

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

Liam Bradshaw WSBLE Draft EIS Comment

Manager DEIS Comments,

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

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Thank you for your review of these comments.

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John Scott WSBLE Draft EIS Comment

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John Scott

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Daniel Newell WSBLE Draft EIS Comment

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Daniel Newell

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Zach Nostdal WSBLE Draft EIS Comment

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<u>1076077</u>	<u>Zach Nostdal</u>	Individual		<u>nostdal@gmail.com</u>

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Owner(s):

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

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Thank you for your review of these comments.

Adam Dodge  
adodge.pdr@gmail.com

3001 S Genesee St  
Seattle, Washington 98108

Owner(s):

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<u>1076081</u>	<u>Adam Dodge</u>	Individual		<u>adodge.pdr@gmail.com</u>

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

Paul Cox WSBLE Draft EIS Comment

Manager DEIS Comments,

I've been following along for a while and am firmly behind Seattle Subway's thoughts and suggestions on this.

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

Thank you for your review of these comments.

Paul Cox  
pul@pcox.net

2023 NE Kenilworth Ln  
Issaquah, Washington 98029

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<u>1076082</u>	<u>Paul Cox</u>	Individual		<u>pul@pcox.net</u>



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

William Terrance WSBL Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

William Terrance  
bill@biketempe.org

2922 Western Ave, Apt 718  
Seattle, Washington 98121

Owner(s):

Contact ID	Name	Type	Phones	Email
<u>1076083</u>	<u>William Terrance</u>	Individual		<u>bill@biketempe.org</u>

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

Sami Lee WSBLE Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Sami Lee  
samilee1920@gmail.com

4054 36th Ave SW  
Seattle, Washington 98126

Owner(s):

Contact ID	Name	Type	Phones	Email
1076084	Sami Lee	Individual		samilee1920@gmail.com

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

Adam Jacques WSBL Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Adam Jacques

adamjacques1@gmail.com

909 5TH AVE, UNIT 600  
Seattle, Washington 98164

Owner(s):

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875594	Adam Jacques	Individual	9062360731	adamjacques1@gmail.com

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

Xochil Squaglia WSBLE Draft EIS Comment

Manager DEIS Comments,

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Xochil Squaglia

xochilsquaglia@yahoo.com

1202 North 44th Street, #5  
Seattle, Washington 98103

Owner(s):

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1076085	Xochil Squaglia	Individual		xochilsquaglia@yahoo.com



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

Heather Wood WSBLE Draft EIS Comment

Manager DEIS Comments,

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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. It's critical the Delridge station supports easy transfers from the South Seattle College area and the eastern and southeastern West Seattle neighborhoods.

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Thank you for your review of these comments.

Heather Wood  
Hwood\_313@hotmail.com  
5643 17th Ave SW  
Seattle, Washington 98106

Owner(s):

Contact ID	Name	Type	Phones	Email
880898	Heather Wood	Individual		hwood_313@hotmail.com

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

Ben Mitchell WSBLE Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Ben Mitchell

bmitch1536@gmail.com

7515 Beacon Ave S  
Seattle, Washington 98118

Owner(s):

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

Jillian Cromar 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

The proposed location for the SLU stop is not actually located within South Lake Union, and therefore is not useful. There are many many residents of SLU, formerly myself included, and most live along Dexter and Fairview. Placing the stop near 99 will make it near useless - if you can walk to 99 from what is actually residential SLU, you can walk almost as easily to Westlake. Many people commuting into SLU are also commuting to Dexter, Boren, and Mercer, which are not exactly nearby the current proposed location for the SLU stop. This station must be moved to be (1) less deep to facilitate transfers, and (2) placed somewhere actually useful.

If you want to increase ridership on public transit, it must be both accessible and reasonably placed. A station accessed by elevator only is not accessible unless the capacity of the elevators meets or exceeds the capacity of escalators. People WILL NOT use the stop if they have to wait for an elevator. Can you say missed transfers?

**I also support all commentary below from Seattle Subway:**

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Thank you for your review of these comments.

