

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

Colin Okasaki 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.

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

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

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

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

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

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

Thank you for your review of these comments.

Colin Okasaki  
colin.okasaki@gmail.com

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Seattle, Washington 98108

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

Grant Taylor Draft EIS Comment

Manager DEIS Comments,

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Grant Taylor  
gtaylor0611@gmail.com

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Seattle, Washington 98144

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

Chris Thompson Draft EIS Comment

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Chris Thompson  
dt02002@gmail.com

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Seattle, Washington 98122

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

Ryan Paul Draft EIS Comment

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Ryan Paul  
ryan@ryandpaul.com

1209 Westlake Ave N  
Seattle, Washington 98109

Owner(s):

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875424	Ryan Paul	Individual		ryan@ryandpaul.com

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

Tad Bradley Draft EIS Comment

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Owner(s):

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<u>1078467</u>	<u>Tad Bradley</u>	Individual		<u>tadbrad@gmail.com</u>



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

Katherine Bax Draft EIS Comment

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I look forward to using the light rail to get to Ballard but hope the station plans put an entrance much closer to the historic heart of Ballard than on 15th. I want to use the train for shopping (farmers market) and night life and do not relish the walk from 15th to Ballard Ave. We should not be afraid to make the best possible transportation while we have time to plan and invest, instead of committing to the cheapest option and complaining about ridership and station placement for years to come.

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Katherine Bax  
katherinebax999@gmail.com  
1530 12th Ave  
Seattle, Washington 98122

**Owner(s):**

Contact ID	Name	Type	Phones	Email
1078468	Katherine Bax	Individual		katherinebax999@gmail.com

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

Tom Lang Draft EIS Comment

Manager DEIS Comments,

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Tom Lang

tomofwashington@gmail.com

734 N 100th St  
Seattle, Washington 98133-9306

Owner(s):

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

Blake Pool Draft EIS Comment

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

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Thank you for your review of these comments.

blake pool  
blake.pool@gmail.com

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

Bill Fraher 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.

Bill Fraher

BillFR\_98103@yahoo.com

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<u>1078471</u>	<u>Bill Fraher</u>	Individual		<u>BillFR_98103@yahoo.com</u>

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

Colleen Robertson Draft EIS Comment

Manager DEIS Comments,

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It's wildly irresponsible that current/ recently installed escalators are out of commission as much as they are. This makes light rail transit nearly useless for so many people.

Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties.

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Thank you for your review of these comments.



Colleen Robertson  
colleen.robertson@gmail.com  
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**Communication** ( 4/14/2022 )

Erica Clawson Draft EIS Comment

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Thank you for your review of these comments.

Erica Clawson

blargle.ragequit@gmail.com

2201 N 106TH ST, D103  
SEATTLE, Washington 98133

Owner(s):

Contact ID	Name	Type	Phones	Email
<u>962718</u>	<u>Erica Clawson</u>	Individual		<u>blargle.ragequit@gmail.com</u>

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

Brett Youngstrom Draft EIS Comment

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Thank you for your review of these comments.

Brett Youngstrom  
brett.youngstrom@gmail.com

2312 15th Ave S Unit B  
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**Communication** ( 4/14/2022 )

Graham Roberts Draft EIS Comment

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Graham Roberts

graham.anders.roberts+actionnetwork@gmail.com

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Owner(s):

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1078472	Graham Roberts	Individual		graham.anders.roberts+actionnetwork@gmail.com

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

Bradley Hower Draft EIS Comment

Manager DEIS Comments,

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Bradley Hower  
waterfallstone@protonmail.com



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

Aaron Cooper Draft EIS Comment

Manager DEIS Comments,

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

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.

Aaron Cooper  
daemon@acoop.email

732 11th Ave E  
Seattle, Washington 98102

Owner(s):

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<u>1078474</u>	<u>Aaron Cooper</u>	Individual		<u>daemon@acoop.email</u>

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

Tony Santos 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.

