

Communication (4/28/2022)

Gregory Barnes 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 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.

Gregory Barnes
gsbarnes@gmail.com

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Communication (4/28/2022)

Ian Brobin Draft EIS Comment

Manager DEIS Comments,

I am writing to echo the sentiments listed below by Seattle subway. In particular, I think the super deep system is a bad idea as it will make the light rail much harder to use and add tons of upkeep cost with maintaining an elevator. I also think it would be great to have an extension to Fremont!

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Ian Brobin

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Anshum Gupta Draft EIS Comment

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Anshum Gupta

anshum@anshum.com

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Seattle, Washington 98107

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James Wu Draft EIS Comment

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jameswu@hey.com

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Owner(s):

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<u>1074898</u>	<u>James Wu</u>	Individual		<u>jameswu@hey.com</u>

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<u>1078790</u>	<u>David Alvarez</u>	Individual		<u>davialejandroal@gmail.com</u>

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Kinsley Ogunmola Draft EIS Comment

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Owner(s):

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Kristina Stewart Draft EIS Comment

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Thank you for your review of these comments,

Kristina Stewart
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Communication (4/28/2022)

Frederico Gonzalez Draft EIS Comment

Manager DEIS Comments,

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Federico Gonzalez

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Kelly Brown
kellynbrown317@gmail.com

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Seattle, Washington 98125

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Kenneth Kuhn Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Kenneth Kuhn

kuhn.m.kenneth@gmail.com

1408 NW 64th St. APT C
Seattle, Washington 98107

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<u>1078802</u>	<u>Kenneth Kuhn</u>	Individual		<u>kuhn.m.kenneth@gmail.com</u>

Communication (4/28/2022)

Mike Orr Draft EIS Comment

Manager DEIS Comments,

My comments on the Ballard-West Seattle Link Draft Environmental Impact Statement.

Slow down the EIS and consider more rider-friendly, pedestrian-friendly, and lower-cost alternatives. When we voted for ST3 there was no inkling that the downtown stations would 100 feet deep or more, require several minutes to transfer between trains, or that Ballard Station might be east of 15th Ave NW, or that the system would cost so much. This requires a rethink and a wider range of solutions.

The hallmark of a good metro network is short train-to-train transfers so that riders can access the entire network easily, but the alternatives in the DEIS are the opposite, making it an ordeal to transfer and ride one or two stations more, or from the Eastside to the airport. Don't choose an alignment that fails at its primary purposes.

If the downtown stations can't be moved closer to the existing platforms and to the surface, and if they will cost so much more to build than expected, then it's time to consider alternatives to the second tunnel. Several come to mind:

- (A) improve the existing tunnel to increase frequency from 3 minutes to 1.5 minutes.
- (B) interline Ballard/SLU into the existing tunnel.
- (C) terminate Ballard/SLU at Westlake until a better downtown solution can be found.
- (D) build an inexpensive cut-and-cover tunnel under 5th Avenue or elsewhere.
- (D) swing downtown segment further east to transfer at Capitol Hill instead of Westlake and serve First Hill
- (E) consider BRT alternatives for West Seattle and Ballard.

Improving the existing tunnel is feasible; Sound Transit considered it in the run-up to ST3. Without the large cost of the second tunnel, there would be plenty of money to improve the first tunnel and service to West Seattle and Ballard.

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Take another look at a 20th Ave NW station in Ballard. That has the best walkshed for the urban village, which is centered between 17th and 22nd. The representative alignment at 15th is already at the eastern edge of the village and a significant walk to most of the businesses and apartments. 14th would be unprecedentedly worse, and the east side of 14th even worse than that. There's a saying now: "14th doesn't serve Ballard the same way International District/Chinatown Station doesn't serve Westlake." They're both the same distance, yet Westlake has its own station and there are two more stations between it and International District/Chinatown. Yet people are supposed to walk that distance from Ballard station to Ballard proper? On paper it sounds like 14th or 15th is close to 17th or 20th, but the distance between 14th and 15th is unusually wide, more like three blocks instead of one.

For West Seattle, BRT was always a better idea. West Seattle's steep hills make it difficult to get from one part of it to another, so travel tends to be in isolated north-south corridors. The Link plan would connect three of those to downtown (California Ave SW, 35th Ave SW, and Delridge Ave SW). But only a tiny part of those areas are within walking distance of Link, and only one of them has an urban village at the station. Most West Seattle residents will have to transfer from a north-south bus to Link, and both segments of the transfer are rather short. It would be better to have BRT fanning from the Westlake Bridge to all of those corridors both north and south.