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

Marc Winners WSBLE Draft EIS Comment

Manager DEIS Comments,

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Marc Winners  
st3@mw.mozmail.com

2647A NW 59th St  
Seattle, Washington 98107

Owner(s):

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<a href="#">1076087</a>	<a href="#">Marc Winners</a>	Individual		<a href="mailto:st3@mw.mozmail.com">st3@mw.mozmail.com</a>



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

Lara Hale WSBLE Draft EIS Comment

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Thank you for your review of these comments.

Lara Hale  
littlebitlara@gmail.com

928 Hobson St.  
Walla Walla, Washington 99362

Owner(s):

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<u>1076088</u>	<u>Lara Hale</u>	Individual		<u>littlebitlara@gmail.com</u>

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

Nicole Reath WSBLE Draft EIS Comment

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Nicole Reath

nicole.reath@gmail.com

607 E Harrison St  
Seattle, Washington 98102

Owner(s):

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<u>1076089</u>	<u>Nicole Reath</u>	Individual		<u>nicole.reath@gmail.com</u>

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

Ben Broesamle WSBLE Draft EIS Comment

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

Beau Boehner WSBLE Draft EIS Comment

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Beau Boehner

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Seattle, Washington 98116

Owner(s):

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

Gordon Padelford WSBLE Draft EIS Comment

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Thank you for your review of these comments.

Gordon Padelford  
gfp323@gmail.com

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

Geoff Hill WSBLE Draft EIS Comment

Manager DEIS Comments,

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

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Thank you for your review of these comments.

Geoff Hill  
geoffhillsemail@gmail.com

2508 N. 44th St.  
Seattle, Washington 98103

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

Dana Hoffman WSBL Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Dana Hoffman  
danawillowhoffman@gmail.com

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Seattle, Washington 98102

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

William Cromar 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 am a current Kirkland resident who used to live in SLU. I want to emphasize that the current plan for SLU station is woefully inadequate to serve the people who live and work there. The densest residential part of SLU is between Westlake and I5, and most of the big offices are within a few blocks of Westlake. The proposed SLU station placements are not easily walkable to either area. In order to keep the heart of the neighborhood within the walkshed of the station, the Link should tunnel from the proposed Denny station up to Republican street. Although that puts a new station close to Denny station, that is fully appropriate for a dense downtown area. Our closest peer is probably the BART which gets incredible ridership between relatively close downtown stations. The impacts to the Seattle streetcar during construction are acceptable since 1) this would be a vast, long term investment in SLU's transit access and 2) the streetcar has low ridership that can be substituted by existing buses. I urge you to reconsider the proposed options for SLU and draw up a new plan that best serves the residents and workers of SLU.

Further, I fully support Seattle Subway's recommendations below:

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Thank you for your review of these comments.

William Cromar  
wtcromar@gmail.com  
207 Park Ln, Apt 308  
Kirkland, Washington 98033

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

Cathy Rundell WSBL Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Cathy Rundell  
runcatrun@gmail.com

7506 24th Ave NW  
Seattle, Washington 98117

Owner(s):

Contact ID	Name	Type	Phones	Email
<u>1076095</u>	<u>Cathy Rundell</u>	Individual		<u>runcatrun@gmail.com</u>

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

Johanna Wilder WSBLE Draft EIS Comment

Manager DEIS Comments,

Thank you for reading.

I am fully in agreement with the critique by Seattle Transit Rider's Union and am including their statement.

My personal concerns are that because I have a nervous-system condition that gives me vertigo, it is of the utmost importance that you take seriously the station depth and conveyance concerns, especially the escalators. Already those that are installed are prone to breakdowns, but please make them more accessible to people like me with vertigo.

Thank you for your consideration.

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Thank you for your review of these comments.

Johanna Wilder  
johanna.wilder@icloud.com  
14002 Linden Ave. N. #306  
Seattle, Washington 98133

**Owner(s):**

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1076096	Johanna Wilder	Individual		johanna.wilder@icloud.com

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

Jon Mathison WSBLE Draft EIS Comment

Manager DEIS Comments,

Thank you for the opportunity to comment on the DEIS for the Sound Transit expansion. I am a super happy rider and can't wait for the additional expansion to Ballard and beyond.

Please do not tunnel! I want to see Ballard when I go to Ballard and tunneling always has runaway costs that will burden not just the Ballard project but many other projects. Trains should be seen, hide the damn cars in a tunnel!

