

7/28/2022 Board Meeting Written Public Comment Submissions

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Marilyn Kennell

Re M2022-57

- On 12 July the city council voted unanimously to have “No Recommendation for DEL6”.
- On 14 July the Sound Transit System Expansion Committee countermanded that vote - unanimously. Some voted both times and are obviously confused or hypocritical.

The entire West Seattle Link Extension needs to be rethought. It is a years-in-the-making, cobbled patchwork of routes. The tangle of adjustments, alternatives, alignments and re-alignments confuse - not clarify. The unique challenge West Seattle's topography presents was never addressed, nor were the needs of the people who live here. DEL6 in particular causes the **heartless displacement** of (1) a daycare center and (2) a transitional resources facility. DEL6 will needlessly also **destroy hundreds of homes**. The research done regarding West Seattle's environment was superficial and dishonest. We absolutely OPPOSE DEL6. We call for a NO BUILD on the WSLE.

You will determine whether or not we will lose our homes, jobs, services. I respectfully ask you, once again, to come to our neighborhood to see the families who will be displaced. Visit the daycare center that 127 kids are attended by 50 staff. Visit the transitional resources facilities that have helped the homeless and people with addictions and mental illness become independent. We deserve more than 1-2 minutes of comments to you via zoom.

Matt Lyons – Nucor Steel Seattle Inc.

The substance of this comment are within a letter attached to the end of this document.

Dear Sound Transit Board,

On behalf of Matt Lyons, VP & GM for Nucor Steel Seattle, Inc., please find attached our public comment letter ahead of your July 28th Board Meeting.

Kind Regards,

Walter Reese

Walter L. Reese
Controller

Nucor Steel Seattle Inc

Marcia Kato

As a West Seattle resident, I am deeply concerned about the WS extension and in particular the Delridge segment and **strongly advocate for adequate research before your support of the DEL-6 option**. Del-6 was a last-minute addition to the routes considered for Environmental Impact review, so it did not receive the scrutiny nor public discussion that the Delridge routes received.

If DEL-6 is to be the preferred route, then refinements must be explored

- One refinement: **extend the WSJ-5 tunnel east of Avalon Way** This would **save Transitional Resources**, an important service provider for people who have recently experienced behavioral health issues, homelessness, and addiction. It would also make the **DEL-6 station more accessible** reducing the extreme height required in the current design. Finally, the tunnel would **eliminate the need for property acquisitions** west of Avalon.
- **Another refinement can address the poor station location in an industrial area** that is both dangerous and inconvenient. A station further south would connect riders to community amenities and provide a much safer transfer point.

Finally, **it seems that the light rail expansion is designed to serve the more affluent communities of West Seattle** with diminished regard for the needs of the southeastern part of the peninsula. Who is able to voice concerns now that public comment is over? Who has the privilege to take off work and attend your meeting? The DEL-6 option with its poor station location and design and its disregard for Transitional Resources was a pivot to accommodate the tunnel demands of the more vocal and more privileged part of West Seattle without full consideration of the effects.

Marcia Kato

Daniel O'Malley – BladeGallery Inc.

Please consider this in relation to the Board of Directors Meeting on July 28th.

We understand that two of the three proposed routes (DUW-1a and DUW-1b) of the West Seattle Link Extension will require the condemnation and acquisition of our property at 3628 E Marginal Way S. in SODO, Seattle.

We feel that our unique business faces significant difficulties if forced to move that are not necessarily borne by many of the warehouses and industry in the SODO area.

We are still hoping that a Light Rail path can be chosen that does not force BladeGallery's Epicurean Edge out of its location so that we can be saved as a viable business despite the setbacks and losses that have already occurred to the Light Rail's potential plans.

In particular, we believe that **DUW-1a or DUW-1b might be modified to turn slightly past our building such that only our back parking area would be required by the Light Rail project.** We hope that if DUW-1a or DUW-1b were the selected path, this modification might allow our business to continue to flourish and bring vibrant business to the SODO area.

I would be eager to meet with the engineers and members of the Sound Transit Board to determine if anything can be done to save our business. Please consider meeting with me to determine if something can be done. Please feel free to reach me at any time by email at omalley@bladegallery.com or by phone at 206-677-1776.

Below are some of the reasons we hope you might consider in selecting a path that will not force BladeGallery's Epicurean Edge to move or close down:

- 1) **DUW-1a and DUW-1b will destroy significant public art by Henry Ryan Ward.** Henry Ryan Ward is a significant artist from Seattle. Over the past decades, he has developed an international following and his artwork has significant monetary value as well as being meaningful public art. DUW-1a and DUW-1b will condemn two buildings with some of Henry's largest murals. The front of our building and the front of Buffalo Industries at 99 S Spokane St are among Henry's largest and most iconic artwork. Henry's murals are not only a Seattle icon, but they also bring tourists from outside Seattle to view his works. Obviously, because these murals are painted directly onto the building, moving them is impossible. Seattle should help protect and encourage public art.
- 2) **Our current location is critical for our company because it provides easy access to the freeways and Port of Seattle.** We spent three years searching for the correct location for our multi-pronged business. Visitors to BladeGallery's Epicurean Edge are often coming to Seattle from a significant distance, making airport access important. Our 'local' customers come from Renton, Bellevue, Kirkland, Redmond, Bellingham, and other cities throughout Washington. The SODO area provides a central location with easy access to the East Side through I-90 and 520 as well as the north and south by I-5. Because many of the items we showcase are from around the world, the proximity to Port of Seattle is quite important.
- 3) **Our building is renovated to show off its roots as an historic Seattle warehouse.** We sell handmade items – something that is rarely found today, but which were common in the 1800s and 1900s. It is important that the gallery where our work is displayed evokes an earlier time when life moved at a slower pace and creating with your hands was the norm. Our building is a relic of that Seattle past, with huge old growth beams which were carefully stripped of paint and grime during our renovations and are a centerpiece of our presentation.
- 4) **Over 400 of our customers have sent letters to request help such that we might not need to move.** Our loyal customer base is asking your assistance in helping to save our business.
- 5) **BladeGallery's Epicurean Edge is an economic boon for the SODO area.** We draw customers from all over the world to visit our gallery. The sales at our gallery are a boon to the Seattle economy and these visitors have a cascading effect by bringing in tax dollars through hotels and lodging, restaurants, as well as purchases at other stores in the Seattle area.
- 6) **BladeGallery's Epicurean Edge is unique.** BladeGallery's Epicurean Edge doesn't exist anywhere else. We are a social and economic hub for the International bladesmithing and knifemaking community. By teaching classes, selling raw materials, displaying, selling and promoting these one-of-a-kind artworks,

we are supporting hundreds of individual artists around the world. There is literally not another business like ours in the world.

Please help select a path for Light Rail that does not force us to move ... even if this means that we can continue to operate out of our building but that our back parking area is used for Light Rail.

I look forward to talking with you about this further hope that Light Rail and BladeGallery's Epicurean Edge can co-exist.

Sincerely,

Daniel O'Malley

President, BladeGallery Inc

[Joe Kunzler](#)

7 July 2022

RE: R2022-20 Establish a Zero Youth Fare on Sound Transit Services

Dear Sound Transit Board;

I ask you please pass R2022-20: Establish a Zero Youth Fare on Sound Transit Services. I may be and am a bachelor male who won't have kids, but this policy is pro-climate, pro-inclusion and a progressive shift in this user fee state.

It's also a good partnership with your partners in transit and only equity for families and those partners who lack your revenue tools. I'm grateful that Sound Transit staff at committee decided to chose partnership.

When I cheer, "GO SOUND TRANSIT" I want everyone to believe in public transit. Everyone. R2022-20 is a means to that end.

I also want to congratulate King County Metro for joining the kids-ride-free movement!

GO SOUND TRANSIT!

Thank you;

Joe A. Kunzler

[Tija Petrovich](#)

Hello Board Members,

My name is Tija Petrovich. I have lived in Pioneer Square for 30 years.

I write to you today with broad support for Sound Transit's WSBLE project.

I do want to stress that I believe the DEIS is inadequate. I ask that Sound Transit take more time to truly study the impacts and mitigations for our area, with great focus on our neighbors the Chinatown-International District.

To date, I have not seen any clarity of impacts or recommended mitigations. The C-ID is a unique and VERY important area. This is also an equity issue. The C-ID and Pioneer Square need to be involved in

refining solutions. If we invest money in studying impacts, solutions, and mitigations NOW, we can save big dollars later.

A 5th Avenue station's construction could create a stark wasteland in the heart of the CID for many years to come. Let's do this right for the next 100 years and make 4th fabulous.

Thank you for your time, for coming out and touring our area, and for the read.

Tija

Stephen Fesler & more than 660 co-signees

Dear Sound Transit Board of Directors,

Please forward this letter to the next July 2022 committee meeting and full board meeting as written public comment.

Sound Transit's escalators and elevators have become a bit of a punchline and are routinely out of service. In Downtown Seattle, Sound Transit's elevator availability reached a pandemic low of 82%, which the agency said it had increased to 96% by November (that's back down to 90% as of April), and escalator availability went from a pandemic low of 30% to 71% last fall, which is still abysmally low. The agency hasn't fully committed to replacing all escalators and elevators in Downtown Seattle until 2031, which means problems will persist for almost another decade. That also means stations will remain a daily obstacle and inaccessible to riders for many years to come without more urgent action. This and other vertical conveyance issues throughout the system are doing serious damage to the Sound Transit brand.

It's time for Sound Transit to address these problems head-on right now. With this in mind, I am urging the Sound Transit Board of Directors to take the following 10 actions to more urgently address this crisis:

1. Increase the target availability of escalator and elevators to at least 98%;
2. Fully commission and complete design work this year for replacement of all escalators and elevators in Downtown Seattle Link stations;
3. Complete replacement by the end of 2023 of all escalators and elevators in Downtown Seattle Link stations;
4. Cross-train staff to restart escalators for minor outages where possible;
5. Hire as much staff as needed to conduct repair and maintenance work during all system operational hours, including for rapid response;
6. Purchase sufficient spare equipment for spot replacement;
7. Improve real-time, widely available communications when equipment is offline;
8. Provide realistic estimates for equipment service restoration, including estimate notices on offline equipment;
9. Study best practices and equipment by major transit operators internationally so that this systemic problem is not replicated in the future; and
10. Set aside at least \$100 million to accelerate the above actions.

Additionally, I ask that Sound Transit boardmembers commit to regularly taking transit. I ask this because this is the best way to ground decisions and understand the repercussions of letting issues like dilapidated escalators fester. Regular transit riders can also understand the joy of when things go seamlessly. Boardmembers tuning into one or two digital meetings a month from home to make

critical decisions around transit policies and projects isn't enough. Good decision-making comes from on-the-ground experience.

Riders of Sound Transit deserve having policymakers make knowledgeable decisions about their future. If boardmembers aren't willing to commit to providing high quality dependable transit service, they should step aside and hand their board positions over to leaders that will.

We have big issues facing transit. It's time to get to work on addressing them.

Sincerely,
Stephen Fesler

Mercedes Fernandez & Maria Barrientos – Uptown Alliance

The substance of this comment is within a letter included at the end of this document.

Sound Transit Board:

On behalf of the Uptown Alliance and Land Use Review Committee Co-Chairs: Mercedes Fernandez and Maria Barrientos respectfully submit the attached comments to be reviewed at the July 28, 2022 Board of Directors Meeting.

We would like to extend the following comments to be considered at the Board Meeting:

- A thank-you to Claudia Balducci's leadership on the System Expansion committee for bringing forth the proposal to the Board today.
- We ask that the Board support the proposal and to further study Mercer station and the mix and match alignment.
- We feel that it is important during the study period that a robust transportation mitigation plan be developed in concert with the community and SDOT that this allows business and residents to continue to thrive during construction.
- And the committee is excited about the potential TOD opportunities that the locally preferred alignment will bring to Uptown

Sincerely,

Mercedes

Mercedes Fernandez

MFID | 206.713.7400

mfidinteriors.com

Derek Lum – Interlm Community Development Association

The substance of this comment is within a letter included at the end of this document.

Hello Chairman Keel, Sound Transit Board Members, and other Regional Leaders,

I am messaging you from InterIm CDA. We have attached our public comment for the Sound Transit board in their meeting tomorrow, and on the current efforts to build the WSBLE project.

We are ready to engage with Sound Transit in the creative, hard, and needed work to eliminate impacts for on our community from this project, and where that is not possible then to provide mitigation or appropriate benefits to our community.

We appreciate your leadership and understanding and encourage you to read the attached letter for more detail.

Best,
Derek Lum (He/Him)
Policy and Advocacy Manager
InterIm Community Development Association

Cassie Chinn – Wing Luke Museum of the Asian Pacific American Experience

July 27, 2022

Board Administrator
Sound Transit
401 S. Jackson St.
Seattle, WA 98104

RE: Comments on the light rail route and station locations for the West Seattle and Ballard Link Extensions Final Environmental Impact Statement

Dear Sound Transit Board of Directors:

We appreciate the thoughtful deliberations of the Sound Transit System Expansion Committee and the careful and thorough listening to community held by the entire Sound Transit Board of Directors. Your strong sense of responsibility and stewardship in light of these generational decisions is heartening. In this light, we at the Wing Luke Museum of the Asian Pacific American Experience are pleased to provide additional comment, building on our previously submitted comments on the Draft Environmental Impact Statement (DEIS) for the West Seattle and Ballard Link Extensions (WSBLE) Project.

The Wing Luke Museum is the nation's only museum dedicated to the Asian American, Native Hawaiian, and Pacific Islander experience. We are a Smithsonian Institute Affiliate and a National Park Service Affiliated Area, serving 75,000 local and out-of-town visitors a year before the pandemic. As a cultural anchor for the Chinatown-International District (C-ID), making our home here for nearly 55 years, now stewarding an over 100-year-old home in our East Kong Yick Building, and being culture keepers and

culture bearers for the C-ID and our AANHPI communities, we can attest to the neighborhood as: **our place of belonging** in the face of exclusion and racism; **our ancestral roots** for generations following our first immigrant forebearers; and **a regional destination**, continuing to serve as a gathering place for our diasporic AANHPI communities and as a connecting bridge to communities beyond.

We appreciate the framing of decisions made today within a framework for a 100-year vision for future generations. We ask too that you consider this as a **200-year vision** – one that delves into the past and carries the weight of a century of harmful impacts from public infrastructure projects and structural racism on the C-ID, brings that into the present-day, and then looks forward to the next 100 years with a vision towards healing, wholeness, and opportunity.

To do this right and well, we call for continued work on the Chinatown-International District segment, including:

- **refinements to the proposed alternatives** beyond what typically occurs from a DEIS to Final EIS that will not result in displacement within the CID;
- **a clear plan for displacement avoidance, harm reduction, and mitigation** that will undoubtedly occur in the C-ID as a result of system expansion;
- **robust community engagement** rooted in racial equity and adhering to best practices, which call for inclusive, transparent, iterative, accountable, and collaborative processes

Based on the Draft Environmental Impact Statement, we already know that the 5th Avenue location options are incompatible with the future survival of the C-ID. Instead refinements to the proposed alternatives should **focus on the 4th Avenue locations as well as any refinements that extend further north or south of the C-ID**. While we concur with the System Expansion Committee’s call to address questions surrounding minimizing potential impacts and maximizing community benefits, we call on Sound Transit to additionally **identify measures to avoid harm and displacement in the C-ID altogether**.

It is imperative that this work be done hand-in-hand with C-ID community stakeholders. We expect the engagement to be based on **inclusive, equitable, transparent, iterative, accountable, and collaborative processes, aligned with and responsive to existing C-ID community-directed visioning, priorities, and plans**. The “Seattle Chinatown-International District Community Engagement Toolkit” sets the standard for how this community engagement should be done, and we especially point to its “Core Values for CID Community Process,” which include: inclusion and equity; transparency and trust; collaboration and shared purpose; civility. In April 2022, the CID Visioning Project Advisory Group also released its “Chinatown-International District Neighborhood Strategic Plan 2022-2032”; any forthcoming proposals and decisions by Sound Transit should be responsive to these community priorities.

Thank you for your leadership, centering racial equity in words and action. We, like you, stand at a critical moment in time. We hold 100 years of history and community in our hands and look towards the next 100 years for future generations. It is our collective responsibility in this moment to ensure the survival of the Chinatown-International District and to steward our moment well, setting up the neighborhood and our communities for future success and prosperity.

Sincerely,

Joël Barraquiel Tan
Executive Director

Cassie Chinn
Deputy Executive Director

Kim Schwarzkopf

Hi! My name is Kim Schwarzkopf and I'm a woman of color, mom, filmmaker, community advocate and neighbor in West Seattle in the Avalon/Delridge neighborhood and would be negatively impacted by the light rail extension over the Duwamish and into West Seattle. I've lived here for 26 years and the environment is very important to me and my culture.

I've served on the Community Advisory Group for ST and also the SPU Innovation Team and am a Board Member with the Delridge Neighborhood Development Association.

I oppose option DEL6 **as it is currently designed** for the Delridge extension as it has been insufficiently researched

I'd like to Request an amendment to STUDY, research **refinements** to the DEL6 route, specifically a tunnel starting at Avalon and Yancy which could also be considered an extension of WSJ 5- the MEDIUM TUNNEL! This will mitigate the impact on Transitional Resources, improve station connectivity, and potentially could save money.

The current preferred alternative (which goes up Genesee) has **six** options considered, while the route that crosses Yancy/Avalon **has only one**. It deserves detailed consideration too, otherwise economic and social benefits may be lost because of lack of study and refinement.

An Andover/ Yancy medium tunnel could be as little as only 0.4 miles longer. If the medium tunnel to the junction is going to be the preferred alternative, Sound Transit should investigate refinements to the tunnel length such as whether a short length of additional tunnel would cost less than the 20+ properties that would have to be acquired to accommodate an above-ground route across Avalon.

Transitional Resources could avoid being displaced if refinements were developed to start the medium tunnel east of Avalon.

1. If the tunnel started east of Avalon the Delridge station height would be lower to the

ground,
reducing transit transfer issues of the current DEL-6 design.

Can you please confirm receipt and respond back with some thoughts? We have been asking some individual ST Board members as well!

Thanks for thinking deeply about this!
Kim
Kim Schwarzkopf

Kathleen Barry Johnson – Historic South Downtown

The substance of this comment is within a letter included at the end of this document.

Please find attached a comment letter regarding tomorrow's ST Board meeting.

Kathleen Barry Johnson
Executive Director
Historic South Downtown
Historicsouthdowntown.org
206-351-4813.

Lucy Barefoot

Dear Sound Transit Board,

Thank you for the opportunity to comment. My name is Lucy Barefoot, I am an immigrant of indigenous descent and a working mother. I have been a resident in the Avalon neighborhood for almost a decade and use and support public transit as my daughter goes to school in White Center since 2017. With that said, I strongly oppose ST3 DEL6 alternative extension. I would like to ask the council to remove DEL 6 alternative as an option. The Seattle City Council has issued a NO recommendation of DEL6 route on Tuesday, July 5, 2022 because they see the issues. How can YOU choose a route that destroys childcare centers and an agency that serves people with disabilities? They are the very same people you are building this light train for. People that need affordable transportation to get

to daycare and treatment facilities, people in and out of west seattle by other means such as ubers, taxis or personal cars.

Please Sound Transit Board reconsider DEL2a and DEL2b alternative with a tunnel east of Avalon Way, this option represents consensus in our west seattle area since the 2019 info sessions. West Seattlelites deserve tunnels options just like the Ballard, CID and Downtown neighborhoods. We deserve more long lasting investments such longer tunnels.

