

3/9/2023 System Expansion Committee
Meeting Written Public Comment
Submissions

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Anis

Hello,

My name's Anis. I'm writing because I'm concerned about the impact of Sound Transit's 4th and 5th Ave proposals on the C-ID neighborhood.

The C-ID is a haven, a haven born from the resilience of [communities of color](#). Significant construction on 4th or 5th would cause air and noise pollution, road closures, and socio-economic disruption. The proposals go against the wishes of deeply beloved [aunties, organizers, and small business owners](#) in the C-ID.

I've lived in Seattle since 2011, and the C-ID neighborhood has been a meaningful area for me. The C-ID is where I've built connections with friends, mentors, and chosen family. It's where I can support vendors who look like the people who raised me. It's where I sought out a dance community in 2016 and found a politicized intergenerational space that centers API and BIPOC dancers. It's where I've gone to grieve at vigils for the lives lost in the Atlanta spa shootings, and it's where I've gone to celebrate Lunar New Year, notably after this year's mass shootings in Monterey Park and Half Moon Bay.

The burden of economic and environmental stress on this small immigrant-built neighborhood will have life-altering consequences for individuals, intergenerational households, and the collective culture. [Public health research](#) notes the negative health trajectories of first-generation immigrants in a U.S. policy environment that marginalizes the working-class among them.

In my time in Seattle, I've seen some key development decisions homogenize neighborhoods, contributing to racial homogeneity and unreasonably cruel class homogeneity. I know that Sound Transit does important work, and I believe that there are people in your decision-making process who want to respect the homes and livelihoods of C-ID elders and workers. I look forward to a transparent, engaged response.

Grateful for your time.

Friends of Little Saigon

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

Dear Sound Transit Board,

Attached is a letter in support of the 4th Ave S Preferred Alternative from the board of directors of the [Friends of Little Sài Gòn \(FLS\)](#) in Seattle.

Thank you for your consideration.

Sincerely,
Valerie Tran

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Valerie Tran

Operations Director | flsseattle.org

Dani Tran

Sound Transit,

As a Rainier Valley resident who takes the Link daily, I urge you to consider the 4th ave and Shallow(er) option for future equitable transit in the Seattle Metro area.

The location of this station will affect those not only living in the Rainier Valley, but further south as well such as in Pierce County. We need multimodal transit with CONVENIENCE. We need transit for ALL that will always be accessible.

Please do not move forward with North/South CID and please choose 4th ave and Shallow(er) and keep the Midtown station. I may be able-bodied, but others may not be, and having to take a transfer North of CID for me to go to the CID by transit is not efficient.

We voted for ST3 to bring forth equitable transit, not to make inconvenient transit.

Please do not make a mistake that will hurt transit users already facing dangerous roads in the Rainier Valley.

Donald Liu

I thank the Committee for this opportunity to offer comments about the West Seattle and Ballard Link Light Rail Extension station alternatives being proposed for the Chinatown International District. I live in Chinatown and am a daily user of the Link light rail as I don't own a car. Having easy access to public transportation available to me is very important as I am also a senior citizen. I would like the Committee in its deliberation in making its final decision among the alternative stations that have been proposed to step back and take a big picture view (next 100 years) as to how the station location will affect the future of Chinatown. It is easy to get caught up in details as to cost differences between one alternative location versus another, construction disruptions to traffic, residents, businesses, etc. Although important factors, these are short term factors when considering the effect that the station will have on the long-term health, growth and vitality of the Chinatown/Pioneer Square community. The Committee must consider the more important long-term benefits that the station location will bring to Seattle, and more specifically, the Chinatown and Pioneer Square areas.

Taking a long term view the 4th Ave Shallow Alternative is by far the preferred station location. It keeps the main city transportation hub at the current Chinatown/CID Station location. The Chinatown/CID Station location is the nexus of all Sound Transit trains, Link light rail and buses, Amtrak, Seattle Streetcar, Metro Transit buses. The hub is also the transportation destination for fans attending Lumen and T-Mobile Stadium events. With a new Link light rail Line 2 intersecting with existing Link Line 1 at the 4th Avenue Shallow Alternative station location would be a welcome addition and further expand the

transportation hub's outreach. This Alternative has the advantage of making excellent public use of the iconic Union Station Building, which is now underutilized, provides ready accessibility to those visiting or living in Chinatown and facilitates transfers from those living in the Eastside to Link Light Rail trains going to and from Sea-Tac Airport. In the long term this alternative is also the best for Chinatown residents. As a resident I am more than willing to put up with the construction work and noise, additional traffic and some inconvenience to ultimately achieve a long lasting easily accessible CID station serving all corners of King County and beyond that will attract and bring visitors to Chinatown. It will help revitalize Chinatown for future generations. The Committee should take final action to confirm that the 4th Ave Shallow Alternative is the preferred alternative. More than enough money and time have been spent reviewing alternatives, it is time for the Committee to move on and take final action on selecting the 4th Ave Shallow Alternative station as its preferred alternative.

Respectfully submitted,

Donald Liu

Seattle Chinatown International District Preservation and Development Authority

Hello Sound Transit Boardmembers/System Expansion Committee,

I am submitting the following comments on behalf of the SCIDpda Board of Directors.

Jared Jonson

Co-Executive Director

Seattle Chinatown International District

Members of the Sound Transit System Expansion Committee,

Thank you for the opportunity to comment on the West Seattle-Ballard Link Extension light rail planning project.

About the SCIDpda Board of Directors

The Seattle Chinatown-International District Preservation and Development Authority (SCIDpda) is a nearly 50-year old community development organization that provides affordable housing to hundreds of residents and commercial spaces to over 40 businesses. The SCIDpda Board of Directors provides strategic guidance to the organization on issues that will majorly impact the future of our tenants, partners, and the neighborhood itself.

Support for 4th Avenue Shallow Alternative

The SCIDpda Board of Directors agrees with the diverse coalition of CID stakeholders urging Sound Transit to move forward with the 4th Avenue Shallow alternative. Simply put, we believe that this option is the best choice for the future of our community. **We encourage the Sound Transit System Expansion Committee to recommend the 4th Ave Shallow option as the Preferred Alternative and to commit to funding robust, community-led impact mitigation strategies.**

We ask that you consider the following arguments in favor of the 4th Ave Shallow alternative:

- Locating a station on 4th Avenue has long been a part of the broader vision for residents and businesses in this neighborhood. This location offers the most convenient and efficient regional connectivity for Seattle streetcar riders, eastside light rail riders, and commuters who use the Sounder and Washington State Ferry system. A station at this location will knit together the CID, Pioneer Square, South Downtown and the Stadium District, while creating a more vibrant community by establishing the CID station as one of the most important destinations in the entire Link Light Rail system.
- While we know 4th Ave Shallow will be a difficult project, we also know that it will be the right project for both the CID and the region. It satisfies voters' expectations and provides the connectivity that people voted for. It will also provide frequent, reliable transit access to generations of CID residents, visitors, and businesses. We know that construction will be challenging—but Seattle has successfully tackled many challenging construction projects over the years (e.g., I-5 viaduct removal, SR 520 construction, Seattle Waterfront redevelopment, etc). SCIDpda and our partners are prepared to tackle this challenge. We need our leadership to join us.
- 4th Ave Shallow has been thoroughly reviewed in the Draft EIS. The Sound Transit Technical Advisory Committee's recent report strongly recommends that the agency make more timely decisions. We agree with that recommendation and urge you to address it by recommending the 4th Ave Shallow option as the Preferred Alternative. Staff time saved by not studying less-performant alternatives can be better spent working to address our community's concerns about construction impacts and traffic disruption.

Concerns About the North and/or South CID Alternatives

We know infrastructure projects of this magnitude are disruptive, but the North and/or South of CID alternatives will not eliminate harm to our community—quite the opposite. We ask you to consider the following concerns about the North and/or South of CID alternatives:

- The South station does not serve the CID and it performs more like a northern extension of Stadium Station. Functionally, this location is “Stadium North”—not CID South. While it may meet the needs of the stadiums and a pending future real estate development, it will fail to meet the needs of the CID community. It falls outside our neighborhood in the SODO Industrial District, where it cannot provide access to healthcare, jobs, families, or opportunity. We feel that it has been inaccurately described as an option that would “avoid harm” to the CID, and for the reasons listed above we urge you cease studying it any further.
- The North of CID station does not meet the needs of our community either because it unnecessarily complicates line transfers, making it difficult to reach the CID from the south and vice versa. Many CID visitors travel from communities in South Seattle and other cities in South King County. The North of CID option would force these visitors to travel north beyond the neighborhood to catch another train and then ride that second train south for a single stop—a counterintuitive process that is likely to result in many would-be visitors getting frustrated or even lost. Similarly, the North of CID alternative will present challenges to residents who want to travel south but would either need to complete the burdensome transfer from Line 2 to Line 1 or walk a significant distance from the CID to Pioneer Square. For many members of our community—particularly those who are elders and/or have mobility limitations—neither of these options are acceptable. This station, like the South of CID option, should not be considered any further.

The SCIDpda Board of Directors urges you recommend an alternative that can facilitate the next 100 years of community development, social connection, and economic prosperity of the CID. We ask that you recommend the 4th Avenue Shallow option as the Preferred Alternative and commit to supporting the CID with robust, community-led impact mitigation. Thank you for your leadership.

Sincerely,

The SCIDpda Board of Directors

	May Wu	Aileen Balahadia	Mindy Au
Cindy Ju			
Tiernan Martin	Miye Moriguchi	Elliot Sun	Kevin Cao
Wayne Lau	Jerilyn Young	Myron Ramirez	

Charles Fowles

Dear Sound Transit Board,

Please make the equitable decision to invest in the sustainable transportation future the CID needs and deserves. Only a station on 4th Avenue serves this neighborhood which has been so often overlooked. A 4th Avenue Station is also much better for all transit riders in Seattle and the region, especially those coming from South of Seattle. Neglecting the needs and future of the CID and transit riders is the opposite of your mission, and is not what the voters approved in 2016. Please make the right choice and Move Forward on 4th.

Best,

Charles Fowles

Phillip Reeder

Dear Sound Transit Board,

Please make the equitable decision to invest in the sustainable transportation future the CID needs and deserves. Only a station on 4th Avenue serves this neighborhood which has been so often overlooked. A 4th Avenue Station is also much better for all transit riders in Seattle and the region, especially those coming from South of Seattle. Neglecting the needs and future of the CID and transit riders is the opposite of your mission, and is not what the voters approved in 2016. Please make the right choice and Move Forward on 4th.

Best,

Phillip Reeder

Giridhar Babu

To the Sound Transit Board:

Please consider a 4th Avenue station option that prioritizes connections over the "North of CID" option. The purpose of public transit is to provide convenient transport for everyone in our city, hopefully for generations to come.

When deciding on a key part of the long term transit plan, the CID station which would facilitate connections, prioritizing riders should be the first goal. Once the decision is made, our city deals with the ramifications for generations. Choosing a "North of CID" station will making transit connections horribly

inefficient. Poor connections will forever haunt our system and stymie ridership, while any time and money savings will be long forgotten.

Decades down the line, I hope people choose to use the link light rail because it's quick and convenient, and I hope the Sound Transit Board shares that desire. It's crucial to the future of system, to the riders who depend on it today and tomorrow, to the underserved areas of Seattle, and to our environment that we get this right.

Thank you,
Giridhar Babu

Unnamed Commenter

I am a Seattle resident and recently read about plans to place the transfer station past the CID. This is ridiculous. It's a natural transit hub already for all forms of transit! I can only assume it's a purposefully exclusionary or financially motivated decision which is absolutely shameful. Local workers, commuters and businesses deserve better and it would be a waste of time and money for everyone to not utilize space we already have.

I sincerely hope these plans will not go through, and that leadership will see reason. The city is watching.

Sean Bennett

Dear Sound Transit Board

Please make the decision to invest in sustainable and equitable transportation by keeping a station on 4th avenue. It will both serve the CID as well as be an important hub for transit as it already is. As someone who transits between Bellevue and South Seattle and also within Seattle, it is by far the most central and useful transit point in the entire area and should be invested in to update and improve rather than introduce even more transfers within the city. Invest in the community and build upon already existing infrastructure rather than create even more congestion and confusion when travelling throughout the city and metro area. Not only will it serve as a premier transit hub, but a cultural hub as well bringing even more people to the CID.

Thank you,
Sean Bennett

Jennifer Simpson

Dear Sound Transit Board,

Please make the equitable decision to invest in the sustainable transportation future the CID needs and deserves. Only a station on 4th Avenue serves this neighborhood which has been so often overlooked. A 4th Avenue Station is also much better for all transit riders in Seattle and the region, especially those coming from South of Seattle. Neglecting the needs and future of

the CID and transit riders is the opposite of your mission, and is not what the voters approved in 2016. Please make the right choice and Move Forward on 4th.

With kind regards,

Jennifer Simpson
LQA

Unnamed Commenter

I use light rail almost daily in the City of Seattle. North-CID will lock in a worse design over the current CID options that will make transfers between lines and into Union Station far far worse. If you want a world class transit system do not select the short sighted, bait and switch North-CID option.

Stephen Fesler

Dear morning boardmembers:

Please make the equitable decision to invest in the sustainable transportation future that CID needs and deserves. Only a service to the Union Station Hub serves this neighbourhood that has so often been overlooked. It's also much better for all transit riders throughout the region and Seattle, especially for riders coming from the south. Neglecting the needs and future of the CID and transit riders is the opposite of your mission, and is not what voters approved in 2016. Please make the right choice and move forward on the Union Station Hub.

Kind regards,
Stephen Fesler

Isaac Gloor

Good morning,

I'm writing to share comments regarding the alternative locations for West Seattle / Ballard link stations. All alternatives, save 4th Ave shallower, provide outcomes and transfer times that make the regional transportation system worse. We need to be building the best transit system we can, not the easiest transit system or the most politically expedient or the cheapest. Please approve a new link station centered at Union Station so that in 30 years, Seattleites aren't left wondering 'why'd they build it this way? Couldn't this be faster?'

Best,
Isaac
Seattle, D7

Unnamed Commenter

Hi,

I informed the you are about to make a horrible mistake today.

The preferred alternative should be "4th Ave Shallower" and that "North CID," which deletes both Madison and the CID hub, is unacceptable.

People from Rainier valley have been getting off at the CID for over a decade. Most of Asian people in Seattle live there. You can't disconnect them. My wife goes there by train to shop for groceries.

I honestly don't even know what you're thinking.

Unnamed Commenter

Bypassing the very nice existing station in CID would create unacceptable rider delays and confusion. ST has failed to present a compelling reason for this course of action and should submit to the will of the riders.

Braeden Van Deynze

Dear Sound Transit Board:

I live in the Rainier Valley and ride the Link several times a week. I often ride to destinations in or near the CID, including to Mariner's games in the summer and the Amtrack station for regional travel. I also ride further north for frequent business at UW. I am eager for Line 2 to open so that I can visit with friends on the Eastside without driving through dangerous traffic on I-90/I-405.

The so-called North of CID Station plan should not be considered for further study. This station would add considerable time to nearly all trips originating out of the Rainier Valley relative to the 4th Ave/Union Station site. Forcing these increased travel times, which in many cases will be considerably worse than the present status quo, on Rainier Valley residents is grossly inequitable and would represent yet another chapter of the region's disinvestment in the area. Our state regularly spends far more than the cost differential on highways to save drivers less time. Why are travel time savings not a consideration for Rainier Valley riders?

Sound Transit is first and foremost a transit agency. The board has an obligation to serve current and future riders first and foremost. Discussions around these stations have revealed that riders are at best a secondary concern to many leaders, who appear to be far more concerned about the short-term impacts on a small subset of businesses or raiding Sound Transit funds for redevelopment opportunities.

Build ST3 for the riders who need it most. Stop wasting taxpayers' time and money studying alternatives that would unambiguously weaken the system and undermine ridership. Select the 4th Ave Shallower alternative as the preferred alternative.

Sincerely,

Braeden Van Deynze

Scott Mayhew

Dear Board -

I've read a few things recently:

1) A recently released report indicates that since ST3 was passed, Sound Transit has been wasting A LOT of money on indecision and mismanagement.

2) Sound Transit is now wasting a lot of money on finding alternative routes to the obvious, best route of a shallow cut 4th Ave Station at Union Station in the CID.

Crosscut listed the alternatives this morning and none make as much sense for rider usage and efficiency as 4th Avenue/ CID hub. This route will be used for generations and the Board must consider this rather than simply cost or temporary disruption to traffic.

As someone who lives in Rainier Valley, bought a house in Columbia City before tracks were laid BECAUSE light rail was going in, and works in Bellevue, I am very much motivated for the absolute best alignment of all lines to keep my life as transit oriented as possible.

Thank you,

Scott Mayhew

Austin Johnson

Good morning,

We want you to consider only the 4th Ave Shallow option (& associated stations like Midtown).

Continuing to study stations like the I-90/lower CID station or the King County Campus station do not put transit riders at the front of the system design.

Thank you,

Austin Johnson

Unnamed Commenter

Please do not make the mistake of moving the future new station away from the CID. A shallow 4th Ave option is the best option for activating Union Station and making transfers easy and accessible. Anything else is myopic and only serves to damage long-term prospects of ridership. Making transfers an arduous task will only serve to degrade ridership experience and lead to less usage.

David Guiland

If it's not the 4th street shallow option, it's a betrayal of riders, which are the board's actual constituents. I understand that you all have other jobs in addition to being on the board, but the board needs to be the one to advocate for the riders and putting a transfer station anywhere other than the region's largest hub would be a centuries-long mistake.

