220
Seattle, Washington 98109

Owner(s):

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1076026	Matthew Robinson	Individual		MatthewRobinsonRDN@outlook.com

Communication (4/13/2022)

Robert DeMacon Draft EIS Comment

Manager DEIS Comments,

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Robert DeMacon
robertdemacon2013@gmail.com

900 NE 65TH STREET Unit 509
Seattle , Washington 98115

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<u>1056439</u>	<u>Robert DeMacon</u>	Individual		<u>robertdemacon2013@gmail.com</u>

Communication (4/13/2022)

Rachel Brown 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.

Rachel Brown

rachelb@seattlesubway.org

709 Boylston Ave
Seattle, Washington 98102

Owner(s):

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<u>1076027</u>	<u>Rachel Brown</u>	Individual		<u>rachelb@seattlesubway.org</u>

Communication (4/13/2022)

Congrui Li 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.

Congrui Li
theturtleguy@gmail.com

2233 NW 62nd St
Seattle, Washington 98107

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1076029	Congrui Li	Individual		theturtleguy@gmail.com

Communication (4/13/2022)

Samuel Fullerton Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Samuel Fullerton
s.fullerton7@gmail.com

210 e Blaine St apt 202
Seattle, Washington 98102

Owner(s):

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<u>1076030</u>	<u>Samuel Fullerton</u>	Individual		<u>s.fullerton7@gmail.com</u>

Communication (4/13/2022)

Matthew Gliboff Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Matthew Gliboff
matthew.gliboff@gmail.com

16275 NE 85th st
Redmond, Washington 98052

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<u>1076031</u>	<u>Matthew Gliboff</u>	Individual		<u>matthew.gliboff@gmail.com</u>

Communication (4/13/2022)

Theodore Wiederhold Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Theodore Wiederhold
wiederhold@hotmail.com

7107 32nd Ave NW
Seattle, Washington 98117

Owner(s):

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1050946	Theodore Wiederhold	Individual	12069725480	wiederhold@hotmail.com

Communication (4/13/2022)

Jacob Struiksma Draft EIS Comment

Manager DEIS Comments,

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Jacob Struiksma
jacobstruiksma@gmail.com

6631 NE 182nd ST
Kenmore, Washington 98028

Owner(s):

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1076032	Jacob Struiksmā	Individual		jacobstruiksmā@gmail.com

Communication (4/13/2022)

Andrew Zellman Draft EIS Comment

Manager DEIS Comments,

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Andrew Zellman
andrew.zellman@gmail.com

330 Nw 81st St
Seattle, Washington 98117

Owner(s):

Contact ID	Name	Type	Phones	Email
775929	Andrew Zelman	Individual		andrew.zelman@gmail.com

Communication (4/13/2022)

Ian Johnson Draft EIS Comment

Manager DEIS Comments,

I agree with the below, please tax me whatever you need to connect these locations.

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Ian Johnson
ian@theianjohnson.com
4618 SW Dakota St
Seattle, Washington 98116

Owner(s):

Contact ID	Name	Type	Phones	Email
<u>1076033</u>	<u>Ian Johnson</u>	Individual		<u>ian@theianjohnson.com</u>

Communication (4/13/2022)

Allen Clark Draft EIS Comment

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Thank you for your review of these comments.

Allen Clark

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Seattle, Washington 98109

Owner(s):

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<u>1076034</u>	<u>Allen Clark</u>	Individual		<u>allenc Clark1@hotmail.com</u>

Communication (4/13/2022)

Charles Fowles Draft EIS Comment

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Charles Fowles

Rockycore@hotmail.com

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seattle, Washington 98125

Owner(s):

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<u>1072820</u>	<u>Charles Fowles</u>	Individual		<u>Rockycore@hotmail.com</u>

Communication (4/13/2022)

Jennifer Sleath Draft EIS Comment

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Jennifer Sleath
jenni.sleath@gmail.com

1038 NE 117TH ST
SEATTLE, Washington 98125

Owner(s):

Contact ID	Name	Type	Phones	Email
<u>1076035</u>	<u>Jennifer Sleath</u>	Individual		<u>jenni.sleath@gmail.com</u>

Communication (4/13/2022)

Jonathan Ursin Draft EIS Comment

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Owner(s):

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<u>1073431</u>	<u>Jonathan Ursin</u>	Individual		<u>JonathanUrsin@gmail.com</u>

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<u>932282</u>	<u>Michael Hlas</u>	Individual		<u>mhlas7@gmail.com</u>

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12316 28th ave NE Apt 102
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Owner(s):

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<u>1076036</u>	<u>Charles Fowles</u>	Individual		<u>rockycore@gmail.com</u>

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David Guiland
Hardwater1000@gmail.com

19542 echo lake pl n
Shoreline, Washington 98133

Owner(s):

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<u>1075971</u>	<u>David Guiland</u>	Individual		<u>Hardwater1000@gmail.com</u>

Communication (4/13/2022)

William Douglass Draft EIS Comment

Manager DEIS Comments,

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

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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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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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Thank you for your review of these comments.

