

Communication (4/15/2022)

Trina Davis Draft EIS Comment

Manager DEIS Comments,

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Trina Davis
trinajdavis@gmail.com

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Seattle, Washington 98105

Owner(s):

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<u>1076146</u>	<u>Trina Davis</u>	Individual		<u>trinajdavis@gmail.com</u>

Communication (4/18/2022)

Michael Moynihan Draft EIS Comment

Manager DEIS Comments,

The 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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Michael Moynihan
moynihan35@gmail.com

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Bothell, Washington 98011

Owner(s):

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Communication (4/17/2022)

Alvin Ko Draft EIS Comment

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.

Systemwide:

(1) Study Milan method cut and cover within the existing street right of way.
(<https://pedestrianobservations.com/2021/02/25/cut-and-cover-is-underrated/>)

(2) Study full automation. The increase in capacity from operating smaller trains at higher frequency automated operations reduces station size needs (greatly reducing costs) while providing better service. Automated operations also save labor costs.

(3) Review global standards for fire/emergency issues. It's ridiculous a station cannot fit within the 80 ft Fauntleroy due to the local fire code. Sound Transit should plan from the basis of accepted global 'best practice' and seek code changes where they diverge. Updating archaic standards to save hundreds of millions is a no-brainer.

Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth means we must build the most comprehensive rail network we can to promote transit-oriented development and decrease vehicle use. Eliminating planned stations is in direct opposition to what the region's voters want and need. Maximizing ridership and long-term growth are the goals. Short-term construction impacts can be mitigated and must not prevent the better options from being selected.

Shallower stations reduce cost, and risk of project delay while promoting 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.

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

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

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

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

SLU: Reject both presented options, study a Westlake or similarly north-south aligned station within SLU boundaries and as centered on South Lake Union as possible. Harrison Street is preferred as the 'less bad' option currently under consideration.

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

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

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.

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

Avalon: Build WSJ-5 with a request to study a refined DEL-6 pairing.

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

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

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Thank you for your review of these comments.

Alvin Ko (Zipcode: 98040)

Owner(s):

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1076150	Alvin Ko	Individual		alvin98040@gmail.com

Communication (4/17/2022)

Darby Reed Draft EIS Comment

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Thank you for your review of these comments.

Darby W. Reed
West Seattle Resident-98116

206,920,1187

Owner(s):

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1076151	Darby Reed	Individual		darbyw.reed@gmail.com

Communication (4/17/2022)

Stefan Praszalowicz Draft EIS Comment

Manager DEIS Comments,

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Stefan Praszalowicz
deubeulyou@gmail.com

1414 12th avenue Unit 620
SEATTLE, Washington 98122

Owner(s):

Contact ID	Name	Type	Phones	Email
<u>1076153</u>	<u>Stefan Praszalowicz</u>	Individual		<u>deubeulyou@gmail.com</u>

Communication (4/16/2022)

Diana Choi Draft EIS Comment

Manager DEIS Comments,

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The Ballard-West Seattle Link Extension must put riders and increased ridership first.

Most important, in Chinatown/International District: Go forth on fourth, and avoid the historic 5th Avenue and displacing businesses ! The Asian American community has recently suffered impacts from COVID, anti-Asian hate, and rampant crime. Don't build in a historic area. Also, 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. I live in Capitol Hill and one of the elevators (Denny/Nagle place) has been out all week and I've witnessed the problems this causes for people with disabilities, wheel-chair user, bicyclists, etc. The deeper the station, the more potential failure points and more challenges. Keep in mind the percentage of elders in the Asian population.

In particular, the city owes it to the the community to not repeat the same transgressions of the past, such as I-5 construction which cut right through the neighborhood, destroying many Chinese and Japanese owned businesses and homes. Or the Kingdome, which also negatively impacted the character of the area and created many stresses. Don't do it again. Listen to the people!

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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Diana Choi
km8524@gmail.com
510 11th Ave E
Seattle, Washington 98102

Owner(s):

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<u>1076156</u>	<u>Diana Choi</u>	Individual		<u>km8524@gmail.com</u>

Communication (4/16/2022)

Thomas Griga 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.

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Seattle, Washington 98117

Owner(s):

Contact ID	Name	Type	Phones	Email
1076157	Tom Griga	Individual		tom.griga@gmail.com

Communication (4/15/2022)

Jennifer Simpson Draft EIS Comment

Manager DEIS Comments,

I love mass transit, I love trains. I lived in Tokyo for three years. But that means I have rather high standards, which I know we can meet: the Ballard-West Seattle Link Extension must put riders and increased ridership first.

Most important, in Chinatown/International District: Go forth on fourth, and avoid the historic 5th Avenue and displacing businesses ! The Asian American community has recently suffered impacts from COVID, anti-Asian hate, and rampant crime. Don't build in a historic area. Also, 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. I live in Capitol Hill and one of the elevators (Denny/Nagle place) has been out all week and I've witnessed the problems this causes for people with disabilities, wheel-chair user, bicyclists, etc. The deeper the station, the more potential failure points and more challenges. Keep in mind the percentage of elders in the Asian population.