This choice will last for hundreds of years. Please make it with that in mind.

-David Guiland
Shoreline Resident

Drew Johnson

Dear Sound Transit Board,

Please select the "4th Ave Shallower" option for the CID as the preferred alternative for light rail expansion. The value of straightforward and timely transfers between multiple transit modes (Amtrak, Buses, Link, and Sounder) and routes can not be overstated and is paramount to a well-utilized and effective transit system. The opportunity to complete a "Union Station Hub" is a once in a generation investment in our region's transportation future and will pay huge dividends for rider experience. Skipping this option and opting for a "North CID" option ignores the potential of a simpler and more robust transit system and experience and should not be selected to move forward.

We need to build a transportation system for the long-term, one that will benefit our children and our planet by creating alternatives to driving automobiles that people actually want to use.

Thank you,
Drew Johnson
North Seattle Resident

Marshall Katz

The North CID Transit Concept will add between 5-10 minutes of additional transit time for future able bodied riders. This adds up to 10-20 minutes of additional transit time a day. If we assume 10 million annual riders that turns out to be **19-38 human years lost every year** due to increased transfer time. Please do not burden future generations with a transit design that will cost dozens of human years in additional wasted time. This station will most likely last for well over 100 years. Do it right today so future generations will thank us instead of being resentful for our personal greed.

Thank you,
Marshall Katz
Seattle resident and daily transit rider

Sam Fullerton

Dear Board Members,

Please consider the realistic logistics of moving the stations away from the Union Station Hub and it's consequences.

The escalators have been a continual nightmare for daily riders and have NOT improved in 4yrs of personal use, 3 minute advertised transfer times in the pioneer square option would be at least double, if not more for non-local, non regular system users, this would deter many new riders.

Continually having to backtrack and transfer multiple times and locations will destroy huge portions of future ridership, it's why our bus system is so frustrating and underutilized as is, please do not make the same mistakes while looking at the next 20-40yrs of this critical transit infrastructure that will define not just the cities, but the county, state, and region.

We can do better together and it's time to move ahead.

Thank you,
Sam Fullerton.

Jason Rock

The promise to voters was a regional transit system that works for Seattle transit riders. Removing the CID transfer point is not what was promised.

Liesl Olson

Please keep a station around Union Station as the preferred alternative in the ST3 expansion. The transfer times at the North of CID option are too long and will impact our vulnerable riders who already face unprecedented travel times along the line.

Liesl

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Liesl Olson, MPA
Pronouns: she/her/hers

Grant

Hello Sound Transit Board,

Please consider the best station location for future transit riders with station locations for ST3. CID should be located at 4th Ave shallow(er) to allow for an amazing transit hub from King Street to Union to multiple sound transit services.

Station locations north or south of CID will create a larger transfer penalty for riders across the region.

Thanks,
Grant

Erich

Dear Sound Transit,

Please develop the new station in the CID – preferably as a shallower station on 4th Ave. This will create a complete regional transfer station that is the best solution for riders. The shallower 4th Ave station in the CID delivers a superior rider experience with convenient transfers and simple station transfers. That makes it the best option for the greater Seattle community. The North CID station is a bad idea for riders and will create significant travel delays and add complexity to transfers.

Best,
Erich

Nick

Please do not pursue the pioneer square station. A Chinatown transfer at a 4th Ave shallower station is better for riders and should be prioritized

A concerned voter,
Nick

Rainer Metzger

Dear ST Boardmembers,

I live Downtown, equidistant from CID and Pioneer Square Stations.

Please focus on building the fastest, most efficient, most accessible transit service possible. That means building the Union Station hub and the best option for rider service: the **4th Ave Shallower option**.

To make this option work for surrounding neighborhoods, and keep traffic flowing on 4th Ave during the long construction period, build a **lid over the BNSF tracks, from Washington St to Seattle Blvd**. This would not only reduce traffic impacts but would also improve air quality and create valuable public open space after completion. This solution would go a long way toward alleviating fears in the CID about light rail construction damaging the neighborhood, and allow the best possible outcome to happen—a shallower Union Station hub.

The worst outcome would be to build the hub at Pioneer Square Station. This creates delays, long transfers, out of direction travel, and generally makes the light rail experience worse for riders across the region. Please stop spending time and money, and causing delay, with further consideration of this bad option.

Lid the tracks along 4th Ave and build the shallower option at Union Station.

Thank you for your consideration.

Sincerely,

Rainer Metzger
Downtown Resident

Ian Boudreaux

Dear Sound Transit Board,

Please make the equitable decision to invest in the sustainable transportation future the CID needs and deserves. Only a station on 4th Avenue serves this neighborhood which has been so often overlooked.

A 4th Avenue Station is also much better for all transit riders in Seattle and the region, especially those coming from South of Seattle. Neglecting the needs and future of the CID and transit riders is the opposite of your mission, and is not what the voters approved in 2016.

Please make the right choice and Move Forward on 4th.

Best,
Ian Boudreaux

Jackson Teal

In comment to your meeting scheduled today, 3/9, I would like to voice my support for the 4th Street Shallower option for the CID station. Every station alignment in the planned design is important and I have opinions on many of them, but this station is the most important as it can and should be the system hub that elevates Sound Transit on a global scale. Providing easy, quick transfers and connections centered around a single hub and historic building is what will make the system not only more effective but a model for others.

The North CID option will cripple the Sound Transit system from the start. The North CID option is a political option that provides an appearance of providing what voters were promised without actually doing so. This option offers no positives other than a reduced cost. This is the safe option presented by a governing body with no vision, no courage, and no regard to the effectiveness of the system or following through on providing the system voters were promised. DO NOT CHOOSE NORTH CID OPTION.

Dow Constantine's plan for utilizing the station to revitalize King County properties around the Courthouse is a bad plan. It creates a poor transit system with no promise of revitalization or actual development. the 4th Ave crater and multiple stalled residential towers around this southern area of downtown are a stark reminder that the market wants to develop here. The issue is the design review process and a new station for a poorly connected system will not solve this issue.

Jackson Teal

Charles Cooper

Please do the right thing and move forward with the 4th Ave CID shallower option. It preserves the multimodal terminal at Union Station and it's the best option to serve the thousands of commuters each day.

Regards,
Charles Cooper

Skyler Urban

To whom it may concern

I am writing this comment to express my support for the 4th Ave Shallow Station. This is by far the best option for riders and the long-term viability of the link system. I also would like to express my concern with the competing proposed station locations.

A Station North of CID will create transfers that are excessively long, leading to a worse ridership experience, likely decreasing ridership in the long term. Next, a SODO-located station will cause confusing and impractical transfers for riders.

It is time to stop with the endless studies and make a decision - place a shallow station on 4th Ave. This is the only option to guarantee a positive rider and transferring experience.

Thank you,
Skyler Urban

Scott Bonjukian

Dear Boardmembers,

I was very concerned to read this thorough analysis of ST3 travel times and multi-seat rides by The Urbanist with the new concepts to skip a new station and Union Station hub in the CID. These concepts should be rejected because they'll actually make our transit system worse and discourage ridership for centuries. Please think long-term about what is best for creating a seamless and efficient rider experience, and look beyond temporary construction impacts which can be more easily mitigated.

<https://www.theurbanist.org/2023/03/09/incomplete-analysis-overlooks-rider-delay-caused-by-skipping-union-station/>

I also encourage you again to reconsider whether we need a second downtown tunnel. I previously shared this analysis also from The Urbanist. Looking into this would be a productive use of staff time, compared to the concepts to remove a Union Station hub.

<https://www.theurbanist.org/2023/02/07/build-ballard-link-faster-by-skipping-second-downtown-tunnel/>

Thank you,

Scott Bonjukian

Tyler Van Dooren

Sounds Transit,

Please locate the new CID Link station on 4th Ave next to Union Station. Any location outside of the International District would forever cripple the entire network due to additional needed transfers and longer transfers. The CID Station and Westlake are going to be the two main hubs of the entire system, with the CID being the larger hub due to its proximity to the Sounder and Amtrak trains. It also gives Sound Transit the opportunity to renovate Union Station into a proper big city central station that Seattle is currently lacking. This would allow there to be a single station that gives access to every Link line in Seattle (The 1, 2, and 3) plus all train service serving the city. There is no alternate location where all this can happen and if the new CID station isn't located here, that will forever be lost! The 4th Ave location also addresses the comments from CID residents about construction interruptions to businesses on 5th Ave. Please ignore Sodo and Pioneer Square station options, and do the right thing for the future of the system.

Thank you for your consideration,
Tyler Van Dooren

Brett Burton

Dear Committee,

I would urge you to please place the new Link 1 Line extension on 4th Avenue. It is shallower and the most beneficial option for riders. The other alternatives being considered create extra transfers and time penalties. They would make our region's transit network more of a barrier to people who are disabled, elderly, toting children, or just carrying larger luggage and goods. When considering the locations of our line extensions, rider experience must be the top priority. This decision will have ramifications for decades to come, and failing to unlock the system's full potential would be a regretful outcome. Thank you very much for your consideration.

Brett Burton
Beacon Hill

Alonso Alvarado

Hello,

I am a frequent user of light rail and live near the Mount Baker station. The north of CID alternatives will be negative for south Seattle riders who have a strong cultural and community ties with the CID. Having a station north means having to transfer to backtrack to the CID. It is also a negative for those in south

Seattle who may be heading to the Eastside for work. It adds time to travel and transfers and results in a less efficient station. Please strongly consider the shallow 4th Ave option in the CID.

Thank you,

Alonso Alvarado
SE Seattle resident

Cole Jackson

Hello,

I am writing to express my strong preference for the 4th Ave Shallow option for the Ballard Link Extension. The North of CID option cannot be allowed to move forward. It is not well thought out and restricts access to critical communities.

Thanks,

-Cole

--

Cole Jackson

Ryan Lorey

Hello Sound Transit Board,

My name is Ryan Lorey, and I am a car free, transit-reliant Seattle city resident from the 98125 zip code. As planning for the new downtown tunnel continues, it is of the utmost importance that the location of future stations facilitates mobility and access for all riders coming from any direction.

The recent proposal from Executive Constantine is an insufficient plan that does not meet the needs of current or future riders on the Link right rail. This plan should NOT be considered any further. It comes with a promise to redevelop a lot of property downtown that may take years, may never come to fruition, and even if it does, it won't serve the needs of riders as it creates a poor transfer experience by forcing backtracking. This plan should not be studied further.

Please, please, please, prioritize and study the 4th Ave ShallowER option above all others. It is a fantastic design for a true multimodal station that facilitates smooth transfers, will create a wonderful new public realm where one is needed, and on top of all of that, it has widespread community support for those in the International District and outside of it.

I urge you to not study any more options aside from the 4th Ave ShallowER option.

Thank you,

Ryan Lorey

Unnamed Commenter

Today, Sound Transit must select the Midtown Station and 4th Avenue Shallower Station as the Preferred Alternatives in Downtown Seattle for the West Seattle Ballard Link Extension project.

Ted Wiederhold

Today, Sound Transit must select the Midtown Station and 4th Avenue Shallower Station as the Preferred Alternatives in Downtown Seattle for the West Seattle Ballard Link Extension project. PLEASE think of the riders. We can keep the businesses going for a few months, but bad decisions on the network level will hurt the system and the city for the next 100+ years! Please think long term and make the right decision for the future.

Thank you for your time!!

-Ted Wiederhold

Ballard Resident

Unnamed Commenter

Today, Sound Transit must select the Midtown Station and 4th Avenue Shallower Station as the Preferred Alternatives in Downtown Seattle for the West Seattle Ballard Link Extension project. Anything short of this would be a disaster for transit riders and goes against what voters voted for in 2016.

Do not let short term thinking cause generational harm. Do not let the concerns of a few outweigh the benefits for everyone.

We have made terrible mistakes in the past and have been slow to recover from them. Let's not make another mistake of the same proportion again.

Thank you for the opportunity to comment.

Unnamed Commenter

Today, Sound Transit must select the Midtown Station and 4th Avenue Shallower Station as the Preferred Alternatives in Downtown Seattle for the West Seattle Ballard Link Extension project. Please do not cut off the CID, the train station, and stadiums.

Austin England

To whom it may concern,

Today, Sound Transit must select the Midtown Station and 4th Avenue Shallower Station as the Preferred Alternatives in Downtown Seattle for the West Seattle Ballard Link Extension project.
-Austin England

Kian Bradley

Hello,

Regarding today's meeting about the Ballard-to-West-Seattle Link extension- please pick a station design that will reduce the length of transfers. Expecting transit users to walk minutes to make a connection is unrealistic.

We need to ensure that transfers at Union Station will be as quick and painless as possible. The current Chinatown station design requires an extensive walk.

Getting this right might mean more local business disruption in the short term, but in the long term, it's worth it- we are building a transit system that will last for generations.

Thanks,

Kian Bradley

Javeed Shah

Today, Sound Transit must select the Midtown Station and 4th Avenue Shallower Station as the Preferred Alternatives in Downtown Seattle for the West Seattle Ballard Link Extension project.
Best

Javeed Shah

Seattle Transit Rider

Andrew

Dear Sound Transit,

As a Seattle light rail commuter who sold his car, I endorse the shallow 4th Ave CID Station, which makes so much sense. We have one chance to get it right, and time and money is being wasted on nonsense alternatives, such as the north CID station.

King Street Station and Union Station have been the transportation central hub for the city and region since the *founding of this city*. I'm speechless watching Sound Transit pretend that it can simply change this fact.

As a 30-year Seattle resident who sold his car, I'm disheartened to watch Sound Transit be influenced by car-owning NIMBYs rather than the actual transit-users like myself and many others.

Combine King Street Station, Union Station, and the existing and future CID light rail stations into a beautiful aboveground and subterranean rail hub with retail and art.

Respectfully,

Andrew

Unnamed Commenter

Today, Sound Transit must select the Midtown Station and 4th Avenue Shallower Station as the Preferred Alternatives in Downtown Seattle for the West Seattle Ballard Link Extension project.

Unnamed Commenter

Today, Sound Transit must select the Midtown Station and 4th Avenue Shallower Station as the Preferred Alternatives in Downtown Seattle for the West Seattle Ballard Link Extension project. Hard to see why we shouldn't terminate all future planning and shift to a local metro funding and operations approach if Sound Transit continues to make poor choices and fails to manage its responsibilities to the public.

Unnamed Commenter

Today, Sound Transit must select the Midtown Station and 4th Avenue Shallower Station as the Preferred Alternatives in Downtown Seattle for the West Seattle Ballard Link Extension project.

Derek Dexheimer

Today, Sound Transit must select the Midtown Station and 4th Avenue Shallower Station as the Preferred Alternatives in Downtown Seattle for the West Seattle Ballard Link Extension project. The suggested "North CID" is not what voters voted for. The "North CID" option disconnects Rainier Valley riders from both CID and stadium access and is particularly bad for South King, East King, and Pierce county riders. You know, poor and black and brown people. Is that the unstated goal here?

"North CID" also has no connection to Amtrak or Sounder, for everyone. Is this also an unstated goal? The 4th Avenue Shallower Station is the only truly viable option on the table. Stop wasting my taxes being racists, approve this, and move on.

Derek Dexheimer

Unnamed Commenter

Today, Sound Transit must select the Midtown Station and 4th Avenue Shallower Station as the Preferred Alternatives in Downtown Seattle for the West Seattle Ballard Link Extension project.

The "North CID" option disconnects Rainier Valley riders from both CID and stadium access and is particularly bad for South King, East King, and Pierce county riders. Choosing this option is a terrible equity miss.

Unnamed Commenter

Today, Sound Transit must select the Midtown Station and 4th Avenue Shallower Station as the Preferred Alternatives in Downtown Seattle for the West Seattle Ballard Link Extension project.

Unnamed Commenter

Today, Sound Transit must select the Midtown Station and 4th Avenue Shallower Station as the Preferred Alternatives in Downtown Seattle for the West Seattle Ballard Link Extension project.

Avery S

Today, Sound Transit must select the Midtown Station and 4th Avenue Shallower Station as the Preferred Alternatives in Downtown Seattle for the West Seattle Ballard Link Extension project.

Good morning,

I'm Avery, a frequent transit rider in South Seattle. The system plan involving a "North CID" station is unacceptable to be - it does not provide adequate transit to the area it claims to serve. Instead, I favor the 4th Avenue Shallower Station as the preferred alternative. Please take the people who use your services into consideration when planning this kind of thing. Thanks!

Avery S.

Thomas De Leon

Dear Sound Transit Board,

Please make the equitable decision to invest in the sustainable transportation future the CID needs and deserves. Only a station on 4th Avenue serves this neighborhood which has been so often overlooked. A 4th Avenue Station is also much better for all transit riders in Seattle and the region, especially those coming from South of Seattle. Neglecting the needs and future of the CID and transit riders is the opposite of your mission, and is not what the voters approved in 2016. Please make the right choice and Move Forward on the "CID 4th Avenue Shallower" option.

Thomas De Leon

Max Burke

Hello -

I am submitting this comment in response to today's System Expansion Committee Meeting. My name is Max Burke, and I reside in Ballard.

I want to express my sincere desire for the Sound Transit Board to pursue a CID station centered around Union Station. That station makes the most sense for riders across the system (especially the disabled) because it allows easy transfers between different Link lines and other modes of public transit, including Sounder, Amtrak, and the Streetcar. The North of CID station option would have the opposite effect, making transfers and commutes more difficult for all riders. Thus, the North of CID station should be rejected.