The proposed DEL6 station next to the Steel mill is in an undesirable location and will not serve BIPOC populations from the Delridge and White Center from an equitable point as planned and for future link extensions. Stop with this shortsighted option. The DEIS fails to adequately address the community impacts and mitigation for the Childcare facility and Transitional Resource neighbors.

DEL6 targets displacement of people living with disabilities and BIPOC specific examples are Transitional Services located on Avalon Way and Alki Beach Academy to name a few. The displacement of Transitional Services cannot be compared to a residential displacement or a small business displacement, this is a displacement with impacts that cannot be mitigated. This is our most vulnerable community here in our neighborhood and I am using my voice to advocate for them. Also advocating for POC that work and use Alki Beach Academy-Childcare facility. Child care is necessary service in any healthy community and this will create hardships to many families in our West Seattle/delridge and white center neighborhoods. Do you know there is a one-year waiting list for newborn daycare services? I should know this as an expectant parent.

Please keep in mind that when we take care of the most vulnerable our communities thrive together.

Kindest regards,

Lucy Barefoot

Jack Whisner

ST Board,
The City of Seattle resolution was strong. Please consider it.

In West Seattle, please retain the Avalon Station and provide a grade separated crossing for pedestrians accessing Link and the intersecting bus routes. ST has had issues with this in the past; see the SeaTac, Mt. Baker, and UW stations.

In SODO, per the Seattle resolution, the south station option would improve bus-Link transfers

In Ballard, please expand the study to consider more western stations. Link should serve pedestrian centers.

Please expand the study to consider not building the second downtown Seattle tunnel. The second tunnel will be very costly and increased in cost, hence the ST3 reset. The proposals under study include very deep stations and therefore longer access and transfer times. Could the Ballard line be interlined? What are the engineering and cost factors? What are the engineering and cost factors of the second tunnel? Using the existing tunnel more intensively would result in shorter waits and walks and higher ridership. It would avoid the feared disruption to the CID. How could the capital cost savings be used to improve the network? Note how much Sound Move was changed in the face of its fiscal crisis.

Please reconsider another odd aspect of the ST3 plan: opening the West Seattle line first as a shuttle. This seems silly.

Thank you for considering this note.

Jack Whisner

[Samuel Herschbein – Transitional Resources](#)

I'm a big fan of Sound Transit and a frequent rider of both Link and buses. I'm looking forward to the West Seattle Link extension to ease the long commute from my home on 130th north of Northgate. I do the IT for Transitional Resources. We work with an under-served population by providing a system of care developed over decades. We provide vital housing and services that keep our clients out of hospitals and off the streets.

The current proposed West Seattle route DEL-6 will result in us losing buildings to construction. For us to continue helping the community with our tight-knit system of care it's imperative that our three buildings remain next door to each other.

Thanks for listening and try to stay cool,
Samuel Herschbein

--

Sam Herschbein

[Lisa Zerkowitz](#)

Hello and thank you for your time. I have lived in West Seattle for 27 years. I am asking you to consider the following in regard to West Seattle Light Rail:

1. DEL-6 segment has not received proper research.
2. Voters and residents deserve refinements to be researched, specifically a tunnel starting at Avalon Way.
3. There are so many versions going up Genesee, and yet with DEL-6 we see only one route, which was shown to the public swiftly with not a lot of community engagement prior.

4. What are the costs associated with an additional length of tunnel for the medium tunnel option?
5. Can other cost savings, such as less property acquisitions, moving the four transitional resources sites and the daycare, mitigate the extra financial burden of starting the tunnel earlier?
6. An earlier tunnel entrance would allow Delridge station to be lowered.

I sincerely hope you will make these considerations moving forward. I am unable to attend the meeting today in-person but would like for my voice to be heard.

Thank you,
Lisa

[Connor Bedford-Petersen](#)

Hello,

I have concerns over the future expansion of transit and over Ballard stations.

In the middle of the COVID pandemic's ridership lows and unemployment highs, 76% of Seattle voters polled say they would remain supportive of a Sound Transit 4 ballot measure. Unless the Board 'future-proofs' the region's new downtown tunnel, riders from across the entire Puget Sound will be forced to ensure major service disruptions and complete station shutdowns for many years at great added expense. Please build big enough platforms and construct the short stubs of expansion track necessary to future-proof our ST3 stations.

I frequently travel to the 22nd Ave/Market area and would absolutely use a subway with a stop right there. I would rarely use it if the station was over at 14th and 15th and given the length of the walk would likely just drive to the area again. The distance between 14th Ave and Ballard Avenue is the same exhausting distance as Pioneer Square to Westlake Park - the entire downtown core of Seattle's commercial district. Please put the stop at 22nd and Market.

Thank you,
Connor Bedford-Petersen

[Ryan Sharp](#)

FUTURE EXPANSION Sample Testimony:

Sound Transit 4 will happen. We cannot let ST4 disrupt ST3.

Even in the middle of the COVID pandemic's ridership lows and unemployment highs, 76% of Seattle voters polled say they would remain supportive of a Sound Transit 4 ballot measure.

Unless the Board 'future-proofs' the region's new downtown tunnel, riders from across the entire Puget Sound will be forced to ensure major service disruptions and complete station shutdowns for many years at great added expense. Please build big enough platforms and construct the short stubs of expansion track necessary to future-proof our ST3 stations.

BALLARD:

1. A 22nd Ave and Market station in Central Ballard would specifically improve your personal/work life.
2. Both 15th Avenue and 14th Avenue are too far away to serve businesses and housing
3. The center of Ballard is NOT moving East. (Sound Transit Pre-DEIS study proved that 20th serves significantly more jobs and housing units than 15th as **projected in 2040**).
4. Industrial zoning prevents TOD apartments from being built around 15th and 14th stations.
5. The distance between 14th Ave and Ballard Avenue is the same exhausting distance as Pioneer Square to Westlake Park.... the entire downtown core of Seattle's commercial district.

CID:

CID is the single most important station for our entire region to handle Seahawk, Sounder, and Mariner game day crowds, Link transfers, access to Ferries, Amtrak, SeaTac Airport, and the region's bus networks, and access to Pioneer Square and International District neighborhoods.

*Please listen to the community and eliminate ALL deep and ALL 5th Avenue station options from study. Of the options presented, the only station option worth studying is the Shallow 4th Avenue alignment. **But one 4th Avenue Shallow study isn't enough.***

*We need a much Shallower CID study that crosses over (and NOT under) the existing transit tunnel, allowing the CID station to only be 20 feet deep. **20 feet depths are shallow enough that CID Station wouldn't be reliant on broken escalators for large game day crowds to access the trains.** This shallower option is also cheaper, faster to construct, and better for rider experience than the current Shallow 4th option.*

Sincerely, Ryan Sharp

[Mike Ruby](#)

Three things I'd like for you to keep front and center today:

1. When making station decisions, consider the riders first. That is the 40 year concern. The local property owners will suffer a two or three year problem. You can compensate that. You do not want to create a more difficult boarding/transfer experience for the riders for the next 40 years. Your next election is irrelevant.
2. The Ship Canal-Ballard crossing needs to be in a tunnel. Be aware that it could be a repeat of the sad experience at the U District.
3. There is no good way to access West Seattle. The Duwamish crossing and the topography are just too difficult. Do the least harm. Consider the convenience to the riders.

We do not know where transportation demands will be in 40 years. In all likelihood they will not be to downtown Seattle and downtown Bellevue. Maximize your flexibility by emphasizing non-capital intensive approaches.

--

Mike Ruby

Denise Moriguchi – Uwajimaya

Sound Transit Board Members,

Thank you for your continued commitment to improving connectivity and ensuring access to public transit in our region. ST3 is an important regional project – the West Seattle Ballard Link Expansion in particular.

We know time is short to make decisions on the WSBLE station locations, which is why we continue to advocate for community involvement in this process. This decision will impact our neighborhood for generations, and we want to help move this project forward.

We encourage Sound Transit to develop a framework to involve community stakeholders in meaningful ways. We are eager to be constructive partners. We believe an investment now in thoughtful analysis and just decision making that includes the community can save millions during construction and eliminate or minimize impacts.

We ask that you involve the community in the problem-solving process and take the available time to conduct further study and find a solution that supports the CID community and enhances regional connectivity. **We ask the board to defer a decision on the CID station at today's meeting** and use the coming months to explore how to make a Fourth Avenue station work for everyone while ensuring appropriate mitigation of impacts.

We are confident that by working together we can find a winning solution for the entire region.

Sincerely,

Denise Moriguchi
President & CEO
Uwajimaya, Inc.

Lorraine

Hello Sound Transit board members,

My name is Lorraine, and I live nearby in north Mt. Baker and often commute through the ID for food and groceries. I oppose the Sound Transit's current expansion proposals, as it would disrupt and displace a number of current local businesses. I hope that the board can brainstorm additional options in collaboration with the communities and business owners that this would impact.

Thank you,
Lorraine

Terry Forsyth

Morning,

Pursuant to directed request from Seattle Subway regarding today's Ballard line discussion, this letter is submitted.

Tunnel depth. In 2000, the late Robert Buck, as in the Buck Pavilion at George Mason Hospital, told me the building across the north street from the Olympic Hotel with the white pedestal has a HUGE concrete pour that reaches clear across Fifth Street. This concrete pedestal may be bigger than the Space Needle counterweighting pedestal. The need for the tunnel to pass under that very deep pedestal requires an even deeper tunnel. I have written this to Seattle Subway yet they continue to press the depth as a significant, Don Quixote issue. Your addressing the tunnel's depth to clarify the manner would be helpful to your project—and finally someone may get enlightened.

Downtown Ballard. Not familiar with the area, at first review it seems the failure to include a station in the local shopping district seems a tragic mistake by failure to support downtown shopping districts. Should it be locating the station elsewhere provides for resulting significantly better bus routing to/from the station with the least amount of station-caused congestion patterns, such points of note would be helpful for ST to defend a non-downtown station.

Future Rail Service. I have been consistently proclaiming Sound Transit is its worse enemy by its failure to provide the public with its believed dream 2100, 200-mile regional system from Stoney Point to Lakewood via South Center-Sumner-Parkland—and, as sacrilegious as it sounds, maybe from West Seattle to Bremerton and Bainbridge. This failure is evident by people presently presenting that Ballard will be the line's terminus—for ever. Every Ballard extension email I have sent has included my belief this track needs to eventually get to Kenmore where it splits with half the trains going to Lake Stevens and the Marysville Transit Center and the other headed to Monroe or, adding here a new thought, the Kirkland Transit Center to join the Issaquah line.

A response would be appreciated.

Respectfully submitted,

Terry Forsyth
Friday Harbor, WA

Aia Chiong-Bisbee

To whom this may concern:

I am a concerned community member, worker in the Chinatown International District (CID), and my family has had a small business in the CID for almost two decades. I am very concerned about the Sound

Transit alternatives proposed in the CID for the West Seattle Ballard Link Extension. The 4th and 5th Avenue alternatives are unacceptable as they would cause devastating impacts on small businesses, residents, workers, and more. I reject these alternatives.

There is a history of public development projects damaging this neighborhood and overlooking the communities that exist here. To truly center a racial equity perspective, Sound Transit must learn from past wrongs and center community in this process. We are speaking up loud and clear that we do not accept the 4th or 5th Avenue options.

There is a history of public projects negatively impacting the CID including the construction of I-5, the King Dome, the Street Car, and more without regard for the people who live here and are part of the neighborhood community. The construction of the street car personally affected me and my family's small business -- this project led to a decline in business and led several family businesses to close in the CID. This Sound Transit project is much larger in scale and longer in duration and would have even more critical impacts which would make it difficult for small businesses to survive for decades to come.

Please take the time to approach this project from a racial and social equity perspective -- this means centering and being accountable to the communities who would be most impacted by this project.

Sincerely,

Aya Chiong-Bisbee

[Deb Barker](#)

DEL6 is deemed the worst is ST's own RET report. Why would you be choosing the worst RET option for West Seattle? Please study DEL/WSJ refinement to extend med. tunnel east to Avalon.

[Tony Charvoz](#)

Hello Sound Transit board,
I hope you're enjoying this summer.

I'd like to submit public comment for your consideration today related to ST3 and ST4.

- 1. Ballard:** Please consider placing the Ballard station close to central Ballard at 22nd Ave and Market. This would serve central Ballard much better than a station at 14th or 15th ave. Additionally, a station at 22nd ave and market would futureproof the line to extend up into NW Seattle for ST4 with minimal disruptions to ST3.
- 2. Chinatown/International District:** Please study the possibility of a station alignment crossing over the current CID station. Shallow options are cheaper and better for the rider experience. We do not need another deep station downtown.
- 3. Futureproof:** Please Please PLEASE! Do yourselves and us a favor, and futureproof all ST3 projects to be able to extend into ST4 so that ST3 is not disrupted. We could truly have a world-class transit system in this city if we plan for it. I live on Capitol Hill, I do not own a car, and I

want to keep it that way! I know there are many more like me who would love to move around the city without using a car.

Thank you for taking the time to consider these recommendations. These are desires shared by the most dedicated transit enthusiasts in our city.

Take care

Tony

Ben Meyerson – Lighthouse Uniform Co

To the Sound Transit Committee,

Lighthouse Uniform Company has been operating successfully out of our 1532 15th Ave West, Seattle WA 98119 for 70 years. We pride ourselves on being a fourth-generation family-owned and operated business. We are one of the few manufacturing direct entities left that provide highly customized dress uniform solutions to service members of our Military, Fire Departments, Police Departments, Merchant Marine, Public Health Service, Navy, Coast Guard, and others in cities around the country and military bases around the world.

A key part of our opportunity to maintain long-term viability is the relationship we have with this property. Most of our employees have been with us for many years, live in proximity, and take public transportation. Moving would create a hardship ranging from extended commutes to housing and even school changes. A location change will most likely make it impossible for everyone to continue working for us.

Considering what we do is highly customized uniforms, to lose part of our tailoring team alone because of a move would cripple our ability to provide these services. It takes a prolonged period for new employees to learn our systems and the semantics that represent the unique products and alterations of the uniforms. This information adheres to the specified standards we build and manage on behalf of over five thousand active organizational accounts, representing 100,000's of customers. Often, we are providing uniforms for line of duty funerals and these types of expedited services are completed by our in-house/local tailoring teams on short notice.

Another significant challenge we face in a potential move is the inability to find a similar lease agreement anywhere near our current location and cost. We are in the second year of a long-term lease renewal that can be extended beyond 10 years. The property is owned by a family trust that has always had a member/s running the business, and for many years renting / leasing the property. Simply put this is a fundamental piece of what allows us to be successful and able to operate out of this location. Through the years and as recently as the pandemic, the value of the long-term lease cannot be overlooked.

My hope as a fourth-generation family member currently running the business is that we can see Lighthouse Uniform Co. continue to grow out of the 1532 15th Ave W location. If we are fortunate, the fifth generation will one day be interested in continuing the tradition of providing dress uniforms to those who protect and serve us.

Our hope is that Sound Transit is able to find a way to proceed without this location. If the business is forced to move many families will be impacted and livelihoods will certainly be lost. Unfortunately, Seattle is an extremely expensive place to both live and run a business. We request that you look to use alternate properties.

If Lighthouse Uniform Company had known this was a potential outcome, it would have purchased the property from the trust many years ago to safeguard itself.

If forced to move, and to avoid a complete overhaul of the business structure and affordability we would need a property that is within a few miles, which includes roughly a 20,000 square foot (relatively new) warehouse that is walk-in ready for the same basic monthly cost. If this cannot be obtained it will put my family and all those who work at Lighthouse at risk.

Thank you for your time, on behalf of everyone at Lighthouse Uniform Company, we appreciate you taking these considerations into account while weighing the options and making your decisions.

I can be reached via email or on my cell at 206-650-5754.

Best regards,

--

Ben Meyerson

[Ryan Glant – Glant Pacific Companies](#)

The substance of this comment is within a letter included at the end of this document.

Thank you for your attention to our comments.

Ryan

Ryan Glant
CEO/President
Glant Pacific Companies
(Pacific Iron & Metal, Pacific Fabrics and Seattle's Doorhouse)

[Matthew Sutherland – Transportation Choices Coalition](#)

The substance of this comment is within a letter included at the end of this document.

Good Morning,

Please see the attached Letter of Support for Youth Ride Free policies from Transportation Choices Coalition!

Respectfully,

Matthew J. Sutherland (he/him)
Advocacy Director

Transportation Choices

Heidi Shininger-Forrer

Our Avalon neighborhood (DEL6) was unfairly added as an alternative route AFTER the public comment period ended. Now, it is being considered as a “preferred route”. This home is our only investment. This has been our home for 19 years and now we are at risk to have it torn away from us, only to have it either demolished or completely devalued. The emotional distress has been overwhelming.

The refinement of DEL6 should be further researched. Our neighborhood would be spared entirely if the tunnel option were further explored. Having the tunnel option run just .4 miles longer would save our neighborhood and help preserve the character of West Seattle as a whole. A longer tunnel needs to be further explored and researched.

At this early stage in planning there should be no “preferred” route. All options should be further explored.

In fairness, I ask that Sound Transit be fully transparent with the residents of our heavily impacted neighborhood. Many lives are being affected.

Heidi Shininger-Forrer

Mark Forrer

I am writing to express my concern and request reconsideration as far as the DEL6 West Seattle Light Rail option. I am a 19 year resident and home owner in the Avalon Neighborhood in West Seattle. I am strongly opposed to DEL6. Del6 is poorly designed and needs further in depth research. I am asking that Sound Transit research the *refinement* to Del6 that extends the tunnel to Avalon. I support the Cities recommendation for a tunnel in West Seattle. It is my strong belief that Sound Transit should choose NO preferred alternative for the Delridge route and investigate all options fully.

I am requesting that Sound Transit provide full transparency as far as data showing how many comments were received in support of DEL6.

Please take into consideration the displacement of the Alki Beach Academy child care program, Transitional Resources behavioral health and assisted living facility on Avalon Way, and the negative impact the loss of these resources would have on the community.

Additionally, DEL6 is a terrible choice for transit transfer, as it is very high, would require crossing Delridge, and is not near any local community destinations such as Delridge Community Center, YoungsTown Cultural Arts Center, or the Park. All this limits the number of bus riders prepared to transfer.

Please consider the environmental impact light rail expansion into West Seattle would have with the long term construction, and destruction of homes. Heavy equipment, workers driving, and all the carbon that will be embedded. How will this cost to the environment be made up for? Salmon have finally returned to Longfellow Creek, which would be directly negatively impacted. The low ridership this the DEL6 route would support is hardly worth all the pollution, destruction, upheaval and emotional turmoil it will cause.

Thank you for your time and thoughtful consideration,

Mark Forrer

Collin Forrer

I am a 19 year resident of West Seattle and the Avalon neighborhood that will be most heavily impacted by the DEL6 & DEL5 Alternative routes being considered. The refinements should be further researched. Our neighborhood would be spared entirely if the tunnel option were further explored. Having the tunnel option run just .4 miles longer would save our neighborhood and help preserve the character of West Seattle as a whole. A longer tunnel needs to be further explored and researched.

At this early stage in planning there should be no "preferred" route. All options should be further explored.

In fairness, I ask that Sound Transit be fully transparent with the residents of our heavily impacted neighborhood. Many lives are being affected.

Colin Forrer

T. Tse

My name is T. Tse and I am a resident of King County and a staff member at ACRS. I am writing to ask that Sound Transit legitimately explore expansion options that are outside of the CID and does not displace residents and community members that have already suffered from years of redlining, harmful construction, and displacement. If Sound Transit truly wants to value racial equity, they will seriously consider and research alternatives that are not at the expense of CID residents.