In particular, the city owes it to the the community to not repeat the same transgressions of the past, such as I-5 construction which cut right through the neighborhood, destroying many Chinese and Japanese owned businesses and homes. Or the Kingdome, which also negatively impacted the character of the area and created many stresses. Don't do it again. Listen to the people!

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

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

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

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.

Jennifer Simpson
bebop1@gmail.com
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Seattle, Washington 98122

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<u>1076159</u>	<u>Jennifer Simpson</u>	Individual		<u>bebop1@gmail.com</u>

Communication (4/15/2022)

Oleg Pakhnyuk Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Oleg Pakhnyuk
opakhnyuk@protonmail.com

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Seattle, Washington 98121

Owner(s):

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1076160	Oleg Pakhnyuk	Individual		opakhnyuk@protonmail.com

Communication (4/15/2022)

Jonathan Ursin Draft EIS Comment

Manager DEIS Comments,

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Also think about extending the monorail up to Upper Queen Anne and then to SPU and Fremont.

Thank you for your review of these comments.

Jon Ursin

JonathanUrsin@gmail.com

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Seattle, Washington 98122

Owner(s):

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

Communication (4/15/2022)

Kaylee Nelson Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Kaylee Nelson

kaylee.nellie.nelson@gmail.com

11000 NE 10th St Apt. 247
Bellevue, Washington 98004

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<u>1076161</u>	<u>Kaylee Nelson</u>	Individual		<u>kaylee.nelson@gmail.com</u>

Communication (4/15/2022)

Benjamin Phillips Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Benjamin Phillips
bmphillips@gmail.com

18602 52nd Ave W Apt C102
Lynnwood, Washington 98037

Owner(s):

Contact ID	Name	Type	Phones	Email
1076162	Benjamin Phillips	Individual		bmphillips@gmail.com

Communication (4/15/2022)

Ivan Roth Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Ivan Roth

ivan.h.roth@gmail.com

2040 43rd Ave. E, Apt. 210
Seattle, Washington 98112

Owner(s):

Contact ID	Name	Type	Phones	Email
<u>1076165</u>	<u>Ivan Roth</u>	Individual		<u>ivan.h.roth@gmail.com</u>

Communication (4/15/2022)

Noam Fine 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.

NOAM FINE

noamjfine@gmail.com

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Communication (4/15/2022)

Ryan Malone 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.

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.

Ryan Malone

ryanmalone.rpm@gmail.com

1129 30th Avenue
Seattle, Washington 98122

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878014	Ryan Malone	Individual	2069496920	ryanmalone.rpm@gmail.com

Communication (4/15/2022)

Theodore Wiederhold 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.

Theodore Wiederhold
wiederhold@hotmail.com

7107 32nd Ave NW
Seattle, Washington 98117

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Communication (4/15/2022)

David Perlmutter Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

David Perlmutter
dperl88@gmail.com

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Seattle, Washington 98102

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Communication (4/15/2022)

Rowen Kade Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Rowen Kade
rowenkade@gmail.com

9636 60th Ave S
Seattle, Washington 98118

Owner(s):

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<u>1076168</u>	<u>Rowen Kade</u>	Individual		<u>rowenkade@gmail.com</u>

Communication (4/15/2022)

Carlos Arvelo Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Carlos Arvelo

luckeymr@hotmail.com

6910 California Ave SW Unit 46
Seattle , Washington 98136

Owner(s):

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Communication (4/15/2022)

Christopher Lish Draft EIS Comment

Manager DEIS Comments,

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Christopher Lish
kirby1976@gmail.com

3227B NW Market St
Seattle, Washington 98107

Owner(s):

Contact ID	Name	Type	Phones	Email
<u>775640</u>	<u>Christopher Lish</u>	Individual		<u>kirby1976@gmail.com</u>

Communication (4/15/2022)

Dave Stockman Draft EIS Comment

Manager DEIS Comments,

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dbstock7@gmail.com

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Seattle, Washington 98116

Owner(s):

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Communication (4/15/2022)

Michael DeWitt 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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Thank you for your review of these comments.

Michael DeWitt
michael@dewitt.io

7024 Greenwood Ave N
Seattle, Washington 98103

Owner(s):

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<u>1076169</u>	<u>Michael DeWitt</u>	Individual		<u>michael@dewitt.io</u>

Communication (4/15/2022)

Allison Placido Draft EIS Comment

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Allison Placido
alli1111@live.com

13244 2nd Ave nw
Seattle, Washington 98177

Owner(s):

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<u>1076170</u>	<u>Allison Placido</u>	Individual		<u>alli1111@live.com</u>

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Chan Dokko

dokko.sean@gmail.com

333 Summit Ave E #303
Seattle, Washington 98102

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<u>1076171</u>	<u>Chan Dokko</u>	Individual		<u>dokko.sean@gmail.com</u>

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Owner(s):

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<u>1076171</u>	<u>Chan Dokko</u>	Individual		<u>dokko.sean@gmail.com</u>

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Luci Baker Draft EIS Comment

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Luci Baker
ljbaker36@gmail.com

6100 NE 60TH ST.
Seattle, Washington 98115

Owner(s):

Contact ID	Name	Type	Phones	Email
<u>1076172</u>	<u>Luci Baker</u>	Individual		<u>ljibaker36@gmail.com</u>

Communication (4/26/2022)

I am a West Seattle / N. Delridge resident, and have several concerns about SoundTransit's proposed options for light rail extension. I and several members in my N. Delridge neighborhood strongly favor the SkyLink option vs. train, and ask that Sound Transit consider this efficient, cost effective, lower environmental impact alternative.