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

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

Thank you for your review of these comments.

Tony Santos  
tonysantos82@gmail.com

2227A NW 62nd St  
Seattle, Washington 98107

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<u>1078475</u>	<u>Tony Santos</u>	Individual		<u>tonysantos82@gmail.com</u>

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

Gregory Quetin Draft EIS Comment

Manager DEIS Comments,

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

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

Thank you for your review of these comments.

Gregory Quetin  
gquetin@gmail.com

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<u>1078476</u>	<u>Gregory Quetin</u>	Individual		<u>gquetin@gmail.com</u>

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

Naasser McCollam 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.

Naasser McCollam

lucianomolling@yahoo.com



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Seattle, Washington 98112

Owner(s):

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

Hannah Markwardt Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Hannah Markwardt

hannah.markwardt@gmail.com

900 Aurora Ave N  
Seattle, Washington 98109

Owner(s):

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<u>1078478</u>	<u>Hannah Markwardt</u>	Individual		<u><a href="mailto:hannah.markwardt@gmail.com">hannah.markwardt@gmail.com</a></u>

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

Amy Pierce 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.

Amy Pierce

amy\_pierce@outlook.com

10302 Dibble Ave NW  
Seattle , Washington 98177

Owner(s):

Contact ID	Name	Type	Phones	Email
<u>1078479</u>	<u>Amy Pierce</u>	Individual		<u>amy_pierce@outlook.com</u>

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

Ian Boudreaux Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Ian Boudreaux  
ipb413@gmail.com

415 W Mercer St, Apt 701  
Seattle, Washington 98119

Owner(s):

Contact ID	Name	Type	Phones	Email
<u>1078480</u>	<u>Ian Boudreaux</u>	Individual		<u>ipb413@gmail.com</u>

**Communication ID: 503476**

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

Chay Casso Draft EIS Comment

Manager DEIS Comments,

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

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In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment or any situation that puts the station closer to the heart of Ballard. 14th Ave doesn't cut it.

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.

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Thank you for your review of these comments.

Chay Casso  
chay.casso@gmail.com  
1203 N 10th Pl Apt 1140  
Renton, Washington 98057

**Owner(s):**

Contact ID	Name	Type	Phones	Email
<u>1078481</u>	<u>Chay Casso</u>	Individual		<u>chay.casso@gmail.com</u>



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

Gavin Greco Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Gavin Greco

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

Noami Litwack Draft EIS Comment

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Noami Litwack  
naomi@gimli.nu

17708 Cedar Falls rd SE  
North Bend, Washington 98045

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

Michael Calkins EIS Comment

Manager DEIS Comments,

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Michael Calkins

michaeljamescalkins@gmail.com

11747 36th Ave NE  
Seattle, Washington 98125

Owner(s):

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**Communication** ( 4/27/2022 )

Nicholas Efthimiadis Draft EIS Comment

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Nicholas Efthimiadis  
nicholas246@gmail.com

6923 57th Ave NE  
Seattle, Washington 98115

Owner(s):

Contact ID	Name	Type	Phones	Email
<u>1078487</u>	<u>Nicholas Efthimiadia</u>	Individual		<u>nicholas246@gmail.com</u>



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Annalise Nicholson

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**Communication** ( 4/26/2022 )

Steven Cochran Draft EIS Comment

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Seattle, Washington 98107

Owner(s):

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<u>775637</u>	<u>Steven Cochran</u>	Individual	206-992-5869 (Home)	<u>ch_noir@hotmail.com</u>

**Communication** ( 4/28/2022 )

Augene Kramer Draft EIS Comment

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Eugene Kramer  
eugenekramer@hotmail.com

3710 S 198th St  
Seatac, Washington 98188

Owner(s):

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

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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.