WILLIAM DOUGLASS

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Seattle, Washington 98116

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Communication (4/13/2022)

Celeste Gray 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. The best transfers take seconds. Everything longer is a compromise than needs excellent justification, exponential with the time cost.

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

We are going to build a beautiful, fast, efficient network, if we manage to get this right. Otherwise we'll lose out on future growth possibilities by paying for mistakes we don't have to make.

Thank you for your review of these comments.

Celeste Gray
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1076038	Celeste Gray	Individual		celeste.s.gray@gmail.com

Communication (4/13/2022)

Mario Coll Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Mario Coll
mmciv.0@gmail.com

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Seattle, Washington 98119

Owner(s):

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<u>1076039</u>	<u>Mario Coll</u>	Individual		<u>mmciv.0@gmail.com</u>

Communication (4/13/2022)

Samarth Patel WSBL Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Samarth Patel
samarthxpatel1@gmail.com

1525 9th Ave
Seattle, Washington 98101

Owner(s):

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

Communication (4/13/2022)

Brennen Birch Draft EIS Comment

Manager DEIS Comments,

I couldn't agree more with Seattle Subway's response to the DEIS, so I am including it verbatim below. Sound Transit needs to go back to the drawing board for these plans:

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.

Brennen Birch

brennen.birch@gmail.com

2246 NW 62ND ST
Seattle, 98107

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<u>1056467</u>	<u>Brennen Birch</u>	Individual		<u>brennen.birch@gmail.com</u>

Communication (4/13/2022)

Jason Arends Draft EIS Comment

Manager DEIS Comments,

I'm keeping what Seattle Subway put in below (as I'm sure they've thought this through more than me), but my own thoughts to emphasize are:

-No more escalators! They are broke all the damn time, and it adds time to a trip to ascend/descend from the bowels of the earth. Either a bunch of very fast elevators or put the station way closer to the surface (I have no idea how feasible this is).

-Build stations where people are/will be. If you're going to ballard, go to the part people want to be in! Don't build any more stations that are just a giant parking lot.

-And please look at accelerating the building schedule, if at all possible.

Thank you!

-Jason Arends

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Thank you for your review of these comments.

Jason Arends
arendsja@gmail.com
2434 S JUDKINS ST
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Owner(s):

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1076040	Jason Arends	Individual		arendsja@gmail.com

Communication (4/13/2022)

Paul Son Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

paul.son@outlook.com
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Owner(s):

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Communication (4/13/2022)

Blair Stewart Draft EIS Comment

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put humans first. The expansion must put pedestrians first. The extension must put accessibility first. The extension must provide a 21st century, century long service to our community. Because of its importance, I am writing to submit my comments to Sound Transit's Draft Environmental Statement

I write to SUPPORT:

-Shallow stations to promote shorter travel times, accessibility, and reliability. Deep stations are setting Sound Transit up for future liability! Deep stations require much greater maintenance costs to ensure reliable, ADA compliant access. Shallow stations are setting Sound Transit up for success! Shallow stations better service short trips, and will attract a greater variety and number of riders.

-For stations which must be below ground level: 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.

I write to SUPPORT:

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: 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: 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. CID-1a is the better of the current alternatives.

In Sodo: 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.

I write to SUPPORT future proofing the ST3 expansion by incorporating the following considerations:

- (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.

I write to OPPOSE:

-Any elimination of stations from what voters approved with ST3 in 2016. Eliminating planned stations is in direct opposition to what the region's voters want and need.

I write to OPPOSE:

In Ballard: All proposed 14th and 15th Ave station configurations. Neither 14th nor 15th ave serve the high density neighborhood that will provide a large portion of riders for this expansion. Neither 14th nor 15th proposed locations put riders first.

In SLU: Both proposed station option locations. Neither proposed options serves the SLU neighborhood ridership now, and will not serve the neighborhood for the rest of the 21st century.