Elisa Del Rosario

I am Elisa Del Rosario. I worked in the CID for over twenty years as an ACRS employee and continue to visit the CID frequently to do grocery shopping and eat at the restaurants. I am writing to ask that Sound Transit legitimately explore expansion options that are outside of the CID and does not displace residents and community members that have already suffered from years of redlining, harmful construction, and displacement.

I implore you that if Sound Transit truly wants to value racial equity, they will seriously consider and research alternatives that are not at the expense of CID residents.

Be well,
Elisa

Shomya Tripathy – Asian Counseling and Referral Service

Hi there,

My name is Shomya Tripathy and I am the Director of Policy and Civic Engagement at ACRS. I am writing today to ask that Sound Transit explore expansion options that are outside of the CID and does not displace residents and community members that have already suffered from years of redlining, harmful construction, and displacement. If Sound Transit truly wants to value racial equity, they will seriously consider and research alternatives that are not at the expense of CID residents.

Best,
Shomya

Shomya Tripathy
Director of Policy and Civic Engagement
(pronouns: she/her)
Asian Counseling and Referral Service

Lisa Dixon Howard – Alliance for Pioneer Square

The substance of this comment is within a letter included a the end of this document.

Sound Transit Board Chair Kent Keel, Sound Transit Board of Directors, Sound Transit System Expansion Committee, King County Council, Mayor Bruce Harrell, City of Seattle Councilmembers:

Please see the attached public comment on behalf of the Alliance for Pioneer Square. Thank you for your tireless work in moving this important regional project forward.

Sincerely,

Lisa Dixon Howard

Executive Director

ALLIANCE FOR PIONEER SQUARE

Martin Westerman

The substance of this comment is within a letter included at the end of this document.

Attached is our commentary for today's Board Meeting

Marty Westerman
West Seattle SkyLink

Baylee Frost

To Whom it May Concern,

My name is Baylee Frost and I am a resident of the Luna Park neighborhood on 32nd Ave Sw. I am writing to express concern over the design of the DEL6 line and encourage the board to consider a revision and look into the possibility of extending the tunnel.

Extending the tunnel would not only save transitional resources as well as Alki Beach Academy but would allow for further growth and development of this area as it moves toward the urban village model that has been proposed. This is a better use of space and will increase tax revenue for the city in the long run.

We believe development should be designed with future city planning in mind and that DEL6 should be studied and considered as thoroughly as other line possibilities have. We hope the board will consider

looking into the cost of a revision of DEL6 to possibly extend the tunnel the additional .4 miles before making a final decision. Thank you for your time.

Regards,
Baylee Frost
4126 32nd Ave Sw

Emma Ka'apana

Hi, My name is Emma Ka'apana, and I'm a neighbor in West Seattle in the Avalon/Delridge neighborhood.

I am strongly opposed to DEL6 as it is currently designed for the Delridge extension as it has been insufficiently researched. I would request an amendment to instruct Sound Transit to research refinements to the DEL6 route, specifically a tunnel starting at Avalong and Yancy to mitigate impacts to Transitional Resources and improve station connectivity.

We have been told by ST staff that they are not planning to investigate a tunnel unless they are explicitly told to do so.

Deb Orsillo – Transitional Resources

I have been an employee of Transitional Resources for over 30 years. During that time I've seen the agency grow from being a single property residential treatment program to over 7 different properties ranging from individual group homes, serving 2 – 5 clients, up to our recently opened 44 unit property. The proximity of all these properties to the main location at 2970 SW Avalon Way, was always intentional. Clients are able to walk to the facility to receive their case management, psychiatrist, and medication management services, all in addition to being able to create connections and social interactions with the other agency clients. The combination of these services and opportunities is what has made Transitional Resources' programs so successful. Many clients have been receiving services at the agency for the entire 30 + years I've been employed. Should Sound Transit proceed with DEL-6, in its current form, it would be doing a great disservice to the success of the clients being served by the agency. The intentional community created by the agency to serve the most vulnerable individuals would be gone. I cannot fathom being able to recreate this model anywhere else. Many of our clients being served have recently experienced long stays of homelessness. The idea that a city that has been spending so many resources, both monetary and services, on ending homelessness could even consider disrupting or eliminating a program that has shown it works in providing both housing and services to those individuals just appalls me.

I beg you to please re-consider your decision to adopt DEL-6 in its current form and make sure that the facilities that provide the much needed services Transitional Resources provides can continue on.

Deb Orsillo, MPA

Director of Administration
Transitional Resources

Joe Boomgard-Zagrodnik

Dear ST board of directors,

The Avalon neighborhood in West Seattle has been working with several board members and staff on proposed changes to the DEL-6/WSJ-5 medium tunnel alignment that is likely to become the preferred alternative for the West Seattle segment.

With today's vote to make DEL-6/WSJ-5, the ST board is signifying that they plan to move forward with constructing above-ground light rail directly through existing residences and community organizations in the Avalon neighborhood in West Seattle. While there have been promises to continue working with us to mitigate displacements, the reality is that no modification to above-ground light rail can prevent over 200 displacements that will occur primarily in our neighborhood.

We have repeatedly advocated for a longer tunnel to be studied along the DEL-6 corridor to reduce displacements. Sound Transit's summary of DEIS comments specifically mentioned the community request to study a longer tunnel along DEL-6. So far our request has been dismissed.

Without study of a longer tunnel in the final EIS, the document will have failed to meet the legal requirement of an EIS to consider a reasonable range of potentially feasible alternatives that will foster informed decision making. We will remain persistent in our pursuit to add a longer tunnel to the final EIS, whether that be as a 'refinement' to DEL-6 or as an additional alternative.

Best,

Joe Boomgard-Zagrodnik

Katie Dong

Hi Sound Transit,

My name is Kaitie Dong and I am a resident of South Beacon Hill and a board member at ACRS. I am writing to ask that Sound Transit legitimately explore expansion options that are outside of the CID and that does not displace residents and community members that have already suffered from years of redlining, harmful construction, and displacement. If Sound Transit truly wants to value racial equity, they will seriously consider and research alternatives that are not at the expense of CID residents.

Thank you for your time, work, and leadership.

Warmly,

Kaitie

Mike Stewart – Ballard Alliance

Dear Sound Transit Board Members -

On behalf of the Ballard Alliance, an organization representing hundreds of small businesses and thousands of residents in Ballard, I'd like to share a few comments to the Sound Transit Board regarding the West Seattle to Ballard Link Light Rail Expansion project.

First, I'd like to thank System Expansion Committee Chair Claudia Baldacci and members of Executive Constantine's and Executive Somers' staff for joining me for a Ballard tour in early July. I appreciate the time spent to walk the core area that will benefit greatly from transit and discuss the critical differences between the various options.

Ballard has been united since day one in its desire for a tunneled alignment with a station located on Market Street and 15th Avenue. A station located here will serve the abundance of existing residents and transit riders located in the central Ballard core AND it will serve thousands of new residents that will occupy the 1,500 units of multi-family housing that are currently in development between 22nd and 28th Avenue NW – more than a half mile West of 14th Avenue.

To date, the Alliance has found no constituency support in Ballard for a 14th Avenue Station location.

With the project only at 10% design, there is not enough credible data and information right now to remove the 15th Avenue station location from consideration as the preferred alternative, especially as this is the option that the entire community supports and deserves.

Regarding today's motion (2022-57) that's under consideration by the Sound Transit Board, we support the continued inclusion of option IBB-2b as a preferred alternative for Ballard. We support continued study work that will be completed prior to February 2023 and remain confident that IBB-2b will continue to emerge as the only option that will provide safe and reliable light rail service to the existing and ever growing residential core of Ballard.

The Ballard Alliance respectfully requests continued, regular engagement with key Sound Transit staff over the next six months as the analysis continues.

Sincerely,

Mike Stewart, Executive Director
Ballard Alliance

Jeffrey Herrmann – Seattle Repertory Theater

I am submitting the following comments on behalf of my client Seattle Repertory Theatre.
Thank you!

Debi

Deborah L. Frausto LLC
425.445.8352

Seattle Repertory Theatre comments:

“My name is Jeffrey Herrmann and I am the Managing Director at Seattle Rep. I am here to comment on the siting of the Seattle Center light rail station. The Rep is in a unique situation because we will be significantly impacted regardless of whether the preferred alignment on Republican St or the alternate alignment on Mercer Street is adopted; but we believe there are more opportunities to solve the many technical issues on Mercer Street.

I want to thank Claudia Balducci for her leadership on the System Expansion committee and for the resolution that’s been forwarded to the Sound Transit Board to consider today. Seattle Rep strongly asks that the Board to adopt this resolution and support further study of Mercer Street station and the “Mix and Match” alignment.

Two important areas that must be included in this additional study are: 1) A robust transportation mitigation plan; and 2) A significant noise and vibration analysis for both construction and future operations. This second piece is critical: eliminating noise and vibration impacts are critical to the Rep’s art and success. Imagine being in a dramatic moment in the middle of a performance at the Rep...and then seeing the lights start to gently sway and hearing pounding reverberate through the house. That’s what we experienced during the construction of Climate Pledge Arena and what we are asking you to make sure does not happen to thousands of our patrons and your constituents on this project.

Thank you for your time.

Jeffrey Herrmann, Managing Director
Seattle Repertory Theatre ”

Christina Shimizu & Fernando Mejia Ledesma – Puget Sound Sage

Dear Sound Transit Board members,

We ask you to reject all station options proposed in the DEIS for the Seattle Chinatown International District (CID) and move it north or south to a location that does not irreparably harm the CID’s residents and businesses. Puget Sound Sage has a long history of supporting public transit and transit-oriented development as critical to both the mobility and stability of low-income, BIPOC communities. We mobilized our constituents in support of ST3, despite its regressive tax, because we envision equitable, community driven development all along the light rail, affordable to all. We took seriously Sound Transit’s commitment to equity. But BIPOC communities can’t benefit from investment if they are no longer there.

At the CID community hearing on July 14th, we joined a packed house of neighborhood elders, residents, workers and business owners to say that the proposed CID station location undermines ST3’s promise of equity, and should be rejected until more work is done with the community. You have all the information you need to give you pause – the DEIS, community input, and the racial equity tool kit are clear that harm will be done. Six to ten years of disruption in the heart of the CID will be a

disaster. And, [according to our research](#), disasters are the perfect opportunity for other people to sweep in and gentrify a community.

In general, we would be among the first to say that the needs of the region outweigh the needs of one property owner, or one neighborhood. But not this neighborhood. The CID was born from racial discrimination and redlining and has been harmed repeatedly by generations of infrastructure projects and is currently at a [heightened risk of displacement](#). There is nothing like the CID anywhere in the Puget Sound Region, and it cannot be replaced if lost or diminished. We ask you to move the station to the north or south of the proposed locations and find a solution that doesn't make the CID collateral damage from ST3.

Respectfully,

Christina Shimizu and Fernando Mejia Ledesma
Co-Executive Directors, Puget Sound Sage

Christina Reiko Shimizu

she/her
Co Executive Director
[Puget Sound Sage](#)

Grant Peltier

Hello,

I will not be able to virtually testify today, but It would be in the cities best interest if a Ballard light rail alignment closer to the core of Ballard was studied. As a resident of 8th Ave NE, a light rail station at 14th or 15th would be better for me, but would not be better for the community, the city or for the climate.

In addition, future proofing stations in South Lake union, Ballard, and more for future expansion will be cost effective in the long run!

Thank you for your time and for your consideration!

Best regards,
Grant Peltier

*Monisha Singh – Chinatown-International District Business
Improvement Area*

July 28, 2022

Board Administrator
Sound Transit
401 S. Jackson St.

Seattle, WA 98104

RE: Public Comments on Motion No. M2022-57

Dear Sound Transit Board Members,

I am writing on behalf of Chinatown-International District Business Improvement Area (CIDBIA) to provide comments on Motion No. M2022-57 for the West Seattle and Ballard Link Extensions Project (“WSBLE”) at the Sound Transit Board Meeting on July 28, 2022.

Chinatown-International District Business Improvement Area (CIDBIA) is one of 11 Business Improvement Areas (BIAs) in the City of Seattle and represents over 500 ratepayers within the CIDBIA assessment boundaries. CIDBIA is a geographic based nonprofit organization that is tasked with improving and promoting Seattle’s historic Chinatown-International District as a vibrant business district. Since its inception in 1995, CIDBIA has worked towards its mission of improving and promoting Chinatown-ID through four areas of work: sanitation, public safety, marketing and events, and advocacy. Creating a clean, safe, welcoming business district is critical in the economic vitality of small, medium, and large businesses in Chinatown-ID.

We recognize that Chinatown-International District is one component of a full ST3 program, one that is for the benefit of all regional users. In the spirit of advancing the project while advocating for our community, we suggest the following path forward:

1. Further study 4th Avenue Options

Based on review of the current information, we believe that the CID-1a option offers the greatest potential to achieve community priorities, create direct connections between Pioneer Square and Chinatown International District neighborhoods, and improve transit connections between modes. We believe the 4th Avenue shallow option comes the closest to delivering both local and regional benefit while protecting the cultural core of the Chinatown-International District neighborhood. As a Business Improvement Area that is tasked to support the economic vitality of small, medium, and large businesses the Chinatown-International District, we see the value in being part of a regional and high functioning transit system. A future station on 4th Avenue will continue to support CID as a regional draw, a cultural hub, and boost the economic impact to small, medium, and large businesses primarily owned and operated by people of color. The CIDBIA is committed to being part of further studies and solution finding.

2. Plan for significant mitigation

We hope Sound Transit takes the opportunity to better understand and address how adverse effects such as closures of commercial and cultural streets, displacement of businesses and residents, displacement of ethnic communities, parking losses, construction noise and truck traffic, and other impacts could have on our community, especially in light of the decades of cumulative impacts of major infrastructure projects in Chinatown-International District and Pioneer Square. An equitable mitigation strategy and plan are critical in addressing the impacts from this project, no matter which alternative is chosen. While the 4th Avenue option may be

the least impactful of the 5 options presented, there will still be significant harm to the CID for many years.

We ask the Sound Transit board to wholly consider the impacts to one of the region's most special, unique, and fragile communities and the residents and businesses who call it home. This decision will impact people, businesses, and the landscape of the CID for generations.

Sincerely,

Monisha Singh

Executive Director

[Chinatown-International District Business Improvement Area \(CIDBIA\)](#)

Joe Reilly – Seattle Subway

The substance of this comment is within a letter included at the end of this document.

Sound Transit Board and staff,

Please view the enclosed document of text and images as our official public comment from Seattle Subway for the July 28th Sound Transit Board meeting. Please distribute this information to all board offices.

- Joe Reilly, Policy Director

Dennis Noland

July 28, 2022

Sound Transit Board of Directors

Dear Board Members:

I'm reaching out to you because of your role in the Sound Transit's recommendation for the routing of the West Seattle Link Extension.

I am pleased to see support being given the Yancy- Andover routing for the Delridge station location.

Having a 50-year history and association with the Youngstown neighborhood in West Seattle, I am pleased to see that the Youngstown neighborhood will likely be preserved, staying intact, specifically the Youngstown homes between SW Dakota and SW Genesee Streets...a block-long and two-block wide area of homes that will be crushed by two of the three alternative under consideration for the Delridge Station location.

In October of 2019, the Yancy-Andover alternative was approved for study in the DEIS; this by a unanimous vote of the Sound Transit Board. This routing goes, from Delridge Way to Avalon, along Andover Street, passing through a three-block channel with little development. These days In Seattle,

it's rarity to find open land like this still available that can be used for adding transportation infrastructure...a light rail station, transit hub, and TOD.

Nothing stands still. Youngstown is a vibrant, growing community. In the interval during which light rail options and planning were first being studied in 2017, Youngstown has sprung to life with infill, increased housing density. Youngstown is a vibrant mix of the old and the new; it remains relatively affordable when compared to other parts of Seattle.

I am hopeful that you will finalize your recommendation today and I ask you to designate the Yancy/Andover route as the alternative to be built. In the implementation of the Delridge Light Rail Station, there is a lot at stake for the Youngstown neighborhood. Choosing a location and building the associated infrastructure, most appropriate for this community, is critical. I value the ST's Board's advocacy for common sense solutions that preserve housing, community, and parks.

At prior times, Sound Transit staff voiced two objections to the Yancy/Andover route. These are: 1. The original location designated in planning documents for the Andover-Yancy station is not pedestrian friendly 2. There is danger posed to pedestrians by truck traffic going in and out of Nucor Steel. Both objections can be ameliorated.

1. The station location could be moved 600 feet to the southwest, onto Andover Street. Here it would be adjacent to open land (three surface parking lots) that can be converted into a transit hub and TOD. If I am recalling correctly, Metro shared estimates that 90 percent of light rail riders using the Delridge station will result from/to bus transfers. Let's make it safe and easy for people to make these transfers.

2. The truck entrance for Nucor can be moved to the northeast corner of the Nucor property where trucks can enter and leave the Nucor plant on lower Spokane Street. This provides outstanding truck access to and from the low bridge, high bridge, and West Marginal Way. This ingress/egress location will eliminate truck traffic interference with the Yancy/Andover Delridge Station's pedestrian traffic and light rail construction.

This access alternative was looked at by a team consisting of Sound Transit representatives, Metro, the City of Seattle, and Walter Reese, an executive at Nucor Steel. This solution was deemed workable.

I'd like to see housing in Youngstown preserved. I would also like to see housing preserved in the Avalon neighborhood. In combination with the Yancy/Andover route being built, there are two solutions to consider that will minimize and/or eliminate construction impacts on homes in the Avalon neighborhood: 1. Construct, under the Avalon neighborhood, a tunnel of approximately ½ mile in length with an entry/exit portal at the intersection of Yancy and Avalon. (As an example: To retain neighborhood character and homes, tunneling was chosen for the Roosevelt neighborhood in north Seattle.) 2. Alternatively, an elevated guideway could be built in the center of the automobile right-of-way arterial of Avalon Way. Either of these solutions will preserve homes in Avalon.

With the location of the Delridge Station, there is a lot at stake for both the Youngstown and Avalon neighborhoods. Both Youngstown and Avalon provide citizens with housing that is affordable compared to other parts of the city.

No one wants to lose their home. Everything should be looked at that preserves as many residences as possible; second best, is equitable compensation for those whose homes are taken.

Transitional Resources opened their residential community on December 5, 2021. In a meeting with Transitional Resources staff, a year or so ago, I asked staff why they decided to purchase and open a

facility where they did; this, when the West Seattle Link Extension had been long in the works and the Andover-Yancy routing had been reinstated into the DEIS in October 2019? Their answer was they were unaware of the bearing light rail would have on their property when they made their decision to purchase and locate. I asked if the seller of the property disclosed to them information about light rail planning. They said the seller did not disclose this. I share this as background information.

I firmly support the work of Transitional Resources and other organizations like them. I have been a longtime supporter of the Downtown Emergency Service Center. In fact, DESC provides housing for my godson, who has mental health disease. I worked with my godson to secure housing at DESC and was his guardian for several years, prior to and after he was housed at DESC. For me, these housing and care issues hit close to home. I would hope that Sound Transit takes Transitional Resources under their wing and, if the organization needs to relocate their housing resource, that Sound Transit makes sure the replacement facility is equal in quality and functionality to what may be lost.

I know these decisions are highly impactful, emotional, and difficult to make. Thank you for your stewardship.

I value the Board's advocacy for common sense solutions that preserve housing, neighborhoods, and parks.