Scott Simpson  
runner0318@aol.com

1501 NW 56th St  
Seattle, Washington 98107

Owner(s):

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<u>1078526</u>	<u>Scott Simpson</u>	Individual		<u>runner0318@aol.com</u>



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

Shane Myrick Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Shane Myrick  
accounts@shanemyrick.com

410 W Roy St, Unit E203  
Seattle, Washington 98119

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<u>1078549</u>	<u>Shane Myrick</u>	Individual		<u>accounts@shanemyrick.com</u>

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

Joss Steward Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Joss Steward  
joss@jcs.li

3638b 13th Avenue W  
Seattle, Washington 98119

Owner(s):

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<u>1078550</u>	<u>Josh Steward</u>	Individual		<u>joss@jcs.li</u>

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

Lisa Barnes Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Lisa Barnes  
aliceblisa@hotmail.com

2451 Thorndyke Av W  
Seattle , Washington 98199

Owner(s):

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775083	Lisa Barnes	Individual		aliceblisa@hotmail.com

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

Mark Brunson Draft EIS Comment

Manager DEIS Comments,

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Mark Brunson  
wheresbrunson@gmail.com

1732 15th Ave Apt 20  
Seattle, Washington 98122

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<u>1078552</u>	<u>Mark Brunson</u>	Individual		<u>wherebrunson@gmail.com</u>



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

Brian Gillespie Draft EIS Comment

Manager DEIS Comments,

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Brian Gillespie  
bng1290@gmail.com

323 Belmont Ave E  
Seattle WA, Washington 98102

Owner(s):

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<u>1078554</u>	<u>Brian Gillespie</u>	Individual		<u>bng1290@gmail.com</u>

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

Megan Hoerler Draft EIS Comment

Manager DEIS Comments,

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Megan Hoerler  
hoerlem@msn.com

5067 Wahl Rd  
Bellingham , Washington 98226

Owner(s):

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<u>1078555</u>	<u>Megan Hoerler</u>	Individual		<u>hoerterm@msn.com</u>

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

Jody Nace 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. If anything, any variation from the gorier approved ST3 should be increasing station density, not reducing it.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

- (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line).
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- (5) West Seattle should be built for future southern expansion to White Center and Burien.

Thank you for your review of these comments.

Jody Nace

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seattle, Washington 98107

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

Christopher Dawe Draft EIS Comment

Manager DEIS Comments,

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

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

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

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

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

Thank you for your review of these comments.

Christopher Dawe  
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Seattle , Washington 98103

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<u>1072847</u>	<u>Christopher Dawe</u>	Individual		<u>dawecj@gmail.com</u>



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

Michael Greenberg Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Michael Greenberg  
mike32691@gmail.com

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Seattle, Washington 98107

**Owner(s):**

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<u>1078558</u>	<u>Michael Greenberg</u>	Individual		<u>mike32691@gmail.com</u>

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

Seth Snapp Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Seth Snapp  
sethsnapp@gmail.com

2214 H St.  
Bellingham, Washington 98225

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<u>1078559</u>	<u>Seth Snapp</u>	Individual		<u>sethsnapp@gmail.com</u>

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

Lara Hale Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Lara Hale  
littlebitlara@gmail.com

928 Hobson St.  
Walla Walla, Washington 99362

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

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

Mark Kerrigan Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Mark Kerrigan  
mark@kerrigan.co

312 11th Ave apt 304  
Seattle, Washington 98122

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<u>1078561</u>	<u>Mark Kerrigan</u>	Individual		<u>mark@kerrigan.co</u>



**Communication** ( 4/26/2022 )

Hudson Bloom 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.

Hudson Bloom  
hbloom1783@gmail.com

4100 SW Edmunds St.  
Seattle, Washington 98116

Owner(s):

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<u>1078593</u>	<u>Hudson Bloom</u>	Individual		<u>hbloom1783@gmail.com</u>

**Communication** ( 4/27/2022 )

Jordan VVVV Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

jordanvvv@gmail.com  
2109 31st Ave S  
Seattle, Washington 98144

**Owner(s):**

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**Communication** ( 4/27/2022 )

Axel Kuehn-Murphy 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.