In Chinatown/International District: All deep station alternatives (1b, 2a, and 2b)
In Sodo: The preferred alternative with the staggered station. This alternative doesn't support pedestrians and riders.

Thank you for your review of these comments.

Sincerely,
Blair Stewart

Blair Stewart
b.stewartwalker@gmail.com
4029 Letitia Ave S
Seattle, Washington 98118

Owner(s):

Contact ID	Name	Type	Phones	Email
1076042	Blair Stewart	Individual		b.stewartwalker@gmail.com

Communication (4/13/2022)

Tyler Doyle Draft EIS Comment

Manager DEIS Comments,

I live in Ballard and have for about 10 years. I love it here, as I get to live in a dense urban neighborhood, with decent transit and a wonderful walkable life for me, my wife, and my dog. However, I would also love GREAT transit to downtown (where I now work) and to get around and explore my city. My comments largely agree with advocacy groups like Seattle Subway and The Urbanist, though I have edited them where I disagree or have more specific requests, so please review this and don't treat it as a simple copy/paste.

My comments start with Ballard: A 14th station, especially with the latest cost refinement idea being to delete the west-side entrance, requires me crossing 24th (where I live, West side), 15th, 14th, and Market in order to reach the train. This is objectively absurd. While there is some medium-density going up in West Woodland/Brewery District it is nothing compared to the historical and continuing density in the Ballard Core.... ESPECIALLY along 24th. I would like a one seat ride to downtown and the airport and I could probably get ride of one of our cars as a family! That's the kind of thing we need to be incentivizing. 14th just doesn't cut it.

I agree with the sentiments from Seattle Subway below:

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

In Interbay: Support Thorndyke Retained Cut [IBB-2a/IBB-2b].

In Smith Cove: 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.

Tyler Doyle
doyle.tyler@gmail.com
2420b nw 61st st
Seattle, Washington 98107

Owner(s):

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1071843	Tyler Doyle	Individual		doyle.tyler@gmail.com

Communication (4/13/2022)

David Jaoui 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 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.

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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.

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

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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.

David Jaoui
dsjaoui@gmail.com
24216 15th PI SE
Bothell, Washington 98021
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 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.

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

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.

David Jaoui
dsjaoui@gmail.com
24216 15th PI SE
Bothell, Washington 98021
Manager DEIS Comments,

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

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

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

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

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

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

- In order to future proof our growing system, we must design for expandability in four locations:
- (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line).
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 - (5) West Seattle should be built for future southern expansion to White Center and Burien.

Thank you for your review of these comments.

David Jaoui
dsjaoui@gmail.com
24216 15th PI SE
Bothell, Washington 98021

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797511	David Jaoui	Individual	(909) 518-6669 (Home)	dsjaoui@gmail.com

Communication (4/13/2022)

Catie Wandell 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 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.

Catie Wandell
catiewandell@gmail.com

222 Summit Ave E
Seattle, Washington 98102

Owner(s):

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<u>1076043</u>	<u>Catie Wandell</u>	Individual		<u>catiewandell@gmail.com</u>

Communication (4/13/2022)

Evin Fairchild Draft EIS Comment

Manager DEIS Comments,

I believe that the Ballard-West Seattle Link Extension is very important to the city of Seattle and the surrounding region. However, it's design must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement as I have significant concerns about the design of various aspects of this project.

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.

It is extremely important to 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: Putting the station on 14th or 15th Ave NW is a horrible choice and a complete waste of money. Not only is it too far from the core of Ballard but it requires crossing a busy, dangerous street in order to actually get there. I strongly urge Sound Transit to 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 as they aren't located in the heart of SLU. 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 find ways to speed up transfers and surface access. Sound Transit needs to make every effort possible to reduce the depth of this station.

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 the ridiculously deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a but closer to the surface, 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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- (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.

Evin Fairchild
evindfair@gmail.com
3832 156th St SW Apt K105
Lynnwood, Washington 98087

Owner(s):

Contact ID	Name	Type	Phones	Email
<u>1057146</u>	<u>Evin Fairchild</u>	Individual	(206)790-8662	<u>evindfair@gmail.com</u>

Communication (4/20/2022)

Mariah DeLeo Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Mariah DeLeo
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Communication (4/20/2022)

Isaiah Snell-Feikema Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Isaiah Snell-Feikema
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Seattle, Washington 98122

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Communication (4/20/2022)

Isaac Banner Draft EIS Comment

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Thank you for your review of these comments.