All the best,
Dennis Noland

Betty Lau

This is a transcript of comments provided during live public comment

Sound Transit Board Meeting Transcript of In-person Public Comment #7 by Betty Lau, July 28, 2022

Hi, I'm Betty Lau.

Mayor Bruce Harrell was exactly right at the last Executive Committee meeting when he said the cheapest way may not be the best way. Here's the best example:

In the early 1960s, Seattle voters decided to put I-5 on surface streets instead of in a tunnel because the tunnel was "wa-a-ay too expensive." Today, there's desperate talk of lidding I-5 to create more land for much needed housing and commercial spaces. The high cost of that 1960s I-5 tunnel is extraordinarily cheap by today's standards, but we wanted the cheapest option and are now paying for it with sky rocketing rents and lack of buildable land.

Don't make the same mistake with light rail.

Stay off Fifth and develop other alternatives with your talent and creativity!

Thank you.

Betty Lau

TEA co-founder (transitequityforall.org)

Chong Wa Benevolent Association Outreach Committee memberr

Nora Chan

This is a transcript of comments provided during live public comment

Sound Transit Board Meeting Transcript of In-person Public Comment by Nora Chan, read by Betty Lau, July 28, 2022

Hi, I'm Nora Chan, founder of Seniors in Action.

I'm sorry I cannot be with you today, so Betty is reading my comment.

My generation will not be using light rail; it's for our children and grandchildren and those coming after them.

We love Chinatown. We want our children and grandchildren to take light rail to Chinatown to experience what our ancestors built and what my generation continues: a place of community and source of support for those needing psychological and physical safety. For those who started businesses and families. For 1,200 seniors to live out our days.

But there will be no Chinatown if you build on Fifth Avenue.

We residents in our 70s, 80s, 90s call on you, Sound Transit, to choose another way and Stay Off Fifth!

Thank you.

Nora Chan, founder Seniors in Action

via request to Betty Lau

*Comments Which Were Submitted After the Deadline or
Comments Who Were Unable to Provide Verbal Comment*

Geo Quibuyen

DEAR SOUND TRANSIT,

I am writing in support of the community effort in the Chinatown-International District to oppose the building of a regional transit hub in the proposed 4th Avenue and 5th Avenue locations. I've seen many

changes over twenty years of working, hanging out, performing, and, most recently, running a small business in the neighborhood.

There are many examples of successful efforts to preserve the history, living spaces and livelihoods of the people who live and work in the C-ID. However, there perhaps far more examples of ways commercial and infrastructure development has negatively impacted the community, alongside a legacy of racism and redlining that sought to silence rather than empower POC-majority neighborhoods.

I urge the Sound Transit board to support the “no build alternative” response from last month’s community meeting, as well as to encourage the board to ensure that it is more than just a performative gesture.

Ultimately, this plea voice of support moves far beyond protecting buildings and businesses, or jobs and spaces. As I’ve spent over half my life in this neighborhood, it is the relationships that have mattered most. Buildings and spaces can be built and rebuilt, but the trauma of displacement is long-lasting and impacts even the generations to come. I believe that the societal, political and economic disruption that has historically come to our communities from projects that did not listen to our voices. Moreover, the fact that this community still exists and thrives despite those challenges, moves me to protect it for future generations.

Thanks for reading. Hope you do the right thing.

Geo Quibuyen

Rapper, Blue Scholars & Beatrock Music Co-Owner, Hood Famous Cafe + Bar

[Teresita Batayola & Gildas Cheung – International Community Health Services](#)

Please accept the public comment below from International Community Health Services' President & CEO Teresita Batayola and Board of Directors Chair Gildas Cheung for the Sound Transit Board Meeting on Thursday, July 28, 2022. Please contact me with any questions or if you would like to follow up.

To: Chair Keel and Sound Transit Board of Directors

RE: Further study of CID Segment alternatives for the West Seattle and Ballard Link Extensions Project

Dear Chair Keel and Sound Transit Board Members,

We are writing today on behalf of International Community Health Services (ICHS). While we broadly support the West Seattle Ballard Link Extension project (project), we ask that the Sound Transit Board of Directors work to make 4th Avenue options a winning solution for the entire region. The Draft Environmental Impact Statement

(DEIS) is inadequate, and so ICHS urges the Board to listen to the concerns of the Chinatown-International District (CID) and Pioneer Square communities.

ICHS is a Federally Qualified Health Center with four full-service health clinics and seven satellite sites across King County. ICHS is deeply rooted in the Asian Pacific Islander (API) community, with a mission to provide culturally and linguistically appropriate health and wellness services and to promote health equity for all. We have sent letters, submitted public comments, and provided spoken testimony to introduce ourselves to you, and to educate you about the regional API communities we serve and the healthcare services we provide. As you prepare to debate important decisions about the WSBLE project and what comes next, we want to focus our comments on preparing you for how the next steps you take will impact our community and why it is important.

As we have said before, ICHS supports the expansion of the light rail system for the region. We **strongly support studying a 4th Avenue shallow alignment more thoroughly**. We recognize the challenges that come with expanding high-capacity transit systems in the densely built environments of Snohomish, King, and Pierce Counties, and we realize how important it is for the Sound Transit Board of Directors to identify preferred alternatives across the WSBLE project segments. It is with this understanding that we urge you to take more time to further study the needs for the WSBLE project in the CID.

The CID and Pioneer Square communities have consistently called for Sound Transit to consider ways to **make 4th Avenue viable for station construction**. Building on 4th Avenue would avoid the most harmful impacts to our community that would come from the 5th Avenue alternatives, and can tie together Pioneer Square and the CID without unnecessarily disrupting CID businesses and residents. The CID and Pioneer Square share historic, economic, and cultural roots in Seattle, and a **4th Avenue station would unite these neighborhoods and elevate the whole region**. This project must not result in yet another existential blow to the CID and people of color. Future studies must focus on eliminating injury to the CID neighborhood including the services in the neighborhood that serve the regional API community.

It is essential that Sound Transit **clarify impacts and recommend mitigation** for the CID segment. As we noted in our DEIS comments, Sound Transit has only studied direct impacts to residents and businesses resulting from station construction, but the analysis did not account for the full condition of the neighborhood. The CID has been disproportionately burdened by mass construction

projects and inequitable public policies for decades. There is no question that the **5th Avenue station's construction could create a stark wasteland in the heart of the CID** for many years to come.

Our staff and patients struggle to navigate through the neighborhood with each new project, as do the hundreds of low-mobility and health-compromised seniors who live in the CID. Thousands more travel to the CID to receive healthcare and social services from ICHS and other API-serving community organizations. Building on 5th Avenue would cause significant negative impacts to hundreds of **residents and employees who have not been considered in mitigation strategies**. Further study must account for the vulnerable nature of the residents and businesses who live in the CID, and who travel to the CID to receive healthcare services, so that the true nature of project impacts can be fully understood.

ICHS looks forward to being part of the problem-solving process, and is ready to work with Sound Transit and our neighborhood partners to make this happen. Thank you for your time today.

Sincerely,

Teresita Batayola

President and Chief Executive Officer

International Community Health Services

Gildas Cheung

Board of Directors Chair

International Community Health Services

--

Liz Agi, MS

(Pronouns: She/Her/Hers)

Policy & Advocacy Administrator

INTERNATIONAL COMMUNITY HEALTH SERVICES (ICHS)

International District Medical & Dental Clinic - Administration

Sergio Zamora

Dear board,

The Avalon neighborhood in West Seattle has been working with several board members and staff on proposed changes to the DEL-6/WSJ-5 medium tunnel alignment that is likely to become the preferred alternative for the West Seattle segment.

With today's vote to make DEL-6/WSJ-5, the ST board is signifying that they plan to move forward with constructing above-ground light rail directly through existing residences and community organizations in the Avalon neighborhood in West Seattle. While there have been promises to continue working with us to mitigate displacements, the reality is that no modification to above-ground light rail can prevent over 200 displacements that will occur primarily in our neighborhood.

We have repeatedly advocated for a longer tunnel to be studied along the DEL-6 corridor to reduce displacements. Sound Transit's summary of DEIS comments specifically mentioned the community request to study a longer tunnel along DEL-6. So far our request has been dismissed. **We request the board instructs Sound Transit to study this longer tunnel that starts east of Avalon.**

Without study of a longer tunnel in the final EIS, the document will have failed to meet the legal requirement of an EIS to consider a reasonable range of potentially feasible alternatives that will foster informed decision making. We will remain persistent in our pursuit to add a longer tunnel to the final EIS, whether that be as a 'refinement' to DEL-6 or as an additional alternative.

Best,

Sergio Zamora

National Nordic Museum & Ballard Avenue Businesses

The substance of this comment is within a letter included at the end of this document.

Please mark down the enclosed document into public comment for the July 28th 2022 Sound Transit Board meeting.

Thank you,

- Joe Reilly, Policy Director

[Gary Reifel](#)

Call if you have questions I would love to go deeper than this short email allows

Gary Reifel
206-601-1051

>> Hi ST3 Board Members,

>>

>> I attended the recent council and ST3 board meetings and I'm concerned about the quick and quiet rise of Del6 vs Del2ab. Sound Transit has hit the easy button with Del6; this is a bad idea here's why.

>>

>> Del2a/b with the station at the base of Genesee along Delridge with a tunnel starting midway up Genesee is the better design; the design ST3 has heard WSEA resoundingly wanted this since 2017. This is the least disruptive destructive design to the WSEA community favored by residents since 2017 when Sound Transit first shared designs. Sound Transit never liked the tunnel design due to cost but they know its the best long term solution supporting better transit bus intersection at the Delridge/Genesee intersection in the near term and positions best supports rail expansion South toward White Center and Burien.

>>

>> The elevated and preferred design originally proposed for WSEA was D.O.A in 2017 it was never a viable option. The DEL6 design has many negative impacts, it eliminates a much needed transitional housing facility serving the community since 1976. It eliminates the largest childcare center in WSEA and eliminates more single family homes than the Del 2ab design.

>>

>> Paralleling the West Seattle bridge on SDOT land makes financial sense but future costs are high. The design limits future bridge/lane expansion into West Seattle which will be need and it eliminates the ability to grow the line down Delridge corridor to White Center community. Please don't forget the people of White Center in this process they too need great transit options.

>>

>> Excited for ST3's arrival but please do it right. Don't pick DEL6 the least cost path Sound Transit is pushing. Let's build a rail system that will grow and serve more of Seattle's residents. Del 2a/b does that. Please push for Del 2 as the final design for West Seattle.

>>

>> Gary Reifel

Nathan Rose

I'd like to thank the board for the opportunity to comment. While I am opposed to the selection of the DEL-6 route as the new preferred alternative, I have accepted that it is now inevitable. My focus now is on making sure sufficient research is done.

Consider that the routes along Genesee have six alternatives being researched, while the route along Yancy and 32nd only has one. While today's amendment does make some minor suggestions, it is missing one that could provide significant benefits; extending the WSJ-5 tunnel to the hillside on the corner of Avalon and Yancy. This would only mean 0.4 miles extra of tunnels, but would negate the purchase and displacement of Transitional Resources, as well as 20-30 homes. That could be more than 60 million dollars! Sound Transit must investigate whether 0.4 miles of tunnel would cost more or less than displacing all those homes. In meetings with the ST staff, we have been told that a tunnel will not be researched unless the ST board explicitly requests it. While the motion being voted on today suggests research into further refinements, this one significant refinement will not be considered unless an amendment is passed.

Thanks for your time,

Nathan Rose

Sheila Stickel – National Nordic Museum

Testimony: My name is Sheila Stickel and I am speaking on behalf of the National Nordic Museum.

The Museum is the only national Museum in the Pacific Northwest designated by Act of the US Congress. We attract visitors from across the US and the world. The Museum and the Ballard Locks are major tourist destinations (The Locks alone attracts more than 1,000,000 visitors per year)—both of us are economic drivers in this part of Seattle.

NNM support the 20th NW station location. The Museum is a 1 mile from 15th and the Locks are 1.1 miles from 15th walking will take roughly 25 minutes to hike which is a very long walk for families, people with disabilities and seniors.

The 20th Street location not only serves the Museum but also the core of Ballard's vibrant residential, retail, and nightlife core. Ballard is an 18-hour neighborhood and making it easily accessible to tourists and residents is essential.

As Sound Transit's own studies show 20th NW will still be the center of the neighborhood's population in 2040.

Lastly, Ballard is an important industrial center providing essential workforce jobs in the city. And transit that is well located will also make Ballard more accessible for maritime industrial workers.

Juliana Carlson Wilson

Hi, I am Julianna, a long time West Seattle Resident and the co-owner of a Small Family Business, we are also partners in the 4000 Delridge Way Building on the corner of Andover and Delridge. We built this building 25 years ago at the urging of City of Seattle and the county in efforts to grow the Delridge corridor. I am here to advocate strongly for the now preferred DEL-6 options. This option would allow us to maintain our building. Having to relocate would cause irretrievable damage to our small business. The 4000 Delridge building was built using the best quality materials in order to last generations and be a beautiful site to welcome people to the neighborhood. DEL-6 would also cause the lease impact on the Delridge Corridor and would allow the Delridge neighborhood to remain intact. There is no other building that could replace our current building and provide what we need to maintain our small business in West Seattle. Please vote yes for Del-6.

Thank you,

Julianna Carlson Wilson, MPA

Deb Barker

Sound Transit Board –

Little did you or the colleagues who came before you know that your October 2019 Route Recommendation vote to add an additional Delridge alignment that would not impact a gentrifying neighborhood

would come to the DEL 6 option of the WSBLE, a option that the ST RET report calls THE WORST.

A vote for DEL 6 lays waste to a critical mental health community resource, uproots and dooms a key daycare facility, implodes an established residential community and creates unsustainable TOD opportunities.

I urge you to add additional refinement parameters to DEL 6 and STUDY the connection of the medium West Seattle Junction tunnel at Avalon. Better yet, throw DEL 5 and 6 OUT.

Thank You -

Deb Barker

West Seattle resident

[Robin Briggs](#)

My name is Robin Briggs, and I am a resident of Seattle. The Sound Transit Link line is hugely popular and it has transformed how we get around in the region. The city is continuing to grow at a rapid pace and I believe that Sound Transit should take a few steps now to prepare for an ST4. In particular, we should future proof the new downtown tunnel so that it will be possible to use it for multiple lines. *Please build big enough platforms and construct short stubs of expansion track in the tunnel for future lines – like lines to Aurora or South Park.* This advance planning will ensure that future expansions are cheaper and cause much less disruption. Thank you Board Members for listening.

[Joe Kunzler](#)

STATEMENT ON EXCLUSION OF ALEX TSIMERMAN

On the news that Neo-Nazi Trumper hater Alex Tsimerman was excluded from Sound Transit Public Comment for ninety (90) days for spewing disruptive hate, Joe A. Kunzler has the following statement for the record.

“Today’s [exclusion of Alex Tsimerman](#) is a win for America and for Sound Transit – and a distant third a personal dream come true. Today is how we defeat hate and defend the First Amendment like a Zelenskyy. Today is how we keep the faith with all the rad employees of Sound Transit but also...

“How we keep the faith with Community Transit. We mustn’t forget who gave Sound Transit the legal HIMARS to take the fight to Alex Tsimerman. To stand up and fight back. Community Transit’s code of conduct became Sound Transit’s Board Rules, which became the knockout punch of 28 July 2022 against hate. Alex Tsimerman can go back to the hell he spawned from, and Sound Transit can enjoy at least ninety days of peace.

“It is also worth noting that Boardmember Claudia Badassuchi gave some great assists along the way to today’s historic moment. From a committee exclusion to helping install the weapons necessary to return fire on Alex Tsimerman. History will remember Badassuchi fondly.

“But the most credit must and shall go to Chair Kent Keel who seized the moment to install the weapons Community Transit gave me to give Sound Transit to defend herself, and actually use them. This is Chair Keel’s Zelenskyy moment that saved democracy at Sound Transit.”

[Marcia Kato](#)

In addition to the many Avalon/Delridge comments, I’d like to remind the Board that the Seattle City Council announced support for all of the proposed segments of the Ballard and WS extensions EXCEPT DEL-6 and called for additional research if this is the selected option for Delridge.

Marcia Kato

Avalon/Delridge resident

Ron Davis

Dear Sound Transit Board

I'm sorry, but I am unable to testify today, because of a signup issue I had this AM. My apologies, but since I know you want to keep these meetings accessible, I thought you might be willing to take my testimony here. I've kept it to two minutes, per the usual guidelines.

You could even watch it on 2x speed!

<https://youtu.be/yAnxnFpwS6g>

If you prefer, here is the written version.

My name is Ron Davis, and I live in NE Seattle. I am a former member of the Sound Transit Citizen Oversight Panel, so I have experience in overseeing this agency.

The plans Sound Transit has put forth flout the obvious will of the voters and treat riders as second class citizens. The agency needs to go back to the drawing board on station depth, the location of South Lake Union and Ballard, and on expandability.

There are two key, thematic failures in this plan.

First, riders are treated as expendable.

The plan puts them in danger by forcing them to cross big streets in South Lake Union and Ballard. It also treats their time as unimportant by burying tunnels so deep that a daily rider will easily waste 10 extra hours every year, and it makes this even worse by moving stations away from where they want to go - like the commercial heart of Ballard or employment center of South Lake Union.

This is foolish. We'll get far fewer transit trips, more traffic, more deaths on the road and from particle pollution, and more carbon spewed into our atmosphere.

Second, it disregards the will of the voters.

It does this in two ways.

A, this is because we the voters have promised Sound Transit ten of billions, and yet the agency is unwilling to build a smart system, in all the ways mentioned above. That compromises the legitimacy of Sound Transit and public trust in our government's capacity to solve problems., something we do not need right now.

And B, it defies the voters' will because the plan makes future expansion all but impossible. Super majorities have passed every transit bill in recent memory, and the state just granted the ability to fund

intracity transit. If we screw up expandability, history will judge us here as harshly as those who rejected Forward Thrust. But the verdict will be worse this time, because it won't be the voters who compromised the future, but a few unelected people committing planning malpractice.

Only you can stop them now. Hold them accountable and force them back to the drawing board. Please insist that they center the riders, plan for expansion, and honor the will of the voters.

Thank you.

Martin Westerman

Greetings Board Members,

We look forward to your re-thinking WSBLE's impacts and improving planned outcomes for businesses, residents, the environment and carbon footprint.

Please consider an independently-studied gondola option. Gondola is a lower cost, lower impact, lower carbon, less expensive HCT option than light rail. ST staff has unfortunately misinformed you about it since ST approved it in 2014 as HCT for connecting local areas (like West Seattle, Capitol Hill, Queen Anne, etc.) with light rail stations. The below photo shows the difference between light rail — which will tear down apartment buildings and businesses, displace forests and residents, and lose jobs, and aerial gondola — which will not.

Testimony for 07-28-2022 meeting is attached below.

All the best,

Martin Westerman / West Seattle



While we applaud the carbon reduction goals being done by the City of Seattle and board member Balducci at PSRC, the draft motion before you today will blow right past carbon the goals they have both set.

West Seattle light rail construction alone will generate at least 614,000 tons of carbon — the equivalent of 1.5 billion gas-vehicle miles. That does not count the pollution and carbon output from 5-7 years of congested traffic, or from erasing acres of carbon-absorbing forest and green spaces. And Sound Transit will not begin to mitigate that carbon footprint until at least 2040, when West Seattle is connected to the rest of the light rail network. Even then, the mitigation will be marginal.