Axel Kuehn-Murphy  
afmurph@gmail.com

988 21st Ave  
Seattle, Washington 98122

Owner(s):

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1078608	Alex Kuehn-Murphy	Individual		afmurph@gmail.com

**Communication** ( 4/28/2022 )

Charlene Kahn Draft EIS Comment

I am writing to voice grave concerns about the ST Light Rail extension proposed for West Seattle. As a 25 year resident of this area, I have come to know the unique challenges West Seattle poses to mass transit design - and the challenges mass transit poses to this neighborhood.

Among the many concerns I have, the biggest relates to Chapter 4: Acquisitions, Replacements and Displacements. The negative impacts by this proposed Light Rail extension would outweigh any benefit and would destroy valuable housing, small business as well as negative impacts on our environment and overall quality of life. There is another alternative that many of our community citizens are advocating and I urge you to do a feasibility study on the Gondola proposal instead. Please see comments below:

Acquisitions, Displacements, and Relocations

Chapter 4.2.1 relates to the devastating impact of various light rail alignments on residences, businesses,

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

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

"Several of the technologies that have moderate to high HCT capabilities, but are generally less suitable

for Sound Transit, could be considered for some service if that service would operate on principally exclusive rights-of-way and is not intended to interline (i.e., share the same tracks) with the light rail 'spine,' which extends from Everett to Tacoma, and from Seattle to Redmond." When Sound Transit

issued the April 7, 2022 Gondola Feasibility Report, it reiterated this statement in dismissing "SkyLink's"

proposal from consideration. SkyLink is proposing a gondola to serve not as the primary mode of the

regional network but as a feeder from the ST3 designated station locations to the main spine of the light

rail system. An urban gondola could provide the capacity needed, could be constructed with minimal

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

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

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

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

- Chapter 4.2.3.3 includes several pages of huge impacts. It talks about the fact that light rail will destroy businesses, reduce the city's tax base and may affect tribal fishing rights. It fails to address the social impact for the employees and owners affected by this destruction, many of them small businesses whose livelihood is affected. It does not address the strain on the social services. Even more importantly it does not address the impact to the community which has grown around these services and the businesses and families which will be impacted indirectly. Alki Beach Academy for example provides daycare services to 300 children; affected parents may need to quit their jobs or move elsewhere if they lose affordable daycare.
- Chapter 4.2.4.3 and 4.2.5 fail to address the visual impact of the light rail bridge. No accompanying special renderings other than architectural drawings are provided. Instead, it claims it is "consistent with existing views." While the existing West Seattle freeway is already an eyesore, it only rises briefly above the West Duwamish waterway whereas the southern light rail bridge alignments will rise up high from the SODO station to cross the freeway and stay high until they meet the top of Pigeon Point. The norther bridge alignment will be only slightly lower. This huge structure will be visible not only from Pigeon Point but all along the Duwamish, Beacon Hill, Georgetown, SODO and even T-Mobile Park. No renderings of this

have been provided. The impact to the Youngstown neighborhood may be even greater. At one point, the elevated guideway will be as high as 150 ft, about twice as high as any existing building in the neighborhood. Due to the height of the structure, rail noise will travel even farther.

- Chapter 4.2.4.4 does not address the fact that West Seattle has already suffered the last two years from the closure of the West Seattle bridge and the construction required for RapidRide-H. Now all major arterials and transit ways to enter the center of West Seattle (see App. N. 1-4 Fauntleroy Way partial closure by up to 1.5 years, 35th Ave by 3 years, and Delridge Way by 3 years) will be impacted by multi-year construction and related detours. While tunneling may help reduce the destruction of some homes and businesses, the excavation required for station construction will require very large construction sites with applicable detours.
- Figure 4.2.5-4 does not show any coverings over the station therefore making it appear lower than it is. It only shows the destruction of homes directly adjacent to the station, but not along the guideway which again provides a distorted impression of what will happen.
- Chapter 4.2.5.3.3 fails to mention that Olmsted already suggested to preserve the view from Pigeon Point which any of the southern alignments would destroy, for details: Pigeon Point - West Duwamish Greenbelt – Friends of Seattle's Olmsted Parks ([seattleolmsted.org](http://seattleolmsted.org))

Thank you for your review and consideration.