Isaac Banner
ibanner56@gmail.com

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Kirkland , Washington 98033

Owner(s):

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<u>1076049</u>	<u>Isaac Banner</u>	Individual		<u>ibanner56@gmail.com</u>

Communication (4/20/2022)

Karen Levy Draft EIS Comment

Manager DEIS Comments,

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Karen Levy
kleverini@gmail.com

5520 Woodlawn Ave N
Seattle, Washington 98103

Owner(s):

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<u>1076050</u>	<u>Karen Levy</u>	Individual		<u>kleverini@gmail.com</u>

Communication (4/21/2022)

Jason Rock Draft EIS Comment

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Jason Rock
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4719 35th Avenue South,
Seattle, Washington 98118

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<u>1076052</u>	<u>Jason Rock</u>	Individual		<u>jrock08@gmail.com</u>

Communication (4/21/2022)

Michelle Burce Draft EIS Comment

Manager DEIS Comments,

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Michelle Burce
michelleburce@gmail.com

3500 S Hudson Street
Seattle, Washington 98118

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Communication (4/21/2022)

Bethany Taylor Draft EIS Comment

Manager DEIS Comments,

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Bethany Taylor
taylorbethany301@gmail.com

206 Harvard Ave E Apt 2
Seattle , Washington 98102

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<u>1076053</u>	<u>Bethany Taylor</u>	Individual		<u>taylorbethany301@gmail.com</u>

Communication (4/21/2022)

Andrew Feldman Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Andrew Feldman
xoom64@hotmail.com

4001 SW Cloverdale St
Seattle, Washington 98136

Owner(s):

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<u>1076054</u>	<u>Andrew Feldman</u>	Individual		<u>xoom64@hotmail.com</u>

Communication (4/26/2022)

Chris Asmar 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.

Chris Asmar
asmarc@gmail.com

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Seattle, Washington 98121

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Communication (4/21/2022)

Patrick McCarthy Draft EIS Comment

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Patrick McCarthy
p.t.mccarthy@gmail.com

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Seattle, Washington 98114

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1076056	Patrick McCarthy	Individual		p.t.mccarthy@gmail.com

Communication (4/22/2022)

Ryan Sharp Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Ryan Sharp
ryynoo@me.com

5720 28th Ave NW
Seattle, Washington 98107

Owner(s):

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<u>1076058</u>	<u>Ryan Sharp</u>	Individual		<u>ryynoo@me.com</u>

Communication (4/21/2022)

Dawn Tarpinian Draft EIS Comment

Manager DEIS Comments,

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Dawn Tarpinian

dawn.a.tarpinian@gmail.com

1221 Minor Ave 103
Seattle, Washington 98101

Owner(s):

Contact ID	Name	Type	Phones	Email
<u>1076059</u>	<u>Dawn Tarpinian</u>	Individual		<u>dawn.a.tarpinian@gmail.com</u>

Communication (4/21/2022)

Elizabeth Useton Draft EIS Comment

Manager DEIS Comments,

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Elizabeth Useton
elizabeth.useton@gmail.com

1605 East Olive Street Apt 310
Seattle, Washington 98122

Owner(s):

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1076060	Elizabeth Useton	Individual		elizabeth.useton@gmail.com

Communication (4/21/2022)

Logan Bowers Draft EIS Comment

Manager DEIS Comments,

Hello! I left the generated statement from Seattle Subway because I think on the substance it nails the points I care about. I will say that as a layperson, I see Sound Transit making poor long-term choices with buried stations and/or stations located far from population centers and near freeways. Don't let short-termism degrade what will be a 200 year investment in the city's transportation infrastructure!

Thank you for all your hard work, I know it's not easy.

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Logan Bowers
logan@datacurrent.com
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Seattle, Washington 98112

Owner(s):

Contact ID	Name	Type	Phones	Email
1056721	Logan Bowers	Individual		logan@datacurrent.com

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Basil Mayhan Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Basil Mayhan

littlespacecase@rocketmail.com

6701 Carleton ave s unit d
Seattle, Washington 98108

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<u>1076062</u>	<u>Basil Mayhan</u>	Individual		<u>littlespacecase@rocketmail.com</u>

Communication (4/21/2022)

Nora Rivkis 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 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.

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Thank you for your review of these comments.

Nora Rivkis
nrivkis@fastmail.com

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Seattle, Washington 98103

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<u>1076063</u>	<u>Nora Rivkis</u>	Individual		<u>nrivkis@fastmail.com</u>

Communication (4/21/2022)

Nelson Lowhim Draft EIS Comment

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Thank you for your review of these comments.