Consider putting Link on Fauntleroy Way SW in West Seattle. That would cost less than the current alternatives, minimize property takings, and maximize the number of destinations within walking distance. Fauntleroy is a wide arterial through the middle of Link's coverage area, and the destinations are either right on it or a block or two away.

Establish a riders' review board alongside the stakeholders review board and the electeds review board. Riders' concerns aren't getting enough consideration.

In SLU: Reject both presented options, study an alignment on Westlake Ave N or similar, oriented north-south in the village. That would better serve the many highrises and pedestrian destinations

throughout SLU. It would be less expensive than tunneling around the Highway 99 tunnel entrance.

The Harrison station location on Aurora Ave N is not as useful as it seems. People traveling on the RapidRide E bus line would likely stay on the bus one more mile to get downtown, and that bus segment is reasonably fast. Likewise, people coming from the south end to Aurora can transfer to the E just as easily downtown as at Harrison. It would be better to serve the thousands of pedestrians in SLU than a few hundred RapidRide E riders who probably won't transfer there anyway.

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.

Look at train-to-train transfers in SODO. That could be an attractive alternative to avoid the deep stations and long transfer distance downtown.

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Mike Orr
sluggoster@gmail.com
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Seattle, Washington 98122

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776897	Mike Orr	Individual		sluggoster@gmail.com

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Ben Ritter Draft EIS Comment

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Ben Ritter

benritter88@gmail.com

1124 16th Ave
Seattle, Washington 98122

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1075263	Ben Ritter	Individual		benritter88@gmail.com

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Erik Peterson Draft EIS Comment

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Owner(s):

Contact ID	Name	Type	Phones	Email
<u>1078803</u>	<u>Erik Peterson</u>	Individual		<u>chinesecomputing@gmail.com</u>

Communication (4/28/2022)

Justin Gailey 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.

Justin Gailey
gaileyj@gmail.com

2529 NE 134TH st
Seattle, Washington 98125

Owner(s):

Contact ID	Name	Type	Phones	Email
1078804	Justin Gailey	Individual		gaileyji@gmail.com

Communication (4/28/2022)

Alessandro Bitto Draft EIS Comment

Manager DEIS Comments,

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

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

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

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

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

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

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

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

Thank you for your review of these comments.

Alessandro Bitto
alessandro.bitto@gmail.com

3510 NE 137th Street
Seattle, Washington 98125

Owner(s):

Contact ID	Name	Type	Phones	Email
<u>1078805</u>	<u>Alessandro Bitto</u>	Individual		<u>alessandro.bitto@gmail.com</u>

Communication (4/28/2022)

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

Thank you for your review of these comments.

Christian Roach
roach.christian@gmail.com

2037 Franklin Ave E, Apt 401
Seattle, Washington 98102

Owner(s):

Contact ID	Name	Type	Phones	Email
1078806	Christian Roach	Individual		roach.christian@gmail.com

Communication (4/28/2022)

Chloe Williams Draft EIS Comment

Manager DEIS Comments,

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

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

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

Thank you for your review of these comments.

Chloe Williams
cocowilliams.cw@gmail.com

1301 1st ave
Seattle, Washington 98101

Owner(s):

Contact ID	Name	Type	Phones	Email
<u>1078807</u>	<u>Chloe Williams</u>	Individual		<u>cocowilliams.cw@gmail.com</u>

Communication (4/28/2022)

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

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

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

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

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

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

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

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

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

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

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

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

Thank you for your review of these comments.

Owner(s):

Contact ID	Name	Type	Phones	Email
785215	Jacob Wolf	Individual	206-909-5358 (Home)	wolf.jacobH@gmail.com

Communication ID: 504017

Communication (4/28/2022)

Please prioritize long-term benefits to riders over short-term disruptions and costs. In particular, keep stations shallow, optimize placement for convenient access and transfers, and design in options for future expansion. Short-term construction impacts should play very little role in the decisions.

In short, follow Seattle Subway's recommendations:

<https://seattletransitblog.com/2022/04/13/seattle-subways-summary-recommendations-for-the-st3-deis/>

Owner(s):

Contact ID	Name	Type	Phones	Email
1078959	Steven Stoiney	Individual		steve6320@gmail.com

Communication ID: 504174

Communication (4/28/2022)

Re: Chapter 2:

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

Stations should be as shallow as possible to minimize total travel times and improve accessibility and reliability. Many of the proposed station depths, especially at the Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are common for the large number of riders who are not suburban commuters.