Sincerely,

Charlene Kahn & Steve Epstein

2308 48th Ave SW

Seattle WA 98116

(206) 295-8396

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**Owner(s):**

Contact ID	Name	Type	Phones	Email
<u>1078635</u>	<u>Charlene Kahn</u>	Individual		<u><a href="mailto:charlenefk@gmail.com">charlenefk@gmail.com</a></u>

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

Sarah Dallosto 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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Sarah Dallosto

sarah\_dallosto@hotmail.com

15443 38th Ln S Apt. 67  
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Owner(s):

Contact ID	Name	Type	Phones	Email
<u>1078642</u>	<u>Sarah Dallosto</u>	Individual		<u>sarah_dallosto@hotmail.com</u>

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Jonathan Mene  
krank1997@gmail.com

2015 Terry Ave Apt 313  
Seattle, Washington 98121

Owner(s):

Contact ID	Name	Type	Phones	Email
<u>1078643</u>	<u>Jonathan Mene</u>	Individual		<u>krank1997@gmail.com</u>

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Patrick Taylor Draft EIS Comment

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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.

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

Jan Tabaczynski 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, OR replace the current Ballard bridge with a tall light rail bridge and replace the Ballard highway bridge (car sewer) with a new bridge further east.

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.

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

Andrew Poisson 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.

Andrew Poisson  
ajpoisson@gmail.com

121 NW 85th St.  
Seattle, Washington 98117

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<u>1078645</u>	<u>Andrew Poisson</u>	Individual		<u>ajpoisson@gmail.com</u>

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

Andrew Roberts Draft EIS Comment

Manager DEIS Comments,

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Thank you for your review of these comments,

Andrew Roberts

actionnetwork@andrew.androb.net

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

Camille Saunders Draft EIS Comment

Manager DEIS Comments,

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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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.

Camille Saunders  
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Sumner, Washington 98390

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

Patrick Gibson Draft EIS Comment

Manager DEIS Comments,

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

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

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

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

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

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

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

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

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

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

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

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- (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.

Patrick Gibson  
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<u>1078648</u>	<u>Patrick Gibson</u>	Individual		<u>pg@pagibson.com</u>

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

Zac Lawrence Draft EIS Comment

Manager DEIS Comments,

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

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

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

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

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

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

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

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

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

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.

Zac Lawrence

zac.lawrence0430@gmail.com

1705 Summit Avenue  
Seattle, Washington 98122

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<u>1078649</u>	<u>Zac Lawrence</u>	Individual		<u>zac.lawrence0430@gmail.com</u>

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

Brandon Bowersox-Johnson 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.

Please 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.

Here are specific recommendations that I support:

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

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

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

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

In SLU: 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: listen to community voices about the loss of historical buildings and businesses! Please 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.

Brandon Bowersox-Johnson  
brandonbowersox@gmail.com  
519 N Bowdoin Pl  
Seattle, Washington 98103

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

Carolann Streett Draft EIS Comment

Manager DEIS Comments,

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

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

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

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

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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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- (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.

Carolann Streett  
streett.ca@gmail.com

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Seattle, Washington 98109

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<u>1078651</u>	<u>Carolann Streett</u>	Individual		<u>streett.ca@gmail.com</u>

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

Yuriy Myronchenko Draft EIS Comment

Manager DEIS Comments,

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

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

Thank you for your review of these comments.

Yuriy Myronchenko  
yuriy1337@gmail.com



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Seattle, Washington 98117

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

Brie Gyncild Draft EIS Comment

Manager DEIS Comments,

Like so many others, I'm excited about light rail finally connecting Ballard and West Seattle to other neighborhoods (to MY neighborhood). I appreciate the opportunity to comment on the draft environmental impact statement. It's so important to get this right.