I have personally ridden and seen gondola technology in urban markets work extremely well. They are highly efficient, attractive modes of transport in both Bogota and Medellin, Colombia; Hong Kong; and Singapore. They are especially effective in mixed terrain and hills, as is the case between West Seattle and SODO.

While there are numerous advantages to gondola technology's solution for West Seattle, 3 principal reasons stand out for electing this option:

- 1- significant taxpayer cost savings
- 2- speed of development with FAR LESS environmental impact
- 3- less community disruption

1: Project funding/cost

Chapter 2.8.2.1.1 lists the many alternatives contemplated in the DEIS and the associated total costs between \$3 billion and \$4.7 billion which is about double or triple the amount approved by voters in ST3 (\$1.7 billion). Before the pandemic, three West Seattle buses (RapidRide-C, #121, #21) already provided 25,500 trips daily. The DEIS projects 27,000 trips on light rail by 2042, only 1500 more than buses were providing in early 2020. There will be little improvement in travel time for many riders, given the likely need to take a bus to a West Seattle light rail station and then disembark at SODO and wait for another light rail train to go anywhere else for at least the next 15 years. See Transit Time category that follows.

Table 2-9 of App. N indicates Sound Transit estimates light rail to reduce 400 vehicle trips on the West Seattle Bridge by 2042. At a light rail cost of almost \$10 million per additional daily trip (plus the building of additional OMF capacity and train acquisition) and an annual operating cost of \$35 to \$40

million this investment does not seem worthwhile – and that's without considering the cost to the environment of greenhouse gases emitted during construction.

Gondola technology has been proposed by citizens since 2015 but always ignored or dismissed as incapable of serving regional transit needs despite the fact that it is being suggested, not as a regional mode, but as a high-capacity feeder for a densely developed terrain with hills and water obstacles where light rail is difficult, expensive, and damaging to build. Other light rail corridors such as from SODO to Georgetown/South Park could provide a more economical way (both in construction and annual operation) to provide light rail to the Duwamish peninsula.

2-3: Acquisitions, Displacements, and Relocations

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

A 2014 Sound Transit paper on mode choices for the regional transit network stated: "Several of the technologies that have moderate to high HCT capabilities, but are generally less suitable for Sound Transit, could be considered for some service if that service would operate on principally exclusive rights of-way and is not intended to interline (i.e., share the same tracks) with the light rail 'spine,' which extends from Everett to Tacoma, and from Seattle to Redmond." When Sound Transit issued the April 7, 2022 Gondola Feasibility Report, it reiterated this statement in dismissing "SkyLink's" proposal from consideration. SkyLink is proposing a gondola to serve not as the primary mode of the regional network but as a feeder from the ST3 designated station locations to the main spine of the light

rail system. An urban gondola could provide the capacity needed, could be constructed with minimal disruption, displacement, and damage to the environment and established community. Specifically, it would avoid the following problems caused by proposed light rail alternatives:

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

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

Please consider what is a smarter, safer, faster and far more economical option than light rail -- SkyLink is the right choice for this area.

Thank you.

Owner(s):

Contact ID	Name	Type	Phones	Email
<u>1076380</u>	<u>Hans Theisen</u>	Individual		<u>vagabond_chi@yahoo.com</u>

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Please consider what is a smarter, safer, faster and far more economical option than light rail -- SkyLink is the right choice for this area.

Thank you.

Owner(s):

Contact ID	Name	Type	Phones	Email
1076390	Helen Har Theisen	Individual		helsbelshar@yahoo.com

Communication (4/27/2022)

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While there are numerous advantages to gondola technology's solution for West Seattle, 3 principal reasons stand out for electing this option:

- 1- significant taxpayer cost savings
- 2- speed of development with FAR LESS environmental impact
- 3- less community disruption

1: Project funding/cost

Chapter 2.8.2.1.1 lists the many alternatives contemplated in the DEIS and the associated total costs between \$3 billion and \$4.7 billion which is about double or triple the amount approved by voters in ST3 (\$1.7 billion). Before the pandemic, three West Seattle buses (RapidRide-C, #121, #21) already provided 25,500 trips daily. The DEIS projects 27,000 trips on light rail by 2042, only 1500 more than buses were providing in early 2020. There will be little improvement in travel time for many riders, given the likely need to take a bus to a West Seattle light rail station and then disembark at SODO and wait for another light rail train to go anywhere else for at least the next 15 years. See Transit Time category that follows.

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Thank you.

- Tran Truong

Owner(s):

Contact ID	Name	Type	Phones	Email
1076463	Tran Truong	Individual		tran.truong1@gmail.com

Communication (4/27/2022)

I am a West Seattle resident, and have several concerns about SoundTransit's proposed options for light rail extension. I and several members in my 16th Ave SW Homeowners Association strongly favor the SkyLink option vs. train, and ask that SoundTransit consider this efficient, cost effective, lower environmental impact alternative.