If Sound Transit was serious about carbon footprint reduction, they would begin mitigating that impact now, not 20 years from now, by choosing a high capacity, aerial gondola to connect West Seattle, SODO and the CID. Sound Transit approved it as HCT in 2014 for connecting local areas with light rail spine stations, and it can meet the region's transit and carbon reduction goals this decade. It would also avoid massive environmental damage, displacements of residents and businesses, and job losses.

A scenic gondola ride would attract tourists and build businesses along the route, and invite more commuters to leave their cars at home, while connecting more West Seattle neighborhoods with the light rail network at SODO and the CID.

We ask the Board to authorize an independent study of the gondola alternative.

Martin Westerman, West Seattle / 206-427-9039

Jared Cowan

Hi,

I would like to submit a written public comment to the Sound Transit board for the 7/28 meeting.

I think we are being shortsighted about ST3. We need to plan for a potential ST4 and future-proof decisions related to ST3. Even during COVID, 76% of Seattle voters said that they would support a potential ST4.

To avoid major service disruptions and complete station shutdowns for many years at great added expense in the future, please build big enough platforms and construct the short stubs of expansion track necessary to future-proof our ST3 stations.

I also wanted to comment about the potential Ballard station. When I visit Ballard, the things I want to do are much closer to 22nd Ave and Market in Central Ballard instead of by 15th and 14th avenues. Spending all of the time, money, and political capital to build Link to Ballard and then placing the station some many blocks away is setting it up for failure. The distance between 14th Ave and Ballard Avenue is the same exhausting distance as Pioneer Square to Westlake Park...i.e. the entire downtown core of Seattle's commercial district.

Riders do not want to be punished for using transit by having to walk an additional 15-20 minutes every time they go to Ballard. Placing the station so far away will also make it that much harder to convert drivers to transit riders. Even in 2040 (it's also insane that it is going to take so long to build just a few miles of rail), a station at 22nd and Market is much closer to everything in Ballard. "Ballard" is not moving East. It will always be in the same place. In addition, industrial zoning prevents TOD apartments from being built around 15th and 14th avenue station locations. TOD is essential to the success of the light rail system.

I am also disappointed by some of the options for the CID station. That station is the single most important station for our entire region to handle Seahawk, Sounder, and Mariner game day crowds, Link transfers, access to Ferries, Amtrak, SeaTac Airport, the region's bus networks, and access to the Pioneer Square and International District neighborhoods. Please listen to the community and eliminate all deep and all 5th Avenue station options from the study.

Of the options presented, the only station option worth studying is the shallow 4th Avenue alignment. But one shallow 4th Avenue study isn't enough. We need a much shallower CID study that crosses over (and not under) the existing transit tunnel, allowing the CID station to only be 20 feet deep. Twenty-foot depths are shallow enough that the CID Station wouldn't be reliant on broken escalators for large game day crowds to access the trains. This shallower option is also cheaper, faster to construct, and better for the rider experience than the current shallow 4th option. Don't listen to Sound Transit when they say it's too challenging to study. Sound Transit hasn't publicly published a single valid engineering document that proves any infeasibility of going over the existing tunnel. Until they do, we must demand Sound Transit fully studies it.

Best,

Jared Cowan

Downtown / Waterfront / Pioneer Square Resident

Derek Dexheimer

I have three comments:

Ballard station:

The only viable option is a 22nd Ave and Market station in Central Ballard. Not some Pharaonic white elephant out in the boonies, like the ridiculous South Bellevue Station. (How much have you spent on that? To serve how many people? People, not cars.) 15th and 14th Avenue options are as far away as walking from Pioneer Square to Westlake Park. Perhaps the Board should travel to cities in Europe or Asia that know how to build transit (and operate escalators) to see if they locate billion-dollar transit stations miles from the centers of...anything. I would happily take the subway to Ballard and enjoy the scene. I never go now, because there's nowhere to park.

CID station:

All deep 4th and 5th avenue stations are unworkable. A shallow 4th Avenue station--shallow enough that the sports crowds can walk to and from trains, without escalators or elevators you can't keep operational--is the only viable option. A station crossing over the current transit tunnel (not under) can handle a city that operates on transit, not private vehicles. Which is the future going forward.

The future:

Biosphere collapse is underway. The temperature is 17°F above normal as I write this. The chilly, dumpy fishing backwater Seattle once was is gone, never to return. As the American

West to our south desiccates--to say nothing of the continents to the south, which will desertify in short order--millions of people will attempt to come here. While fascism and the elements will reduce their numbers, a huge influx will still make it. Badly located stations, near nothing and serving no one, will not serve. Don't build any more South Bellevue Stations. Instead, build Columbus Circles and Picadilly Circuses. And find out who manufactures, installs and maintains their escalators.

Thank you,

Derek Dexheimer

Samantha Lai

Here is my comment,

"Offering space for public feedback is wonderful and necessary, but the Board's response needs to accurately reflect the community's desires. The current response prioritizes the shallow 4th Ave build option despite repeated community opposition. The CID community has strongly voiced that all current plans for CID Link expansion would cause more harm than benefit. Other building locations or no build options must be considered in lieu of the 4th and 5th Ave options ."

Thanks!

Octavio Rosales & Joyce Aoyama

Hello,

We are Octavio Rosales and Joyce Aoyama and we are part of the West Seattle Avalon/ Delridge neighborhood. We are concerned about the DEL-6 Sound Transit route as it is currently proposed. There would be severe impact to social networks that assist the community, like Transitional Resources. It would be hard to replace our relocate these services.

We are asking for an amendment to instruct Sound Transit to research refinements to the DEL-6 route and research extending the tunnel to begin at Avalon and Yancy. There are significant benefits to consider, possible cost savings of extending the tunnel vs. acquiring the above ground land needed for the current design as well as improving station connectivity. Please consider researching the tunnel extension. It's the equivalent of measuring twice to cut once as my teacher used to say.

We don't usually comment, but we feel this is too important for us to ignore. We're doing this for our community and our future. We are told that Sound Transit would not research the tunnel extension unless specifically told to do so. We are counting on you and putting out trust in you to be our voice to recommend that Sound Transit review and research this refinement to DEL-6.

Respectfully,

Joyce Aoyama

Octavio Rosales

Caszandra Burke

Hello,

I am a teacher at a title 1 school and live in the Avalon neighborhood.

The current DEL6 plan has not been researched to the extent that other segments have. A tunnel extension could avoid displacing transitional resources, improve bus connections to the station by lowering the height, and provide more room for our growing community. Therefore, I would like to call for an amendment to update the current plan to do further research into a tunnel refinement.

Thank you for your time,

Caszandra Burke

Madeleine Magana

My name is Madeleine Magana and I am a senior at seattle university. I am here in opposition to this new station in the CID. I stand in solidarity with the families and small businesses in the CID as a resident in a seattle neighborhood. The CID is a symbol for asian americans in seattle neighborhoods as a place of comfort and gathering. The CID has a long and rich history of multigenerational community organizing and as a student- gives me hope for a better future for our aapi community. In the past couple years - it's been downtown for homelessness, racism, and hate crimes . But infrastructure building, 6-10 years of loud construction, making this area inaccessible to the public, and displacement from big organizations are one of the most devastating things that historically ruin not just the community or the ambiance, but the health and economy of the community as a whole.

Please reevaluate your research saying that this station is a good idea and please look internally how this decision was made without consideration for a rich and valuable community in Seattle.

Dale Menchhofer

Sound Transit board member,

Greetings, and thank you for your work in making the central Puget Sound region a better place in your role as board member of Sound Transit.

I may be too late in sending this, since I believe you just held a monthly board meeting a few days ago, but I'll send this anyway.

You are redoubtably aware that Seattle council passed a resolution regarding the West Seattle-Ballard link light rail projects. Among other things, it asks Sound Transit to study a Ballard station location "west of 15th Avenue". I am well aware that board members representing "suburban" areas (or at least non-Seattle areas) are wary of spending "too much" in Seattle out of fear of it jeopardizing projects directly benefiting your constituents. However, I respectfully ask for your support for this particular neighborhood. Please consider these points:

1. I am genuinely concerned that if a Ballard station is constructed at 15th Ave (or even worse, at 14th) that opponents of light rail will declare it to be a station that "completely misses the neighborhood" and endlessly use it as a means to try to defund Sound Transit, potentially adversely impacting projects elsewhere.
2. There are several neighborhoods recognized by PSRC as "regional centers" which are not yet served by light rail. It will take successful passage of an "ST4" ballot measure to expand the network. Seattle voters have traditionally been very supportive of past ST ballot measures, but that past history could fail to repeat if the significant number of voters residing in Ballard feel they have been ill-served.

SoundTransit has in their possession 3 PDF files I included in my comments on the DEIS for this project. I would be happy to provide them directly to your office, if that would be easier. They are all custom maps of the Ballard neighborhood I developed after walking every block, recording pertinent details, in order to visually convey what I intuitively knew about the neighborhood. One shows that the center of population is well west of 15th Ave. The second shows that the existing land uses which are natural destinations for light rail riders are similarly well west of 15th Ave. The third shows that there is a black hole of nearly zero ridership potential primarily concentrated in the area just south of the 14th or 15th Avenue station options. (That negligible ridership potential is primarily due to one of two existing land uses, either auto-centric businesses or contractors who need to transport tools and materials by van or truck from Ballard office/warehouse locations to jobsites.

In my DEIS comments, I also pointed out that a station further west than 15th, ideally at Market and 20th, could have twice as many feeder bus routes, without unfairly burdening King County Metro with higher operating costs to detour 2 routes on a longer and slower route to get to a station at 14th or 15th.

I also noted that an aerial alignment at 14th Ave lacks any clear path for extension northward in the future, as to do so would almost certainly require condemning one or two blocks of multi-

million dollar properties. That alignment is cheaper in the near-term, but it is not extendable, which should be regarded as a fatal flaw.

What those custom maps of the Ballard neighborhood unambiguously show is that ridership potential would be greatly increased if the station was somewhere west of 15th Ave. That should be enough justification to consider it.

You might be wondering about me, my motivations and credentials. I am an ordinary citizen, who happens to be unusually well engaged in civic matters. I have a particular passion for non-SOV transportation, being a lifelong student of same, and have done everything in my power to seek to improve every mode of transportation fitting that description, ever since arriving in 1986. I am not employed in any transportation or governmental capacity. Instead, I happen to be a software engineer for an insurance company headquartered in Seattle. I do not live in Ballard, but I am intimately familiar with it, having visited it often for nightlife, museum, retail, and Seafair event reasons.

I also happen to have a penchant for exploring. I can assure you that I have walked and/or bicycled extensively in (almost) every neighborhood which the PSRC designates as regional centers, and often also in the adjacent neighborhoods, so that I have hands-on knowledge of the challenges and opportunities for transportation improvements throughout the region.

I will leave you with one last thought. I'd like to believe that I am particularly good at spotting promising transit corridors. If, as a region, we ever get to the point where we fund an extension north from Ballard, I would recommend it continuing on to Woodinville, via Northgate, Lake City (neighborhood of Seattle), Lake Forest Park, Kenmore, Bothell, and UW Bothell/Cascadia College/I-405 Stride. That would knit together several communities. It's an idea that would especially have merit if ST busses (running on most of that route) experience capacity constraints at some point in the future.

I continue to scout and research potential future BRT or light rail routes **in all three counties**, generally intersecting the "spine" perpendicularly, to the greatest extent my time and abilities allow. I simply want to maximize the usefulness of the network for as many people as is possible.

In that spirit, I thank you in advance for considering a Ballard station location west of 15th Avenue.

Sincerely,

Dale Menchhofer

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In that spirit, I thank you in advance for considering a Ballard station location west of 15th Avenue.

Sincerely,

Dale Menchhofer

July 25, 2022

Sound Transit Board
emailtheboard@soundtransit.org

RE: Comments concerning the BWSLE DEIS

Board Members:

Nucor Steel Seattle has long supported Sound Transit and the West Seattle Ballard Link Extension project. We have followed the project closely over the years. We submitted detailed scoping comments in 2019 pointing out the significant economic impact a north of Andover location would have on our ability to operate. We served on the Stakeholders Advisory Committee that vetted the proposed Delridge Segment Station Alternatives. Most recently we submitted detailed comments on the Draft Environmental Impact Statement.

Unfortunately, the station location endorsed by the System Expansion Committee fails to address, or even acknowledge, the severe impacts a north of Andover location would have on mill operations. This alternative was developed after the Stakeholders Advisory Group's work was completed and advanced late in the scoping process at the Board level.

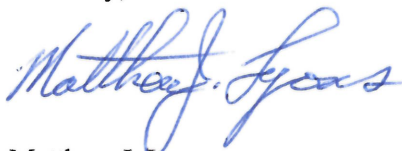
This proposed elevated station would make the efficient movement of freight nearly impossible. It would generate a significant increase in pedestrian, transit and bike traffic at an intersection already challenging our ability to move over 150 trucks per day in and out of the mill. From that station site the proposed line turns up Andover Street and runs directly over the heavily used entrance to the mill and continues up Andover Street where it crosses mill property.

In short, a north of Andover station location would severely impact our ability to continue operations at this location. If this occurs, we will take appropriate steps to protect Nucor's interests.

Nucor Steel has been an important part of the regional economy since 1905. The mill provides more than three hundred direct living wage job and supports many more industrial, maritime and transportation jobs in the Puget Sound region. Nucor Seattle is also the State's largest recycler.

The way this station option was developed – outside of the SAG review process and late in the scoping process, is reflective of an attitude that does not appreciate the importance of the manufacturing industry to our local economy.

Sincerely,



Matthew J. Lyons,
Vice President and General Manager
Nucor Steel Seattle, Inc.



Neighborhood
with a Sense
of Community

July 14, 2022

Inclusive
and diverse

To: Sound Transit System Expansion Committee Meeting

Thriving
Arts District

From: Uptown Alliance Land Use Review Committee (UP-LURC)

Home to
Seattle Center

Re: Modified WSBLE Alignment and Stations

Action: We are asking Sound Transit and its Board to adopt our DEIS comments previously submitted and support the LOCALLY PREFERRED ALIGNMENT

Great local
businesses

- Uptown Alliance is excited about Sound Transit's WSBLE expansion plans. We care deeply about this unique neighborhood--both as a regional destination, with 12,000,000 visitors each year, with our neighbor, Seattle Center in our midst—and as a robust and fast growing residential and employment center.
- The Mix and Match alignment in the Locally Preferred Alignment shows community consensus on station locations: Uptown Alliance and Seattle Center, like other communities, have been working hard with the City and Sound Transit to find the alignment that responds best to the neighborhood issues and the Region as a whole.
- DT-1 poses great risk to our neighborhood, including the Seattle Center, that will likely do more harm than good. We are asking for a commitment from Sound Transit to look for the best solutions in this robust neighborhood.

Walk, Bike,
Bus, Monorail,
(and drive)

Diverse and
affordable
housing

Historic buildings
with character

Open space for
healthy living

Distinguished
cultural and
philanthropic
organizations

THANK YOU!

Maria Barrientos, co-chair Land Use Review Committee Uptown

Mercedes Fernandez, Co-chair Land use Review Committee Uptown

July 28, 2022

To: Sound Transit Board Chair Kent Keel, Sound Transit Board of Directors, Sound Transit System Expansion Committee, King County Council, Mayor Bruce Harrell, City of Seattle Councilmembers

RE: Selecting or confirming a preferred alternative for the West Seattle and Ballard Link Extensions Project

Dear Chair Keel, Sound Transit Boardmembers, King County Councilmembers, Seattle City Councilmembers, Mayor Harrell, and Executive Constantine,

InterIm CDA is a community-based nonprofit 501(C3) community development organization. We are rooted in the Chinatown-International District (CID) and provide community based real estate development services, housing services, and programmatic services for immigrant, refugee, API, and other low-income communities. We provide comment today through a lens of equitable development—where we intend to create space for everyone to participate in and benefit from the Chinatown International District neighborhood’s growth. Our representation focuses on those most easily left behind—low income people, immigrants, refugees, and people of color.

We support the expansion of the light rail system for the region. We recognize the challenges we all face expanding high-capacity transit systems in the densely built environments of Snohomish, King, and Pierce Counties. We realize how important it is for the Sound Transit Board of Directors to identify a preferred alternative for the WSBLE project.

It is through this lens that we offer you our perspective on further developing the WSBLE project in the CID.

The community is unified in its call to reject another permanent injury to our culture and community. This neighborhood has been disproportionately harmed by past infrastructure projects, and our DEIS letter lists projects and policies in explicit detail. While our community may disagree about whether we support or oppose light rail and whether we prefer 4th or 5th Avenue, we are in complete agreement that this project must not result in yet another existential blow to the CID and people of color.

We support Sound Transit’s plan to expand light rail. InterIm seeks development outcomes that promote transportation mobility and connectivity, and we recognize that the WSBLE project is intended to add much needed capacity to the light rail system. We seek to find a just and equitable approach that improves connectedness between the CID and the Puget Sound region without displacing current residents, small culturally relevant businesses, and community organizations from the neighborhood.

All the alternatives in the DEIS for the CID Segment will result in permanent harm to the CID.

The DEIS only studied direct impacts to residents and businesses resulting from project construction. It did not give any real consideration to how each alternative will impact residents, businesses, and community and culture after the project is complete. This is the primary way in which economic and cultural displacement, our top two concerns, work.

The CID is unique and important, and critical to our region's social and cultural fabric. The Racial Equity Toolkit created for the project openly acknowledges the substantial displacement risk to the CID neighborhood, but admitting to risk is not enough. Sound Transit has not adequately analyzed or mitigated the impacts to the historically marginalized CID community.

Our community will need additional support to withstand the displacement pressure imposed by the project. Approaches to community support cannot be done in a business-as-usual manner. This neighborhood will require meaningful investment to reduce the economic, and cultural displacement forces at work from transit development. This must be done both with an eye of preventing the displacement of people already in the CID as well as keeping the CID a viable location for working class immigrants and refugees, small culturally relevant businesses, and community serving organizations. Mitigation for any of the alternatives will be substantial, and the cost is a direct result of a century of racially motivated and culturally insensitive planning and development in the name of "greatest good for the greatest number" of people in the region.

We will work with Sound Transit to clarify and eliminate impacts, and recommend mitigations. InterIm CDA is prepared to work with Sound Transit to examine impacts and trade-offs, and help find creative ways to avoid them. Only after really meaningful work to eliminate impacts will we be willing to help explore ways to mitigate impacts we can't eliminate.

We appreciate the Sound Transit Board of Directors' leadership during the process to confirm or modify the preferred alternative. Thank you for your understanding as you call for further study in the CID Segment before selecting an alignment. We are prepared to work with Sound Transit and the City of Seattle to identify community benefits and associated mitigations appropriate for the WSBLE project.

Sincerely,

Pradeepta Upadhyay

WING LUKE MUSEUM

VIA ELECTRONIC MAIL

emailtheboard@soundtransit.org

July 27, 2022

Board Administrator
Sound Transit
401 S. Jackson St.
Seattle, WA 98104

RE: Comments on the light rail route and station locations for the West Seattle and Ballard Link Extensions Final Environmental Impact Statement

Dear Sound Transit Board of Directors:

We appreciate the thoughtful deliberations of the Sound Transit System Expansion Committee and the careful and thorough listening to community held by the entire Sound Transit Board of Directors. Your strong sense of responsibility and stewardship in light of these generational decisions is heartening. In this light, we at the Wing Luke Museum of the Asian Pacific American Experience are pleased to provide additional comment, building on our previously submitted comments on the Draft Environmental Impact Statement (DEIS) for the West Seattle and Ballard Link Extensions (WSBLE) Project.