The experience and convenience of riders -- and the potential for ridership growth -- need to be prioritized as we strive to move people out of private vehicles and reduce greenhouse gas emissions -- as well as all the other harms that come from driving.

Continue to move forward with all stations voters approved with ST3 in 2016. 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 and reliable escalators and elevators, which has been a huge problem 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. They also need to handle bicycles, assistive devices, and other bulky or oversized equipment well. 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, quick, effortless transfers are essential. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel.

I join with Seattle Subway in the following requests:

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

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

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

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Thank you for your review of these comments.

Brie Gyncild  
briegyncild@gmail.com  
1407 15th Ave  
Seattle, Washington 98122

Owner(s):

Contact ID	Name	Type	Phones	Email
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**Communication** ( 4/15/2022 )

Samantha Berk Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Samantha Berk  
sberk10@gmail.com

1611 NW 80th st  
Seattle , Washington 98117

Owner(s):

Contact ID	Name	Type	Phones	Email
<u>1078654</u>	<u>Samantha Berk</u>	Individual		<u>sberk10@gmail.com</u>

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

Shane Dombrowski Draft EIS Comment

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Thank you for your review of these comments.

Shane Dombrowski  
shane.m.dombrowski@gmail.com  
2804 PROSCH AVE W  
SEATTLE, Washington 98119

**Owner(s):**

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

Anthony Marcheselli Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Anthony Marcheselli  
anthony607@gmail.com



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<u>1078655</u>	<u>Anthony Marcheselli</u>	Individual		<u>anthony607@gmail.com</u>

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

Bion Johnson Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Bion Johnson

bionjohnson@gmail.com

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<u>1078656</u>	<u>Bion Johnson</u>	Individual		<u>bionjohnson@gmail.com</u>

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

Jacob Lee 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.

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

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

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

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

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

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

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

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.

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

Trevor Reed 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.

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.

Trevor Reed  
98040

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

Austin Skondre Draft EIS Comment

Manager DEIS Comments,

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

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

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

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

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

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

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

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

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

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

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

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

Thank you for your review of these comments.

Austin Skondre  
austin.podoll@gmail.com



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

Ian Brown Draft EIS Comment

Manager DEIS Comments,

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

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

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

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

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

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

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

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In 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.

Ian Brown

ibrown1779@gmail.com

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Seattle, Washington 98102

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

Ron Davis Draft EIS Comment

Manager DEIS Comments,

I am writing to submit my comments to Sound Transit's Draft Environmental Statement on the Ballard-West Seattle Link Extension.

The current plan does not put riders and increasing ridership first. It must. We did not pass a tens of billions of dollars plan so Sound Transit could build stations with difficult, unreliable transfers, or in the middle of industrial areas.

First, do not cut any of the stations from the ST3 list approved by voters in 2016. I was on the Sound Transit Citizen Oversight Panel - I have seen firsthand how some of the most senior executives in Sound Transit use "voter approval" requirements to protect foolish projects they want to keep, like parking garages. If you want the confidence of the voters and the riders, you dare not set aside something as fundamental as our station choices, lest you show yourself hypocritical.

This is all for good reason. We know the region has experienced explosive growth, far beyond projection, that most of our emissions are from transportation, and that this is the biggest tool we currently have for reducing emissions. Eliminating stations would not only fly in the face of voter expectations, but it ignore the basic needs of our region and environment.

Next, the many of the transfers at the stations are problematic. In part, this is due to the large number of deep stations. Riders must come first, prioritizing short 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.

In fact, ignoring the experience of short-trip, urban riders, particularly in spots like the international district, is a serious assault on equity, showing Sound Transit's continuing indifference to people who don't and earn like their senior staff members. The history of cities and planning agencies, including sound transit, glossing over equity concerns is morally appalling and embarrassing. Let's get it right this time.