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Contact ID	Name	Type	Phones	Email
1076497	richard hemmerling	Individual		rickhemmerling@gmail.com

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Please consider what is a smarter, safer, faster and far more economical option than light rail -- SkyLink is the right choice for this area.

Thank you. christine

Owner(s):

Contact ID	Name	Type	Phones	Email
879223	christine clark	Individual		christinimcb@me.com

Communication (4/27/2022)

I implore Sound Transit to put riders and increased ridership first. These must be elevated above any concerns for short term construction impacts, cost, or business interests. I am writing to submit my comments to Sound Transit's Draft Environmental Statement.

Do not eliminate any stations from what voters approved with the ST3 vote back 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 are 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.

To future proof our growing system, we must design for expandability in four key 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.

Owner(s):

Contact ID	Name	Type	Phones	Email
<u>1076626</u>	<u>Ian Deneen</u>	Individual		<u>itdeneen@gmail.com</u>

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

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

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

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

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

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

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

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

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

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

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

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

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(2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW).

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

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

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

Thank you for your review of these comments.

Owner(s):

Contact ID	Name	Type	Phones	Email
1076651	Hannah Deneen	Individual		hannahdeneen@gmail.com

Communication ID: 502430

Communication (4/27/2022)

I am commenting on the Chinatown-International District portion of the Ballard link extension. I strongly prefer the 4th Avenue alternatives and prefer the 4th Avenue Shallow Alternative (CID-1a) alignment. Please make it shallower. Study making it as shallow as the existing CID station by using a shallow tunnel over the existing Downtown Seattle Transit Tunnel to reach Midtown. The transfers must be quicker than 4.5 minutes.

Please prioritize reducing displacement of businesses in the CID historic core -- less than 5 -- and provide any displaced businesses with generous relocation assistance. Please prioritize mitigation of construction impacts on residents and neighborhood landmarks. 5th Avenue alternatives have unacceptable impacts on the historic core of the CID and would result in inequitable displacement of a neighborhood and communities that continue to fight for their very survival in our city.

Regarding the rest of Ballard link and West Seattle link, I support the priorities and alternatives preferred by The Urbanist.

Owner(s):

Contact ID	Name	Type	Phones	Email
<u>1076861</u>	<u>Rebecca Lavigne</u>	Individual		<u>rebecca.lavigne@gmail.com</u>

Communication (4/28/2022)

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.

Owner(s):

Contact ID	Name	Type	Phones	Email
1075120	Benjamin Rogers	Individual		b.rogers01@gmail.com

Communication ID: 503164

Communication (4/28/2022)

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

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

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

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

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

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

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

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

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

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

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

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

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

Owner(s):

Contact ID	Name	Type	Phones	Email
1078248	Alec Georgoff	Individual		smartaleck814@gmail.com

Communication ID: 503257

Communication (4/28/2022)

Overall Feedback:

Do not eliminate any stations.

Work to make stations as shallow as possible.

Improve transfer times wherever possible.

Ensure escalators and elevators are (1) fast and (2) have enough redundancy to handle game day rushes and not fail riders in the event of failure.

Use fast surface-to-platform elevators (no mezzanines) when stations are more than 100 feet deep and align station design so that it's possible.

Plan to build for future expansion in Seattle.

Neighborhood specific feedback:

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

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

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

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.

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

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

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

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

Sodo: Choose Mixed Profile Station [SoDo-2] and study construction further North at the existing SoDo Station location.

West Seattle: Choose WSJ-5 with a request to study better DEL-6 that are compatible with WSJ-5.

Owner(s):

Contact ID	Name	Type	Phones	Email
1078320	Erin Wieland	Individual		russell.ek@gmail.com

Communication ID: 503304

Communication (4/28/2022)

I'm a West Seattle resident who doesn't have a driver's license (and doesn't plan ever to, for many reasons) so the future of light rail to West Seattle is of vital importance to me. I hope you realize that light rail expansion is a once-in-a-lifetime investment that we cannot afford to get wrong. Every time a segment of light rail has opened it has been revolutionary for the communities involved. It will continue to be so but only if we make smart, future-thinking, climate-forward choices.

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

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

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

Seattle Center: STRONGLY prefer Republican Street Station and work to mitigate impacts to arts organizations as much as possible. Moving the station off campus would be a historic mistake that Seattle will regret for a century.

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.

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

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

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

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

SODO: Choose Mixed Profile Station [SoDo-2] and study construction further North at the existing SoDo Station location.

West Seattle: Choose WSJ-5 with a request to study better DEL-6 that are compatible with WSJ-5.

In general:

Do not eliminate any stations.

Work to make stations as shallow as possible.

Improve transfer times wherever possible. This cannot be stressed enough!!!

Ensure escalators and elevators are (1) fast and (2) have enough redundancy to handle game day rushes and not fail riders in the event of failure.

Use fast surface-to-platform elevators (no mezzanines) when stations are more than 100 feet deep and align station design so that it's possible.

Plan to build for future expansion in Seattle.

Thank you!

Owner(s):

Contact ID	Name	Type	Phones	Email
1078353	Patrick Lennon	Individual		pil.lennon@gmail.com

Communication (4/28/2022)

Hello, I hope these are concise and to the point but at the end of everything the Ballard-West Seattle Link Extension must put riders and increased ridership first.