Of course, any station in the CID should take into account and mitigate the short-term impacts on the CID community caused by station construction. The least impactful station should be adopted. But the Board should not avoid short-term impacts in exchange for long-term negative impacts to the entire system. No one, including CID residents, would benefit in that inequitable situation.

The voters approved ST3 with a CID station. That vote should be respected.

Thank you.

Alex

Hello, ST board,

I hate to see the North CID idea getting pushed, the North CID idea is unacceptable for transit riders, and a terrible equity miss, and is NOT what voters approved, the preferred alternative for CID is the 4th shallow station, and nothing else.

-Thank you

Alex

Ross Peizer

I encourage Sound Transit to select the Midtown Station and 4th Avenue Shallower Station as the Preferred Alternatives in Downtown Seattle for the West Seattle Ballard Link Extension project for the sake of transit riders experience and world class transit options and connections.

--

Ross Peizer (he/him)

Ben Broesamle

Today, Sound Transit must select the Midtown Station and 4th Avenue Shallower Station as the Preferred Alternatives in Downtown Seattle for the West Seattle Ballard Link Extension project. The deletion of CID station on 4th and of Midtown Station near Madison is bad for equity because it's bad for transit riders, it's also an abomination when looking at the plan that voters approved.

Sincerely,
Ben Broesamle

Hendrik de Kock

Hello,

I am extremely concerned about the recent efforts by the Sound Transit board to find alternatives to a station in the International District due to opposition from local businesses based on what will be only temporary impacts.

In order to make transit work for the largest set of riders, which is the most important goal of a transit agency, transfers must be easy and not involve unnecessary backtracking. Both of the proposed alternative options to the International District fail miserably on this measure. Sodo transfers would in some cases require transfers to two separate lines, introducing uncertainty in what could be single transfer journeys with a Union Station hub. Pioneer Square transfers will involve many minutes of unnecessary walking (not to mention construction of an extremely complex pedestrian tunnel that needs to cross an active freight line). Both transfers would add 10 minutes *plus unnecessary backtracking* to trips such as Bellevue to the Rainier valley or Judkins Park to West Seattle *in perpetuity*, all to avoid some years of construction impacts to the International District. These trips are difficult to do by transit today, but one of the gifts of light rail is opening up convenient and easy transit routings for previously difficult trips. Don't give this up *forever* just to appease business owners worried about *temporary* construction impacts

Sincerely,
Hendrik de Kock

Jeremy Swirsley

Today, Sound Transit must select the Midtown Station and 4th Avenue Shallower Station as the Preferred Alternatives in Downtown Seattle for the West Seattle Ballard Link Extension project. The North CID station is unacceptable and will make a worse transfer experience for everyone. As someone who will use Ballard Link when it opens but I don't live within walking distance of any of the new stations, and my downtown bus routes will likely be deleted, this means my one seat ride today to reach King Street Station will become a 3 seat ride. This is unacceptable.

Please retain the stations that I and the rest of the voters approved in 2016.

Thank you,
Jeremy Swirsley

Ashok Parasa

Hello,

I would like to inform the board that I support the "4th Avenue Shallow" station option. I do not support the "North CID" station option. The "North CID" option will result in an awful transfer experience for riders, who would otherwise have a seamless experience with "4th Avenue Shallow." There are major equity misses by not investing in this truly multi-modal transit opportunity at the intersection of the CID and Pioneer Square. Voters approved a system that is efficient and easy to use. Please choose "4th Avenue Shallow." Thank you.

Best,

Ashok Parasa

Akshay Saini

Dear Sound Transit Board,

I am writing to urge you to select the Midtown Station and 4th Avenue Shallower Station as the Preferred Alternatives in Downtown Seattle for the West Seattle Ballard Link Extension project.

I am concerned that the omission of these two stations is a compromise that will harm transit in the region for decades to come. I understand the value in avoiding disruptive construction in CID, and I know that a shallow 4th Ave station comes with added cost. I hope, though, that we seriously consider the quality and efficiency of our transit system in the long term when making this decision and try to do what's best for future riders.

Omitting the Midtown Station will continue to harm First Hill residents who were cut off from light rail when their station was deleted from the 1 Line. Removing the connection at CID will dramatically increase travel times and introduce multiple transfers for riders connecting at that station.

The region made a bold decision to invest in public transit by voting in favor of ST3 in 2016, and I hope that by relentlessly focusing on the experience of the rider when making decisions like these we can ultimately deliver a system that fulfills that vision.

Thanks,

Akshay Saini

Capitol Hill resident

Ashley Hotchkiss

Hello,

I am writing to express my support for the 4th Ave Shallower Station, which I believe is the most viable option for riders and the long-term sustainability of the link system. Furthermore, I have concerns regarding the proposed station locations that compete with this option. A station located north of CID will result in excessively long transfers, which will likely lead to a poor ridership experience and a decrease in ridership in the long run.

Similarly, a SODO-located station will create confusion and impractical transfers for riders. I urge decision-makers to halt the seemingly endless studies and instead select a shallow station on 4th Ave, which I believe is the only option that can guarantee a positive experience for both riders and those transferring.

Thank you for your attention.

Best,
Ashley Hotchkiss

Jon Lesnau

Today, Sound Transit must select the Midtown Station and 4th Avenue Shallower Station as the Preferred Alternatives in Downtown Seattle for the West Seattle Ballard Link Extension project. Please do not squander the generational investment in transit by making a system with difficult or nonexistent transfers. Seattleites deserve high quality transit with connection points that allow them access to the entire city and region. Please listen to transit riders.

Thank you,
Jon Lesnau

Peter

Today, Sound Transit must select the Midtown Station and 4th Avenue Shallower Station as the Preferred Alternatives in Downtown Seattle for the West Seattle Ballard Link Extension project.

I am very concerned about the missed connections of the North CID option. Why would you make riders walk several blocks to make a connection. This will only serve to discourage riders, especially those who have trouble making the walk.

The 4th Shallower ensures that bus, Sounder, Link and Amtrak have a solid connection.

Cheers,
Peter

Angelus McNally

Hi there,

As a Seattle resident and avid public transportation rider, I would like to inform the board that I support the "4th Avenue Shallow" station option. I do not support the "North CID" station option. The "North CID" option will result in an overly difficult transfer experience for riders, who would otherwise have a

seamless experience with "4th Avenue Shallow." There are major equity misses by not investing in this truly multi-modal transit opportunity at the intersection of the CID and Pioneer Square.

Voters approved a system that is efficient and easy to use, so thank you in advance for selecting the "4th Ave Shallow" option that makes public transit easy for our neighbors to choose to ride.

Best,
Angelus McNally

Ben Ferlo

Hello, Sound Transit Board,

Today, **Sound Transit must select the Midtown Station and 4th Avenue Shallower Station as the Preferred Alternatives** in Downtown Seattle for the West Seattle Ballard Link Extension project.

Do **not select the "North CID" option**. The "North CID" option disconnects Rainier Valley riders from both CID and stadium access and is particularly bad for South King, East King, and Pierce county riders, as well as disconnecting from Amtrak and Sounder. Choosing this option is a terrible equity miss for riders of all socioeconomic and geographic backgrounds. Furthermore, this is NOT what the voters approved of when ST3 was voted for. **Listen to the voters and transit riders of Sound Transit: select the midtown station and 4th avenue shallower station.** Thank you.

-Ad Astra,
Ben Ferlo

Eric Herde

Today, Sound Transit must select the Midtown Station and 4th Avenue Shallower Station as the Preferred Alternatives in Downtown Seattle for the West Seattle Ballard Link Extension project.

Eric Herde

Unnamed Commenter

Today, Sound Transit must select the Midtown Station and 4th Avenue Shallower Station as the Preferred Alternatives in Downtown Seattle for the West Seattle Ballard Link Extension project.

The ability to transfer between all Link lines, Sounder and Amtrak near Jackson St will make it easier for people to choose trains over driving,

benefiting our communities and our environment.

Joseph Barber

Hello,

I am writing to strongly urge the board to select the **CID 4th Avenue Shallower** station concept for the Ballard Link Extension.

I encourage the board to zoom out in their decision-making and make the most logical choice. While the near-term costs and construction impacts would be higher for this station location, this project is a multi-billion dollar investment to serve our entire region for the next century.

Selecting the North of CID station option, for example, creates permanent negative impacts the rider experience by increasing transfer times, removing simple transfer options to other modes, and forcing riders to backtrack to make connections, all of which would decrease ridership. We must follow transit best practices and create a multi-modal hub to have a truly world-class transit system.

We're spending billions of dollars of public funds. Why not do it the right way?

Thank you,

Joseph Barber

Monisha Singh for Chinatown International District Business Improvement Area

Dear Sound Transit Board Members,

I am writing on behalf of Chinatown-International District Business Improvement Area (CIDBIA). 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.

CIDBIA is part of a diverse coalition of voices in the Chinatown International District and Pioneer Square communities that are aligned on a path forward for the WSBLE project. **We believe Sound Transit must select 4th Ave S. as the preferred alternative and continue to partner with the community to identify solutions that minimize harm.**

-
A 4th Ave S. station has long been part of the broader vision for these neighborhoods and siting a station on 4th Ave S. provides the greatest opportunity for a pedestrian-friendly transit hub and more efficient regional connectivity. It is the only option on the table that has been fully studied, and then further refined, based on community input. We have yet to see how the newly proposed

north/south option will affect our neighborhoods and – perhaps most importantly – how they will benefit our communities.

We know avoiding delay and additional cost is a top consideration when selecting a preferred alternative. Moving forward on 4th Ave S. keeps the system expansion project on schedule and leverages Sound Transit’s most recent efforts to address the issues raised in the initial design of the station. Abandoning that work at this stage to explore a new station plan will introduce delays and additional costs.

We do not accept the notion that moving a station outside of the CID avoids disruption.

The CID and Pioneer Square will still bear the brunt of construction impacts, but without the benefit of a station. Related, the City of Seattle is currently evaluating a slate of infrastructure projects in our neighborhood. The City and Sound Transit should collaborate to find construction efficiencies to minimize disruption and harm to CID and Pioneer Square residents. Sound Transit and City officials must work together to coordinate these massive projects, find areas of common ground and reduce the overall construction period to avoid overburdening a historically displaced community.

We have a shared desire for a light rail system that is efficient, user-friendly and provides for smooth and accessible connections. A station on 4th Ave S is the best option to achieve those goals and to serve the entire region and all the unique communities within it. It is critical to support the future economic vitality of the Chinatown-International District and Pioneer Square neighborhoods.

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

Max Baker

Today, Sound Transit must select the Midtown Station and 4th Avenue Shallower Station as the Preferred Alternatives in Downtown Seattle for the West Seattle Ballard Link Extension project. We in west Seattle have to deal with significant transportation challenges the last few years; bud service cuts, two failing bridges, bike route closures, etc. Now we are finding out that ST wants to remove a station option that would allow for seem-less transfers to the regions’ other transit systems (Amtrak, Sounder, other Link lines).

Please stop reducing the future potential of our system with these short-sighted proposals.
Max Baker

Steven Neuman

Today, Sound Transit must select the Midtown Station and 4th Avenue Shallower Station as the Preferred Alternatives in Downtown Seattle for the West Seattle Ballard Link Extension project.

Thank you for your consideration,
Steve

Steven Neuman
Seattle, WA

Ashley Stefanoff

This article does a great job of explaining why the proposes “North CID” (and maybe near useless South CID) station is so horrible for riders.

<https://www.theurbanist.org/2023/03/09/incomplete-analysis-overlooks-rider-delay-caused-by-skipping-union-station/>

Shallower 4th should be preferred alternative. “North CID” deletes both Madison and the regional hub at CID and is unacceptable.

Ashley Stefanoff
West Seattle

Efrain J Hudnell

Today, Sound Transit must select the Midtown Station and 4th Avenue Shallower Station as the Preferred Alternatives in Downtown Seattle for the West Seattle Ballard Link Extension project.

-Efrain J. Hudnell

Unnamed Commenter

Today, Sound Transit must select the Midtown Station and 4th Avenue Shallower Station as the Preferred Alternatives in Downtown Seattle for the West Seattle Ballard Link Extension project.

Trevor Reed

Dear Expansion Committee,

STOP CONSIDERING ANYTHING LESS THAN A UNION STATION HUB. Get rid of the second tunnel and interline them, too.

It is insane the idea of not integrating all the lines with Amtrak/Sounder at union station is even being contemplated.

Transit depends on easy seamless transfers between services. THAT IS UNION STATION.

I am a transit planner who completed their graduate studies in Europe concentrating on what makes transit work best and have worked in the field for 10+ years. What makes it work best is 1) locations served, 2) frequency, 3), speed, 4) reliability, 5) ease of use.

Please, just make the choice that delivers for the next 100 years and doesn't shackle us to garbage transfers and infrequent/slow services. We're spending a fortune on what is at risk of being a mediocre service at insane costs.

Best,

Trevor Reed

David Scott

This afternoon, the Sound Transit board must select the Midtown Station and 4th Avenue Shallower Station as the Preferred Alternatives in Downtown Seattle for the West Seattle Ballard Link Extension project.

Omitting a station in the heart of the Chinatown/International District would be a massive disservice to the neighborhood, generations of transit riders, and voters who approved ST3. Union Station should be returned to its potential glory as a regional transit hub.

Without this transit hub, transit riders from South Seattle, South King County and Pierce County will be subjected to additional transfers for common trips.

Furthermore, omitting Midtown Station would be another blow to the First Hill neighborhood, which, despite being one of the densest neighborhoods in the region, has already faced enough setbacks on its path to high-quality service by Sound Transit.

Sincerely,

David Scott

Tony

Today, Sound Transit must select the Midtown Station and 4th Avenue Shallower Station as the Preferred Alternatives in Downtown Seattle for the West Seattle Ballard Link Extension project.

It is important for Sound Transit to consider what is best for riders to make a sustainable and effective transit system.

Thanks,

Tony

Unnamed Commenter

oday, Sound Transit must select the Midtown Station and 4th Avenue Shallower Station as the Preferred Alternatives in Downtown Seattle for the West Seattle Ballard Link Extension project.

Benjamin Rogers

Today, Sound Transit must select the Midtown Station and 4th Avenue Shallower Station as the Preferred Alternatives in Downtown Seattle for the West Seattle Ballard Link Extension project.

Thanks,

Benjamin Rogers

John Curry

Dear Sound Transit:

When constructing the new station, the preferred alternative should be "4th Ave Shallower". "North CID," which deletes both Madison and the CID hub, is unacceptable. Transit should prioritize riders, and putting all trains in the same space is key.

John Curry

Unnamed Commenter

Hi! I wanted to join the growing chorus of voices asking Sound Transit to invest in the long term utility of our regional transit system by choosing the 4th ave shallower alternative.

Kris Williams

This afternoon, the Sound Transit board must select the Midtown Station and 4th Avenue Shallower Station as the Preferred Alternatives in Downtown Seattle for the West Seattle Ballard Link Extension project.

Omitting a station in the heart of the Chinatown/International District would be a massive disservice to the neighborhood, generations of transit riders, and voters who approved ST3. Union Station should be returned to its potential glory as a regional transit hub.

Without this transit hub, transit riders from South Seattle, South King County and Pierce County will be subjected to additional transfers for common trips.

Furthermore, omitting Midtown Station would be another blow to the First Hill neighborhood, which, despite being one of the densest neighborhoods in the region, has already faced setbacks on its path to high-quality service by Sound Transit.

Sincerely,
Kris Williams

Unnamed Commenter

Regarding the proposed "North of CID" plan

- 1) The preferred alternative for CID should be 4th shallow
- 2) The "North CID" idea is unacceptable for transit riders and a terrible equity miss and not what voters approved

Adam

Today, Sound Transit must select the Midtown Station and 4th Avenue Shallower Station as the Preferred Alternatives in Downtown Seattle for the West Seattle Ballard Link Extension project.
-Adam

Carl Sanman

Good morning,

The fourth avenue "shallower" option should be built instead of creating a "north of CID" hub. Having seamless transfers between the existing Link, the streetcar, and Sounder/Amtrak makes the fourth avenue "shallower" alternative the best option.

Additionally, the "midtown" station planned should not be deleted, as it helps serve a large area that is not currently served by Link.

Blue skies,

Carl Sanman

Unnamed Commenter

Please retain the CID station, preferably 4th Ave shallower.

A Pioneer Square / KC Admin location of this station would be very inferior to having both the Midtown station that serves the city's tallest towers / the library / First Hill and a true CID station that serves the regional transit hub at King Street.

Thank you.

Jamie Lee – SCID PDA

Dear members of the Sound Transit System Expansion Committee –

Support for 4th Avenue Shallow Alternative

We agree with the diverse coalition of CID stakeholders urging Sound Transit to move forward with the 4th Avenue Shallow alternative. Simply put, we believe that this option is the best choice for the future of our community. **We encourage the Sound Transit System Expansion Committee to recommend the 4th Ave Shallow option as the Preferred Alternative and to commit to funding robust, community-led impact mitigation strategies.**

We ask that you consider the following arguments in favor of the 4th Ave Shallow alternative:

- Locating a station on 4th Avenue has long been a part of the broader vision for residents and businesses in this neighborhood. This location offers the most convenient and efficient regional connectivity for Seattle streetcar riders, eastside light rail riders, and commuters who use the Sounder and Washington State Ferry system. A station at this location will knit together the CID, Pioneer Square, South Downtown and the Stadium District, while creating a more vibrant community by establishing the CID station as one of the most important destinations in the entire Link Light Rail system.
- While we know 4th Ave Shallow will be a difficult project, we also know that it will be the right project for both the CID and the region. It satisfies voters' expectations and provides the connectivity that people voted for. It will also provide frequent, reliable transit access to generations of CID residents, visitors, and businesses. We know that construction will be challenging—but Seattle has successfully tackled many challenging construction projects over the years (e.g., I-5 viaduct removal, SR 520 construction, Seattle Waterfront redevelopment, etc). SCIDpda and our partners are prepared to tackle this challenge. We need our leadership to join us.
- 4th Ave Shallow has been thoroughly reviewed in the Draft EIS. The Sound Transit Technical Advisory Committee's recent report strongly recommends that the agency make more timely decisions. We agree with that recommendation and urge you to address it by recommending the 4th Ave Shallow option as the Preferred Alternative. Staff time saved by not studying less-performant alternatives can be better spent working to address our community's concerns about construction impacts and traffic disruption.