The idea of putting the train up 15th street and clearing the car sewer is the best idea around.

Please ensure all transfers are well thought through and that we do not end up taking many minutes to get to other platforms.

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Thank you for your review of these comments.

Jon Mathison  
  
JON MATHISON  
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**Communication** ( 4/13/2022 )

Max Rappaport WSBLE Draft EIS Comment

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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.

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

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

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

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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.

Sincerely,

Max Rappaport

Max Rappaport

maxrappaport@gmail.com

1531 23rd Ave. S  
Seattle, Washington 98144

Owner(s):

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**Communication ID: 501529**

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

Hunter Merrill WSBLE Draft EIS Comment

Manager DEIS Comments,

I am writing to submit my comments to Sound Transit's Draft Environmental Statement for the Ballard-West Seattle Link Extension. Stations can't move after being built, it is critical they are placed where they can benefit the most riders.

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 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. This is the key to making the whole system work.

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

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

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

Thank you for your review of these comments.

Hunter Merrill  
satedx@gmail.com  
3809 Whitman Ave N  
Seattle, Washington 98103

**Owner(s):**

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1076098	Hunter Merrill	Individual		satedx@gmail.com

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

Sam 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.

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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.

Sam Keller

samskeller@gmail.com

3636 Phinney Ave N  
Seattle, Washington 98103

Owner(s):

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<u>1076099</u>	<u>Sam Keller</u>	Individual		<u>samskeller@gmail.com</u>

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

Graham Golbuff 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.

graham golbuff  
grahamgolbuff@gmail.com

1705 s stevens st #202  
seattle, Washington 98144

Owner(s):

Contact ID	Name	Type	Phones	Email
1076100	Graham Golbuff	Individual		grahamgolbuff@gmail.com

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

Matthew Bailey Draft EIS Comment

Manager DEIS Comments,

Hello,

I am writing to submit my comments to Sound Transit's Draft Environmental Statement. We need to consider ridership in building ST3.

Please do not eliminate to eliminate planned station. This is against transit riders' needs and voters' wishes. Eliminating stations would undermine trust in Sound Transit.

Learn from European cities that efficiently build transit by making stations shallow and accessible. The proposed depths for Midtown, Westlake, Denny, and Seattle Center stations are absurd and would limit their use. Sound Transit had a bad track record for maintaining escalators and elevators. Don't build stations that you can't expect to maintain.

Efficient transfers are a necessary part of any mass transit system. Please reconsider the proposed vertical and horizontal distance between stations.

I also support these proposals from Seattle Subway:

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].

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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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(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.

Thanks for your time!

Best regards,  
Matt

Matthew Bailey  
baileym10@gmail.com  
1919G 25th Ave S  
Seattle, Washington 98144

Contact ID	Name	Type	Phones	Email
<u>1076101</u>	<u>Matthew Bailey</u>	Individual		<u>baileym10@gmail.com</u>

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

Shane Clyburn WSBL Draft EIS Comment

Manager DEIS Comments,

Hello,

I am including the statement from Seattle Subway below, but wanted to add a few of my own words as well. I fully agree with everything proposed by them, but also recognize that there is no perfect solution to an issue that's decades behind when it should have been built. What must be done now is whatever is possible to ensure maximum usage and convenience for riders. Deep stations, especially the one proposed in CID, seem almost like sabotage to the potential of this system. We need quick access, simple transfers, and ease of use for all involved. The system needs to be just as useful for folks moving around downtown exploring the city as it is for those commuting to work. It must connect all major neighborhoods, and be designed with future expansion in mind. This is an investment in the long term vitality of this city and will likely set the stage for how Seattle grows for the next century. It must be done right now, and it must be future proof to ensure the entire region benefits and is able to expand with rising demand for generations to come. Let's get it right.

Thank you.

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.