Your target should be to build a solution that would help a single parent who speaks English as a second language, has a bad back, and is holding down 2 part-time jobs.

- We must not eliminate ANY stations from what voters approved with ST3 in 2016. If planned stations are removed, that is in direct opposition to what the region's voters want and need.
- All stations should be built 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.

-Deep and high-capacity stations also call for excellent vertical conveyances, which is proven to have not been a priority in the past. This pattern has to be broken. Elevators and escalators cannot fail riders or trap them from alternatives in the event of mechanical failure.

- Creating large capacity areas other than elevators will allow optimal use of the elevators by less physically able-bodied individuals, allowing them to still use our transit to the fullest extent. Ensure escalators and elevators are both fast while having enough capacity and redundancy to handle traffic like game-day rushes.
- Elevators should go from street level straight to the platform level, without mezzanines 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. If we are to anticipate expanding our transit system off of this current expansion, we need a better and more flexible solution.
- 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. The organizations here have had to deal with quite a bit of disruption from the pandemic and Climate Arena's construction, and additional disruption and impacts should be heavily weighed and avoided when 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. This will allow better expansion opportunities and quicker transfers which will increase usage.
- 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. Having to navigate 3-4 different mezzanines to reach your
- At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access.
- In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use.
- In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub.
In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility.
- In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5.

Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact,

the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility.

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

Thank you for your review of these comments.

Owner(s):

Contact ID	Name	Type	Phones	Email
1075768	Alex McGuire	Individual		wdmalex22@gmail.com

Communication (4/28/2022)

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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. The organizations here have had to deal with quite a bit of disruption from the pandemic and Climate Arena's construction, and additional disruption and impacts should be heavily weighed and avoided when 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.
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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.

Owner(s):

Contact ID	Name	Type	Phones	Email
1078379	Alex McGuire	Individual		alexmcguire@kw.com

Communication (4/22/2022)

Ted Hastings Draft EIS Comment

Manager DEIS Comments,

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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- (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.

Ted Hastings

twastings@gmail.com

6525 20th Ave NW
Seattle, Washington 98117

Owner(s):

Contact ID	Name	Type	Phones	Email
<u>1078383</u>	<u>Ted Hastings</u>	Individual		<u>twastings@gmail.com</u>

Communication (4/22/2022)

Casey Bryant 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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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 station with entrances near the intersection of Westlake and Mercer.

At Denny: Consider shifting the station to the west, in the vicinity of Fairview and Denny.

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. Consider design alternatives that would allow the proposed station to be shallower.

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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Thank you for your review of these comments.

Casey Bryant
caseyabryant@gmail.com

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Seattle, Washington 98107

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Communication (4/22/2022)

Matthew Khor 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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Matthew Khor
genxswordsman@hotmail.com

1155 NW 60th St
Seattle, Washington 98107

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Communication (4/24/2022)

John Birnel Draft EIS Comment

Dear Sound Transit-I love to go to West Seattle to visit friends and for an exercise class, among other reasons. I look forward to a faster and more reliable way to get there via mass transit. At age 75, I would strongly prefer an option that is more quickly achieved. I also figure that a light rail feeder would be too destructive, and ineffective, and would take way too long, causing traffic to be worse rather than better for such a long time. I prefer a serious look at a gondola system. I also question the sincerity of the effort for a quality EIS if the Ballard and W. Seattle feeder lines are considered as one.

Structure of the DEIS Project

Chapter 1.3 addresses West Seattle and Ballard (incl. downtown) as one project. While many chapters are separate for each portion, others are combined. Why are these two separate project treated together when they do not even connect directly and are built on different timelines? A lot of detail has been lost by treating the separate segments as one and this should be rectified for the final EIS.

Environmental Impact

Chapter 1.2.2.6 points out the need to reduce vehicle miles by 30 percent by 2035. However light rail will not connect West Seattle to the SODO light rail station until 2032 and won't be extended farther until at least 2037. That won't provide much incentive for drivers to switch to public transit (as stated in Table 4.2.6). Even after 2037 the expected savings in vehicle miles are minuscule while there will be a huge carbon impact caused by the construction. Light rail's carbon footprint should be considered, and a proper (outside expert) study done to compare gondola and light rail carbon footprints in construction and operation.

Appendix L4.6 references carbon consumption, citing that "general FTA estimates" were applied. However, no federal project has ever been as large as the 2+ mile, 8 to 16-story tall elevated light rail guideway planned for West Seattle. Energy consumption during construction was not even considered. (Chapter 4.2.10 says "The FTA Greenhouse Gas Emissions Estimator was not used.") Therefore, the carbon figures for the elevated alternatives will be much higher than general FTA estimates. A proper impact evaluation for various alignments and possible other modes, such as bus and gondola, would involve using tools such as the Embodied Carbon in Construction Calculator (EC3) (developed by the nonprofit, Building Transparency) and be conducted in close consultation with objective environmental science organizations like the Carbon Leadership Forum (CLF), a nonprofit, industry-academic organization at the University of Washington. Calculations also need to account for any displacement of existing structures which ultimately have to be replaced in some way.