Concerns About the North and/or South CID Alternatives

We know infrastructure projects of this magnitude are disruptive, but the North and/or South of CID alternatives will not eliminate harm to our community—quite the opposite. We ask you to consider the following concerns about the North and/or South of CID alternatives:

- The South station does not serve the CID and it performs more like a northern extension of Stadium Station. Functionally, this location is “Stadium North”—not CID South. While it may meet the needs of the stadiums and a pending future real estate development, it will fail to meet the needs of the CID community. It falls outside our neighborhood in the SODO Industrial District, where it cannot provide access to healthcare, jobs, families, or opportunity. We feel that it has been inaccurately described as an option that would “avoid harm” to the CID, and for the reasons listed above we urge you cease studying it any further.
- The North of CID station does not meet the needs of our community either because it unnecessarily complicates line transfers, making it difficult to reach the CID from the south and vice versa. Many CID visitors travel from communities in South Seattle and other cities in South King County. The North of CID option would force these visitors to travel north beyond the neighborhood to catch another train and then ride that second train south for a single stop—a counterintuitive process that is likely to result in many would-be visitors getting frustrated or even lost. Similarly, the North of CID alternative will present challenges to residents who want to travel south but would either need to complete the burdensome transfer from Line 2 to Line 1 or walk a significant distance from the CID to Pioneer Square. For many members of our community—particularly those who are elders and/or have mobility limitations—neither of these options are acceptable. This station, like the South of CID option, should not be considered any further.

We urge you to recommend an alternative that can facilitate the next 100 years of community development, social connection, and economic prosperity of the CID. We ask that you recommend the 4th Avenue Shallow option as the Preferred Alternative and commit to supporting the CID with robust, community-led impact mitigation. Thank you for your leadership.

Jamie Lee

pronouns: she/her/hers

Co-Executive Director

Seattle Chinatown International District Preservation and Development Authority (SCIDpda)

Reece Huff

Hello,

Shallower 4th should be the preferred alternative, “North CID” deletes both Madison and the regional hub at CID and is unacceptable.

Thanks,

Reece Huff

Capitol Hill Resident

[Matt McDonnell](#)

Good morning.

I've lived in Seattle for 6 years after having lived most of my life in Boston. As much as I appreciate KC Metro, the light rail/subway alternatives in Seattle are lacking.

The proposals being discussed today seem to be penny-wise and pound foolish. It's important to make the investment now to empower a truly connected community beyond downtown Seattle.

As indicated by the Urbanist article, the board needs to commit to connecting the lines in a way that benefits everyone well into the future.

[Seattle Subway: Sound Transit Must Commit to a Shallower 4th Avenue CID Station](#)
theurbanist.org

Thanks.

Matt McDonnell

[Marcus Johnson](#)

Hello,

The shallower station and Union station hub presents the best option for transit riders, transit experience, service, connections, and investment in a historic neighborhood. This is the alternative I support and have expressed reasons why in planning community engagement processes.

I've also come to be strongly against the idea of no second CID station. The north and south of CID station ideas might feel like they provide upfront cost benefits and disruption. But this is infrastructure for 100 years and ongoing success is better than initial success of just being built.

Best,

Markus Johnson

Planner/Urban Designer
(he/him)

[Unnamed Commenter](#)

The "North CID" option disconnects Rainier Valley riders from both CID and stadium access and is particularly bad for South King, East King, and Pierce county riders. Note the disconnection from Amtrak and Sounder. Choosing this option is a terrible equity miss, as it

creates long-term transportation challenges within historically marginalized communities.

Sound Transit must select the Midtown Station and 4th Avenue Shallower Station as the preferred alternatives in Downtown Seattle for the West Seattle Ballard Link Extension project.

Akira Murphy

Dear Sound Transit Board,

My name is Akira Murphy, and I am a resident in S Seattle. I am writing this in response to the proposal before the Sound Transit System Expansion Committee meeting today March 9th. Please do not accept the "North of CID" or "South of CID" proposals. They will add between 7 and 10 minutes for all journeys from South Seattle to the Eastside, West Seattle, and using the sounder or Amtrak station. Why should users in the historically disadvantaged south Seattle and south King county area be forced to go past CID station to transfer and go back? This is not an equitable proposal and I urge the board to find another solution that balances the need to minimize disruption in the CID and future centuries of inequitable and inefficient transfer practice. I believe my grand children will be rising these trains in the decades to come, we must find a good long term solution that minimizes transfer times.

Thank you.

Porter Funston

Today, Sound Transit must select the Midtown Station and 4th Avenue Shallower Station as the Preferred Alternatives in Downtown Seattle for the West Seattle Ballard Link Extension project. When ST3 was passed by the voters, they were promised new stations in Midtown and the CID. Bypassing these areas is a breach of this promise and will cause discontent and anger by those who were deceived.

Seattle is a world-class city and deserves world-class transit. Choosing "North of CID" does not deliver on that promise.

Choosing "North of CID" would add several minutes to commute times while making transfers overly complicated and inconvenient. For those with mobility issues, "North of CID" would be nearly inaccessible due to it's steep location and long transfer times.

New transit needs to easily connect with existing transit: buses, Amtrak, streetcars, etc. The only way this can happen is by reactivating Union Station and selecting the "4th Ave Shallower" option. A multimodal transfer hub should be both functional and bring pride to riders. Union Station is beautiful and **already exists**. Any options that exclude the utilization of this station is a complete non-starter.

New transit needs to be focused on serving residents, employers, and businesses instead of just choosing the politically appealing option. Deleting the Midtown station would be a massive slap in the face for the tens of thousands of people living and working in that neighborhood.

Decisions made today will affect generations of future riders. Don't make the mistake of the century by choosing "North of CID." Give Seattle what it needs by backing "4th Ave Shallower and Midtown."

Sincerely,

Porter Funston

She/her
Roosevelt resident and UW student

S Finden

Today, Sound Transit must select the Midtown Station and 4th Avenue Shallower Station as the Preferred Alternatives in Downtown Seattle for the West Seattle Ballard Link Extension project. Please do everything you can to make it easy to transfer between systems. That is the only way our system will be useful - if it is faster/easier to use than driving.

Thank you,
S Finden
Seattle city resident

Unnamed Commenter

Today, Sound Transit must select the Midtown Station and 4th Avenue Shallower Station as the Preferred Alternatives in Downtown Seattle for the West Seattle Ballard Link Extension project.

Kathleen Barry Johnson – Historic South Downtown

Sound Transit board members,

We continue to value your leadership on the Sound Transit board and appreciate your efforts to ensure the West Seattle Ballard Link Extension project serves our communities, advances equity and increases overall connectivity throughout our region.

From the beginning of this process, community members have been united in our consistent call for a station in the Chinatown International District that is accessible, well-connected and contributes to this community's vitality.

Based on all the information that has been studied by Sound Transit and reported publicly, a 4th Ave S. station clearly delivers the greatest benefit to the community. Agency staff and Board members cannot articulate positive benefits that will be delivered to our neighborhood by skipping the CID and siting stations north and south of the district.

We therefore urge the System Expansion Committee to recommend 4th Ave. S. as the preferred alternative. If you cannot select 4th Ave., please don't identify a preferred alternative until after further studies are completed.

A station on 4th Ave S. has long been a part of the broader vision for residents and businesses in this neighborhood. It offers the most efficient connectivity for eastside riders, Sounder and ferry commuters, and riders coming into downtown from south of SODO. It ties together the CID, Pioneer Square, South Downtown and the Stadium District, and helps create a more integrated, vibrant community.

We know infrastructure projects of this magnitude are disruptive. But simply seeking to avoid disruption is not a sufficient reason for skipping the CID. This neighborhood has borne a disproportionate burden from past projects but has not seen the positive investments or community benefits long promised by our elected officials.

Our community is willing to endure the construction at 4th Ave S. to realize our vision for a connected, vibrant neighborhood. The short-term pain is outweighed by the generational benefit of a station that is accessible and activated.

The north/south option does not avoid harm or disruption. But it does avoid delivering tangible benefits to the CID. We remain committed to partnering with you to mitigate the construction impacts in exchange for the long-term benefits that a 4th Ave S. option offers.

Sincerely,

Kathleen Barry Johnson

Jared Johnson – SCID PDA

Members of the Sound Transit System Expansion Committee,

About the SCIDpda

The Seattle Chinatown-International District Preservation and Development Authority (SCIDpda) is a nearly 50-year old community development organization that provides affordable housing to hundreds of residents and commercial spaces to over 40 businesses. The SCIDpda Board of Directors provides strategic guidance to the organization on issues that will majorly impact the future of our tenants, partners, and the neighborhood itself.

Support for 4th Avenue Shallow Alternative

The SCIDpda Board of Directors agrees with the diverse coalition of CID stakeholders urging Sound Transit to move forward with the 4th Avenue Shallow alternative. Simply put, we believe that this option is the best choice for the future of our community. **We encourage the Sound Transit System Expansion Committee to recommend the 4th Ave Shallow option as the Preferred Alternative and to commit to funding robust, community-led impact mitigation strategies.**

We ask that you consider the following arguments in favor of the 4th Ave Shallow alternative:

- Locating a station on 4th Avenue has long been a part of the broader vision for residents and businesses in this neighborhood. This location offers the most convenient and efficient regional connectivity for Seattle streetcar riders, eastside light rail riders, and commuters who use the Sounder and Washington State Ferry system. A station at this location will knit together the CID, Pioneer Square, South Downtown and the Stadium District, while creating a more vibrant community by establishing the CID station as one of the most important destinations in the entire Link Light Rail system.

- While we know 4th Ave Shallow will be a difficult project, we also know that it will be the right project for both the CID and the region. It satisfies voters’ expectations and provides the connectivity that people voted for. It will also provide frequent, reliable transit access to generations of CID residents, visitors, and businesses. We know that construction will be challenging—but Seattle has successfully tackled many challenging construction projects over the years (e.g., I-5 viaduct removal, SR 520 construction, Seattle Waterfront redevelopment, etc). SCIDpda and our partners are prepared to tackle this challenge. We need our leadership to join us.
- 4th Ave Shallow has been thoroughly reviewed in the Draft EIS. The Sound Transit Technical Advisory Committee’s recent report strongly recommends that the agency make more timely decisions. We agree with that recommendation and urge you to address it by recommending the 4th Ave Shallow option as the Preferred Alternative. Staff time saved by not studying less-performant alternatives can be better spent working to address our community’s concerns about construction impacts and traffic disruption.

Concerns About the North and/or South CID Alternatives

We know infrastructure projects of this magnitude are disruptive, but the North and/or South of CID alternatives will not eliminate harm to our community—quite the opposite. We ask you to consider the following concerns about the North and/or South of CID alternatives:

- The South station does not serve the CID and it performs more like a northern extension of Stadium Station. Functionally, this location is “Stadium North”—not CID South. While it may meet the needs of the stadiums and a pending future real estate development, it will fail to meet the needs of the CID community. It falls outside our neighborhood in the SODO Industrial District, where it cannot provide access to healthcare, jobs, families, or opportunity. We feel that it has been inaccurately described as an option that would “avoid harm” to the CID, and for the reasons listed above we urge you cease studying it any further.
- The North of CID station does not meet the needs of our community either because it unnecessarily complicates line transfers, making it difficult to reach the CID from the south and vice versa. Many CID visitors travel from communities in South Seattle and other cities in South King County. The North of CID option would force these visitors to travel north beyond the neighborhood to catch another train and then ride that second train south for a single stop—a counterintuitive process that is likely to result in many would-be visitors getting frustrated or even lost. Similarly, the North of CID alternative will present challenges to residents who want to travel south but would either need to complete the burdensome transfer from Line 2 to Line 1 or walk a significant distance from the CID to Pioneer Square. For many members of our community—particularly those who are elders and/or have mobility limitations—neither of these options are acceptable. This station, like the South of CID option, should not be considered any further.

The SCIDpda Board of Directors urges you recommend an alternative that can facilitate the next 100 years of community development, social connection, and economic prosperity of the CID. We ask that you recommend the 4th Avenue Shallow option as the Preferred Alternative and commit to supporting the CID with robust, community-led impact mitigation. Thank you for your leadership.

Jared Jonson
 Co-Executive Director
 Seattle Chinatown International District
 Preservation and Development Authority

Charles Fowles

Dear Sound Transit Board,

Please make the equitable decision to invest in the sustainable transportation future the CID needs and deserves. Only a station on 4th Avenue serves this neighborhood which has been so often overlooked. A 4th Avenue Station is also much better for all transit riders in Seattle and the region, especially those coming from South of Seattle. Neglecting the needs and future of the CID and transit riders is the opposite of your mission, and is not what the voters approved in 2016. Please make the right choice and Move Forward on 4th.

Best,
Charles Fowles

Unnamed Commenter

Today, Sound Transit must select the Midtown Station and 4th Avenue Shallower Station as the Preferred Alternatives in Downtown Seattle for the West Seattle Ballard Link Extension project.

Mike Scully

I understand ruling out using Union Station as a light rail station in favor of other points is being considered. The problem with this approach is that it would make connections between different lines more difficult and confusing. Please instead consider Union Station as a preferred location to make light rail in particular and mass transit more generally available, accessible, and useful.

Thank you.

Mike Scully

Jon Mathison

Hello ST Board,

Please select select the **Midtown Station** and **4th Avenue Shallower Station** as the preferred alternative in Seattle for the West Seattle / Ballard extension. Seattle transit needs seamless connectivity to the Sounder and Amtrak and putting in unnecessary transfers will greatly diminish the usefulness and timeliness of the light rail system. Deleting the Midtown station is a short-sighted move, that area requires an ST station.

Please ensure that ST and city engineers and planners hold paramount the safety, health, and welfare of the public. Cars and car-storage have historically taken far more of the public urban

space than they should in Seattle, please distribute present-day urban car space to people space and do not be afraid to create the system that works best long-term for transit and active transportation. Make transit options far more comfortable, quick, and convenient than cars. If an urban trip is quicker by transit than by car that is successful engineering and planning of the urban space. Please do not be concerned about shutting down roads or inconveniencing cars because that is the trajectory that Seattle (and other urban areas) needs to be on whether people choose to realize that or not. Please think long-term and act boldly for Seattle transit.

Thank you,
Jon Mathison, P.E.

Michael Hlas

Today, Sound Transit must select the Midtown Station and 4th Avenue Shallower Station as the Preferred Alternatives in Downtown Seattle for the West Seattle Ballard Link Extension project. I believe that this is the world class transit system voters wanted when they approved ST3. There is a lot of concern about how the construction will impact nearby residents and businesses and I believe it is valuable to take that into consideration. However, we must also look to the future. The stations we build will outlive all of us and will be used by generations of residents that have not been born yet. We need to be building our transit system with the long term in mind.

Please do not compromise the rider experience.

Michael Hlas
Ballard Resident

Unnamed Commenter

I realize this is late coming, but during the meeting today, Sound Transit must select the Midtown Station and 4th Avenue Shallower Station as the Preferred Alternatives in Downtown Seattle for the West Seattle Ballard Link Extension project.

The North CID option destroys transfer times and transit times for our communities in South King County and Pierce County, which are traditionally marginalized communities of color. It also heavily affects Sounder transfer and Amtrak transfer access, which makes the whole system less beneficial across the board. The point should be maximizing opportunities for individuals to select and transfer from one to the other with ease so they can get to and get around the region faster, safer, and without a vehicle.

Bill

The Sound Transit Board of Directors should reject the “further studies” alternatives that aren’t centered on the Union Station Hub. The hub is the heart of the region’s transit system and cannot be skipped over by a multi-century transit investment. Voters passed Sound Transit 3 because they believed it would make their regional transit experience better off, not worse. The Union Station Hub must be directly served by the 1 Line in any Sound Transit 3 expansion scenario. Every major city, both domestic and international, use transit hubs or central points for ease of transfer. Metro Center (DC), Amsterdam’s Centraal, even PDX’s Pioneer Square. Ease of transfer brings the entire local & regional network together. If a new Link station isn’t sited at the Union Station Hub, many trips will be greatly impaired by additional travel time, including rides from Rainier Valley, South King County, Pierce County, parts of Snohomish County, and Eastside as well as SLU, Uptown, and Ballard.

Thank you,
Bill

Unnamed Commenter

Today, Sound Transit must select the Midtown Station and 4th Avenue Shallower Station as the Preferred Alternatives in Downtown Seattle for the West Seattle Ballard Link Extension project.

Lisa Howard – Alliance for Pioneer Square

Sound Transit Board Members,

We continue to value your leadership on the Sound Transit board and appreciate your efforts to ensure the West Seattle Ballard Link Extension project serves our communities, advances equity, and increases overall connectivity throughout our region.