Any deep high capacity stations must have significant capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure.

Elevators should go from the 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.

Section 2.1.2.2.1

Prefer the Mixed Profile Alternative (SODO-2) - bias for supporting improved frequency and reliability. Study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility (re page 6-5).

Section 2.1.2.2.2

In Chinatown/International District, reject any deep stations and study shallower 4th avenue stations, similar to Option CID-1a. As a critical regional transportation hub, transfer times must be optimized

Section 2.1.2.2.3

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.

At Westlake, build 5th Ave Station [DT-1], but update the elevator and escalator plan (Appendix J, pg 173 / B05-ASX100) to improve ease of use and redundancy and additional find ways to speed up transfers and surface access.

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 South Lake Union Station: Reject both presented options, study a Westlake Avenue or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. The presented options are too close to the SR99 interchange which is a pedestrian hostile environment and too far from neighborhood centers of activity.

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

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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Owner(s):

Contact ID	Name	Type	Phones	Email
1079106	Kahn Duong	Individual		kahntduong@gmail.com

Communication (4/27/2022)

Andre Stackhouse Draft EIS Comment

Manager DEIS Comments,

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

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

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

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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.

Andre Stackhouse
captainstack@gmail.com

583 Battery St
Seattle, Washington 98121

Owner(s):

Contact ID	Name	Type	Phones	Email
<u>1079351</u>	<u>Andre Stackhouse</u>	Individual		<u>captianstack@gmail.com</u>

Communication (4/28/2022)

Joshua Campbell Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

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josh@p4a.net

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Seattle, Washington 98116

Owner(s):

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Communication (4/28/2022)

Roy Pollock Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Roy Pollock

roypollock@yahoo.com

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Communication (4/28/2022)

Bridget Mcinerney Draft EIS Comment

Manager DEIS Comments,

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Owner(s):

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Communication (4/28/2022)

Jeff Rosenblum Draft EIS Comment

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jvideo007@gmail.com

1728 summit Ave
Seattle, Washington 98122

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<u>1079359</u>	<u>Jeff Rosenblum</u>	Individual		<u>jvideo007@gmail.com</u>

Communication (4/28/2022)

Andrew Stephenson Draft EIS Comment

Manager DEIS Comments,

My name is Andrew - a transportation engineer from Seattle, working in South King County, living in North King County. I depend on Seattle's public transit and use it every week, although often work remotely. I would like to share my comments to submit to Sound Transit's Draft Environmental Statement

My experience and comments not only from my professional experience as a transportation engineer, but I have also lived in Japan and France for several years without a car, where public transportation is extremely convenient, very low effort to use, and easy to navigate for an English-speaker. There are no excuses for Seattle - we should be modeling our system by foreign examples who have been solving problems for over two centuries... since before Seattle was founded.

When I use Seattle's light rail, I've noticed some very alarming issues that seem easily avoidable by simply traveling to Europe and Asia with open eyes. Of course, it would be better to professionally consult with European and Asian transportation systems. It's so disappointing that Sound Transit has so many problems with its current system despite it being such an old technology already near-perfected by parts of Europe and Asia.

Firstly, here are my comments about the current system, and I continue below with my comments about the Ballard-West Seattle Link Extension.

- Deep stations are inconvenience and miserable for access, making every journey less than ideal; They should only be used for low ridership stations.
- Stations without numbers are terrible for non-English speakers... the cute logos of animals and ships are only art, not helpful tools. Remove them and upgrade Sound Transit a professional transit system to serve the riders, not just tourists.
- Quiet stations are uncomfortable and make for unpleasantness; Urban and rural stations need artificial sounds - Japan uses pleasant bird sounds and soft bell chimes that occasionally cut the silence.
- Empty stations are unpleasant; Fill the urban stations with convenience stores, eateries, and other location opportunities for business owners.
- Gate turnstiles! When I first rode light rail in 2009, I shook my head at the lack of gates or turnstiles. I wondered how long that would last before Sound Transit understands why nearly all metro systems use turnstiles. And now I see in the news that people aren't paying their fares. Now do you get it?
- Low floor cars are for streetcars. I look forward to when Sound Transit promotes its giant regional streetcar system (link light rail) to a heavy rail system to take seriously, with standard high-floor train cars for higher speeds and capacity.