Chapter 4.2.6.3 fails to explain why a reduction of 400 trips on the West Seattle bridge (see Table 2-9 of App. N) would contribute to savings of 117,000 miles per day in the region. Even if calculations were accurate, the construction related carbon as estimated in Appendix L4.6D is between 158,067 and 614,461 tons, and the regional, annual carbon reduction from vehicles (Table 4.2.6-2) 10,941 tons once the light rail connects directly downtown in 2037 as the earliest. Approximately a third of this would be attributable to West Seattle. It may take between 42 to 168 years to offset the West Seattle light rail construction related carbon emissions. The DEIS fails to mention that a gondola could provide reliable, grade separate public transit a decade earlier than light rail while generating substantially fewer greenhouse gases during construction. That would significantly contribute to meeting the goal for 30% reduction by 2035.

Acquisitions, Displacements, and Relocations

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

As stated previously, a 2014 Sound Transit paper on mode choices for the regional transit network said: "Several of the technologies that have moderate to high HCT capabilities, but are generally less suitable for Sound Transit, could be considered for some service if that service would operate on principally exclusive rights-of-way and is not intended to interline (i.e., share the same tracks) with the light rail 'spine,' which extends from Everett to Tacoma, and from Seattle to Redmond."

When Sound Transit issued the April 7, 2022 Gondola Feasibility Report, it reiterated this statement in dismissing "SkyLink's" proposal from consideration. SkyLink is proposing a gondola to serve not as the primary mode of the regional network but as a feeder from the ST3 designated station locations to the main spine of the light rail system. An urban gondola could provide the capacity needed, could be constructed with minimal disruption, displacement, and damage to the environment and established community. Specifically, it would avoid the following problems caused by proposed light rail alternatives:

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

- Chapter 4.2.1.7/8 misrepresents the housing situation in West Seattle. While Redfin practically shows NO available home inventory in West Seattle, the DEIS just says: "research indicates that there are adequate opportunities for most residents and businesses to successfully relocate within the project vicinity." It promises relocation assistance but fails to mention that no assistance can help if the renter or homeowner cannot qualify for a new home based on current social status / credit rating. Commercial real-estate is very limited in West Seattle which mean displaced businesses may have to relocate causing them to lose their customer base and West Seattle residents may have to travel longer distances to get services.
- Chapter 4.2.3.3 includes several pages of huge impacts. It talks about the fact that light rail will destroy businesses, reduce the city's tax base and may affect tribal fishing rights. It fails to address the social impact for the employees and owners affected by this destruction, many of them small businesses whose livelihood is affected. It does not address the strain on the social services. Even more importantly it does not address the impact to the community which has grown around these services and the businesses and families which will be impacted indirectly, Alki Beach Academy for example provides daycare services to 300 children; affected parents may need to quit their jobs or move elsewhere if they lose affordable daycare.
- Chapter 4.2.4.3 and 4.2.5 fail to address the visual impact of the light rail bridge. No accompanying special renderings other than architectural drawings are provided. Instead, it claims it is "consistent with existing views." While the existing West Seattle freeway is already an eyesore, it only rises briefly above the West Duwamish waterway whereas the southern light rail bridge alignments will rise up high from the SODO station to cross the freeway and stay high until they meet the top of Pigeon Point. The norther bridge alignment will be only slightly lower. This huge structure will be visible not only from Pigeon Point but all along the Duwamish, Beacon Hill, Georgetown, SODO and even T-Mobile Park. No renderings of this have been provided. The impact to the Youngstown neighborhood may be even greater. At one point, the elevated guideway will be as high as 150 ft, about twice as high as any existing building in the neighborhood. Due to the height of the structure, rail noise will travel even farther.
- Chapter 4.2.4.4 does not address the fact that West Seattle has already suffered the last two years from the closure of the West Seattle bridge and the construction required for RapidRide-H. Now all major arterials and transit ways to enter the center of West Seattle (see App. N.1-4 Fauntleroy Way partial closure by up to 1.5 years, 35th Ave by 3 years, and Delridge Way by 3 years) will be impacted by multi-year construction and related detours. While tunneling may help reduce the destruction of some homes and businesses, the excavation required for station construction will require very large construction sites with applicable detours.
- Figure 4.2.5-4 does not show any coverings over the station therefore making it appear lower than it is. It only shows the destruction of homes directly adjacent to the station, but not along the guideway which again provides a distorted impression of what will happen.

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Communication (4/24/2022)

Rachael Worthington Draft EIS Comment

Manager DEIS Comments,

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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.

Rachael Worthington
r.stanton@gmail.com

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Communication (4/24/2022)

Ian Crozier Draft EIS Comment

Manager DEIS Comments,

Good evening. After reviewing the Sound Transit's DEIS materials for The Ballard-West Seattle Link Extension I am writing to submit my comments.

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In Chinatown/International District: Pursue a shallow 5th Ave station. Use project funding to relocate existing businesses and pay their rent for the duration of the project.