From the beginning of this process, community members have been united in our consistent call for a CID segment station that meaningfully serves people coming and going to, and through, South Downtown.

Based on all the information that has been studied by Sound Transit and shared publicly, a 4th Ave S. station is the best option that builds a strong, accessible transit system serving both the region and the surrounding communities of Pioneer Square and the CID.

We join leaders from the CID and the region in urging the System Expansion Committee to recommend 4th Ave. S. as the preferred alternative. If you cannot select 4th Ave., please do not identify a preferred alternative until after further studies are completed.

A station on 4th Ave S. has long been part of the broader vision for residents, businesses, and stakeholders in Pioneer Square. It offers the most efficient connection for eastside riders, Sounder and ferry commuters, and King County Metro users coming into downtown from the Rainier Valley. It ties together Pioneer Square, the CID, First Hill, and the Stadiums to support a more integrated, vibrant community.

We know infrastructure projects of this magnitude are disruptive. But, seeking to avoid the pain of construction in the short-term is not a sufficient reason to make a decision that will not best serve regional transit riders and the neighborhoods for the next one hundred years. Pioneer Square has seen our fair share of construction over the past few decades, and we are willing to endure it yet again with this project in order to realize our vision for a truly connected neighborhood for future generations. We remain committed to partnering with you to thoughtfully identify and mitigate the construction impacts in exchange for the long-term benefits that a 4th Ave S. option offers.

Thank you, again, for your time and effort on this regional transportation project that will benefit users for decades to come.

*Lisa Howard
Executive Director
Alliance for Pioneer Square*

[Janet Brown](#)

I am advocating the construction of a North tunnel station in the area of the existing Pioneer Square Link station. The area around the Pioneer Square station is a dead part of the city. No construction project could possibly make it bleaker than it already is. In fact, the Pioneer Square station suffers from that blight. I and most of the people I know would rather travel to the C/ID station or the one at University Street and walk to our destination than use the Pioneer Square stop. I would bet that of all the Link stations, that is the one least used.

Putting an adjacent station with heavy usage will do much to enhance the Pioneer Square Link station with people from the new station also using the existing one. If this adds a few extra minutes to a commute, it will still be infinitely better than fighting traffic--and if it means a few more steps in a traveler's day. all the better. We're all trying to reach 10,000 steps a day and this will help.

But even more to the point, why damage the life of the C/ID with more construction with its attendant noise and dust pollution when you can revitalize the dead area of Third Avenue and its surrounding streets with a new and well used transit station? Please construct the North tunnel option and save part of our city.

Thank you,

Janet Brown (a person who loves and spends time and money in the Chinatown/International District)

Tanya Lee Velasquez

Dear Sound Transit Board Members,
I am in favor of a North & South design, not the 4th Ave construction proposal for the Sound Transit Hub in/around the C-ID. Please do the right thing. Honor the C-ID's history and it's importance to my community.

Tanya Lee-Velasquez
University of Washington

Joe Kunzler

Today, Sound Transit must select the Constantine Station and stop going after the Asian American historical neighborhood in the name of Sound Transit 12s. Also the Constantine Station will immortalize the third best Sound Transit Board member of all time. Thanks.

Bow Down to Dow,

Joe

Ps Throw Adolph Tsimerman out

Nicole Reath

I work at Swedish first Hill, and am begging you to not delete Madison station from ST3.

We need it.

Marty Hartman – Mary's Place

February 28, 2023

To: Sound Transit Board of Directors & Sound Transit CEO Julie Timm
From: Marty Hartman, Executive Director, Mary's Place

We're writing to ask for your reconsideration of locating the Denny Station on Westlake Avenue.

Mary's Place is the leading provider of shelter and services for families experiencing homelessness in King County. The largest of our five family shelters is located in an Amazon building at 720 Blanchard St., two blocks off Westlake. We are concerned that the 4+ years of construction and traffic detours will impact important access to transit and emergency services for these families.

The Blanchard Street shelter is home now to more than 220 family members, most of those young children, and our Popsicle Place program for families with medically fragile children. Our Popsicle Place program was started in response to families sleeping outside of area hospitals to be near outpatient services. These are families with children who are undergoing treatment for cancer, surgeries, and other critical illnesses. It's imperative that these families be able to get to medical services and/or that ambulances can arrive quickly and get easily to area hospitals.

Many children staying at Mary's Place are picked up and dropped off in front of the shelter daily in school and city buses, taxis, or Ubers to get to and from their home schools, some many miles from downtown. They leave early in the morning and get home late in the afternoon, exhausted and hungry, in the best traffic.

We are also concerned about the safety impacts on pedestrians during construction. These families spend time at nearby parks and amenities, walking with young children and strollers.

We are not experts in transit infrastructure, but we do believe that this long-term construction on Westlake would have significant negative impacts on our families and services and hope that another, less impactful solution can be found.

Thank you for your consideration.



Marty Hartman

[Christine Moss](#)

I want you to know of my concern that you are considering destroying the fully developed Westlake corridor through South Lake Union to downtown Seattle. I understand that the major problem with using Terry, the long haul H5 fiber, has been demonstrated to be solvable. Please vote to approve the Terry and Denny location for this station.

Christine Moss

On Mon, Mar 6, 2023 at 6:44 PM Christine Moss <cbmoss.1@gmail.com> wrote:

I want you to know of my concern that you are considering destroying the fully developed Westlake corridor through South Lake Union to downtown Seattle. I understand that the major problem with using Terry, the long haul H5 fiber, has been demonstrated to be solvable. Please vote to approve the Terry and Denny location for this station.

Christine Moss

Chris and Jade Simonson

Engineering experts and construction professionals continue to explain that the Sound Transit project design team's concerns about the long-haul H5 fiber on Terry is SOLVABLE. The fiber is Sound Transit's sole reason for preferring a Westlake over Terry station location. In contrast, the complexity of locating the station on Westlake is far riskier in terms of cost and impact. I urge you to vote to approve the Terry station location.

Sincerely,
Chris & Jade Simonson

Elston and Jackline Hill

The case for Terry is long. It will NOT close a finished transportation corridor for four years, at which time it will need to be rebuilt. It will NOT require relocating a water/sewer line that supports 135 acres, whose price and impact have not been included in project cost estimates. It will NOT shut the street car down. It will NOT require permanent street closures. But it WILL add an ADA and pedestrian corridor between east and west South Lake Union now separated by a 50 ft embankment. We urge you to vote to approve Terry.

Sincerely,

Elston and Jackline Hill

Dean Temple

System Extension Committee,

I find this location of the station an interesting project. I have read most of the information available about the pros and cons of the two locations. It deserves the allocation of the time needed to gather all the facts and form a decision based on sound data. To close off a significant section of Westlake Ave for

some 4 years is totally unacceptable when there is an adjacent site where construction of the station would result in significantly less disruption and likely cost. The problems of disruption of the long-haul H5 fiber cable on Terry are solvable and much less expensive than those involved with relocating the water/sewer lines on Westlake. It is hoped the decision will be one we can look back on 25 - 50 years from now and feel was a good and correct decision. I urge you to vote for the Terry location.
Dean Temple, a Mirabella resident

Mike Waring

The case for Terry is long. It will NOT close a finished transportation corridor for four years, at which time it will need to be rebuilt. It will NOT require relocating a water/sewer line that supports 135 acres, whose price and impact have not been included in project cost estimates. It will NOT shut the street car down. It will NOT require permanent street closures. But it WILL add an ADA and pedestrian corridor between east and west South Lake Union now separated by a 50 ft embankment. I urge you to vote to approve Terry.

Mike Waring
Mirabella Resident

Judy Waring

The case for Terry is long. It will NOT close a finished transportation corridor for four years, at which time it will need to be rebuilt. It will NOT require relocating a water/sewer line that supports 135 acres, whose price and impact have not been included in project cost estimates. It will NOT shut the street car down. It will NOT require permanent street closures. But it WILL add an ADA and pedestrian corridor between east and west South Lake Union now separated by a 50 ft embankment. I urge you to vote to approve Terry.

Judy Waring
Mirabella Resident

Carolyn Blount

The case for Terry is long. It will NOT close a finished transportation corridor for four years, at which time it will need to be rebuilt. It will NOT require relocating a water/sewer line that supports 135 acres, whose price and impact have not been included in project cost estimates. It will NOT shut the street car down. It will NOT require permanent street closures. But it WILL add an ADA and pedestrian corridor between east and west South Lake Union now separated by a 50 ft embankment. I urge you to vote to approve Terry.

Carolyn Blount, Mirabella

Dick Fike

The Terry location is far superior to Westlake for many reasons already outlined. The the long-haul H5 fiber situation on Terry is SOLVABLE! It IS NOT a reason for choosing another location!

VOTE FOR TERRY!

Dick Fike
Mirabella Resident

Matt Jamin

Decision Makers:

I speak here to only one aspect of the decision on whether to locate a new sound transit location to either Westlake or on Terry. I strongly support the latter because it would give residents of Mirabella (including me!) and large groups of other residents in the "upper" South Lake Union area (e.g., Ren, Onni) our first real access to light rail. Right now, we must climb (or bus) to the Broadway station, neither of which is easy for a large portion of our residents. If Westlake were adopted, it would be no better because we would have to go down Denny from Fairview to Westlake, a very steep climb. In contrast, if Terry were adopted, escalators or elevators would bring us to the station easily. Moreover, the same escalators and elevators would bring us down to the "lower" SLU area, opening up a retail area not easily available now. And Terry would be no harder for people to access the station from the Lower SLU area. It's a win-win. Thank you. Matt Jamin (a Mirabella resident).

Carol Pugh

Hello,

The case for Terry is long. It will NOT close a finished transportation corridor for four years, at which time it will need to be rebuilt. It will NOT require relocating a water/sewer line that supports 135 acres, whose price and impact have not been included in project cost estimates. It will NOT shut the street car down. It will NOT require permanent street closures. But it WILL add an ADA and pedestrian corridor between east and west South Lake Union now separated by a 50 ft embankment. I urge you to vote to approve Terry.

Carol Pugh, a Mirabella Resident

Sue Lane

Approve: Terry Avenue

Repect: Westlake

Sue Lane

Tom McArthur

It seems like siting the station at Terry rather than Westlake would be least disruptive.

Tom McArthur
Mirabella resident

Paul Evasick – Westin Seattle

Regarding: Sound Transit Denny Station

I have written previously and shown up to speak on public record and I now write again to urge all of you to reconsider the alternative option of the Terry Ave Transit Station.

I am writing this email to bring to your attention, as an influencer of the Sound Transit decision process, the strong and urgent need to review the Transit Sound decision to locate the Denny station on Westlake Ave, instead of the alternate position of Terry Ave.

I am the general manager of the 891 room Westin Seattle located exactly on Westlake Ave between Stewart and Virginia Ave. I am also a resident of downtown the past two years residing right on Lenora Ave and Westlake Ave at the Stratus apartments. I feel I have a solid grasp of the community and area being considered for this important project.

The effects of the decision to close Westlake for 4 or more years could cripple the area and the city. There is SO much more at stake than just inconvenience.

- The average hotel experienced 62% drop in Revenue during Covid, with Seattle being the hardest hit at a 78%
- Leisure travel recovered for Seattle in the summer of 2022 however:
 - Based on Visit Seattle data, December hotel room occupancy was down 30.4% compared to December 2019
 - Economic impact related to tourism was down 42.4% in December 2022 compared to December 2019
 - YTD business travel was down 55.6% compared to 2019
- Most hotel groups are reporting that Seattle is consistently in the top three worst recovery markets in the country- these typically are Seattle, Portland, and San Francisco
- Business travel is not returning to Seattle as quickly as other cities. We have a great opportunity with the new convention center, but the proposed construction at Westlake would result in inaccessibility that may dissuade potential business travel.
- The Westin has calculated that they will not see a full recovery until 2026, which is consistent with what many other hotels are reporting. This is the same year that construction would begin.
- The upcoming events such as the 2026 The World Cup are potential lifelines for our hospitality businesses- hotels and restaurants alike. Accessibility around the city will be a determining factor in the success of these events and determine whether our hospitality industry will be able to recover.

- We have seen construction and empty streets cause significant problems for the hospitality industry in Seattle (ex: 3rd Ave). Westlake is one of our more vibrant neighborhoods. Shutting down this well-lit and welcoming cultural and social center risks losing the efforts and work that have gone into this neighborhood for decades.

My Ask;

Please do your due diligence as a board member and influencer. Ask the right questions of the Sound Transit plan and gain understanding of the full picture of this decision. To me it looks like an easy change of course is available and this change will be the correct change of course for ALL involved.

Thank you for your commitment to serve and to actively engage in the process.

Sincerely,

Paul Evasick
General Manager of The Westin Seattle

Sue Lane

We reject the West Seattle to Ballard light-rail station location at Westlake because of the greater amount of long-haul fiber on Westlake and the extreme out-of-the-ordinary costs to taxpayers' money involved. Thank you for your concern for this project which will impact so many lives for so many years to come. Dr. James and Sue Lane, Mirabella Residents

Sue Lane

APPROVE: Terry
REJECT: Westlake
Dr. James Lane, Mirabella Resident

Sue Lane

Judith and Darrell Guder

The case for Terry is long. It will NOT close a finished transportation corridor for four years, at which time it will need to be rebuilt. It will NOT require relocating a water/sewer line that supports 135 acres, whose price and impact have not been included in project cost estimates. It will NOT shut the street car down. It will NOT require permanent street closures. But it WILL add an ADA and pedestrian corridor between east and west South Lake Union now separated by a 50 ft embankment. I urge you to vote to approve Terry.

Judith & Darrell Guder
Mirabella Residents

Jim Holland

Engineering experts and construction professionals continue to explain that the Sound Transit project design team's concerns about the long-haul H5 fiber on Terry is SOLVABLE. The fiber is Sound Transit's sole reason for preferring a Westlake over Terry station location. In contrast, the complexity of locating the station on Westlake is far riskier in terms of cost and impact. I urge you to vote to approve the Terry station location.

Jim Holland
Mirabella Resident

Diane King

For the public comments for the Sound Transit Meeting March 9

I am in favor of the light-rail station being located on Terry Street. It seems like a perfect location for the neighborhood. It will connect the Denny Triangle area, the South Lake Union area and the Cascade neighborhood to the station. The construction will allow for the least amount of disruption to the neighborhoods and those using the streets to get from Denny Street to the north portion of Seattle. It is important to note that some important impacts of construction have not been included in project cost estimates. The impact of adding an ADA and pedestrian corridor between east and west South Lake Union is priceless. I urge you to vote to approve Terry.

Diane King

Mort Berman

The case for Terry is long. It will NOT close a finished transportation corridor for four years, at which time it will need to be rebuilt. It will NOT require relocating a water/sewer line that supports 135 acres, whose price and impact have not been included in project cost estimates. It will NOT shut the street car down. It will NOT require permanent street closures. But it WILL add an ADA and pedestrian corridor between east and west South Lake Union now separated by a 50 ft embankment. I urge you to vote to approve Terry.

Mort Berman, Mirabella Resident

Diane Holmes

The case for Terry is long. It will NOT close a finished transportation corridor for four years, at which time it will need to be rebuilt. It will NOT require relocating a water/sewer line that supports 135 acres, whose price and impact have not been included in project cost estimates. It will NOT shut the street car down. It will NOT require permanent street closures. But it WILL add an ADA and pedestrian corridor between east and west South Lake Union now separated by a 50 ft embankment. I urge you to vote to approve Terry.

Diane Holmes
Mirabella Resident

Patricia Harris

As a resident of Mirabella on Fairview Ave N I want to speak to the need for locating the SouthLake Union terminal at the Terry site. I am writing for the second time. The reasons for choosing the Terry site are good ones. First it would not require tearing up Westlake which is an important link in the South Lake area. It would not require changing sewer connections which would add to the cost of the Westlake site. It would allow the creation of an access elevator for people with mobility issues to access the new system. Please do approve the Terry site.
Patricia Harris

Julia Wan

For the South Lake Union light-rail station, we vote for Terry and reject Westlake.

Thank you.

Geneva J Thompson

Your vote is selecting the best and smartest and location for the new Seattle to Ballard Light Rail Station is **vital** to all of us.

The case for approving Terry for the new Light Rail Station is long and beneficial. It will **NOT** close a finished transportation corridor for four years, at which time it will need to be rebuilt. *** Tearing up our Westlake Avenue is senseless, will be astronomical in costs, raise our taxes and disrupt our Seattle traffic flow and economic recovery!

The Terry station location will NOT require relocating a water/sewer line that supports 135 acres, whose price and impact have not been included in project cost estimates. It will **NOT** shut the street car down. It will **NOT** require permanent street closures.

But it WILL add an ADA and pedestrian corridor between east and west South Lake Union now separated by a 50 ft embankment. This is vitally important to many of us, especially as seniors. And it will serve the new population of all the huge condo and apartment towners in SLU near Terry to the east and towards the Lake. So many more users!

Please, I urge you to vote to approve Terry for the new light rail station.

Thank you, Geneva J. Thompson, Mirabella resident and registered voter.

[Ben Wood Jr.](#)

----- Original Message -----

From: BEN WOOD <benwoodjr@comcast.net>

To:

Date: 03/07/2023 4:06 PM

Subject: **Please choose the light-rail location at Terry Ave.**

Please select the **Terry location** for the light-rail station. We, and our neighbors, many are over 80 years old and the **Terry location** makes much more sense than the other option due to the numbers of older people in the neighborhood. Thank you,
Ben Wood, Jr. and Mary L. Wood (Residents at Mirabella---Fairview and Denny)
Ben Wood, Jr.