Next, if there absolutely must be any deep stations, the vertical experience needs to be substantially better than it is currently in your other stations. There must be enough capacity and redundancy (please stop with the single points of failure) for rushes and crush periods, including big stuff like game days and concerns.

Elevators should go directly to the platform level, multiple should be callable at once, and they should have plenty of excess capacity and redundancy. Escalators should not be involved in deep stations and frankly, generally not relied upon, given ST's long inability to manage them.

All should be built to aggressively minimize time to transfer or board, and to significantly reduce variance on this too. Even Short boardings, when unreliable, are a serious problem for people who need to plan around transit and transfers.

In general, short and smooth transfers have been given short shrift in the DEIS. It continues to feel like ST designs with the mindset of rail as a nice-to-have augmentation for the real stuff that happens in cars and parking garages. This is unacceptable in a city that is going to drastically grow but cannot handle more car trips, that wants to increase its quality of life and wants to reduce its carbon impact.

Transfers must feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. Specific transfers comments

-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 agency and the DEIS must set up Sound Transit 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 enable a growing future for our system and avoid locking in limited reach, we must we must design with near-readiness to expand in four key spots:

(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. Please don't let us down.

Ron Davis  
ronpdavis@gmail.com  
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Seattle, Washington 98105

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

Valerie Bentivegna 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.

Valerie Bentivegna  
valeriebentivegna@gmail.com

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

John Hinrichs Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

John H

John Hinrichs

jhinrichs206@gmail.com



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

Jonathan Caso 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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Jonathan Caso

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1078663	Jonathan Caso	Individual		caso.jonathan@gmail.com

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

Brandon Bertolucci Draft EIS Comment

Manager DEIS Comments,

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Brandon Bertolucci  
Bertolucci@gmail.com

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<u>1078664</u>	<u>Brandon Bertolucci</u>	Individual		<u>Bertolucci@gmail.com</u>

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

Andrew Mullenix Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments,

Andrew Mullenix  
andrewmullenix@outlook.com

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

David Guiland Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

David Guiland  
Hardwater1000@gmail.com



19542 echo lake pl n  
Shoreline, Washington 98133

Owner(s):

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

**Communication ( 4/27/2022 )**

Gary Lai Draft EIS Comment

I am writing because I do not believe the Draft EIS for West Seattle Light Rail adequately captures the carbon footprint of the project, or addresses alternatives to that footprint. It also does not clearly state the true cost of traffic reduction associated with construction and ongoing operations compared to alternatives.

#### ENVIRONMENTAL IMPACT COMMENTS

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 large carbon impact caused by the construction that is not captured in the document. Light rail's carbon footprint should be considered, and a proper (outside expert) study done to compare an aerial gondola alternative 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. That would be 293 miles per trip per day which is nonsensical.

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. Since the light rail construction carbon footprints are underestimated, the payback is even longer.

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. A direct comparison of the carbon footprints and offsets of alternatives should be performed.

#### PROJECT FUNDING/COST COMMENTS

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.

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 operating capacity and train acquisition) and an annual operating cost of \$35 to \$40 million this investment does not seem worthwhile.

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.

Gary Lai

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Cell: 206-234-8410

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<u>1078740</u>	<u>Gary Lai</u>	Individual		<u>garymhlai@gmail.com</u>

**Communication** ( 4/26/2022 )

Daniel Perelman Draft EIS Comment

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Daniel Perelman  
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Owner(s):

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<u>1078744</u>	<u>Daniel Perelman</u>	Individual		<u>anyone.eb@gmail.com</u>

**Communication** ( 4/26/2022 )

Jonathan Nadeau Draft EIS Comment

Manager DEIS Comments,

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jonathan nadeau  
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**Communication** ( 4/28/2022 )

Loc Trinh Draft EIS Comment

Manager DEIS Comments,

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Thank you for your review of these comments,

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