Regarding my comments to the Ballard-West Seattle Link Extension, it must put riders and increased ridership first.

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Andrew Stephenson
amstephenson93@gmail.com
8028 NE 147th Lane
Kenmore, Washington 98028

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777964	Andrew Stephenson	Individual	+1 (206) 604-8702	amstephenson93@gmail.com

Communication (4/28/2022)

Jeremy Swirsley Draft EIS Comment

Manager DEIS Comments,

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Jeremy Swirsley
jeremy.swirsley@gmail.com

619 NW 78th St
Seattle, Washington 98117

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Communication (4/28/2022)

Matthew Maciejewski Draft EIS Comment

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Matthew Maciejewski
mattmaci11@gmail.com

5228 25th Ave SW
Seattle, Washington 98106

Owner(s):

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<u>1079361</u>	<u>Matthew Maciejewski</u>	Individual		<u>mattmaci11@gmail.com</u>

Communication (4/28/2022)

Claire Taylor Draft EIS Comment

Manager DEIS Comments,

In short: please listen to Seattle Subway's advocacy. Prioritize long-term system excellence in station/transfer/routing design. These tracks aren't going anywhere anytime soon so get it right the first time.

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

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 live and work near the Seattle Core. I will use the system less if you make transfers expensive.

It's also impossible to believe that SoundTransit will maintain deep stations' elevators/escalators to acceptable standards based on past performance.

If deep stations are an absolute must (which they aren't), 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. Elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties.

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

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

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

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

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In 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.

Claire Taylor
yaesnae@gmail.com

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<u>1079362</u>	<u>Claire Taylor</u>	Individual		<u>yaesnae@gmail.com</u>

Communication (4/28/2022)

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

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

Thank you for your review of these comments.

Charlie Hamilton
cjhamilton97@gmail.com

2040 NW 59th Street, Apt 5
Seattle, Washington 98107

Owner(s):

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1079364	Charlie Hamilton	Individual		cjhamilton97@gmail.com

Communication (4/27/2022)

Robin Briggs Draft EIS Comment

Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put riders and increased ridership first. This is an imperative for the climate, and it will also make our city much more livable. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

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

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

Thank you for your review of these comments.

Robin Briggs
rbriggs1201@gmail.com

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Seattle, Washington 98112

Owner(s):

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Communication (4/28/2022)

Owen Phillips Draft EIS Comment

Manager DEIS Comments,

Hello Sound Transit,

My name is Owen Phillips. I've been a Seattle resident since 2019, and I am writing to submit my comments to Sound Transit's Draft Environmental Statement. The Ballard-West Seattle Link Extension must put riders and increased ridership first.

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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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.

- Owen

Owen Phillips
owen@owenap.com
1544 NW 53rd St #101
Seattle, Washington 98107

Owner(s):

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1079485	Owen Phillips	Individual		owen@owenap.com

Communication (4/28/2022)

Jonathan Cracolici Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Jonathan Cracolici
joncracolici86@gmail.com

1925 1st Ave Apt. B201
Seattle, Washington 98101

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1073353	Jonathan Cracolici	Individual	+1 (425) 466-8343	joncracolici86@gmail.com

Communication (4/28/2022)

Oleg Pakhnyuk Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments,

Oleg Pakhnyuk

oapkhnyuk@proton.me

2116 4th Ave, Unit 3516
Seattle, Washington 98121

Owner(s):

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<u>1079488</u>	<u>Oleg Pakhnyuk</u>	Individual		<u>oapkhnyuk@proton.me</u>

Communication (4/28/2022)

Francis Brown Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Francis Brown
francebrown@gmail.com

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Seattle , Washington 98108

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<u>1079489</u>	<u>Francis Brown</u>	Individual		<u>francebrown@gmail.com</u>

Communication (4/28/2022)

Preston Sahabu Draft EIS Comment

Manager DEIS Comments,

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

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Thank you for your review of these comments,

Preston Sahabu
preston@sahabu.org

4343 Roosevelt Way NE, Apt 403
Seattle, Washington 98105

Owner(s):

Contact ID	Name	Type	Phones	Email
873995	Preston Sahabu	Individual		preston@sahabu.org - sahabp@uw.edu

Communication (4/28/2022)

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

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Thank you for your review of these comments.