If forwarding this Email please use bcc and remove all email addresses including mine. Thank you
Ben Wood, Jr.

If forwarding this Email please use bcc and remove all email addresses including mine. Thank you

Laura Bailey

I am so pleased that this project will soon be underway. But it deserves allocating the time needed to gather all facts and forming a consensus before making a decision. I urge you to vote to approve Terry. Using Westlake for a station would be a terrible choice!

Laura Bailey, Mirabella resident

Mary Jossem

The case for Terry is long. It will NOT close a finished transportation corridor for four years, at which time it will need to be rebuilt. It will NOT require relocating a water/sewer line that supports 135 acres, whose price and impact have not been included in project cost estimates. It will NOT shut the street car down. It will NOT require permanent street closures. But it WILL add an ADA and pedestrian corridor between east and west South Lake Union now separated by a 50 ft embankment. I urge you to vote to approve Terry.

Mary Jossem

Susan W. Herring

As a resident of SLU, I greatly prefer Terry for the new light rail station. The location will be greatly enhanced by this development, whereas work on a Westlake location would be enormously disruptive. I urge you to vote to approve the Terry station location.

Thank you for your consideration,

Susan W. Herring

Ruth Benfield

I understand the importance of long-haul H5 fiber. It must be protected. I understand that there are engineering experts that believe this is a solvable problem. Given this is the sole reason for preferring a Westlake location over Terry, please vote to pursue a Terry station. The idea of closing down our finished Westlake corridor for four years and rerouting the many functions beneath this throughway seems wrought with painful interruptions, business closures and the loss of a major access into Downtown.

Please vote for the station to be located on Terry.
Ruth Benfield
Mirabella Seattle Resident

[Tim Hill](#)

Same with me! Tim

Sent from my iPhone

> On Mar 7, 2023, at 3:50 PM, Julia Wan wrote:

>

> For the South Lake Union light-rail station, we vote for Terry and reject Westlake.

>

> Thank you.

>

>

>

>

> --

> ***** Be kind to other participants *****

>

> If you "Reply", it goes only to the sender, if you "Reply All", it goes to the whole group. Please use as appropriate.

>

> *****

> ---

> You received this message because you are subscribed to the Google Groups "Mirabella Residents" group.

[Les Parrott](#)

As a long-term resident of SLU (living at 2200 on Westlake and Denny and Terry Ave)...

I'm writing to express my strong opposition to the Sound Transit's plans to close Westlake for this project. It would cause irreparable harm to downtown, SLU, and Denny Triangle. It is simply unacceptable. Unfathomable, even, that it is being considered in this location.

I want to voice my **STRONG support for the alternative station location on Terry Avenue North**. Why? Because it avoids numerous harmful effect that would occur with Denny Station.

I am unable to provide in-person testimony at the upcoming expansion meeting (because of work travel) but I hope you will hear my voice via this email.

Thanks for your consideration.

Les

Les Parrott, Ph.D.

[Andrea Lewis](#)

For the West Seattle to Ballard light-rail station location, the Terry Station is preferable to the Westlake station. Terry does not require permanent street closures or shut-down of the streetcar. Please approve Terry and reject Westlake.

Andrea Lewis

Mirabella Seattle Resident

[Jane Blackwell](#)

Engineering experts and construction professionals continue to explain that the Sound Transit project design team's concerns about the long-haul H5 fiber on Terry is SOLVABLE. The fiber is Sound Transit's sole reason for preferring a Westlake over Terry station location. In contrast, the complexity of locating the station on Westlake is far riskier in terms of cost and impact. I urge you to vote to approve the Terry station location.

Jane Blackwell

Mirabella Resident

[Linda Berkman](#)

The case for Terry is long. It will NOT close a finished transportation corridor for four years, at which time it will need to be rebuilt. It will NOT require relocating a water/sewer line that supports 135 acres, whose price and impact have not been included in project cost estimates. It will NOT shut the street car down. It will NOT require permanent street closures. But it WILL add an ADA and pedestrian corridor between east and west South Lake Union now separated by a 50 ft embankment. I urge you to vote to approve Terry.

Linda Berkman

Mirabella Resident

Eunice Askov

The case for Terry is long. It will NOT close a finished transportation corridor for four years, at which time it will need to be rebuilt. It will NOT require relocating a water/sewer line that supports 135 acres, whose price and impact have not been included in project cost estimates. It will NOT shut the street car down. It will NOT require permanent street closures. But it WILL add an ADA and pedestrian corridor between east and west South Lake Union now separated by a 50 ft embankment. I urge you to vote to approve Terry. Thank you for considering my opinion on this important community project.

Eunice Askov,

Meredith Birkmeyer

Please say NO to / and consider ANY alternative to the Westlake station project.

Westlake is the main artery of our neighborhood and to disrupt that with construction for 4+ years - would be detrimental to all of those that live or work there.

As someone who has lived in the neighborhood for 12 yrs, I have watched the entire neighborhood go up, experiencing YEARS of construction already. The neighborhood is finally settling in; it is one area of downtown Seattle that is returning post Covid and this would gut and destroy a primary route for so much activity, further delaying a positive return that the city so desperately needs.

Please say no to Westlake and let this area continue to thrive. The other option will be far less disruptive and offers a far more positive result still in close proximity to serving this thriving neighborhoods needs.

Meredith Birkmeyer

Barbara Daniels

As a neighborhood resident, I support the choice of Terry for the station. It is most accessible to seniors who live close to Terry, and many other Cascadia residents as well as visitors to the area.

Sincerely,

Barbara Daniels, Mirabella resident

Jane Beer

Terry is a much accusable location in terms of drop-off and pick-up. It is also a reasonable walking distance for those of us in South Lake Union. There will be less impact on traffic downtown.

Please strongly consider rejecting the Westlake location.

Jane Beer

Mirabella Resident

[WRI 2200 Westlake LP](#)

The Substance of this comment is within a letter included at the end of this summary.

Hello,

The attached letter will be sent out today.

Thank you.

Pauline Byun

Lease Preparer | Legal



[David and Susan Webber](#)

We two senior residents of South Lake Union ***STRONGLY urge approval of the Terry Avenue and rejection of the Westlake location for a light rail station.*** Access for pedestrians, especially mobility challenged or ADA disabled light rail riders would be severely limited at a Westlake location but greatly enhanced if Terry Avenue is chosen, providing access from the higher elevations at Boren and eastward (where we live).

In addition, surface traffic will be much less impacted if Terry is chosen, thereby avoiding a years-long disruption of Westlake, a major artery.

We emphatically support selection of the Terry Avenue site for a light rail station. Thank you for your consideration.

David Webber
Susan Webber
Residents of Mirabella Seattle

[Ron Butler](#)

TO: Sound Transit Board
RE: Denny Street Station

The System Expansion Committee is poised to make a recommendation to the Board on the location of the Denny St. station. ***We desire to make you aware of the shortcomings of the recommendation you are likely to hear.***

The Terry St. site should be preferred for the multiple reasons that community stakeholders have enumerated. Traffic, pedestrians, businesses will be substantially less impacted.

Please also consider the size of the residential population that flanks Westlake. For the multitudes of us living along both sides of the street it is our front door that will be significantly disrupted.

Have concern, too, about the construction effect on efforts to bring employees back to the office buildings along the corridor.

Why, we ask, disturb here what you seek and can see occurring in your jurisdictions around the placement of stations – density, walkability, vibrancy.

The pandemic years make this clear – you cannot count on magically restoring what existed prior.

We petition you to:

Insist on a fairer analysis of the two sites by the Expansion Committee. To highlight an infrastructure issue (fiber cable lines) at Terry St. and to downplay the same (sewer/water lines) on Westlake is an imperfect study. Request estimates for both locations.

Avoid mothballing the streetcar and the expense of returning it to service again after construction.

Enhance accessibility for a bigger pool of riders. At Terry St. the station would significantly reduce the walking grade between Terry and Boren benefiting all residents residing east in the Cascade neighborhood.

Postpone making a final decision on March 23rd.

Reconvene to vote when the Expansion Committee has received improved information from staff.

We, residents at ENSO (@Blanchard & Westlake), strongly encourage you, as Board Members, to take a broader view of this neighborhood stop on the Ballard/West Seattle line. The station benefits are far more robust with a Terry St. location. And, with a city center that has multiple challenges, a Westlake station presents an unnecessary upheaval.

Respectfully,

Ron Butler

On behalf of 34 ENSO residents

Earl Sedlik

SEATTLE MAYOR HARRELL IS RIGHT!

“SHOW ME A COMPLETE WESTLAKE STATION MITIGATION PLAN!”

A PERMANENT ANSWER ALREADY EXISTS:

CHOOSE THE TERRY AVENUE SITE!

- NO MITIGATION REQUIRED
- NO WESTLAKE AVENUE DISRUPTION
- NO STREETCAR DISRUPTION
- SERVE MORE PEOPLE

Seattle Mayor Harrell pleaded with the Sound transit Staff:

"We cannot proceed with the Westlake location and kill everything we've been doing to revitalize downtown. Please show us a complete Mitigation Plan for the impact of the Westlake site!"

A PERMANENT ANSWER ALREADY EXISTS:

CHOOSE THE TERRY AVENUE SITE!

Earl Sedlik

Diana Holland

I am very interested in locating the new stop on Terry instead of Westlake!

It is a more accessible way to get to the train for more people!!

Thank you

Diana Holland

Nancy Eliason

There are many reasons, but my personal reason for writing is my desire to have an ADA and pedestrian corridor between east and west South Lake Union.

Thank you for your consideration of this aspect.

Nancy Eliason
Mirabella Resident

Amy Fair Gunnar

Hello,

I write to you not only as an owner of Portage Bay Cafe, located in South Lake Union, but as a resident of the Denny Triangle. After reading much about the plans to create a new Light Rail station on Denny, I have to vehemently state my opposition to placing it on Westlake.

First, the disruption to the entire area for four years (an optimistic timeline at best) will cause irreparable damage to small businesses in the area. It will cut off South Lake Union from downtown, shut down the street car and make living and working in the area miserable. After the past three years, the idea of the City and Sound Transit allowing this COVID level bombshell into our lives is a slap in the face. Especially when there is a much better alternative.

Placing the station at Terry instead causes such a significantly lesser interruption that I can't conceive of why the Westlake option is even on the table. In addition, those last two blocs of Terry are an eyesore and would be greatly improved by the work in building station there. Can you possibly say that any business would be improved by doing this work on Westlake?

Thank you for taking my opinions into account. I about of town or I would be at the meeting today.

Regards,

Amy Fair Gunnar

AMY FAIR GUNNAR | OWNER

South Lake Union Coalition of Small Businesses

February 28, 2023

To: Sound Transit Board of Directors

CC: Sound Transit CEO Julie Timm

From: South Lake Union Coalition of Small Businesses

We're writing to ask the board to reconsider locating the Denny Station on Westlake Avenue. We are small business owners with retail and restaurant locations in South Lake Union and recently learned of Sound Transit's preference to locate the Denny Station at Denny Way and Westlake Avenue. If chosen, this location would close Westlake Avenue for a minimum of four years, require extensive utility relocation and hurting foot traffic, all of which will have detrimental impact on our businesses. We learned of this significant proposal through word of mouth rather than directly from Sound Transit. We

are dismayed and disappointed that such a significant consideration was not communicated and shared with us.

Small businesses have had to deal with a slew of challenges in the past few years. The pandemic, slow economic recovery, remote work, and public safety issues have caused significant impacts to our businesses and livelihood. We were excited to learn of Amazon's recent return to office announcement which would give us an opportunity to rebuild our businesses, but that ray of hope was dashed when we learned of Sound Transit's proposal. Our small businesses cannot withstand another setback. The disruption and street closure of Westlake Avenue will drive any remaining customers and traffic away from South Lake Union and the surrounding neighborhoods. This will cause irreparable damage, making it nearly impossible for us to recover and will force many of us to close our doors. We don't have deep pockets or large cash reserves to wait out a four-year closure in the hopes that customers and foot traffic will return. Closures for any period cuts directly to the bottom line on retail businesses that are already operating at a low 5%-8% profit margin. Additionally, Westlake Avenue closure will suspend bus lines and the streetcar that many retail employees depend on. We are already suffering from labor shortages and if our employees cannot access public transportations to get to work, many will look for work elsewhere, further exasperating the retail labor shortage that has impacted our businesses. As with any infrastructure construction work, utilities will have to be shut down intermediately. Businesses cannot stay operational and restaurants cannot comply with King County Health codes if utilities are not available and will force us to sporadically close our businesses. Simply put, this is death by a thousand cuts.

As Seattle business owners we are supportive of light rail development which we believe will bring prosperity to the region and provide transportation opportunities for our employees and customers. Make no mistake – we applaud and support ST3 development and the need to site a location for the station. We find the proposed recommendations for the Denny Station at Terry Ave North to be the best option and one that would provide the least disruption to the neighborhood. We urge you to reconsider your position on placing the Denny Station at Denny Way and Westlake Avenue and instead support small businesses by choosing Terry Avenue as the final site selection.

Sincerely,

Business name	CEO/Owner	Contact information
Casco Antiquo	Harvey Ward Van Allen	harveywardva@gmail.com
Evoke Café Bar	Mikayla Benedict	Mikayla.benedict@gmail.com
Happy Lemon	Ting Yang	southlakeunion@happylemonseattle.com
Barolo Ristorante	Salvio Varchetta	salviovarchetta@gmail.com
Pho Bac	Yenvy Pham	yenvyp@gmail.com
Cactus Restaurants	Bret Chatalas	bret@cactusrestaurants.com
Salon Voda Seattle LLC	Rachel Moormeier	salonvoda@comcast.net
Refine Nails & Spa	Kieu Jorza	kieu@refinenailsandspa.com
Mamnoon Restaurant	Wassef Haroun	wassef@mamnoonrestaurant.com
Cinque Terre Ristorante	Leo Varchetta	leo@cinqueterreseattle.com
Momiji Seattle	Daryl Chanthavisouk, GM	Daryl.chanthavisouk@stevenhanprojects.com

Seeking Ferments
Gourmondo

Jeanette & Lyz Macias
Angela Dunleavy

jeanette@seekingkombucha.com
angela.dunleavy@gourmondoco.com

John Gunnar

What a horrible idea.

John Gunnar
Portage Bay Cafe

Clark Kokich

Hello,

I am writing in strong support of locating the lower Queen Anne transit station on Mercer Street.

My wife and I own the building at 424 Queen Anne Avenue and have lived in one of the units for almost 10 years. We are both long-time Seattle residents. We voted for and support the Ballard extension and understand there will be serious disruptions during construction. We realize you have a tough decision to make, but in our minds it is clear the Mercer Street location will be far less disruptive to the neighborhood.

We have carefully studied the maps indicating which buildings will be demolished under each plan. There will be unfortunate business dislocations in either case. In fact, it appears to us that the number of jobs eliminated from area businesses will be able the same. What's different is the community impact during construction.

The Republic station location requires destruction of the Mediterranean Inn and Key Bank and the closure of Republican Street. This means the construction will be directly adjacent to two iconic Seattle institutions; Dicks (which may survive, barely), and the Uptown

Cinema (which definitely won't). The loss of the SIFF facility will be a major blow to the local film and arts community.

Just as importantly, the Republican location is surrounded by hundreds of apartment units. The noise and dislocation will be unbearable for these residents, most of whom will be forced to move from a neighborhood they call home. It will be very difficult, if not impossible, to rent these units during the 5-7 years of construction. And when the people leave, they'll take with them their support for the scores of small businesses in the area. It will take a decade to rebuild the neighborhood.

So the choices are to either to build the station in a commercial area on Mercer Street, or to put it somewhere that destroys an important residential neighborhood.

As I said earlier, you'll have unhappy constituents in any case, but the choice seems clear. The Mercer Street location will have far less negative impact on the Uptown community.

Thank you,

Clark Kokich

[Joint Arts and Music Commissions](#)

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

Dear Sound Transit Board of Directors,
The attached letter details the Seattle Arts & Music Commissions' support for Uptown cultural organizations in response to the proposed plans for the Sound Transit West Seattle Ballard Link Extension (WSBLE). Thank you for your time and consideration. Please let us know if you have any questions or would like to discuss our requests in more detail.

In Solidarity,
Seattle Arts & Music Commissions

Tracy Burrows

Dear Members of the Sound Transit System Expansion Committee:

I am writing to urge you to maintain the planned Avalon Station. Sound Transit is building a system for generations to come and now is the time to invest in a system that will equitably serve West Seattle. Removal of the Avalon Station will reduce transit access for thousands of people in West Seattle, including some of our most vulnerable populations.

The area adjacent to the Avalon Station includes some of the highest density residential development in West Seattle. There are also significant opportunities for redevelopment along Fauntleroy Way, 35th Avenue SW, and on the site of the West Seattle lumberyard.

Bus Connections from High Point Community

The Avalon Station is a critical connection for residents of West Seattle who live on 35th Avenue SW south of Alaska Street, including the High Point Community. This is one of the most transit-dependent communities in the City of Seattle. These transit riders can currently reach 35th and Avalon in 10 minutes via bus. Absent the Avalon Station, they will be diverted off of the most direct route to go west to the Junction Station, which adds 8-10 minutes to the bus trip. On a round trip ride, this adds 16-20 minutes a day to the commute for our most vulnerable, transit-dependent communities.

The Sound Transit study has stated that eliminating the Avalon Station will not reduce ridership because the travel times for downtown commuters will be faster. But travel times for whom? The most transit-dependent riders in West Seattle will see travel times increase significantly.