Shane Clyburn  
shanecllyburn@gmail.com  
315 N 50th St, Apt 304  
Seattle, Washington 98103

**Owner(s):**

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<u>1076102</u>	<u>Shane Clyburn</u>	Individual		<u>shanecllyburn@gmail.com</u>

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

Christopher Addison WSBLE Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Christopher Addison  
chris.cjteam@gmail.com

1114 NE Park Dr  
Issaquah, Washington 98029

Owner(s):

Contact ID	Name	Type	Phones	Email
<u>1073921</u>	<u>Christopher Addison</u>	Individual		<u>chris.cjteam@gmail.com</u>

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

Noah Cohen WSBLE Draft EIS Comment

Manager DEIS Comments,

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

Thank you for your review of these comments.

Noah Cohen  
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Seattle, Washington 98112

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

Andrew Boscardin 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.

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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.

Andrew Boscardin  
andrew.boscardin@gmail.com

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Seattle, Washington 98112

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

Zackery Thill WSBL Draft EIS Comment

Manager DEIS Comments,

I am writing to submit my comments to Sound Transit's Draft Environmental Statement. We need to consider ridership in building ST3.

Please do not eliminate to eliminate planned station. This is against transit riders' needs and voters' wishes. Eliminating stations would undermine trust in Sound Transit.

Learn from European cities that efficiently build transit by making stations shallow and accessible. The proposed depths for Midtown, Westlake, Denny, and Seattle Center stations are absurd and would limit their use. Sound Transit had a bad track record for maintaining escalators and elevators. Don't build stations that you can't expect to maintain.

Efficient transfers are a necessary part of any mass transit system. Please reconsider the proposed vertical and horizontal distance between stations

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

Thank you for your review of these comments.

Zackery Thill  
thillzack@gmail.com  
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**Communication** ( 4/14/2022 )

Brandon Berg WSBLE Draft EIS Comment

Manager DEIS Comments,

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

Do not eliminate any stations from what voters approved with ST3 in 2016. Sound Transit should view this as the mandate and failure to deliver on this puts further expansion at risk.

There are a number of specifics that I want to be sure get highlighted:

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.

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 expansion and future-proof our investments 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 consideration and review of these comments.

Brandon Berg

brandonwberg@gmail.com

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SEATTLE, Washington 98101

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1076106	Brandon Berg	Individual		brandonwberg@gmail.com

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

Erin Watkins 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. This region is still growing, Ballard especially. More townhomes and density means we need all our stations, and we needed them 20 years ago.

Other suggestions:

1. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. Some of the proposed station depths and access plans will increase travel times too much to be useful for short trips, which are essential to appeal to the broadest number of commuters. If you do deep stations, you **MUST** ensure escalators and elevators are fast, have enough capacity and redundancy to handle rushes, and above all be reliably maintained to minimize failures. 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.
2. Smooth transfers between the system's growing lines. 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.

3. Station suggestions:

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 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.

4. The DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is much needed, but cannot be the end of rail expansion in Seattle. 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. It benefits transit riders and those who are dependent on cars. More people on transit is less traffic on the aging road infrastructure. Focus on transit first.

5. Here are a few suggestions for expandability:

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

Thank you for your time and consideration.

Sincerely,  
Erin Watkins

Erin Watkins  
erinkitty@gmail.com  
1548A NW 58th St  
Seattle, Washington 98107

Owner(s):

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

Jon Wright WSBLE Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Jon Wright  
jon.w@mailbox.org

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<u>1076107</u>	<u>John Wright</u>	Individual		<u>jon.w@mailbox.org</u>

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

Autumn Salisbury-VanderKloot WSBLE Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Autumn Salisbury-VanderKloot  
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**Communication** ( 4/14/2022 )

Lee Fitzgerald WSBL Draft EIS Comment

Manager DEIS Comments,

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

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

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

Thank you for your review of these comments.

Lee Fitzgerald  
lee.fitz9@gmail.com

7753 27th Ave NW  
Seattle, Washington 98117

Owner(s):

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<u>1076109</u>	<u>Lee Fitzgerald</u>	Individual		<u>lee.fitz9@gmail.com</u>

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

McKenzie Carlson WSBLE Draft EIS Comment

Manager DEIS Comments,

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

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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.