Michael Block

miken_7@hotmail.com

1711 Markham Ave NE
Tacoma, Washington 98422

Owner(s):

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<u>1079490</u>	<u>Michael Block</u>	Individual		<u>miken_7@hotmail.com</u>

Communication (4/28/2022)

Steven Stroiney Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Steven Stroiney
steve6320@gmail.com

7720 39th Ave NE
Seattle, Washington 98115

Owner(s):

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<u>1078959</u>	<u>Steven Stroiney</u>	Individual		<u>steve6320@gmail.com</u>

Communication (4/28/2022)

Pearl Barry Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Pearl Barry
pearl.momilani.barry@gmail.com

12109 24th pl sw
Burien, Washington 98146

Owner(s):

Contact ID	Name	Type	Phones	Email
1079495	Pearl Barry	Individual		pearl.momilani.barry@gmail.com

Communication (4/28/2022)

Paul Ludecke Draft EIS Comment

Manager DEIS Comments,

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If we aren't laying or digging line in a half dozen different locations *constantly* starting *yesterday* we're failing the citizenry.

Thank you for your review of these comments.

Paul Ludecke
ludes@uw.edu

5745 ne 63rd
Seattle, Washington 98115

Owner(s):

Contact ID	Name	Type	Phones	Email
<u>1079497</u>	<u>Paul Ludecke</u>	Individual		<u>ludes@uw.edu</u>

Communication (4/28/2022)

Aaron Morton Draft EIS Comment

Manager DEIS Comments,

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Aaron Morton
santasarmy@gmail.com

4459 Fremont Ave N
Seattle, Washington 98103

Owner(s):

Contact ID	Name	Type	Phones	Email
932185	Aaron Morton	Individual	8022893433	santasarmy@gmail.com

Communication (4/28/2022)

Peter Litwin Draft EIS Comment

Manager DEIS Comments,

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Peter Litwin
pglitwin@hotmail.com

4019 Cascadia Ave S
Seattle, Washington 98118

Owner(s):

Contact ID	Name	Type	Phones	Email
<u>1079499</u>	<u>Peter Litwin</u>	Individual		<u>pglitwin@hotmail.com</u>

Communication (4/28/2022)

Ross Peizer 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.

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.

Ross Peizer
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Communication (4/28/2022)

Corey Ford 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.

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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.

Corey Ford

corey@coreyford.name

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Seattle , Washington 98103

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Communication (4/28/2022)

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

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

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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.

Jed Hobbs
jedhobbs@gmail.com

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Communication (4/28/2022)

Douglas Hamlin Draft EIS Comment

Manager DEIS Comments,

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Thank you for your review of these comments.

Douglas Hamlin
doug@doughamlin.com

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Communication (4/28/2022)

Alex McGuire Draft EIS Comment

Manager DEIS Comments,

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

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

- We must not eliminate ANY stations from what voters approved with ST3 in 2016. If planned stations are removed, that is in direct opposition to what the region's voters want and need.
- All stations should be built as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters.

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

- Creating large capacity areas other than elevators will allow optimal use of the elevators by less physically able-bodied individuals, allowing them to still use our transit to the fullest extent. Ensure escalators and elevators are both fast while having enough capacity and redundancy to handle traffic like game-day rushes.
- Elevators should go from street level straight to the platform level, without mezzanines to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties.
- Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel.
- In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. If we are to anticipate expanding our transit system off of this current expansion, we need a better and more flexible solution.
- In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard.
- In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1].
- At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. The organizations here have had to deal with quite a bit of disruption from the pandemic and Climate Arena's construction, and additional disruption and impacts should be heavily weighed and avoided when possible.
- In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. This will allow better expansion opportunities and quicker transfers which will increase usage.
- At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. Having to navigate 3-4 different mezzanines to reach your
- At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access.
- In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use.
- In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub.
In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility.
- In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5.

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

- 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.

Alex McGuire
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1307 N 45th St, Ste 300
Seattle, Washington 98103

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1078379	Alex McGuire	Individual		alexmcguire@kw.com

Communication (4/28/2022)

Elizabeth Noonan 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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Thank you for your review of these comments.

Elizabeth Noonan
nooners324@gmail.com

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<u>1079505</u>	<u>Elizabeth Noonan</u>	Individual		<u>nooners324@gmail.com</u>

Communication (4/28/2022)

Jason Hammett Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Jason Hammett
jthammett@gmail.com

17130 83rd Ave CT E
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Owner(s):

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<u>1079511</u>	<u>Jason Hammett</u>	Individual		<u>jthammett@gmail.com</u>

Communication (4/28/2022)

Kyle Parker-Robinson 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 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.