Nelson Lowhim
nlowhim@gmail.com

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Communication (4/21/2022)

Eugene Kramer Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Eugene Kramer
eugenekramer@hotmail.com

3710 S 198th St
Seatac, Washington 98188

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<u>777970</u>	<u>Eugene Kramer</u>	Individual		<u>eugenekramer@hotmail.com</u>

Communication (4/20/2022)

Steve Shapiro Draft EIS Comment

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Thank you for your review of these comments.

Steve Shapiro
shapirosm@gmail.com

2511 30th Ave S
seattle, Washington 98144

Owner(s):

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<u>1076064</u>	<u>Steve Shapiro</u>	Individual		<u>shapirosm@gmail.com</u>

Communication (4/20/2022)

Jonanathan Cooper Draft EIS Comment

Manager DEIS Comments,

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Jonanathan Cooper
davnak33405@gmail.com

1915 2nd Ave, Apt 804
Seattle, Washington 98101

Owner(s):

Contact ID	Name	Type	Phones	Email
<u>1076065</u>	<u>Jonanthan Cooper</u>	Individual		<u>davnak33405@gmail.com</u>

Communication (4/20/2022)

Timothy Liu Draft EIS Comment

Manager DEIS Comments,

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Timothy Liu
timothykliu1@gmail.com

9736 15th St SE
Lake Stevens, Washington 98228

Owner(s):

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<u>1076066</u>	<u>Timothy Liu</u>	Individual		<u>timothykliu1@gmail.com</u>

Communication (4/20/2022)

Martin Criminale Draft EIS Comment

Manager DEIS Comments,

I'm writing as an avid cyclist and pedestrian that uses public transportation daily and as someone that has seen Seattle grow tremendously. 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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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.

Martin Criminale
martin@criminale.com

1515 35th Ave S
Seattle, Washington 98144

Owner(s):

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<u>1075271</u>	<u>Martin Criminale</u>	Individual		<u>martin@criminale.com</u>

Communication (4/20/2022)

Reid Smith 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.

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.

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Thank you for your review of these comments.

Reid Smith
reidasmith2@gmail.com

6402 9th Ave NE
Seattle, Washington 98115

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<u>1076068</u>	<u>Reid Smith</u>	Individual		<u>reidasmith2@gmail.com</u>

Communication (4/20/2022)

Caitlin Klask 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.

-Caitlin Klask-

Caitlin Klask
cmklask@gmail.com

6333 Sand Point Way NE
Seattle, Washington 98115

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Communication (4/20/2022)

Melissa Simpson Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Melissa Simpson
simpson_mr@yahoo.com

30012 14th Ave S
Federal Way, Washington 98003

Owner(s):

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<u>1076070</u>	<u>Melissa Simpson</u>	Individual		<u>simpson_mr@yahoo.com</u>

Communication (4/18/2022)

Judy Blair 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.

Judy Blair
judithblair@yahoo.com

8747 Phinney Ave N #16
Seattle, Washington 98103

Owner(s):

Contact ID	Name	Type	Phones	Email
<u>1076071</u>	<u>Judy Blair</u>	Individual		<u>judithblair@yahoo.com</u>

Communication (4/14/2022)

Leeran Raphaely WSBL Draft EIS Comment

Manager DEIS Comments,

I am a public transportation user, and being able to navigate around the city without a car is my number one issue as a voter.

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.

Leeran Raphaely

leeran.raphaely@gmail.com

1717 N 37th St
Seattle, Washington 98103

Owner(s):

Contact ID	Name	Type	Phones	Email
<u>1076072</u>	<u>Leeran Raphaely</u>	Individual		<u>leeran.raphaely@gmail.com</u>

Communication (4/14/2022)

Casey Colella WSBLE Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Casey Colella
cpcolella@gmail.com

10501 8th Ave NE, Unit #406
Seattle, Washington 98125

Owner(s):

Contact ID	Name	Type	Phones	Email
<u>1076073</u>	<u>Casey Colella</u>	Individual		<u>cpcolella@gmail.com</u>

Communication (4/14/2022)

Robbie Cunningham Adams WSBLE Draft EIS Comment

Manager DEIS Comments,

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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 (4/14/2022)

Aaron Lewis WSBLE Draft EIS Comment

Manager DEIS Comments,

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

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

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

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.

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