The Wing Luke Museum is the nation's only museum dedicated to the Asian American, Native Hawaiian, and Pacific Islander experience. We are a Smithsonian Institute Affiliate and a National Park Service Affiliated Area, serving 75,000 local and out-of-town visitors a year before the pandemic. As a cultural anchor for the Chinatown-International District (C-ID), making our home here for nearly 55 years, now stewarding an over 100-year-old home in our East Kong Yick Building, and being culture keepers and culture bearers for the C-ID and our AANHPI communities, we can attest to the neighborhood as: **our place of belonging** in the face of exclusion and racism; **our ancestral roots** for generations following our first immigrant forebearers; and **a regional destination**, continuing to serve as a gathering place for our diasporic AANHPI communities and as a connecting bridge to communities beyond.

We appreciate the framing of decisions made today within a framework for a 100-year vision for future generations. We ask too that you consider this as a **200-year vision** – one that delves into the past and carries the weight of a century of harmful impacts from public infrastructure projects and structural racism on the C-ID, brings that into the present-day, and then looks forward to the next 100 years with a vision towards healing, wholeness, and opportunity.

To do this right and well, we call for continued work on the Chinatown-International District segment, including:

- **refinements to the proposed alternatives** beyond what typically occurs from a DEIS to Final EIS that will not result in displacement within the CID;
- **a clear plan for displacement avoidance, harm reduction, and mitigation** that will undoubtedly occur in the C-ID as a result of system expansion;

- **robust community engagement** rooted in racial equity and adhering to best practices, which call for inclusive, transparent, iterative, accountable, and collaborative processes

Based on the Draft Environmental Impact Statement, we already know that the 5th Avenue location options are incompatible with the future survival of the C-ID. Instead refinements to the proposed alternatives should **focus on the 4th Avenue locations as well as any refinements that extend further north or south of the C-ID**. While we concur with the System Expansion Committee’s call to address questions surrounding minimizing potential impacts and maximizing community benefits, we call on Sound Transit to additionally **identify measures to avoid harm and displacement in the C-ID altogether**.

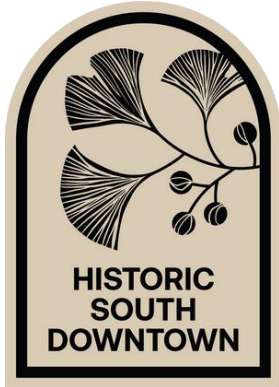
It is imperative that this work be done hand-in-hand with C-ID community stakeholders. We expect the engagement to be based on **inclusive, equitable, transparent, iterative, accountable, and collaborative processes, aligned with and responsive to existing C-ID community-directed visioning, priorities, and plans**. The “Seattle Chinatown-International District Community Engagement Toolkit” sets the standard for how this community engagement should be done, and we especially point to its “Core Values for CID Community Process,” which include: inclusion and equity; transparency and trust; collaboration and shared purpose; civility. In April 2022, the CID Visioning Project Advisory Group also released its “Chinatown-International District Neighborhood Strategic Plan 2022-2032”; any forthcoming proposals and decisions by Sound Transit should be responsive to these community priorities.

Thank you for your leadership, centering racial equity in words and action. We, like you, stand at a critical moment in time. We hold 100 years of history and community in our hands and look towards the next 100 years for future generations. It is our collective responsibility in this moment to ensure the survival of the Chinatown-International District and to steward our moment well, setting up the neighborhood and our communities for future success and prosperity.

Sincerely,

Joël Barraquiel Tan
Executive Director

Cassie Chinn
Deputy Executive Director



HSD BOARD

Dana Phelan, President
PS Arts & Theatre

Derek Lum, Vice President
Planning

Jessica Rubenacker, Secretary
CID Arts & Theatre

Shava Lawson, Treasurer
PS Culture & History

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vacant seat
PS Business

Jessa Timmer
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Quynh Pham
CID Non-profit Organization

Aleksa Manila
CID Culture & History

Ken Takahashi
Local Legislative Authority

Stephanie Pure
Local Legislative Authority

www.historicsouthdowntown.org
409B Maynard Ave S
Seattle, WA 98104
206.351

The Honorable Kent Keel, Chair
And Members of the Sound Transit Board of Directors
Ruth Fisher Boardroom
Union Station
401 S. Jackson St.
Seattle, WA
Via emailtheboard@soundtransit.org

July 28, 2022

Dear Chair Keel & Members of the Board of Directors of Sound Transit:

On behalf of the staff and Board Members of Historic South Downtown, I am writing to express our comments regarding the WSBLE decisions before you today.

First, we wish to thank the members of the Sound Transit Board, who have met with us, taken our Zoom calls and read our DEIS letters. We appreciate the great deal of effort you've undertaken to understand the existential damage threatened by the 5th Ave. S. station proposal, and the opportunities presented by a refined 4th Ave. S. alignment.

We support the passage of Motion No. M2022-57, particularly as it directs staff to study and engage with community around the 4th Ave. Shallow option, to maximize benefits, minimize costs and negative impacts.

Motion No. M2022-57 is in alignment with the overwhelming majority of public comments received. Out of 5,195 total comments received, we counted 2,677 (52%) expressed comments about the CID segment. Of those, 1,969 (74% of CID comments) supported the 4th Ave. S. Shallow option. For a full breakdown, [click here](#).

We want to reiterate the necessity of a thorough study of 4th Ave S., as the other current options – 5th Ave S. or 5th Ave S. Diagonal – causes what we believe is permanent and unmitigable harm.

Finally, we wish to thank staff who have reached out to HSD and our partners seeking to work together to define and move forward on the period of further study of 4th Ave S. We look forward to joining with all voices in the CID and Pioneer Square. The best long-term outcomes result from processes that welcome and engage a diversity of opinions.

Have a great meeting and best wishes,

Kathleen Barry Johnson
Executive Director
Historic South Downtown



July 28, 2022

Sound Transit Board
Sound Transit
401 S. Jackson St.
Seattle, WA 98104
emailtheboard@soundtransit.org

Submitted via email

Re: Sound Transit Board Meeting July 28, 2022 Public Comment

Pacific Iron & Metal, Pacific Fabrics and Seattle's Doorhouse wish to express our strong preference for the **SODO At-Grade South Station Option 1-b**. This is the same station design that is strongly preferred by the City of Seattle, the SODO Business Improvement Area, the Seattle Chamber of Commerce, industrial trade leaders, many of our SODO neighbors and countless others.

Pacific Iron & Metal Co., also known as Pac Iron, is a family-operated, **105-year-old industrial** metal recycling facility located at 2230 4th Ave S in Seattle. We are one of the largest metal recyclers in the region, and the only one primarily focused on non-ferrous metals serving Seattle, Bellevue and the surrounding communities. Thanks to our global network of consumers curated from 100-plus years of relationship-making in the industry, we are uniquely positioned to serve our public, private and governmental partners with their critical metal recycling needs.

We have operated at our location in SODO for more than 90 years, serving many of the public agencies and large companies that are integral to the region's economy. **Pac Iron handles millions of pounds of non-ferrous metal each month for clients in both the private and public sector, including, but not limited to, Puget Sound Energy (over 20 locations), City of Tacoma, Seattle City Light, Snohomish County PUD, the City of Mercer Island, the US Coast Guard, Sound Transit, and countless others.** We also serve hundreds of the region's

machine shops and other manufacturers that **supply critical aerospace and marine parts** both for defense contracts and commercial business.

In order to assist this Board understand the breadth of our reach into your constituencies, please consider that we directly service the following throughout Sound Transit's service area:

- **Councilmember Walker and Executive Dammeier**, we are contracted to serve nine geographically-separated divisions of the **City of Tacoma**, where we recycle over **one million pounds annually with payments around \$1 million per year**.
- **Executive Somers**, we are contracted to serve Snohomish County, and **since 2021 alone, we have recycled over 600k lbs of metal and made payments to the county of around \$500k**. In addition, we serve countless businesses and individuals throughout the county, including some of the largest manufacturers of aerospace parts in the region.
- **Councilmembers Balducci, Constantine, McDermott, Upthegrove and von Reichbauer**: we service multiple **King County agencies, including, Metro, Solid Waste, Wastewater and Office of Risk Management**. We service many hundreds of businesses within the county and many thousands of individuals.
- **Mayor Backus**, we serve roughly **20 businesses in Auburn alone**, including some significant manufacturers, such as GT Development, Laser Cutting NW, Tri-Way Industries and West Coast Fabrication.
- **Councilmember Prince**, we serve **over 25 businesses in Renton, including Paccar**.
- **Mayor Franklin**, we have recycled over **200k lbs directly with the City of Everett itself since 2021** and we provide service to over 50 businesses alone in the city, as well as countless individuals.
- **Mayor Frizzell**, we have served the **Alderwood Water & Wastewater District** for many years.
- **Mayors Roscoe and Baker**, we serve a number of business and many individuals in both Fife and Kenmore, respectively.
- **Councilmember Juarez and Mayor Harrell**, we have been a part of this City's business landscape for 105 years, and we serve many of the City's agencies, including **Seattle City Light, Seattle City Water, Seattle Public Utilities, Seattle Public Library, Seattle Public Schools, Seattle Fire Department, Seattle Police Department, Seattle Parks Department and more**. There is no way to quantify the number of businesses and individuals that have and continue to rely on our service in the City of Seattle.

All of these partners expect and must have our service available without interruption. Our location at the nexus of I-5 and I-90 and our proximity to the Port of Seattle are critical to our ability to efficiently serve the needs of our customers.

Our location is also home to two sister businesses, Seattle's Doorhouse and Pacific Fabrics. Pacific Fabrics is a beloved retail store for the sewing community, and Seattle's Doorhouse is the go-to location for homeowners and contractors looking for reasonably-priced and reliable doors with a quick delivery. Across our three businesses, we employ more than 70 people in family-wage jobs.

Our facility will be significantly impacted by the construction and operation of the West Seattle Link Extension project. Although any option that minimizes the footprint of our operation, which is heavily dependent on volume, is difficult to bear, we would like to express a strong preference for the **SODO At-Grade South Station Option 1-b**. This alternative minimizes the risk of either partial or full acquisition and will be the least impactful to our facility's highly complex stormwater system permitted through King County.

We are only able to enjoy the privilege of conducting metal recycling in the City of Seattle due to our significant and ongoing investment in a state-of-the-art stormwater treatment system. The system's location, including holding tanks and sampling ports, are primarily located on the southern edge of our property, an area potentially affected by every proposed design option for the new SODO station. Any adjustments to our stormwater system will likely require the consent of King County under our existing permit. We are extremely concerned about our ability to continue operations, and the decision ultimately centers on an open question as to Sound Transit's authority over King County to mitigate any needed changes to our facility's stormwater system.

As noted above, our location allows us to receive and process materials efficiently from partners across the state. If required to relocate, finding a comparable location that both provides the access the facility currently enjoys and satisfies all the stormwater permitting system requirements as detailed above will be extremely difficult, if not impossible, and will incur significant mitigation costs. **The impacts required to relocate our facility will likely rival or dwarf those of moving the Vehicle Maintenance Facility (VMF) operated by USPS.** This point is noteworthy as the Staggered 1-a Station Design presented in the DEIS was articulated to have been created only to avoid a relocation of the VMF and not because it is a better station design than any other option. In fact, there could hardly be a single argument for maintaining the USPS garage and surrounding facility from a transportation viewpoint, in particular as it comes to the lack of stewardship over the property that has existed for years (see pictures below of any given day at the USPS walk shed). **The Sound Transit staff, which had the monumental task of preparing multiple scenarios across the project, simply did not have adequate information at the time of drafting the DEIS about the costs and implications of attempting to relocate Pacific Iron & Metal Co. The cost comparison is incomplete at best and does not account for the significant costs and process of displacing our particular business.**

Most importantly, station designs that would extinguish our business will **jeopardize the dozens of family-wage, industrial jobs** generated by our work. Seattle's Doorhouse and Pacific Fabrics are each subsidized significantly by Pac Iron and would struggle to exist without it.

We recognize the logistical and other challenges involved in many parts of this line; however, there are so many stakeholders interested in seeing Station Design 1-b be built, including those agencies we service that this seems like one fight where nearly everyone can win. We ask this Board to move Option 1-b forward as the preferred alternative to create the needed mandate to begin to work out the details of relocation with the USPS.

Like the City of Seattle, the Chamber of Commerce and all those **interested in a great transit rider experience, we all see the proximity of a future station to Lander St. as exponentially improving the usability of the dual stations** and view this option as a potential once-in-a-lifetime opportunity to develop something more forward-thinking on the USPS site.

The Board has demonstrated the value you place on long-term community businesses that have provided jobs to generations of Seattle-area families. Considering the impact this project will have to Pac Iron and the significant downstream effects to thousands of public and private partners who rely on our service, I urge you to seriously consider recommending Option 1-b as the preferred option.

Sincerely,

Ryan Glant

A handwritten signature in blue ink that reads "Ryan Glant". The signature is written in a cursive style with a clear, legible font.

CEO/President

Pacific Iron & Metal
2230 4th Ave S
Seattle, WA 98134
rglant@paciron.com
(206) 628-6242

Vehicle Maintenance Facility for USPS in SODO (example of the ridership experience if we mistakenly build the staggered station design):





Date: July 20th, 2020
To: Sound Transit Board and Leadership
From: Transportation Choices Coalition
Re: Youth Fares

Dear Sound Transit,

Transportation Choices Coalition is a non-profit working to bring more and better transportation options and improved mobility to everyone in Washington State. In 2021, the Washington State Legislature passed Move Ahead Washington- a 16-year transportation package with historic levels of investment in transit and active transportation. That legislation created a \$1.45 billion Transit Support Grant program for qualifying agencies that provides direct state support for transit operations never seen at this scale. **We strongly urge ST to ensure that it adopts a zero-fare program for those 18 and under by October 1st, 2022 in line with regional partners.**

For Sound Transit, we understand the terms are slightly different, and that implementing this youth ride free policy is intended to allow Sound Transit access to the state's Regional Mobility Grants going forward. *We support this agreement* and are committed to working with Sound Transit and our state legislators to ensure it is implemented.

Additionally, the zero-fare program creates an enormous benefit to youth and their families. With inflation increasing and high gas prices, a youth ride free program reduces the barriers for over 600,000 eligible youth to access transit. This is a direct benefit in a time of need, as well as increasing mobility options so that all people can get to work, school, opportunities, and each other.

Creating a new generation of riders is vital for our future, and this grant program serves as an opportunity to make an incredible impact in our communities— to sustain the environment, help people access vital services and their community, and provide the level of freedom of mobility that our youth deserve.

In Solidarity,

A handwritten signature in black ink, appearing to read "Matthew Sutherland", with a stylized flourish at the end.

Matthew Sutherland
Advocacy Director
Transportation Choices Coalition

July 28, 2022

To: Sound Transit Board Chair Kent Keel, Sound Transit Board of Directors, Sound Transit System Expansion Committee, King County Council, Mayor Bruce Harrell, City of Seattle Councilmembers

RE: Selecting or confirming a preferred alternative for the West Seattle and Ballard Link Extensions Project

Dear Chair Keel, Sound Transit Board members, King County Councilmembers, Seattle City Councilmembers, Mayor Harrell, and Executive Constantine,

The Seattle Chinatown International District Preservation and Development Authority (SCIDpda) is a community development organization whose mission is to preserve, promote, and develop the Seattle Chinatown International District (CID) as a vibrant community and unique ethnic neighborhood. We house over 400 residents and 40 neighborhood businesses, and have been doing community development work in the CID for close to 50 years.

We offer public comment today as stakeholders who live, work, own businesses, and property in the CID Segment of the Sound Transit West Seattle and Ballard Link Extension (WSBLE) proposed light rail project alignment. We do not claim to represent the entire community within the CID Segment, but we do serve a variety of resident, business, non-profit, community development, service provider, arts, and cultural interests.

We support the expansion of the light rail system for the region. We recognize the various challenges we as a region face expanding high-capacity transit systems in the densely built environments of Snohomish, King, and Pierce Counties. We realize how important it is for the Sound Transit Board of Directors to identify a preferred alternative for the WSBLE project.

It is from these perspectives that we make the following request of the Sound Transit Board of Directors and our supporting elected officials as they work to move the WSBLE project forward:

- **Truly center historically marginalized voices in your decision-making process.** The Chinatown-International District (CID) is home to predominantly people of color. Today, it is a culturally diverse and historically significant area of Seattle, but the community fabric and culture remain fragile and vulnerable to the eradicating forces of displacement in various forms. The WSBLE project has the capacity to dramatically and irrevocably disrupt our neighborhood. Historically, community debate is weighted too far towards economic cost and timing and the CID gets lost in the accounting. Please strongly consider the voices of those who are speaking up within the CID community, who have historically been relegated to the margins of our City, and the margins of our conversations.
- **SCIDPDA wants to be part of the upcoming studies and solution finding.** We believe the 4th Avenue shallow alternative meets more of the regional long-term transit needs

than the other alternatives without devastating the core of the CID. It places the new light rail station within the existing transportation hub, closer to more existing transportation, transit, and event facilities, offering greater opportunity for infrastructure development that benefits the whole region, not just Seattle. We are ready to help figure out how to make it less impactful to our neighborhood and the region.

- **Plan for substantial mitigation, no matter what alternative is selected.** The community is unified in its call to reject another permanent injury to the CID. As many CID stakeholders have explicitly documented in DEIS comment letters, the CID has been disproportionately harmed by past infrastructure projects, going back to the construction of rail lines that support King Street and Union Station, the evolution of I-5 and the construction of I-90 and SR-99. While neighborhood voices may disagree about whether to support or oppose light rail or whether we prefer 4th or 5th Avenue, we are in complete agreement that this project must not result in yet another existential blow to the CID. Unmitigated harms have created the culturally and economically vulnerable conditions you find in the neighborhood today. Sound Transit's interpretation that a 5th Avenue shallow alternative would be "more affordable" is simply leveraging our community vulnerability against us. A 4th Avenue shallow alignment also has real impacts to the neighborhood and the region. No matter what decision is made, this region cannot continue to make the same mistakes that have historically hurt communities of color. We will not let a century of repeated harm go unattended.

We appreciate the Sound Transit Board of Directors' leadership during the process to confirm or modify the preferred alternative. Thank you for your understanding as you call for further study in the CID Segment before selecting an alignment. We are prepared to work with Sound Transit and the City of Seattle toward identifying an appropriate preferred alternative and apportioned mitigation consistent with the expected impacts. We look forward to finding ways to maintain and improve the vibrancy of our neighborhood as we build this important regional high-capacity transit project for our future.

Sincerely,

A handwritten signature in black ink, appearing to read 'Jared Jonson', with a horizontal line underneath.

Jared Jonson
SCIDpda Director of Property Operations



July 28, 2022

To: Sound Transit Board Chair Kent Keel, Sound Transit Board of Directors, Sound Transit System Expansion Committee, King County Council, Mayor Bruce Harrell, City of Seattle Councilmembers

RE: Pioneer Square support for 4th Avenue South alignment in the CID Segment of WSBLE project

Dear Chair Keel, Sound Transit Board members, King County Councilmembers, Seattle City Councilmembers, Mayor Harrell, and Executive Constantine:

Alliance for Pioneer Square offers public comment today in support of Sound Transit's WSBLE project. This project will connect regional communities like Renton, Auburn, and Everett to job hubs, event centers, and neighborhoods within Seattle, and to the regional light rail system. At a local level, Pioneer Square is home to regional employers including Weyerhaeuser and King County, whose staff travel from all over to work in the neighborhood. Well connected, efficient transit service is a top priority for workers and residents, and the Ballard Link Extension line has the potential to truly connect all modes within Pioneer Square.