Kyle Parker-Robinson
krobinson@gmail.com

3113 E Pike St
Seattle, Washington 98122

Owner(s):

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<u>1079514</u>	<u>Kyle Parker-Robinson</u>	Individual		<u>kcrobinson@gmail.com</u>

Communication (4/28/2022)

Greg Pieczynski 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. 5th Avenue station options also seem to be detrimental to the neighborhood for many years and too many businesses affected. 4th Ave may be more expensive but it would be the better path forward. International district will end up being the MOST critical and used station as it is central to ALL transit as well as huge sporting events. International district has to be prioritized and done right!

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.

Greg Pieczynski
gregorypieczynski@gmail.com
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Seattle , Washington 98104

Owner(s):

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<u>1079517</u>	<u>Greg Pieczynski</u>	Individual		<u>gregorypieczynski@gmail.com</u>

Communication (4/28/2022)

Ellisa Griffin Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Ellisa Griffin
griffinelj@gmail.com

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Seattle , Washington 98122

Owner(s):

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Communication ID: 504841

Communication (4/28/2022)

Katherine Dee 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. West Seattle has been desperate to connect with the rest of the city and after 2 years without our bridge we are suffering both personally and for our small businesses.

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

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

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Thank you for your review of these comments.

Katherine Dee
katedee@gmail.com
6321 Beach DR SW
Seattle, Washington 98136

Owner(s):

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1079731	Katherine Dee	Individual		katedee@gmail.com

Communication (4/28/2022)

Steven Gill Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Steven Gil
shortycruz58@gmail.com

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Bothell, Washington 98012

Owner(s):

Contact ID	Name	Type	Phones	Email
<u>1079732</u>	<u>Steven Gill</u>	Individual		<u>shortycruz58@gmail.com</u>

Communication (4/28/2022)

Katherine Tully Draft EIS Comment

Manager DEIS Comments,

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

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- (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 and I hope we can build a better future of transit together.

Katherine Tully
fairer.tamper0g@icloud.com

302 Malden Ave E Apt 1
Seattle, Washington 98112

Owner(s):

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Communication (4/28/2022)

Ryan Daley Draft EIS Comment

Manager DEIS Comments,

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As a resident of West Seattle myself, these last few stations are of particular importance to me. Creating practically designed and carefully located stations to support the highest ridership levels possible is what will most benefit the neighborhood long term.

Moreover, overall, Sound Transit must prioritize the rider's experience whenever possible, by keeping stations from going massively deep, and by making transfers from one line to another as quick and seamless as they can be.

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

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Thank you for your review of these comments.

Ryan Daley
ryandaleyj@gmail.com
6719 41st ave SW
Seattle , Washington 98136

Owner(s):

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<u>1079734</u>	<u>Ryan Daley</u>	Individual		<u>ryandaleyj@gmail.com</u>

Communication (4/28/2022)

Mackenzie Clark Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Mackenzie Clark
mackenziem.clark@gmail.com

12109 NE 171st Pl Apt B303
Bothell, Washington 98011

Owner(s):

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<u>1079737</u>	<u>Mackenzie Clark</u>	Individual		<u>mackenziem.clark@gmail.com</u>

Communication (4/28/2022)

Madeline Yan Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Madeline Yan
rhythmad@gmail.com

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Seattle, Washington 98102

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<u>1079738</u>	<u>Madeline Yan</u>	Individual		<u>rhythmmad@gmail.com</u>

Communication (4/28/2022)

Matt Weatherford Draft EIS Comment

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Thank you for your review of these comments.

Matt Weatherford
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Seattle, Washington 98125

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<u>924413</u>	<u>Matt Weatherford</u>	Individual		<u>mbw@uw.edu</u>

Communication (4/28/2022)

Michael Barrows Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Michael Barrows
mbarrows72@yahoo.com

5126A 159th Pl SW
Edmonds, Washington 98026

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<u>1079740</u>	<u>Michael Barrows</u>	Individual		<u>mbarrows72@yahoo.com</u>

Communication (4/28/2022)

Sten Iverson Draft EIS Comment

Manager DEIS Comments,

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Sten Iverson
st.sten@gmail.com

3404 21st Ave W
Seattle, Washington 98199

Owner(s):

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<u>1079760</u>	<u>Sten Iverson</u>	Individual		<u>st.sten@gmail.com</u>