High Density Residential along Avalon Way

Absent the Avalon station, the distance between the Delridge and Junction Stations is 1.5 miles, with the equivalent of 35 stories of stairs to climb. If you live in the Avalon area, the walk distance to either station is more than twice the distance that most people will walk to transit and to walk from and the hills are significant. There are lots and lots of condominium owners and renters along Avalon and 35th—with more to come with the redevelopment of Alki lumber and other underdeveloped parcels. With the elimination of the Avalon Station, travel times for this high-density area will have to factor in bus transfers to light rail for virtually all trips along bus routes that are only necessary because of the absence of the Avalon Station.

The cost of maintaining the Avalon station is insignificant compared to the loss of transit mobility options and increased travel delays over the lifetime of this system. I urge you to maintain strong transit access for the High Point Community, 35th Avenue SW and surrounding neighborhoods, and the Avalon Corridor.

Thank you for your consideration,

Tracy Burrows

Marco DeMacon

To whom it may concern,

I am writing to recommend that instead of building the second tunnel through downtown Seattle as it is, that instead a stub line from Ballard to Westlake should be built instead. With this stub line, the trains can be two cars, using automated technology, like with Skytrain in Vancouver, BC. With that, we move the West Seattle line through the current tunnel.

The reason for this is that the current second tunnel does not add much and seems to be a waste of time, money and effort. If this tunnel was to go east of I-5, then I could see it being beneficial. It would add more stations and cover more ground. With the current plans, it doesn't add much and will delay Ballard and West Seattle from getting the light rail to them. If we focus on a Ballard stub line, with a potential for a second tunnel in the future, then we can stay within budget. I keep hearing that ST3 is in danger of going over-budget and being delayed.

Some of those funds could be used to help fix the escalators and elevators downtown. Everytime I go downtown, the escalators and the elevators are broken down. One time, I had foot surgery and had trouble getting out of Westlake because the escalators and elevators were all down.

With automated trains at the Ballard stub, trains will run faster and we can save money by having less drivers. Those drivers could be assigned to the other lines to run more frequently, for a fraction of the price.

If we have automated trains for this stub, we could have shorter trains with only two cars running, since they will be running more frequently. With smaller trains, we could have smaller stations that might cost a lot less.

A stub line for Ballard would probably be easier for passengers to use because the designs now imply a lot of walking to transfer stations. This would be difficult for tourists not familiar with the network and for handicap riders having to go a long way for a transfer.

The stub line could probably be more shallow than what is being presented as well. The idea of deeper stations is very troubling because of elevators and escalators not working quite frequently. This makes it more difficult to get out of the stations. Especially if an emergency takes place and people need to get out quickly.

These are just a few ideas to consider. I really believe this needs to be studied more because the more I think about ST3 and the West Seattle-Ballard line now, the more I feel this will never get built. Or if it does, it will be a terrible design that benefits no one. We also see transit as a benefit to reduce traffic, but if it is designed horribly, then people will just drive instead. We also see transit as a benefit to the environment, but we take a long time to build it. By possibly shortening the build time, this can benefit the environment more. Especially during a climate emergency that we are facing.

Some examples to check out are Toronto's Ontario line, Vancouver's SkyTrain network and the Copenhagen Metro.

Thanks for your time,

Robert DeMacon

Unnamed Commenter

Have you yet considered an extensible Ballard stub stub line to Westlake?

The case for such a line is very compelling:

[The case for Automated Light Metro Technology for Ballard and South Lake Union – Seattle Transit Blog](#)

Jonathan

The realignment timelines of Everett link are of course fairly disappointing for those who were hoping for Everett link to come as soon as possible.

Given that Ballard Link has discussed substantial alignment alternatives to meet needs better I was wondering why this isn't the case for Everett Link? To get the project done more affordably and possibly with quicker travel times from downtown Everett to Lynwood I'm wondering if something like light rail continuing from mariner up I-5 adjacent to the interurban trail with a possible at grade station in south Everett very close to the existing express bus park and ride (so people in eastmont have easier road access to the light rail), then continuing up to the Everett mall, and then to downtown Everett with a line branching off westward down Boeing freeway in order to serve Paine field in a possibly cheaper at grade highway alignment akin to what will exist on the I-90 bridge has been discussed. This could also connect to one of the OMF sight options which as I understand it has been stated as a requirement in order to reach downtown Everett

As I understand it my representatives were skeptical of a version of this route meeting purpose and needs of ST3 but I would like to know why their reasoning for that may be. The spine would still reach downtown everett which is a stated goal. It would also reach the Paine field area albeit along a different route than airport road. I think given the funding shortfall it would be preferable if sound transit found ways to save money while prioritizing ridership instead of just extending timelines. I'm not advocating for cutting off Paine field from light rail but simply asking about searching for more affordable light rail alignments to reach it and downtown Everett. I don't agree with the views of some publications that I will not name that advocate for skipping paine field entirely

I myself have parents in the casino road area who commute to the boeing plant every morning by taking the exit off of SR99 onto boeing freeway. They've stated they would take the light rail from casino road to boeing for convenience sake. A light rail branch line from Everett mall bus hub down boeing freeway in my opinion wouldn't change the optics of this

I would hope to see light rail sooner rather than later. I think given the funding shortfall both Sound Transit planners, boardmembers, and my own representatives should please consider exploring questions and ideas that haven't been given a fair shake yet. I would like light rail to reach Paine field and downtown Everett. I would also like light rail to serve those in south Everett near Costco. I think this alignment proposal could do all of that, and possibly at a cheaper cost. Please consider this so light rail can serve Everett as soon as possible

Thanks,

Johnathan

Erin Stewart

ST Board ST Board,

Dear Sound Transit staff and elected leaders:

Sound Transit has the opportunity to make a better, faster Everett Link extension. Please study alignments along and in the vicinity of SR 99 and I-5 in South Everett.

The I-5 and SR 99 alignments present a unique opportunity to serve natural all-day ridership and speed up connections between key community destinations north and south, such as medical facilities, government services, schools, and grocery stores. With faster, more direct train rides, a greater percentage of riders will benefit from higher quality transit. In turn, this will yield more riders and support greater transit-oriented development within station-areas.

Sound Transit's analysis has long shown that the Paine Field deviation, as contemplated, is not a wise long-term move for Everett or Snohomish County. It has always been shown to underperform as compared to options to its east for the simple reasons that people don't live there and its suburban industrial orientation, spaced far apart with enormous moats of parking lots, separated by large highways.

With a potential \$2 billion cost to deviate to the Paine Field area, the deviation simply is not worth the cost.

Pursuing the Paine Field deviation means serving fewer riders while spending more money and delaying project delivery just to do it. It also means adding significant travel time to Link trips for nearly all riders going to or from Everett. That's not hyperbole. Most Everett riders will never get off in the MIC and data backs that up. On the average weekday, only about 2,050 people use transit to reach the Paine Field MIC, which is about 4% of workers, despite its recent investments in very good bus rapid transit and local/regional bus service, and a state-of-the-art transit center. The whys for this are numerous: many workers living in very suburban places with little to no transit (which Everett Link won't rectify), the lack of quality pedestrian facilities throughout the MIC, and sprawling campuses which situate buildings nowhere near to transit. Putting Link here won't generate meaningfully higher ridership since it can't fix the underlying problems of the MIC.

The Paine Field deviation has always been predicated upon jobs. Unfortunately, the area hasn't seen a significant boom in jobs beyond the commercial airport in recent years. Whether or not the airport expands substantially in the coming decades is an open question, but data from Seattle-Tacoma International Airport has shown most people don't use light rail to the airport (less than 5% of passengers do), so that alone isn't justification for a whole light rail alignment deviation even setting aside the jobs problem.

A better transit service for the Paine Field area would be improving and adding bus rapid transit. From the south, the Swift Green Line already has stations nearer to Paine Field and Boeing than light rail would. From the east, the future Swift Silver Line can similarly provide quicker and closer connections to Boeing. In addition, the Silver Line could better serve the low income residents along Casino Road by providing more stops without risking physical or economic displacement. Finally, the Green and Silver Lines can connect into both the existing Swift Blue Line along SR 99 and Evergreen Way and a future I-5 light rail alignment, providing parallel north-south connections. This network approach to transit will undoubtedly perform better than an attempted single "coverage" route of fixed rail.

I ask that you put residents first in your decision-making rather than a limited set of mistaken business interests. That's why I urge you to support robust study of Everett Link alignments and stations in the vicinity of SR 99 and I-5 in the South Everett area and ask that you study additional high quality bus service in the wider area from South Everett and Paine Field to Alderwood that connects well with Link and Swift. Additionally, I believe there may be some utility in studying, as a future phase, a short Link spur that directly serves the airport if there is ridership demand for it in future decades.

The project community advisory group and the broader public have expressed strong support for studying I-5 and SR 99 alignments as well. The Sound Transit staff have expressed their intent to add these into the study. I ask you to allow Sound Transit to study these alignments and not render the agency's efforts at equitable community engagement meaningless.

Ultimately, I want a better, faster Everett Link that really serves our community and does it sooner than the Paine Field deviation ever will. This is critically important for people living in our community. We can't keep putting off transit for another day.

Erin Stewart

Michael Lipp

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Ultimately, I want a better, faster Everett Link that really serves our community and does it sooner than the Paine Field deviation ever will. This is critically important for people living in our community. We can’t keep putting off transit for another day.

Michael Lipp

[Bill Hirt](#)

Atten: System Expansion Committee

The Seattle Times March 3rd front page Traffic Lab article “Be bolder, tough to get light rail done, panel advises Sound Transit” fawns over a March 2nd Transit Analysis Group” (TAG) presentation to the Sound Transit Executive Council.

The article included the “expert panel suggested 6 reforms” needed to improve Sound Transit’s ability to implement plans to increase spending from \$4B in 2022 to \$8B in 2024. Neither the TAG nor Traffic Lab apparently recognized Sound Transit’s real problem is not with the process but with the “product” that results. Voter approved light rail spine extensions that won’t reduce peak hour freeway congestion and cost too much to operate during off peak.

Reducing freeway congestion requires reducing the number of vehicles on roadway: the “gold-standard” being limiting traffic to 2000 vehicles per hour assures 45mph. Yet none of the “reforms” recognize that 4-car light rail trains don’t have the capacity needed to accommodate the number of commuters needed. That the only way to achieve the needed capacity is with BRT routes along restricted access HOV lanes.

None of the recommendations recognize Sound Transit’s decade-long failure to provide commuters with access to public transit. (A 2016 Seattle Times

article reported the 19,486 existing parking stalls with access to transit in the three-county area were already 95% in use.)

Instead, Sound Transit exacerbated the lack of capacity problem with the Northgate Link by requiring riders transfer to the link for "access" to the commute into and out of Seattle. Replacing bus routes reduces transit capacity into the city and nothing to reduce roadway congestion. They refuse to release "Service Provided Performance Reports" showing the lack of access still limited ridership to a fraction of the 41,000 to 49,000 predicted.

The "product" of the January 26th Sound Transit Board plans for operating the Lynnwood extension exacerbates the Northgate Link failure. The voter approved, \$2.7B, 8.5-mile extension lacks the access needed for even a fraction of the 37,000 to 57,000 riders predicted. Instead includes spending \$270M on a 130th St infill station a mile from any parking. Plans to provide riders by replacing additional bus routes further reduces transit capacity into Seattle and access for current riders. The combination of high light rail car operating cost, added Lynnwood trip length and schedule will add \$500,000 daily to costs.

The bottom line is the "voter approved" extensions don't have the capacity to attract the number of riders needed to reduce multilane freeway peak hour congestion and cost too much to operate during off peak. That Sound Transit's operating plans to use the extensions to replace bus routes reduces transit capacity into Seattle, doesn't reduce freeway congestion, and the riders transferred reduce access for current riders.

That recommendations to improve the process for implementing the extensions does nothing to improve the product. The Seattle Times Traffic Lab should recognize that doing so with "increased boldness and toughness" doesn't change that result.

Bill Hirt

Dear Sound Transit Board Executive Committee.

The February 23rd Sound Transit Board meeting exemplifies a decade-long myth that a second tunnel is needed to reduce I-5 and I-90 congestion into and out of Seattle. The meeting began with "Public Comment" from multiple speakers objecting to locations for the proposed light rail stations near CID and Westlake.

They were followed by Sound Transit presenting a "Review of Community Feedback" included charts detailing attempts to garner support, "Engagement activities" and

“Further studies corridor-wide engagement” 7/28/22-2/17/23. They included 12 open houses, 100+ community briefings, 6 fairs, 8 posts, 200 businesses engaged through door-to-door outreach, and 180 residents engaged through in-language forums”.

The response to the six months of “corridor-wide engagement” during those System Expansion and Sound Transit Board meetings has been nearly unanimous "Public Comment" opposing the CID plan. The fact so many objected to Sound Transit proposal resulted in a Seattle Times February 24th editorial “Don’t skip Chinatown International District in light rail extension”. It claimed the following:

“...a broad coalition of community members has repeatedly called for a light rail station in the neighborhood that makes our community and the region more connected, accessible, and vibrant”

The reason being:

“Moving a station outside the CID introduces more barriers for riders, especially those who need to transfer lines. If transfers and connections are challenging, riders will be discouraged from using the system.”

While one can debate the merits of the CID station, neither Sound Transit nor the Seattle Times apparently recognize most of the objections were "likely" due to the devastating effect the years of disruption and devastation required to implement the station in their area.

This post urges the Chinatown International District Preservation & Development Authority use their “authority” to “preserve” Chinatown. Require Sound Transit use the existing tunnel and current stations at CID and Westlake for light rail egress and access. That East Link be terminated at CID and Ballard extension at Westlake to facilitate doing so.

The bottom line is the lack of access to light rail stations throughout Sound Transit service area obviates the need for a second tunnel. A November 1st 2016 Seattle Times article reported the 19,488 existing parking stalls with access to transit in the three-county area were already "at least 95% full". Ridership on both Ballard and West Seattle extensions is limited by the number of stations within walking distance of commuters.

Again, terminating Ballard and East Link at existing stations avoids the disruptions associated with constructing new stations and the need to spend billions and years disrupting whatever route is selected. Both Ballard and East Link extensions could be scheduled to meet local demand. Line 1 Link south wouldn't lose half the capacity when East Link debuts to when second tunnel is completed.

The Seattle Times needs to explain why a second CID station is needed to "make our community and the region more connected, accessible, and vibrant". Especially since it requires spending billions and years of delay and disruption associated with a second tunnel. This post attempts to convince Chinatown International District Preservation and Development Authority to advocate for eliminating the second tunnel.

Sincerely,
Bill Hirt

Troy Serad

Recent developments related to the Tacoma Dome Link Extension project (TDLE) have created both a need and an opportunity to review the scope of its largest infrastructure project in Tacoma. There is interest for such an evaluation, especially related to transit integration and pedestrian circulation at Tacoma Dome Station, and how a Puyallup Avenue alignment may deliver a superior transit experience over the alternatives now being explored.

To ensure that a quality multimodal hub is built in Tacoma, please include the Puyallup Avenue alignment in the project's forthcoming Draft Environmental Impact Statement (DEIS). A comprehensive review of the merits of all credible alternative alignments into Tacoma Dome Station is essential, to include Puyallup Avenue.

The TDLE is a multi-billion dollar, once-in-a-century transportation project that will bring unprecedented change to our transit network. Since approved by regional voters in 2016, subsequent developments compel a fresh look at the assumptions that frame its planning: Pierce Transit's Stream 1 BRT line will funnel ridership directly to Link trains at Tacoma Dome Station; local bus routes will likely be modified to do the same, and; the Stream System Expansion Committee is evaluating a second BRT line from Lakewood via the Tacoma Mall that may terminate at Tacoma Dome. Altogether, these services will bring thousands of bus riders to the station everyday, creating a core regional transit hub. The direct integration of Link light rail with the bus system at Tacoma Dome Station is therefore integral to the success of TDLE, the station, and the entire transit network of the South Sound.

As the opening of TDLE is now delayed by at least five years, from 2030 to 2035, Sound Transit is encouraged to capitalize on this time to evaluate how these services can best be integrated at Tacoma Dome, and how a Puyallup Avenue Link alignment may provide for a more seamless integration of the varying transit modes and services to be found there. Per Sound Transit's own preliminary scoping analysis, the Puyallup Avenue alignment designated as TD 1 is the most direct, most constructable, and most affordable route into Tacoma Dome Station. It may also substantially reduce the transfer burden of the mobility impaired as they navigate the stepped elevations that host connecting transit services.

This letter is not an endorsement of any alignment. It is a request to include within the DEIS all alignment alternatives that could help improve the viability of the TDLE project, reduce its costs, and mitigate adverse impacts. This must include Puyallup Avenue.

I respectfully request its review.

Sincerely,

Troy Serad

Tacoma Transportation Commissioner

Cory Hutton

Hi Sound Transit Board Members,

As you develop the ST 3 plan, I implore you to ensure new alignments serve two first principles:

1. Easy, convenient, and safe transfers (underground, close, accessible) between lines and modes (walk, bike, other transit, trains, airport). Particularly at Union / King St Station and Westlake Station. These need to serve as regional hubs.

2. Stations need to serve neighborhoods and people living in them, be safely accessible on foot and rolling, not simply serve people passing through or commuting from outside the city.

Don't skip the CID.

Don't skip Midtown (first hill).

Don't skip upper Queen Anne (if it's not technically feasible due to depth, build a street car that serves the station and can handle bad weather).