McKenzie Carlson  
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Seattle, Washington 98105

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<u>1076110</u>	<u>McKenzie Carlson</u>	Individual		<u>mckenzie.m.carlson@gmail.com</u>

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

Molly Amber WSBLE Draft EIS Comment

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Molly Amber  
mollyiamber@gmail.com

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Seattle, Washington 98199

Owner(s):

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

Ian Strader WSBLE Draft EIS Comment

Manager DEIS Comments,

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Ian Strader

ian.strader@gmail.com



8243 4th Ave NE  
Seattle, Washington 98115

Owner(s):

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<a href="#">1074386</a>	<a href="#">Ian Strader</a>	Individual		<a href="mailto:ian.strader@gmail.com">ian.strader@gmail.com</a>

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

Kyle Wright WSBLE Draft EIS Comment

Manager DEIS Comments,

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

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Thank you for reviewing these comments.

Kyle Wright  
f.kyle.wright@gmail.com  
414B 10TH AVE E  
SEATTLE, Washington 98102

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1076112	Kyle Wright	Individual		f.kyle.wright@gmail.com

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

Joseph Donato WSBLE Draft EIS Comment

Manager DEIS Comments,

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Joseph Donato  
joeydonato@gmail.com

2500 W Manor Pl, apt 217  
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Owner(s):

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<u>1076113</u>	<u>Joseph Donato</u>	Individual		<u>joe McDonato@gmail.com</u>

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

Osman Surkatty WSBLE Draft EIS Comment

Manager DEIS Comments,

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Osman Surkatty  
osman+seattlesubway@surkatty.org

2030 WESTERN AVE  
Seattle , Washington 98121

Owner(s):

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1076114	Osman Surkatty	Individual		osman+seattlesubway@surkatty.org

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

Ronald Pike WSBL 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.

Ronald Pike  
ron@ronpike.com



5721 58th Ave NE  
Seattle, Washington 98105

Owner(s):

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<u>1076115</u>	<u>Ronald Pike</u>	Individual		<u>ron@ronpike.com</u>

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

Samuel Glazier WSBLE Draft EIS Comment

Manager DEIS Comments,

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

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

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Thank you for your review of these comments.

Samuel Glazier  
sglazier@umich.edu

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Seattle, Washington 98103-4318

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1076116	Samuel Glazier	Individual		sglazier@umich.edu

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

Chloe Colella WSBLE Draft EIS Comment

Manager DEIS Comments,

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Chloe Colella  
c.r.colella97@gmail.com

10501 8th Ave NE, Apt 406  
Seattle, Washington 98125

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<u>1076117</u>	<u>Chloe Colella</u>	Individual		<u>c.r.colella97@gmail.com</u>

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

Jacob Struiksma WSBLE Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

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** ( 4/14/2022 )

Derek Dexheimer WSBLE Draft EIS Comment

Manager DEIS Comments,

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Derek Dexheimer  
dex3703@protonmail.com



1211 S Lucile St Unit C  
Seattle, Washington 98108

Owner(s):

Contact ID	Name	Type	Phones	Email
<u>1076118</u>	<u>Derek Dexheimer</u>	Individual		<u>dex3703@protonmail.com</u>

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

Taryn Smethers WSBLE Draft EIS Comment

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Taryn Smethers

tarynsmethers@gmail.com

762 North 65th Street,  
Seattle, Washington 98103

Owner(s):

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<u>1076119</u>	<u>Taryn Smethers</u>	Individual		<u>tarynsmethers@gmail.com</u>

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

Andreas Keller WSBLE Draft EIS Comment

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Andreas Keller  
altk01@gmail.com

2020 8th Ave N  
Seattle, Washington 98109

Owner(s):

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<u>1076120</u>	<u>Andreas Keller</u>	Individual		<u>altk01@gmail.com</u>

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

Miles Baker WSBLE Draft EIS Comment

Manager DEIS Comments,

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Miles Baker  
grimp.bimp@gmail.com

916 B N 74th St  
Seattle, WA, Washington 98103

Owner(s):

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<a href="#">1076121</a>	<a href="#">Miles Baker</a>	Individual		<a href="mailto:grimp.bimp@gmail.com">grimp.bimp@gmail.com</a>

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

Jesvin Chandy WSBLE Draft EIS Comment

Manager DEIS Comments,

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

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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.