Communication (4/28/2022)

Andreas Keller Draft EIS Comment

Manager DEIS Comments,

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Andreas Keller
altk01@gmail.com

2020 8th Ave N
Seattle, Washington 98109

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

Communication (4/21/2022)

Steven Neuman Draft EIS Comment

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Steven Neuman
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Communication (4/22/2022)

Angela Buck Draft EIS Comment

Manager DEIS Comments,

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Angela Buck
angelaapples316@yahoo.com

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Seattle, Washington 98117

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Contact ID	Name	Type	Phones	Email
<u>1079775</u>	<u>Angela Buck</u>	Individual		<u>angelaapples316@yahoo.com</u>

Communication (4/22/2022)

Catherine Weatbrook Draft EIS Comment

Manager DEIS Comments,

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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 addition, transfer points must provide next train boarding for those transferring in for the system to be successful - riders who have to wait for multiple trains at a transfer point, become non-riders.

In Ballard: Build a tunnel under the canal. The bridges won't work, and the Coast Guard just put the final decision in on that. As such, reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. The station belongs in the heart of the density.

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 consideration of these comments.

Catherine Weatbrook
catherine.weatbrook@gmail.com
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777519	Catherine Weatbrook	Individual		catherine.weatbrook@gmail.com

Communication (4/22/2022)

Charles Tishman Draft EIS Comment

Manager DEIS Comments,

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

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

Thank you for your review of these comments.

Charles Tishman
ctishman@mac.com

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Communication (4/22/2022)

Kathy Qin Draft EIS Comment

Manager DEIS Comments,

The station should be closer to the core of Ballard. With the changes to the height requirements for the bridge it makes sense.

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

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

Thank you for your review of these comments.

Kathy Qin
mx98829@gmail.com

2801 NW 60th St
Seattle, Washington 98107

Owner(s):

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Communication (4/25/2022)

Theodore Wiederhold Draft EIS Comment

Manager DEIS Comments,

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

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Thank you for your review of these comments,

Theodore Wiederhold
wiederhold@hotmail.com

7107 32nd Ave NW
Seattle, Washington 98117

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Communication (4/25/2022)

Harris Hoffman Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Harris Hoffman

harris.hoffman@gmail.com

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1079777	Harris Hoffman	Individual		harris.hoffman@gmail.com

Communication (4/25/2022)

Nicholas Murel 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.

Nicholas Murel
nrmurel@gmail.com

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Seattle, Washington 98118

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<u>1079778</u>	<u>Nicholas Murel</u>	Individual		<u>nrmurel@gmail.com</u>

Communication (4/25/2022)

Nick Zombor Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Nick Zombor

nickzombor@hotmail.com

8551 Greenwood Ave N Unit 601B
Seattle, Washington 98103

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<u>1079779</u>	<u>Nick Zombor</u>	Individual		<u>nickzombor@hotmail.com</u>

Communication (4/25/2022)

Ron Salsbury Draft EIS Comment

Manager DEIS Comments,

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

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

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

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

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

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

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

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

Thank you for your review of these comments.

Ron Salsbury

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Communication (4/28/2022)

Andrew Dyjak 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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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.

Andrew Dyjak
adyjak2916@gmail.com

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Communication (4/28/2022)

Matt Brannock Draft EIS Comment

Manager DEIS Comments,

My summary: please listen to Seattle Subway's advocacy. Prioritize long-term system excellence in station/transfer/routing design. These tracks aren't going anywhere anytime soon so get it right the first time.

=====

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

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 live and work near the Seattle Core. I will use the system less if you make transfers expensive.

It's also impossible to believe that SoundTransit will maintain deep stations' elevators/escalators to acceptable standards based on past performance.

If deep station are an absolute must (which they aren't), 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. 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.

Matt Brannock
heisroot@gmail.com
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Seattle, Washington 98144

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Communication (4/28/2022)

Benjamin Rogers 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.

Benjamin Rogers
b.rogers01@gmail.com

1007 N 36th St
Seattle, Washington 98103

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Communication (4/28/2022)

Kristopher Antonelli Draft EIS Comment

Manager DEIS Comments,

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Thank you for your review of these comments.

Kristopher Antonelli
kantone192@gmail.com

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Communication (4/27/2022)

Austin Johnson Draft EIS Comment

General Comments

Tunnel options are preferred, especially in light of recent legislation allowing for local funding mechanisms; Seattle residents will pay additional costs to "build it right" with tunnel options being the clear preference for a 100+ year investment.