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Ian Crozier
puhseudo@gmail.com

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Communication (4/24/2022)

Michael Thomas Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Michael Thomas
thomas.mike@gmail.com

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Communication (4/25/2022)

Jeffrey Wolf Draft EIS Comment

Manager DEIS Comments,

INSTALL TURNSTILES AT ALL STOPS **STARTING TODAY** AND INTO THE FUTURE!!! - IT IS UNFAIR TO PEOPLE LIKE MYSELF, WHO PAYS, THAT OTHERS DON'T PAY AND RIDE LIGHT RAIL FOR FREE. ALTERNATIVELY, MAKE LIGHT RAIL, AND PERHAPS ALL OF KING COUNTY METRO AND SOUND TRANSIT.

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Jeffrey Wolf
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Seattle, Washington 98107

Owner(s):

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Communication (4/25/2022)

Linnea Hodge Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Linnea Hodge
linneahodge@gmail.com

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Seattle, Washington 98109

Owner(s):

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Communication (4/25/2022)

William White Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

WILLIAM WHITE
willcwhite@aol.com

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Communication (4/25/2022)

Brett Wiseman Draft EIS Comment

Manager DEIS Comments,

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Brett Wiseman

brettmwiseman@gmail.com

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Seattle, Washington 98108

Owner(s):

Contact ID	Name	Type	Phones	Email
880143	Brett Wiseman	Individual		brettwiseman@gmail.com

Communication (4/25/2022)

Charles Cooper Draft EIS Comment

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Shoreline, Washington 98133

Owner(s):

Contact ID	Name	Type	Phones	Email
1078418	Charles Cooper	Individual		ccooper2@gmail.com

Communication (4/25/2022)

Nicholas Mitchell Draft EIS Comment

Manager DEIS Comments,

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nicholas mitchell
npaul.mitchell@gmail.com

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Seattle, Washington 98101

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Communication (4/25/2022)

Haley Raspet Draft EIS Comment

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Haley Raspet
hraspet@gmail.com

10343 Midvale Ave N #3
Seattle, Washington 98133

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Communication ID: 503402

Communication (4/25/2022)

Matthew Dockrey Draft EIS Comment

Manager DEIS Comments,

Executive summary: I support everything Seattle Subway has to say on this subject.

We need to think long term and get this right. That means prioritizing good transfers and good station placement. Particularly with the very real possibility of extra funding from a Seattle-only ballot initiative in 2024, this is not the time to cheap out.

Some of the depths for the downtown stations are ridiculous. Please actually consider the perspective of the people who will be using the system!

The recent news of the minimum bridge height set by the Coast Guard provides an excellent opportunity to revisit a Ballard tunnel to 20th, putting the station where it would be the most useful. Have you ever walked from 14th to Ballard proper? It's a pain. We should be reinforcing our existing urban villages, not hoping to recreate them on their outskirts after another decade of development.

This is one of the most important projects currently underway for the future of the region. I implore you to make sure we get it right, while we still can.

Thank you for your time.

Matthew Dockrey
mrd@cyphertext.net
11220 Fremont Ave N
Seattle, Washington 98133

Owner(s):

Contact ID	Name	Type	Phones	Email
<u>874367</u>	<u>Matthew Dockrey</u>	Individual		<u>mrd@cyphertext.net</u>

Communication (4/25/2022)

Divya Jayaraman Draft EIS Comment

Manager DEIS Comments,

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Divya Jayaraman
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824 NE 56th Street
Seattle, Washington 98105

Owner(s):

Contact ID	Name	Type	Phones	Email
<u>1078422</u>	<u>Divya Jayaraman</u>	Individual		<u>divya_jayaraman@hotmail.com</u>

Communication (4/23/2022)

Branon Lyle Draft EIS Comment

Manager DEIS Comments,

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Thank you for your review of these comments.

Branon Lyle
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Communication (4/23/2022)

Tana Reed Draft EIS Comment

To Whom it may Concern:

Environmental Impact Statements 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.

Systemwide:

(1) Study Milan method cut and cover within the existing street right of way.
(<https://pedestrianobservations.com/2021/02/25/cut-and-cover-is-underrated/>)

(2) Study full automation. The increase in capacity from operating smaller trains at higher frequency automated operations reduces station size needs (greatly reducing costs) while providing better service. Automated operations also save labor costs.

(3) Review global standards for fire/emergency issues. It's ridiculous a station cannot fit within the 80 ft Fauntleroy due to the local fire code. Sound Transit should plan from the basis of accepted global 'best practice' and seek code changes where they diverge. Updating archaic standards to save hundreds of millions is a no-brainer.

Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth means we must build the most comprehensive rail network we can to promote transit-oriented development and decrease vehicle use. Eliminating planned stations is in direct opposition to what the region's voters want and need. Maximizing ridership and long-term growth are the goals. Short-term construction impacts can be mitigated and must not prevent the better options from being selected.

Shallower stations reduce cost, and risk of project delay while promoting 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.

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

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

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

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

SLU: Reject both presented options, study a Westlake or similarly north-south aligned station within SLU boundaries and as centered on South Lake Union as possible. Harrison Street is preferred as the 'less bad' option currently under consideration.

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

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.

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

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

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.

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

Avalon: Build WSJ-5 with a request to study a refined DEL-6 pairing.

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

In order to future proof our growing system, we must design for expandability in five 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.