Jesvin Chandy  
jesvinc@gmail.com



7935 170th PI NE  
Redmond, Washington 98052

Owner(s):

Contact ID	Name	Type	Phones	Email
1076122	Jesvin Chandy	Individual		jesvinc@gmail.com

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

Nicole DuRoche WSBLE Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Nicole DuRoche  
duroc017@umn.edu

9011 16th Ave SW Apt A  
Seattle, Washington 98106

Owner(s):

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<u>1076123</u>	<u>Nicole DuRoche</u>	Individual		<u>duroc017@umn.edu</u>

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

Matthew Whitney WSBLE Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Matthew Whitney  
mattpwhitney@gmail.com

6745 3rd Ave NW  
Seattle, Washington 98117

Owner(s):

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1076124	Matthew Whitney	Individual		mattpwhitney@gmail.com

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

James Ferguson WSBLE Draft EIS Comment

Manager DEIS Comments,

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

Please 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 that we must build the most comprehensive rail network that we can. Eliminating planned stations is in direct opposition to what the region's voters want and need.

Do 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. Please ensure that escalators and elevators are:

- (1) fast, as well as
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Thank you very much for your review of these comments.

James Ferguson  
jimfer1787@gmail.com  
13717 Linden Ave N Apt 125  
Seattle, Washington 98133

**Owner(s):**

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1076125	James Ferguson	Individual		jimfer1787@gmail.com

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

Jason Morcos WSBLE Draft EIS Comment

Manager DEIS Comments,

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Jason Morcos

tittles.surges-0v@icloud.com



7711 25th Ave NE  
Seattle, Washington 98115

Owner(s):

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1076126	Jason Morcos	Individual		tittles.surges-0v@icloud.com

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

Adam Vance WSBLE Draft EIS Comment

Manager DEIS Comments,

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Adam Vance  
avance8891@gmail.com

1425 Spring St, 410  
Seattle, Washington 98104

Owner(s):

Contact ID	Name	Type	Phones	Email
<u>1076127</u>	<u>Adam Vance</u>	Individual		<u>avance8891@gmail.com</u>

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

Trystan Falcone WSBLE Draft EIS Comment

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Trystan Falcone  
trystanfalcone@gmail.com

5810 26TH AVE NW  
SEATTLE, Washington 98107-3216

Owner(s):

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<u>1076128</u>	<u>Trystan Falcone</u>	Individual		<u>trystanfalcone@gmail.com</u>

**Communication ID: 501566**

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

Jessica Blake 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.

It is clear that the last transit expansion, which saw light rail stations in the U District, Roosevelt, and North Gate regions, were poorly planned and have had horrible consequences for short range commuters who live within 1-2 miles of these stations.

As an example of the serious flaws:

Routes have been eliminated that contained critical connections within Seattle. For example: Upper and Lower Wallingford were connected to each other, Greenlake, and Belltown via the 26X, which was eliminated since the end and start stations overlapped with light rail. Yet these shorter range connections, necessary for maintaining access to grocery, pharmacy, medical and veterinary clinics, and similar necessities were not replaced and the Metro response has been "just walk further to another stop", which does not take into account mobility and accessibility needs.

While a boon for long-range commuters for Northgate, Edmonds, etc., the short range commutes to and from UW from neighboring communities have more than tripled. It takes 45-60 minutes to travel less than 2 miles from Lower Wallingford to UW and back due to the route changes. Yet it takes coworkers in Edmonds and Columbia City 20 minutes to cover a 10-12 mile distance. The Metro priorities of "just walk" are ableist and deny access and services to low income multi-family housing in lower Wallingford but maintain direct and short bus connections for wealthier single-family housing areas in upper Wallingford and Ballard.

Despite having planned and constructed these stations for years, the U District "transit hub" around the U District station is woefully inadequate. The hub transfer stops still lack seating, which is an accessibility issue. The roadways and sidewalks cannot handle the significant extra traffic.

In constructing ST3 locations and stops and resulting transit changes, the following MUST be kept in mind:

- 1.) Redundancies do not always exist because a bus line starts and stops at existing or future light rail stations. Consider the route and locations that fall between start and end points so that neighborhoods are not cut off from transit and important services.
- 2.) Keep in mind that not everyone's destination requires taking light rail. Many short range 1-3 mile trips will start and end far away from stations and these connections must be preserved, not distorted or lengthened.
- 3.) When designing stops and revisions, keep in mind the impact that will be had on traffic and build in sufficient space for seating at all bus and light rail transfer points.