We are excited about the Sound Transit Board's recommendation to study the 4th Avenue shallow option. This alternative can better serve Sounder commuters, stadium visitors and neighborhoods, and avoid the most harmful impacts to our CID neighbors that would result from the 5th Avenue alternatives. It can tie together Pioneer Square and the CID without unnecessarily disrupting CID small businesses. The challenges with construction are real, but we believe it's possible to make a 4th Avenue option a winning solution for the whole region.

The Pioneer Square community wants to be involved in finding solutions.

Our neighborhood is no stranger to mega-projects, and we know how to work with Sound Transit to navigate the challenges that come with a once-in-a-generation project. Seasoned by the construction of the SR 99 tunnel, the new Seawall, and the ongoing Waterfront Seattle projects, we are ready to go beyond engagement to involvement. We want to be part of the problem-solving process in the 4th Avenue shallow study.

We know time is short to make decisions for this important regional project. We ask the Board of Directors to **direct staff to involve the community in problem solving and design changes** during the study process for the 4th Avenue shallow alternative. Let's work together to:

- eliminate and minimize impacts, especially to important parking resources that serve the neighborhoods and stadiums, and to King County metro bus routes,
- shorten construction durations, and
- save costs.

We will work with Sound Transit to clarify impacts and recommend mitigations. There is no impact-free alignment alternative for any project built within downtown Seattle. We will work with Sound Transit to examine impacts and trade-offs, and help explore ways to minimize and mitigate impacts we can't eliminate.

The 5th Avenue station fails to realize long-held plans to develop a connected regional transit hub. The CID and Pioneer Square neighborhoods have collectively invested in the Jackson Hub Concept, a project that offers a vision for intentionally developing King Street and Union Street stations as a high functioning transportation hub. The Jackson Hub concept recommends transit and transportation improvements be made within the existing station footprints. The 5th Avenue alignment would expand the transit hub outside of the existing footprint, substantially disrupt the CID neighborhood, and create more sprawling connections for transit users. Even worse, the 5th Avenue alignment concedes that cars come first. By insisting that traffic cannot be disrupted on 4th Avenue and failing to find ways to prioritize transit and freight movements during construction, we allow our reliance on cars to take priority over building a better transit system.

The CID is unique and important, and Pioneer Square stands with our neighbors. Seattle's Chinatown-International District is critical to our region's social and cultural fabric. The CID neighborhood has been disproportionately harmed by past infrastructure projects, going back to the construction of rail lines that support King Street and Union Station, the evolution of I-5 and the construction of I-90 and SR-99. *Pioneer Square does not support decisions that do further harm to our neighbors.*

We look forward to partnering with you on this regionally significant transit opportunity.

Sincerely,

Lisa Dixon Howard

Lisa Dixon Howard
Executive Director
Alliance for Pioneer Square



To: Sound Transit Board members

From: West Seattle [SkyLink](#) Team

Date: July 28th, 2022

The record high temperatures this week remind us that we need to reduce our carbon footprint immediately. While we appreciate Board Member Balducci's efforts at PSRC, and recently by the City of Seattle to enforce carbon reduction goals, the draft motion in front of the Board will blow right past them.

The West Seattle light rail extension will generate 614,000 tons of carbon during its construction, the equivalent of 1.5 billion gas-vehicle miles, and the DEIS states that line will not begin to reduce vehicle miles until 2040, when it is connected with the rest of the light rail network. Even then its impact will be marginal. How will Sound Transit secure FTA funding for a project with such a negative climate impact?

A gondola alternative can meet the region's transit as well as carbon reduction goals this decade. And it would invite more people to leave their cars at home, as it could connect more of West Seattle's neighborhoods with the light rail network at the CID much sooner.

It would generate a fraction of the carbon compared to light rail, provide a superior solution for our climate challenges, and give Sound Transit a much better chance of obtaining federal funding.

We ask the Board to authorize an independent study of such gondola alternative.



VIA ELECTRONIC MAIL

July 28, 2022

Board Administrator
Sound Transit
401 S. Jackson St.
Seattle, WA 98104

RE: Public Comments on Motion No. M2022-57

Dear Sound Transit Board Members,

I am writing on behalf of Chinatown-International District Business Improvement Area (CIDBIA) to provide comments on Motion No. M2022-57 for the West Seattle and Ballard Link Extensions Project (“WSBLE”) at the Sound Transit Board Meeting on July 28, 2022.

Chinatown-International District Business Improvement Area (CIDBIA) is one of 11 Business Improvement Areas (BIAs) in the City of Seattle and represents over 500 ratepayers within the CIDBIA assessment boundaries. CIDBIA is a geographic based nonprofit organization that is tasked with improving and promoting Seattle’s historic Chinatown-International District as a vibrant business district. Since its inception in 1995, CIDBIA has worked towards its mission of improving and promoting Chinatown-ID through four areas of work: sanitation, public safety, marketing and events, and advocacy. Creating a clean, safe, welcoming business district is critical in the economic vitality of small, medium, and large businesses in Chinatown-ID.

We recognize that Chinatown-International District is one component of a full ST3 program, one that is for the benefit of all regional users. In the spirit of advancing the project while advocating for our community, we suggest the following path forward:

1. Further study 4th Avenue Options

Based on review of the current information, we believe that the CID-1a option offers the greatest potential to achieve community priorities, create direct connections between Pioneer Square and Chinatown International District neighborhoods, and improve transit connections between modes. We believe the 4th Avenue shallow option comes the closest to delivering both local and regional benefit while protecting the cultural core of the Chinatown-International District neighborhood. As a Business Improvement Area that is tasked to support the economic vitality of small, medium, and large businesses the Chinatown-International District, we see the value in being part of a regional and high functioning transit system. A future station on 4th



Avenue will continue to support CID as a regional draw, a cultural hub, and boost the economic impact to small, medium, and large businesses primarily owned and operated by people of color. The CIDBIA is committed to being part of further studies and solution finding.

2. Plan for significant mitigation

We hope Sound Transit takes the opportunity to better understand and address how adverse effects such as closures of commercial and cultural streets, displacement of businesses and residents, displacement of ethnic communities, parking losses, construction noise and truck traffic, and other impacts could have on our community, especially in light of the decades of cumulative impacts of major infrastructure projects in Chinatown-International District and Pioneer Square. An equitable mitigation strategy and plan are critical in addressing the impacts from this project, no matter which alternative is chosen. While the 4th Avenue option may be the least impactful of the 5 options presented, there will still be significant harm to the CID for many years.

We ask the Sound Transit board to wholly consider the impacts to one of the region's most special, unique, and fragile communities and the residents and businesses who call it home. This decision will impact people, businesses, and the landscape of the CID for generations.

Sincerely,

Monisha Singh

Monisha Singh
Executive Director
Chinatown-International District Business Improvement Area

WSBLE

Four Major Recommendations for the Sound Transit Board

1

PROTECT FUTURE EXPANSION

Ensure WSBLE stations are designed to protect light rail service from shutting down from future ST4 construction.

2

CHINATOWN/INTERNATIONAL DISTRICT

Study a Shallower 4th Ave Shallow option that crosses over (not under) the existing transit tunnel.

3

BALLARD

Reopen 20th Ave Study to respond to community requests and serve more housing and jobs.

4

SOUTH LAKE UNION

Move SLU Option Entirely Inside the SLU neighborhood boundary to mitigate multiple highway-sized roads.

1 PROTECT FUTURE EXPANSION

Build Off Ramps and Enough Egress to Accommodate ST4 at Ballard, SLU, Denny, Midtown, and Sodo ST3 Stations

Total (all voters)



SOUND TRANSIT 3 IS NOT THE END OF THE LINE

- 76% of Seattle area voters say they would support passing a Sound Transit 4 ballot measure.

SNOHOMISH, PIERCE AND KING COUNTY WILL SUFFER WITHOUT ACTION NOW

- ST4 will shut down the brand new West Seattle and Ballard Link Extension ST3 tunnel and reduce (or even cut off entirely) service for many years at extremely high cost to voters.
- Everyone suffers, not just Seattle. Everett, Tacoma, and the Eastside are affected.

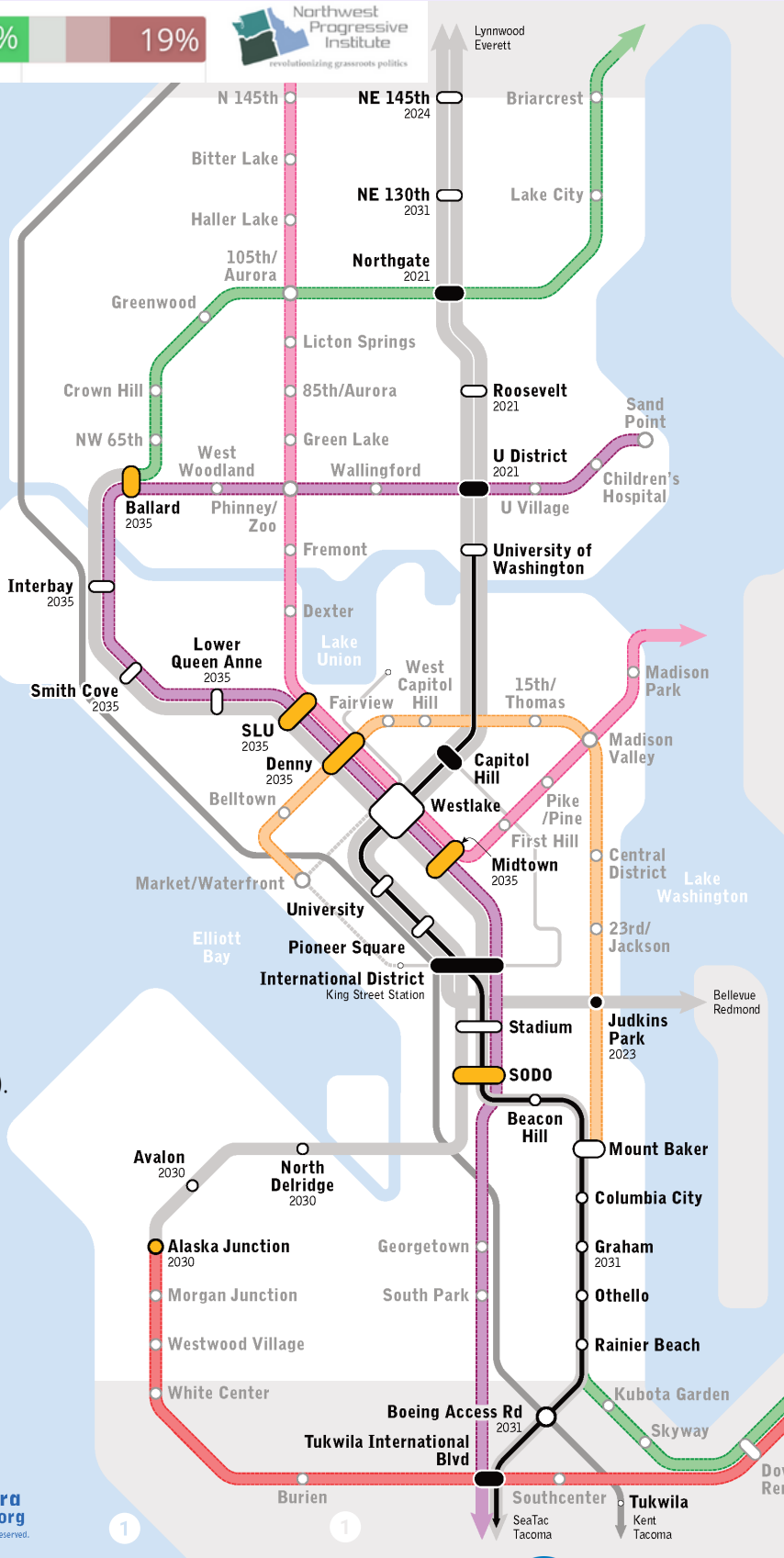


STATIONS NEED FUTUREPROOFING (shown in yellow on the map)

- Ballard Station (off ramps north, east).
- South Lake Union Station (off ramp north).
- Denny Station (off ramps north, west, east).
- Midtown Station (off ramp east).
- SoDo Station (off ramp south).
- Alaska Junction (off ramp south)

2 STEPS TO FUTUREPROOF A STATION

1. Make the station platforms big enough to handle more people.
2. Build station 'off ramps' ahead of time.



vav.org
SeattleSubway.org
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Design: Oran Virjiny



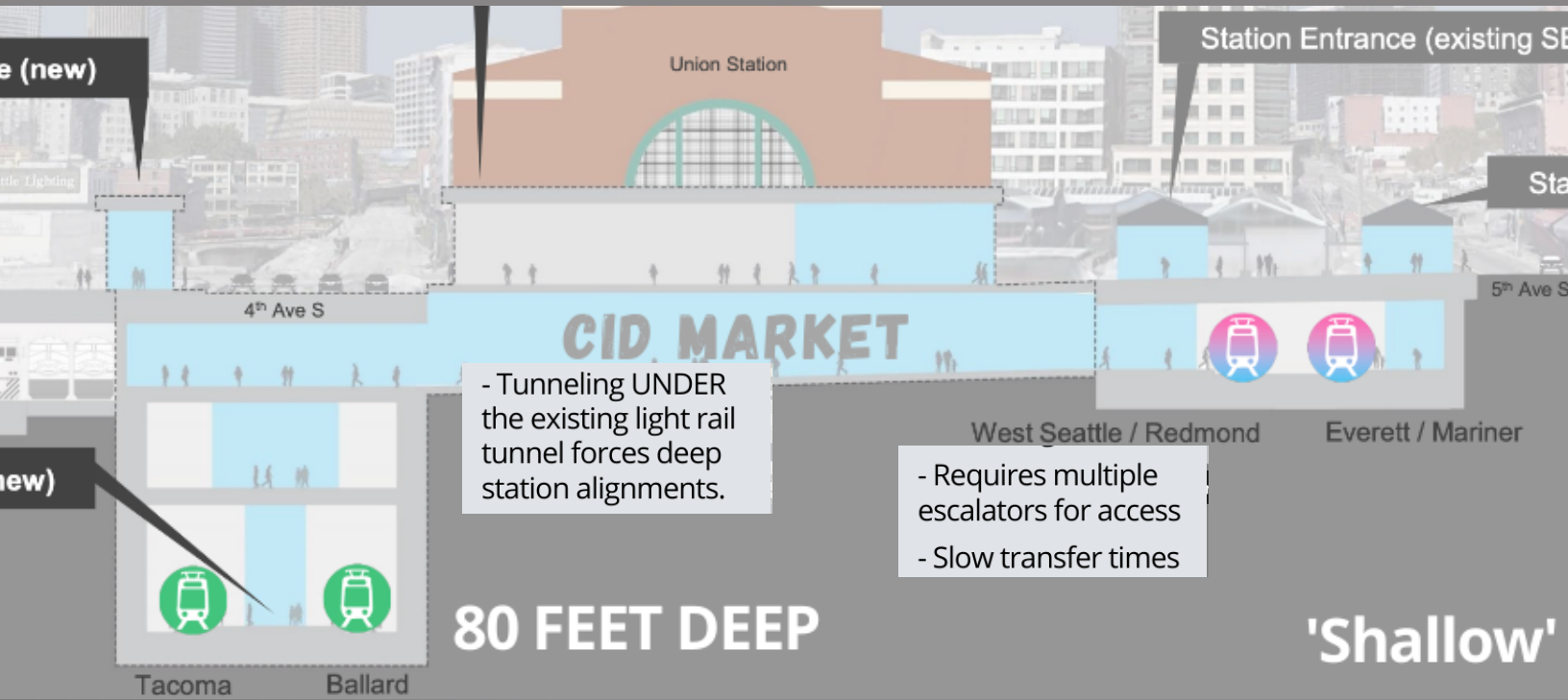
*Seattle Subway is not an engineering firm. Concepts illustrated are recommended for further evaluation.

2 CHINATOWN/INTERNATIONAL DISTRICT (CID)

Study a Shallower 4th Ave Shallow Option Crossing Over Existing Transit Tunnel

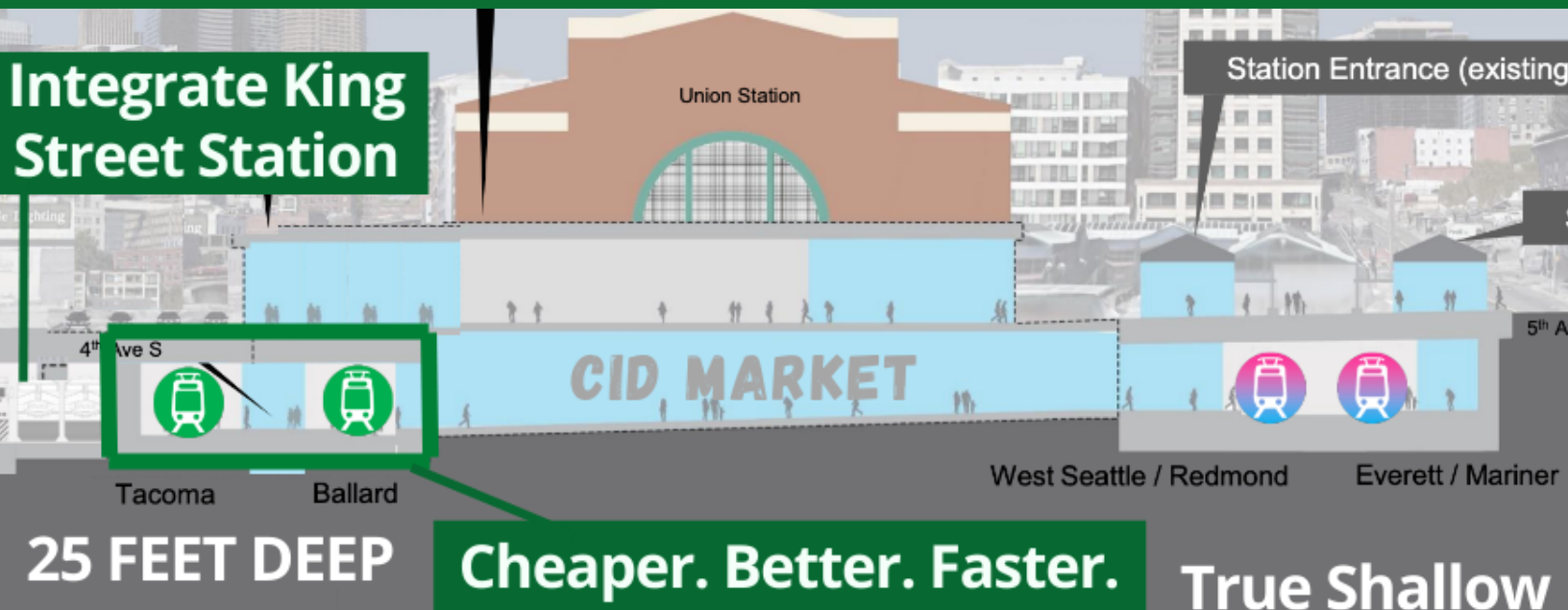
4th Avenue Shallow Alt (CID-1A) - *Current Alignment*

Too deep systemwide, slow construction, and bad user experience.



4th Avenue 'Shallow-er' - *Proposed Alignment*

Much shallower systemwide, faster construction, and excellent user experience.