Tana Reed

8210 Se 65th St., Mercer Island, WA 98040

1388 Alki Ave. SW #304, Seattle, WA 98116

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Communication (4/22/2022)

Bergen Schmetzer Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Bergen Schmetzer
bschmetzer2@gmail.com

2623 NW 56th St #A
Seattle, Washington 98107

Owner(s):

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<u>1078449</u>	<u>Bergen Schmetzer</u>	Individual		<u>bschmetzer2@gmail.com</u>

Communication (4/22/2022)

Jack Petersen Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

JACK Petersen
petersenjack6@gmail.com

1545 NW Market street, Apt. 632
Seattle, Washington 98107

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<u>1078450</u>	<u>Jack Petersen</u>	Individual		<u>petersenjack6@gmail.com</u>

Communication (4/22/2022)

Derek Flora Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Derek Flora
d_flo17@yahoo.com

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<u>1078451</u>	<u>Derek Flora</u>	Individual		<u>d_flo17@yahoo.com</u>

Communication (4/21/2022)

Erik Blazing Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Erik Blazing
erik.blazing@gmail.com

3423 Meridian Ave N
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874213	Erik Blazing	Individual		erik.blazing@gmail.com

Communication (4/21/2022)

Conor Mannix Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Conor Mannix
conormannix@gmail.com

2436 S Columbian Way
Seattle, Washington 98108

Owner(s):

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<u>1078452</u>	<u>Conor Mannix</u>	Individual		<u>conormannix@gmail.com</u>

Communication (4/21/2022)

Rebecca Novelli Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Rebecca Novelli
rjnovelli@comcast.net

2911 W. Hayes St.
Seattle, Washington 98199

Owner(s):

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Communication (4/21/2022)

Janet Riordan Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Janet Riordan

janetmriordan@gmail.com

12739 7th Ave NW
Seattle, Washington 98177-4231

Owner(s):

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Communication (4/21/2022)

Steven Weiss Draft EIS Comment

Manager DEIS Comments,

Hi! I really want more light rail in Seattle. The planned transportation system was one of the main reasons I moved here 8 years ago, and I've been so happy to see it grow. Please keep adding more light rail and help get rid of gas cars. We need it!

I support Seattle Subway's goals, here's what they have to say:

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Steven Weiss
steventrouble@gmail.com
3007 23rd Ave NW
Seattle, Washington 98199

Owner(s):

Contact ID	Name	Type	Phones	Email
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Communication (4/21/2022)

Matthew Jones Draft EIS Comment

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elijastar@gmail.com

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Owner(s):

Contact ID	Name	Type	Phones	Email
<u>1078456</u>	<u>Matthew Jones</u>	Individual		<u>elijstar@gmail.com</u>

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Leandro Pettino Draft EIS Comment

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Leandro Pettino

leanjpettino@gmail.com

2516 15th Ave W Apt W
Seattle , Washington 98119

Owner(s):

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<u>1078457</u>	<u>Leandro Pettino</u>	Individual		<u>leanjpettino@gmail.com</u>

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Diana Choi Draft EIS Comment

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Diana Choi
km8524@gmail.com

510 11th Ave E
Seattle, Washington 98102

Owner(s):

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<u>1076156</u>	<u>Diana Choi</u>	Individual		<u>km8524@gmail.com</u>

Communication (4/20/2022)

Kimberly Kinchen 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 cannot drive because I never got a driver's license, because I could never afford the cost of buying even a used car, let alone afford the cost of maintaining it. I have lived for three decades seeing the results of transit planning that doesn't actually put the mobility needs of people like me first, costing us time, energy, and economic and social opportunity. It's important for me that the system is built out to prioritize riders like me who have historically been put last instead of first. It will be very hard to keep voting for future ST measures if the board continues to make decisions that are confounding and not focused on riders.

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Thank you.

Kimberly Kinchen
kimberly.kinchen@gmail.com
1605 E. Olive Street.
Seattle, Washington 98122

Owner(s):

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966371	Kimberly Kinchen	Individual		kimberly.kinchen@gmail.com

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Mark Trainer Draft EIS Comment

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Thank you for your review of these comments.

Mark Trainer
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7225 188th Ave E
Bonney Lake, California 94703

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Communication (4/20/2022)

Robert DeMacon Draft EIS Comment

Manager DEIS Comments,

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Robert DeMacon
robertdemacon2013@gmail.com

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Communication (4/20/2022)

Liam Bradshaw Draft EIS Comment

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Thank you for your review of these comments.

Liam Bradshaw

liambradshawta@gmail.com

7536 34th Ave NE
Seattle, Washington 98115

Owner(s):

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Communication (4/14/2022)

Yaroslav Dvinov Draft EIS Comment

Manager DEIS Comments,

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yd43@cornell.edu

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Owner(s):

Contact ID	Name	Type	Phones	Email
<u>1078461</u>	<u>Yaroslav Dvinov</u>	Individual		<u>yd43@cornell.edu</u>

Communication (4/14/2022)

Tika Bordelon Draft EIS Comment

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Tika Bordelon
tikab1@gmail.com

1400 Hubbell Pl
Seattle, Washington 98101

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Jason Knichel Draft EIS Comment

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Jason Knichel
halcyon1050@yahoo.com

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Leanna Namovic Draft EIS Comment

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<u>1078463</u>	<u>Leanna Namovic</u>	Individual		<u>leanna.namovic@gmail.com</u>