Build for pedestrian priority. Adding several blocks from stations to core areas will reduce ridership.

It's imperative that we plan for continued expansion of the system. The final deliverables must support extensions from Alaska Junction to White Center/Burien, from South Lake Union north via Aurora, and from Ballard north/east to Crown Hill (and beyond) or Wallingford (and beyond).

Station Specific Comments

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

For SoDo: Choose Mixed Profile Station [SoDo-2] and study siting further north at the existing SoDo Station location to avoid costly post office taking. Eliminate wide-ranging pedestrian bridges (i.e., Northgate) in favor of compact station design with quick routes to surface streets. Prioritize maintaining the SoDo Busway (after construction is complete)

Chinatown-International District: 4th Avenue is the best option to minimize disruption to businesses. 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. We need ease of connection between lines, Sounder, Amtrak and busses. Study utilizing the existing Union Station as this is a regional community asset that could be re-tooled to again be used for transit. Prioritize direct payments to impacted local businesses to offset loss in customer traffic during construction. We can pay these businesses' rental and operating costs during the construction period cheaper than we can build deeper, more elaborate tunnels, and with a 100+ year investment window, we need to build the tunnel correctly.

Midtown station – the deep tunnel is not very workable. Difficult transfers and access between stations artificially depresses ridership. Again, stressing that these are multigenerational investments and we need to do them correctly. Make the station as shallow as possible, design the station for surface-to-platform elevators eliminating mezzanine transfers.

Westlake/5th Ave station – This looks to be the busiest station in the entire system. Update the elevator and escalator plan to improve ease of use and redundancy and find ways to speed up transfers and surface access.

Denny: Prefer DT-1 on Westlake Avenue. Interruptions to streetcar are not that important (low ridership), especially since Center City Connector is not guaranteed. Bus detours via adjacent streets is possible. Aim for shallower and more direct station with access on Westlake Ave. Also, do not consider eliminating either this (Denny) or the next (SLU) station – we need both as this is a dense and growing area of the city.

SLU Station: move this station away from SR-99 to maximize the residential population in the walkshed. This isn't suburban Snohomish County, we need to place transit stations in the neighborhoods where people actually live – and no one lives atop SR-99.

Seattle Center – prefer Republican Street. Mitigate impacts to arts organizations, preserving them on-site, increase mitigation efforts as well via enhanced landscaping

Smith Cove – maintain, do not eliminate, this station. Prefer elevated Galer Street station as it offers good connections to Expedia and South Magnolia.

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

Ballard – advance and continue study of tunnels; again, this is a 100+ year investment and we need to pass local-option funding mechanisms that allow Seattle residents to pay additional dollars to build a Ballard tunnel. Continue studying 20th Avenue NW station costs as this is much closer to the core of Ballard and will likely increase appeal and ridership. Out of the existing, presented options, 15th Ave is preferred. The line needs to be built with expansion in mind, and the 14th Ave option would be difficult to extend north due to Ballard High School. Design Ballard station for future extensions north to Crown Hill or Greenwood and east to Wallingford / U District. Finally, a movable bridge should be eliminated as an option due to possible future constraints on the system.

Austin Johnson
Pronouns: He/Him

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Communication (4/27/2022)

Lyndon Judge Draft EIS Comment

Manager DEIS Comments,

I am a Ballard homeowner and daily transit user and I'm writing to ask Sound Transit to put riders first in the design of the Ballard-West Seattle Link Extension. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

1. Do not eliminate any stations from the voter approved ST3 plan. Doing so would break trust with voters and hurt the ability of Link to meet our future transit needs.
2. Make stations as shallow and easily accessible as possible to promote shorter transit times and easier bus transfers. As a city dweller, the light rail is most useful to me for short trips and I'm concerned that excessively deep stations will decrease the utility of Link for short trips due to excessive time required to reach the platform.
3. Prioritize escalators and elevators that work quickly and reliably. Sound Transit has a terrible recent track record on this which is already impacting usability of the newest Link extension. Failing to remedy these problems will have a long lasting effect on Link ridership.
4. Prioritize short transfer times that minimize walking and vertical travel. In particular:
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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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.
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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.
5. Plan to accommodate future growth and expansion of Link beyond ST3.
In order to future proof our growing system, we must design for expandability in four locations:
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Thank you for your review of these comments.

Lyndon Judge
lvjudge1@gmail.com
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Owner(s):

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