3

BALLARD

Reopen 20th Ave Study to Serve Central Ballard



LISTEN TO THE COMMUNITY ON:

20th

15th

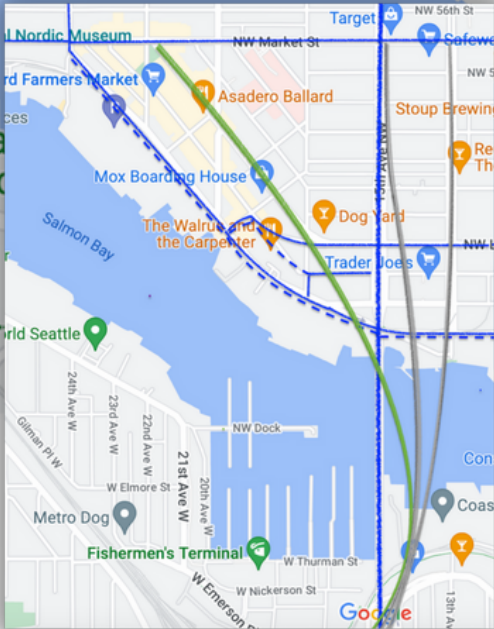
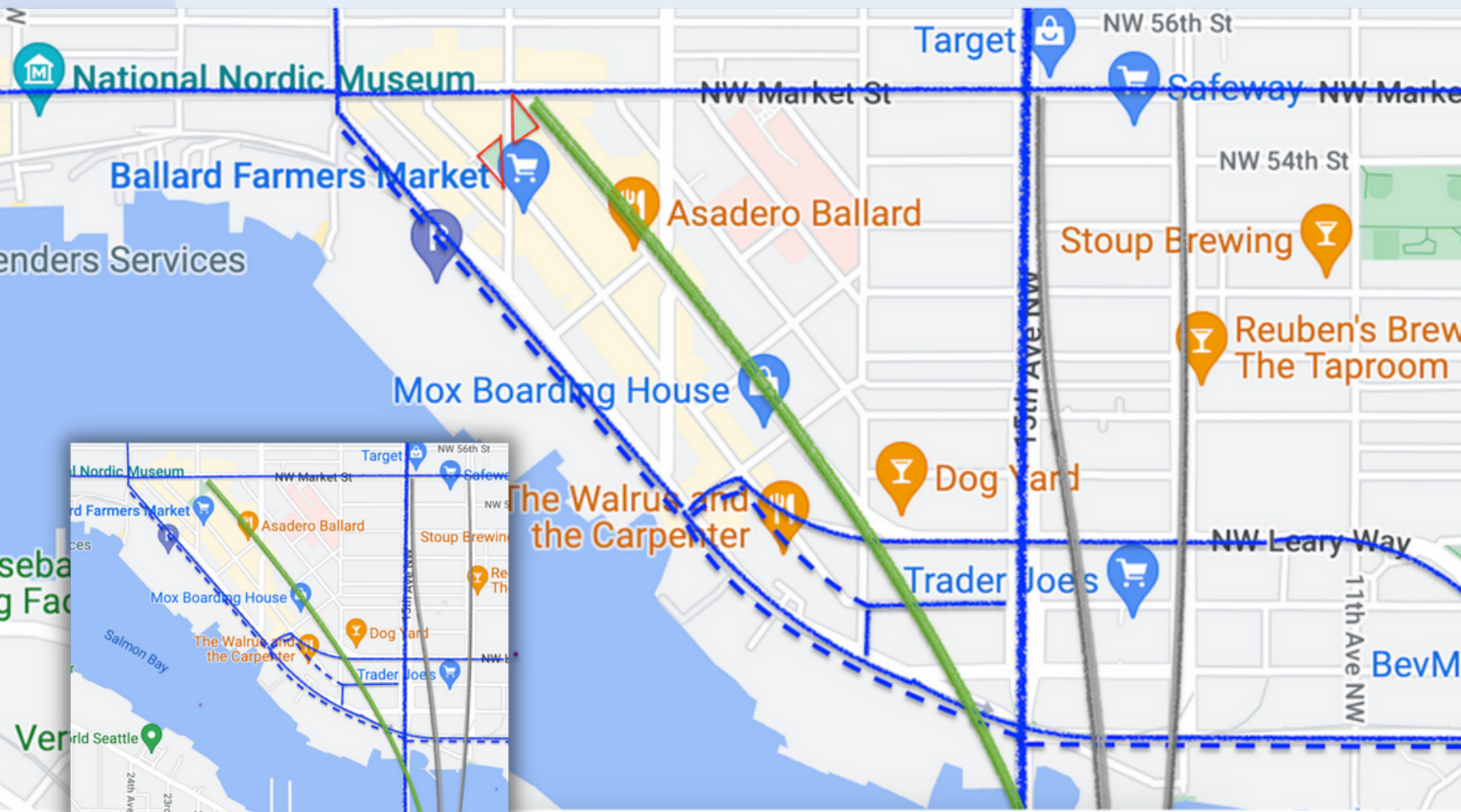
- MORE PEOPLE SERVED
- MORE JOBS SERVED
- MORE HOUSING POSSIBLE
- CENTER OF BALLARD
- PROTECTS LOCAL INDUSTRY
- SAFER ROAD CROSSINGS



*Seattle Subway is not an engineering firm. Concepts illustrated are recommended for further evaluation.

3 BALLARD

Reopen 20th Ave/Thorndyke Tunnel Study to Serve Central Ballard



Zoomed out perspective that illustrates one possible pathway across Salmon Bay.

20th Avenue Ballard Station could make use of two City of Seattle land parcels and the six-lane wide Leary Way's public right of way, **reducing or eliminating the need for any property acquisition.**

Map Legend:

- Green..... Central Ballard Alignment
- Gray..... Current Proposed Alignments
- Blue..... Primary Freight and Transit Arterial Corridors
- Blue Dash..... Potential Temporary Freight, Transit, and/or Local Access Only Streets
- Red..... City-Owned Land



*Seattle Subway is not an engineering firm. Concepts illustrated are recommended for further evaluation.

3

BALLARD

Reopen 20thAve/Thorndyke Tunnel Study to Serve Central Ballard

SOUND TRANSIT Research Prefers 20th Avenue

Purpose and Need / Evaluation Measures	Pre-DEIS Initial Assessment Alternatives	
	15th Ave Ballard Tunnel	20th Ave Ballard Tunnel - Thorndyke Tunnel Portal
<i>Connect regional centers as described in it's Regional Transit Long-Range Plan.</i>		
Population / job densities served (persons per acre, year 2040)	Medium	Higher
Accommodates future LRT extension beyond ST3	Medium	Medium
<i>Encourage equitable and sustainable urban growth</i>		
Proximity to Seattle-designated Urban Centers and Villages	Medium	Higher
Passenger transfers	Medium	Higher
Bus/rail and rail/rail integration	Medium	Medium
Bicycle infrastructure and accessibility	Medium	Medium
Pedestrian and persons with limited mobility accessibility	Higher	Higher
Development potential	Medium	Higher
Equitable development opportunities	Medium	Higher



*Seattle Subway is not an engineering firm. Concepts illustrated are recommended for further evaluation.

4 SOUTH LAKE UNION (SLU)

Move SLU Station inside SLU boundaries and mitigate FOUR dangerous 6-7 lane roads.



SLU Options: Unsafe, Not SLU

Sound Transit (and City of Seattle) preferred Harrison SLU Station is cut off by four of Seattle's dangerous 6-7 lane highway-sized roads:

- Mercer Street
- Dexter Avenue
- 7th Avenue
- SR Aurora/99

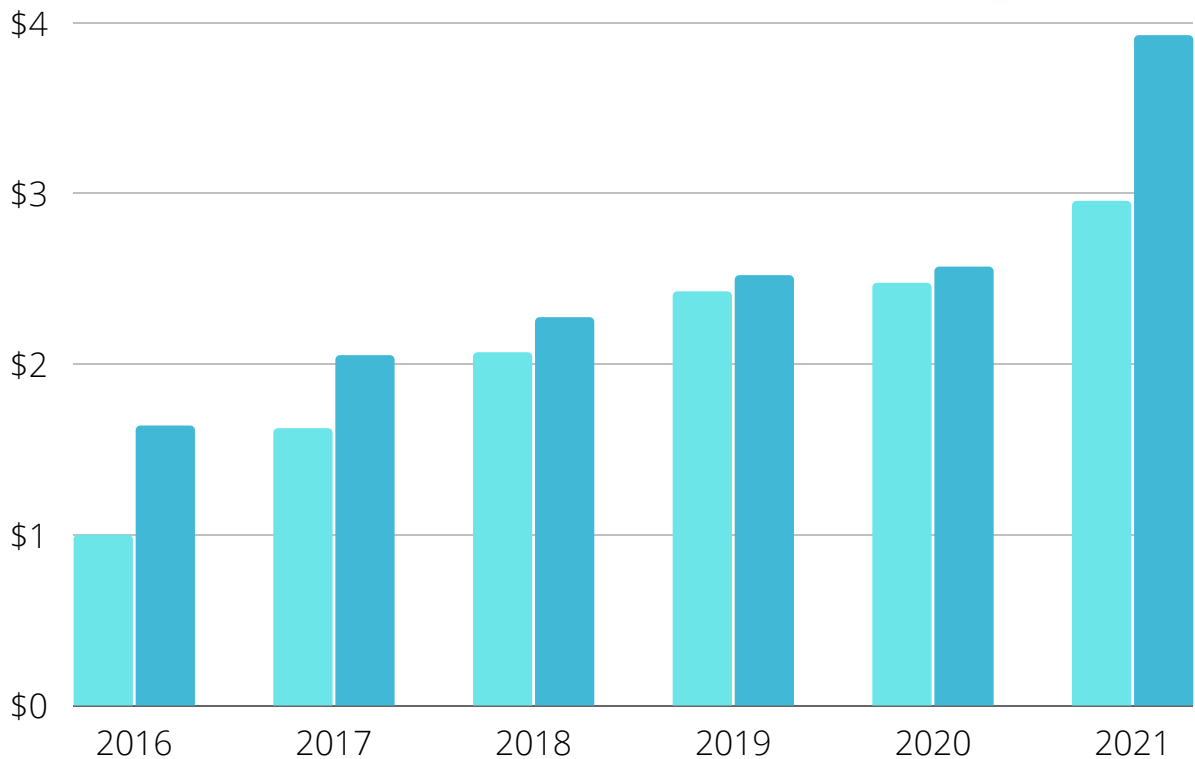
Solutions:

- Move station entrances where people don't need to walk across traffic to access them.
- Pedestrian bridges.

THE PLUS OF BUDGET SURPLUS

Sound Transit secures a budget surplus every single year. This has remained true since the passage of Sound Transit 3 in 2016.

PROJECTED:	ACTUAL:	SURPLUS	% CHANGE	
2016: \$998,371	\$1,635,903	\$637,532	38.97%	
2017: \$1,621,334	\$2,048,008	\$426,674	20.83%	
2018: \$2,065,483	\$2,270,572	\$205,674	9.06%	
2019: \$2,421,983	\$2,516,616	\$94,633	3.76%	
2020: \$2,472,028	\$2,566,710	\$94,682	3.69%	
2021: \$2,952,976	\$3,922,386	\$969,410	24.71%	<ul style="list-style-type: none"> ■ Proposed Budget (\$ Billions) ■ Actual Budget (\$ Billions)



What does this mean for the WSBLE DEIS right now?

Austerity cuts are premature at the moment. *True: costs are higher than anticipated.* However, the same could be true for revenue. **We should not entertain proposals this early to cut or combine stations.** Instead, we should cut station alignment studies that will never benefit riders and ridership outcomes. In place, we should request study of better alignments.

MAILING ADDRESS

PO Box 3007
Seattle, WA 98114-3007

ADMINISTRATION

720 8th Ave S, 2nd Floor
Seattle, WA 98104
206.788.3650

**INTERNATIONAL DISTRICT
MEDICAL & DENTAL CLINIC**

720 8th Ave S
Seattle, WA 98104
206.788.3700

ICHS VISION CLINIC

718 8th Ave S
Seattle, WA 98104
206.788.3505

ICHS LEGACY HOUSE

803 S Lane St
Seattle, WA 98104
206.292.5184

**HOLLY PARK
MEDICAL & DENTAL CLINIC**

3815 S Othello St
Seattle, WA 98118
206.788.3500

**BELLEVUE
MEDICAL & DENTAL CLINIC**

1050 140th Ave NE
Bellevue, WA 98005
425.373.3000

**SHORELINE
MEDICAL & DENTAL CLINIC**

16549 Aurora Ave N
Shoreline, WA 98133
206.533.2600

**SEATTLE WORLD SCHOOL
TEEN HEALTH CENTER**

1700 E Union St
Seattle, WA 98122
206.332.7160

**HIGHLAND MIDDLE SCHOOL
HEALTH CENTER**

11650 SE 60th St
Bellevue, WA 98006
425.373.3135

**ICHS MEAL PROGRAM AT
BUSH ASIA CENTER**

409 Maynard Ave S, Plaza 6
Seattle, WA 98104
206.521.4129

**ICHS PRIMARY CARE CLINIC
AT ACRS**

3639 Martin Luther King Jr Way S
Seattle, WA 98144
206.788.3700

MOBILE DENTAL CLINIC

206.445.8454

Sound Transit Board of Directors Meeting
Written Comments of International Community Health Services
July 28, 2022

To: Sound Transit Board of Directors

RE: Further study of CID Segment alternatives for the West Seattle and Ballard Link Extensions Project

Dear Chair Keel and Sound Transit Board Members,

We are writing today on behalf of International Community Health Services (ICHS). While we broadly support the West Seattle Ballard Link Extension project (project), we ask that the Sound Transit Board of Directors work to make 4th Avenue options a winning solution for the entire region. The Draft Environmental Impact Statement (DEIS) is inadequate, and so ICHS urges the Board to listen to the concerns of the Chinatown-International District (CID) and Pioneer Square communities.

ICHS is a Federally Qualified Health Center with four full-service health clinics and seven satellite sites across King County. ICHS is deeply rooted in the Asian Pacific Islander (API) community, with a mission to provide culturally and linguistically appropriate health and wellness services and to promote health equity for all. We have sent letters, submitted public comments, and provided spoken testimony to introduce ourselves to you, and to educate you about the regional API communities we serve and the healthcare services we provide. As you prepare to debate important decisions about the WSBLE project and what comes next, we want to focus our comments on preparing you for how the next steps you take will impact our community and why it is important.

As we have said before, ICHS supports the expansion of the light rail system for the region. We **strongly support studying a 4th Avenue shallow alignment more thoroughly**. We recognize the challenges that come with expanding high-capacity transit systems in the densely built environments of Snohomish, King, and Pierce Counties, and we realize how important it is for the Sound Transit Board of Directors to identify preferred alternatives across the WSBLE project segments. It is with this understanding that we urge you to take more time to further study the needs for the WSBLE project in the CID.

The CID and Pioneer Square communities have consistently called for Sound Transit to consider ways to **make 4th Avenue viable for station construction**. Building on 4th Avenue would avoid the most harmful impacts to our community that would come from the 5th Avenue alternatives, and can tie together Pioneer Square and the CID without unnecessarily disrupting CID businesses and residents. The CID and Pioneer Square share historic, economic, and cultural roots in Seattle, and a **4th Avenue station would unite these neighborhoods and elevate the whole region**. This project must not result in yet another existential

blow to the CID and people of color. Future studies must focus on eliminating injury to the CID neighborhood including the services in the neighborhood that serve the regional API community.

It is essential that Sound Transit **clarify impacts and recommend mitigation** for the CID segment. As we noted in our DEIS comments, Sound Transit has only studied direct impacts to residents and businesses resulting from station construction, but the analysis did not account for the full condition of the neighborhood. The CID has been disproportionately burdened by mass construction projects and inequitable public policies for decades. There is no question that the **5th Avenue station's construction could create a stark wasteland in the heart of the CID** for many years to come.

Our staff and patients struggle to navigate through the neighborhood with each new project, as do the hundreds of low-mobility and health-compromised seniors who live in the CID. Thousands more travel to the CID to receive healthcare and social services from ICHS and other API-serving community organizations. Building on 5th Avenue would cause significant negative impacts to hundreds of **residents and employees who have not been considered in mitigation strategies**. Further study must account for the vulnerable nature of the residents and businesses who live in the CID, and who travel to the CID to receive healthcare services, so that the true nature of project impacts can be fully understood.

ICHS looks forward to being part of the problem-solving process, and is ready to work with Sound Transit and our neighborhood partners to make this happen. Thank you for your time today.

Sincerely,
Teresita Batayola
President and Chief Executive Officer
International Community Health Services

Gildas Cheung
Board of Directors Chair
International Community Health Services

July 28th, 2022

WSBLE Draft Environmental Impact Statement Comments
c/o Lauren Swift
Sound Transit
401 South Jackson Street
Seattle, Washington 98104

Dear Sound Transit Board and ST3 Planning Staff,

As a business in Central Ballard, I am requesting further study be completed on an ST3 station that serves Central Ballard. The proposed Ballard Station locations on 14th Ave NW and 15th Ave NW, and NW Market St are located too far away from Central Ballard to effectively serve the majority of residents, businesses, and nightlife. The core of the Ballard urban village is centered between 24th and 15th Avenues NW, so 24th Avenue must be served equally as 15th Avenue.

20th Station ranked higher for Sound Transit's key performance metrics in early study work including the most important metric: ridership. Construction of Ballard station will be a major disruption to the area, we need to make sure that the benefit is shared with the most residents, visitors, workers, and businesses possible.

Proposed 14th and 15th Avenue NW stations mean that many businesses on Ballard Ave, Market Street, and the 24th corridor will not share in the benefits of this infrastructure investment. Transit works best when it's convenient, and the proposed stations simply aren't close enough to Central Ballard. Sample walking times make this point clearly, most people will not choose to walk this far on a regular basis to visit our businesses:

- 13 minute walk from 14th Avenue NW and Market Street to Ballard Avenue and Market Street.
- 11 minute walk from 15th Avenue NW and Market Street to Ballard Avenue and Market Street.

Further, Industrial zoning and jobs must be preserved around 14th and 15th Avenues NW. Industrial zoning around 14th and 15th Avenues NW stations should not be counted as expected future Transit Oriented Development ridership potential. The case for a station around 14th or 15th is largely based on places that don't exist yet. We need Sound Transit to focus on the businesses and people that already make Ballard a great place to live, play, and do business.

We are requesting Sound Transit complete a full study of a 20th Avenue NW station to fully understand how best to serve the majority of Ballard's businesses, nightlife destinations, residents, and the neighborhood as a whole. We look forward to seeing Sound Transit better serve our Ballard community with a light rail station within a 5-8 minute walk of all Ballard Avenue businesses that ultimately values riders' time and increased support for small businesses.

We are also requesting that Sound Transit build the Ballard station with the intention of future expansion from Ballard to both the north towards Crown Hill and Northgate, and to the east towards the University of Washington and Sand Point.

The business names listed below from Ballard's small business community request Sound Transit reopen study of a 20th Ave Station with the Draft Environmental Impact Statement's Thorndyke Tunnel Portal in Interbay.

We strongly request action on behalf of our community's united stance as outlined above.

Signed,

The National Nordic Museum
Harries Hat
MacCleod's Scottish Pub
Ballard Smoke Shop
Bar Sabine

Shiku Sushi
Gracia Cocina Mexicana
Percy's and Co
India Bistro Ballard
Paxti's Pizza

White Lotus
The Noble Fir
Parish NW
Ballard Consignment
Sunset Tavern

Simple and Just
Soaring Heart
Lucca Great Finds
Ballard Loft
Kavu