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.
- (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.

These expansions must not disrupt bus traffic or cut off neighborhoods.

Thank you for your review of these comments.

Jessica Blake  
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Seattle, Washington 98105

**Owner(s):**

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

Colin Price 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.

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

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

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

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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.

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Thank you for your review of these comments.

Colin Price  
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Seattle, Washington 9812

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

Christopher Gay Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Christopher Gay  
criscolgate@mac.com

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Seattle , Washington 98108

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

Boris Leonov 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

First, stop building train stations with parking lots, and build them with high density, low-income housing. When people have to get into a car to drive to the train station, it's already too late - (1) they're going to drive to their final destination, and (2) they are still contributing to congestion and pollution. I'm going to be starting a family in this decade, and I want my kids to grow up in a walkable city, not a congested polluted mess.

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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Thank you for your review of these comments.

Boris Leonov  
bvl.leonov@gmail.com  
9215 Greenwood Avenue North, 201  
Seattle, Washington 98103

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

Reiner Decher Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Reiner Decher  
reiner54@gmail.com

5249 140th Ave NE  
Bellevue, Washington 98005

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<u>780002</u>	<u>Reiner Decher</u>	Individual		<u>reiner54@gmail.com</u>

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

Matthew Thurber Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Matthew Thurber  
mthurber7@gmail.com

3032 48 AVE SW  
Seattle, Washington 98116

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<u>1076135</u>	<u>Matthew Thurber</u>	Individual		<u>mthurber7@gmail.com</u>



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

Emmett Scout Draft EIS Comment

Manager DEIS Comments,

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Emmett Scout  
emmettscout@gmail.com

14802 Bothell Way NE, Apt 312  
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**Communication** ( 4/21/2022 )

Matthew Giles Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Matthew Giles

hiimmattgiles@me.com

2847 SW Nevada St  
Seattle, Washington 98126

Owner(s):

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1074895	Matthew Giles	Individual		himattgiles@me.com

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

Tshilaba Verite 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.

Tshilaba Verite

vekeshian@gmail.com

18336 Aurora Ave N Ste 105 #55996  
Seattle, Washington 98133

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<u>1076138</u>	<u>Tshilaba Verite</u>	Individual		<u>veketchian@gmail.com</u>

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

Chris Thompson Draft EIS Comment

Manager DEIS Comments,

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Chris Thompson  
cht02002@gmail.com

1104 18th Ave  
Seattle, Washington 98122

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<u>1076139</u>	<u>Chris Thompson</u>	Individual		<u>clt02002@gmail.com</u>



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

Tyler Bosma Draft EIS Comment

Manager DEIS Comments,

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Tyler Bosma

tylerbosma@gmail.com

2124 N 112th Street, Unit A  
Seattle, Washington 98133

Owner(s):

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1076140	Tyler Bosma	Individual		tylerbosma@gmail.com

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

Jacob Borkowski Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Jacob Borkowski  
borkowski.jacob@gmail.com

8701 35th Ave NE Apt. 3  
Seattle , Washington 98115

Owner(s):

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<u>1076141</u>	<u>Jacob Borkowski</u>	Individual		<u>borkowski.jacob@gmail.com</u>

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

Katie Adamsky Draft EIS Comment

Manager DEIS Comments,

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Katie Adamsky  
katieadamsky@gmail.com

705 East Republican Street, Apt 102, Apt 102  
Seattle, Washington 98102

Owner(s):

Contact ID	Name	Type	Phones	Email
<u>1076142</u>	<u>Katie Adamsky</u>	Individual		<u>katieadamsky@gmail.com</u>

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

Katja Janelle Draft EIS Comment

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Katja Janelle

katja.janelle@gmail.com

4540 42nd Ave SW, Apt 226  
Seattle, Washington 98116

Owner(s):

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<u>1076143</u>	<u>Katja Janelle</u>	Individual		<u>katja.janelle@gmail.com</u>



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

Draft EIS Comment

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

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

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

Thank you for your review of these comments.

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