Don't get distracted by shiny development proposals from King County (what neighborhood would it serve?)

As a resident of Seattle, I want to be able to use Link to go out to dinner with friends or run errands. It should be a core link in building a vibrant 15 minute city.

The ST 3 plans I've seen won't enable that vision. Support people first, and not special interests.

Thanks,

Cory

Capital Hill, Seattle

Comments Received After the Comment Deadline

Raage Bullaleh

A Union Station Hub centered at Chinatown-International District and Pioneer Square should be the only option Sound Transit is looking at. As a resident of Rainier Valley we already have a poor and dangerous experience with the Link at grade level. Not having a Union Station Hub centered in the International District will be another way Sound Transit is providing a poorer experience those of us who rely on public transit in the Rainier Valley.

--

Cheers,
Raage Bullaleh

James Poindexter

Dear Sound Transit Board,

I am writing to urge you to select the Midtown Station and 4th Avenue Shallower Stations as the Preferred Alternatives in Downtown Seattle for the West Seattle Ballard Link Extension project. In your own words, the commitment of Sound Transit is to "deliver high-quality transit that is fast, reliable, and efficient [and provide] sustainable transportation options that connect our communities, reduce congestion, and improve the quality of life for people in the region."

Removing these stations will compromise our transit efforts for years to come. A decision to cancel the Midtown station and CID stations expansions could permanently kneecap any future of having a fast, interconnected, and multi-modal public transport network. Forcing riders with unnecessary transfers will increase the time delay in ridership - a variable not considered in the ridership study - and will reduce the efficiency of the overall network by not congregating at a central hub, ultimately deterring ridership.

The choices you make now are not to be taken lightly; I understand the concerns for avoiding disruptive construction in CID as well as keeping projected costs within margin. However, the region made a bold decision to invest in public transit by voting in favor of ST3 in 2016, and I hope that by relentlessly focusing on the experience of the rider when making decisions we can ultimately deliver a system that fulfills that vision.

Sincerely,
James Poindexter
Capitol Hill resident

Lara Gardner

I do not support any of the new station alternatives that do not centralize the Union Station Hub. I live in Bellevue and these alternatives all seem to make using the light rail more complicated and burdensome. Sacrificing functionality of the system for short-term reasons sets us up to spend so much money and time building something that just won't work very well or be compelling to users in the longterm.

I want to be able to take the light rail to the airport. Driving is absolutely miserable, unpredictable and dangerous. But if the experience of using the light rail is burdensome, confusing, and unpredictable, I will absolutely continue to use my car due to the familiarity and comfort. This system must be obviously more compelling to use than a personal vehicle or people will not adopt it. Then all of this time and money will have been spent for nothing.

Now is the time to get this right. We need a Union Station Hub.

Thank you!
-Lara Gardner

Beth Strosky

Dear Members of the System Expansion Committee:

Respectfully, it seems pretty clear that it would be premature for you to commit today to recommending to the full Board that the Denny Station be sited at Westlake. There are still many unanswered questions.

I attended the Community Oversight meeting last night (3/8/23) and listened to the WSBLE presentation given by ST to that Panel. I was struck by two things:

1. About 1 minute was spent on the Denny Station.
2. Several members commented immediately after the WSBLE presentation, that it felt "very rushed" and included so much information that it was hard to process all of it. Moreover, they were left without sufficient time for questions or discussion. They literally talked about changing the format of their meetings to address this problem.

I urge you to at least listen to ST's own Community Oversight Panel and not rush this decision.

Regards,

Beth Strosky

Aimee Peck – Monorail Espresso

Dear Sir/Madam,

My name is Aimee Peck and I am the owner/operator of Monorail Espresso at 2120 Westlake Ave at the heart of the ST3-proposed Denny station. I vehemently oppose the proposed location of this station, and support the alternative Terry St. location. Monorail Espresso is arguably the most pedestrian oriented business on the Denny site. If this proposed plan to build the station on Westlake Ave proceeds, and our site is shut down for years, my small business will close permanently, our employees will lose their jobs, and the community we've spent 5 years cultivating will be destroyed. This seems like the least logical location, on a recently finished street and park, in one of the busiest intersections of the city. Please reconsider this, and set your sights in the Terry Ave location

Sincerely,

Aimee Peck

Unnamed Commenter

It would be a terrible rider experience to have no stations in the second tunnel between Westlake and Pioneer Square.

Select the Midtown Station and 4th Avenue Shallower Station as the Preferred Alternatives in Downtown Seattle for the West Seattle Ballard Link Extension project.

Susan Strosky

March 9, 2023

Sound Transit System Expansion Committee
401 S. Jackson St.
Seattle, WA 98104

Submitted via email to: meetingcomments@soundtransit.org,

Re: South Lake Union Mix-and-Match

Oppose Westlake Avenue 4+ Year Closure

To the Sound Transit Expansion Committee:

I am writing you today to request that you reconsider your recommendation of the “preferred” location for the Denny Station on Westlake Avenue.

I live in a condominium that faces Westlake Avenue. It is a beautiful street, and the most important street for pedestrians, transit, and civic life. The importance of Westlake Avenue cannot be overstated:

- Closing it would create unnecessary impacts, particularly to small and pedestrian-oriented businesses.
- Westlake Avenue is one of the most accessible transportation routes between downtown, SLU, and the I-5 on-ramps at Mercer.
- Westlake Avenue is a finished street with improved pedestrian space and transit-only lanes. If Westlake Avenue is closed, the Seattle streetcar service would be suspended for several years.

It seems to me from reading much documentation that Terry Avenue is the preferred station location for the future Denny Station. At the very least, **more research and community input needs to be done before this extremely consequential decision is made.**

One of the things I found was this from the City of Seattle to ST in April of 2019. I have been unable to find this addressed by ST since then:

“Aesthetic and Quality-of-Life Impacts

The Commission has previously expressed our concerns regarding any guideways of a significant height, potentially up to 160 feet high. These high guideways and the associated station platforms present accessibility and safety challenges, as well as significant visual and quality of life impacts to the communities these alignments will traverse. The existing images provided by Sound Transit do not sufficiently demonstrate the anticipated cumulative effects of the elevated guideways and stations. We have requested Sound Transit provide additional modeling and visualizations, especially from a ground-level pedestrian perspective, for understanding the potential impacts of these alternatives.”

I urge you to recommend the Denny Station at Terry and oppose the closure of Westlake Avenue, or at a minimum, to address the concerns that have not yet been addressed publicly.

Sincerely,
Susan Strosky

Tyler Doyle

I'm a resident and homeowner in Ballard, and have been for about 10 years, living around Capitol Hill and West Seattle prior to that.

I will keep my comments short and sweet:

- North of CID is unusable for anyone commuting downtown (which, despite what the news might say, is not 0%) forcing a transfer at Westlake or a 20 minute walk from North of CID or Westlake to areas around University Street station
- North of CID violates the basic tenants of good transportation design by forcing rider-unfriendly walking transfers for intermodal connections. It also punishes riders coming from the east and south, and violates ideas of equity and accessibility. During the comment period a few weeks ago I was particularly stuck by an elderly association on the CID who don't want to push residents out of neighborhood and UP HILL. That is not equity. They wanted the station on 4th.
- South of CID is so bad I can't even speak to it.
- 4th shallower with a midtown station with escalators is the best design put forward, enabling an activated transit and community center in Union Station, as seamless as possible transfers for northbound, southbound, and westbound riders
- Regional connections to Amtrak, especially if we continue to invest in Amtrak Cascades and Sounder, can enable a regional and intercity rail network that can take millions of cars off of I5 over the coming years.
- I was in Japan and Taiwan recently and they have such a leg up on us by planning for connectivity and intermodal cooperation.

For Ballard station:

- 15th is barely a compromise, and west of 15th should have been evaluated, and it is a generational failing to be where we are at this point.
- If we must do 15th, then 15th station with entrances on both the north and west sides of the urban highway are a must to increase the walkshed as close as possible to the density that is all concentrated west of 15th. If we can gain some money back by shrinking entrances or moving into 15th ROW, I think that's fine. As a resident for 10 years, an extra few minutes of traffic during peak are no big deal compared to the benefits of a Ballard station that is as accessible as possible

Thanks!

Tyler Doyle

Tina Young

To: System Expansion Committee

I moved to Seattle over 35 years ago. New York City's Chinatown was core to my earlier life. Because of friends and family, I was able to embrace the comfort of the Chinatowns in Philadelphia and San Francisco.

The Chinatown-International District (C-ID) in Seattle has been/continues to be an ethnic, racial, social, economic and community part of my life, and that of my multigenerational family, friends, and many overlapping and distinct networks of people. It is not just a place or space of exotica for cultural tourism.

The System Expansion proposals on the table will have long-term negative impact and severely undermine the existence of the C-ID. It is with such sadness and anguish to witness the stealth of the oppressive strategy of splitting community interests. Who ultimately benefits from this? I don't think, ultimately, any of us will gain, now or in the future, even those who have no historical, cultural or community connection with the C-ID. Who will lose the most, if not all? The response is obvious.

I am in full support of the letter dated March 3, 2023 to the Sound Transit Board of Directors from the Wing Luke Asian Museum. This is a strong clarion call, full of community care and love, to practice investment now and in the future for Seattle's Chinatown - International District.

Sincerely,

Tina Young

Michael LeGore

We must go with the 4th ave shallow station alternative, or live with the consequences for decades to come. Transit systems work when they amplify their network effects, providing good transfers, connectivity to other modes (like Sounder and Amtrak!) I live in West Seattle, and I want to be able to catch Amtrak easily, or transfer easily to the 1 line to go to the airport. The 4th ave shallow option will do that, let's stop waffling with other alternatives added late in the game, and just work on making the best alternative (4th ave shallow) work! Other alternatives will lock us into a worse system for generations. ST3 voters approved a midtown station and a transit hub station in ID, don't go back on the voter's decisions or you will have to answer to them. Seattle can be a world class transit city, the pieces are there, let's think big.

--

Michael LeGore

[Doug Trumm – The Urbanist](#)

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

Dear Sound Transit boardmembers,

Please move forward with 4th Avenue. Make it the preferred alternative or do not select a preferred alternative this month. It's the best station by far [for transit riders](#) and it has strong support in the community. Other proposals are unvetted and entail schedule delay to the EIS process. Attached is The Urbanist's full comment on this momentous decision before you.

Thanks,

Douglas Trumm, *Executive Director*

Pronouns: *he, him*

[Ash Vasudeva](#)

Dear Sound Transit System Expansion Committee:

I'm writing to encourage you to maintain King Street / Union Station as a hub for regional rail lines. Any other option will result in delays, inconvenience, and commensurate declines in public transportation use.

To assure a positive future for regional transportation, please leverage the system's greatest asset: King Street/Union Station.

Sincerely,
Ash Vasudeva

[Ryan Daley](#)

Dear Sound Transit,

I am writing in today as a resident of Seattle that has been following the expansion of Link light rail for years now. I am very invested in the success of the system for the sake of those of us who will use it immediately upon its completion, as well as those who will use it in years to come as we pass this critical infrastructure on to future generations.

I am extremely concerned to see serious consideration among your board and county executives alike of alignment options that completely pass by the already critical transit juncture that is the Chinatown International District station, as this is the point where Amtrak, Sounder and Link all intersect. We have

been counting on the continued development of this critical transfer point for years in anticipation of the construction of the second downtown tunnel and continued expansion of light rail lines to the East Side, Ballard and West Seattle. I am dismayed at the thought that we would even consider building a system that would force riders to backtrack and make complicated transfers when the option for a (nearly) world class transit hub is before our eyes in the alternative of the Refined Shallow 4th Avenue station.

Please consider the Shallow 4th Ave station alternative for this line, connecting our variety of transit options with transfer times that are as logistically painless as possible for riders—both those that will use the system daily, and those that will come to our city and will need a straightforward system they can navigate.

Consider the Refined Shallow 4th Ave station alternative with the goal of activating the King Street and Union Station areas, opening them up to retail, promoting the circulation of people in the CID, as well as the potential to create communal spaces we can be proud of.

Passing on the opportunity we have to create an excellent, integrated station and a decent transfer junction in the CID would be a shortsighted mistake with generational impacts. Please vote build the Refined Shallow 4th Ave station, and create a world class transit hub that will bring urbanity and prosperity to Seattle residents for years to come.

Thank you for your consideration,
Ryan Daley

Keith Jerome

It's crazy to spend that much money for worse service for so many parts of our region. Transfers would be terrible in so many directions.

Better to set up Ballard to Westlake as a standalone line for now and interline West Seattle in the existing tunnel (improve if necessary for shorter headways).

If a second tunnel is ultimately really needed, adding coverage (somewhere on First Hill) would be far superior to duplicating what we have now.

Keith Jerome
Seattle

Vicki Scuri

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

Unnamed Commenter

Today, Sound Transit must select the Midtown Station and 4th Avenue Shallower Station as the Preferred Alternatives in Downtown Seattle for the West Seattle Ballard Link Extension project.

Unnamed Commenter

I'm writing to ask that ST consider the most efficient use of riders time in joining future lines. From what I've read, that'd be a transit station centered in the ID around the old union station. Having people trek through tunnels or make multi seat transfers is going to make the future of transit worse in the region.

Kaileah Baldwin

Hello Sound Transit Board,

My name is Kaileah Baldwin. I'm a queer Black woman and born-and-raised Seattleite working in the CID. I'm speaking on behalf of Puget Sound Sage alongside the CID Coalition.

We value the long-term benefits of the CID continuing to be one of the most important transit centers in our area, but this must be balanced with the need to keep BIPOC communities in place. The 4th and 5th Ave station options for the WS Ballard Link Extension do not bring that balance.

Sound Transit must avoid the disastrous consequences of displacement and destruction of the PNW's only remaining Chinatown cultural district which *would* result from any station locations on 4th or 5th Ave due to the 9-11yr construction time, dangerous sediment layer at those locations, and traffic restrictions and displacement of residents and businesses in the heart of CID.

Instead, we urge this board to commit to preserving Seattle's CID and move forward with the North station alternative, or North and South combo which would serve both the CID & Pioneer Square with stations just south of the Uwajumaia and at the King County campus. These alternatives will provide comparable access to transit for CID residents and ride times for riders coming from outside the city, *without* the level of displacement and disruption that would permanently decimate this community.

Kaileah Baldwin

Chelsea Baer

Dear Sound Transit Board,

Please make the equitable decision to invest in the sustainable transportation future the CID needs and deserves. Only a station on 4th Avenue serves this neighborhood which has been so often overlooked. A 4th Avenue Station is also much better for all transit riders in Seattle and the region, especially those coming from South of Seattle. Neglecting the needs and future of the CID and transit riders is the opposite of your mission, and is not what the voters approved in 2016. Please make the right choice and Move Forward on 4th.

Best,

Chelsea Baer

Jon Scholes – Downtown Seattle Association

Dear ST Board Members,

I am not able to attend today's meeting, but wanted to provide comment in writing on behalf of the Downtown Seattle Association.

The DSA enthusiastically supports the expansion of light rail to serve downtown and better connect our region's urban centers. This is a critically important program and set of investments that will deliver broad benefit for generations to come. How the program is delivered matters just as much, particularly given the challenging economic conditions downtown Seattle currently faces. In previous written comments we've called attention to proposed extended street closures and property demolitions that would have severe negative consequences on Seattle's urban core. I write today to reiterate those concerns.

The proposed 4-year closure of Westlake for DT-1 Denny Station is untenable. Based on available information, the traffic and transit impacts of the closure of this major intersection/corridor for 4 years on downtown workers, transit riders, small businesses and residents does not appear mitigable. Westlake is a critical artery for transit, pedestrians and general traffic between South Lake Union and the core of downtown. If Sound Transit continues to consider this option, a detailed plan for traffic management; transit-reroutes that maintain full-service levels; and building access must be developed to demonstrate whether and how this closure could be acceptably mitigated. DSA does not support a construction scenario that requires a multi-year closure of the South Lake Union Streetcar or other similar transit service reductions.

The 4+ year proposed closure of Westlake Avenue will cause irreparable harm to downtown and the surrounding neighborhoods. We urge the board to conceive a preferred alternative for the alignment

and station locations within downtown that doesn't require extended closures of major corridors like Westlake. The region is making this historic investment in light rail to connect experiences and destinations. It's important that at the end of the construction period the destinations and experiences are open, thriving and available to access.

Thank you for reviewing and considering these comments.

Sincerely,

Jon Scholes

Peyton

Dear ST Board,

Among the many decisions you make, the one with the most lasting impact is where to build stations. If you look at places like New York City, you can see the stations they have today are largely the same as the ones from 100 years ago.

Therefore, it is important to consider first the long-term impacts of station siting decisions and consider the short-term impacts last and least.

That is why I think the north CID option that harms the ability for people to transfer and deletes a useful station from being technically feasible now or in the future is unacceptable.

Instead, ST should build a shallower 4th Ave station that provides the efficient multi-modal transfers that Link was designed to facilitate. King Street Station is set to continue to be Seattle's rail gateway. Something that will continue to grow in importance as Amtrak Cascades frequency grows and Vancouver to Portland high speed rail is established with Seattle as its most important hub.

Efficient transfers between future light rail lines and existing ones should be great concern to the board. The future operations of Link as a system depend on easy and efficient transfers work as a cohesive whole.

-Peyton

Unnamed Commenter

Today, Sound Transit must select the Midtown Station and 4th Avenue Shallower Station as the Preferred Alternatives in Downtown Seattle for the West Seattle Ballard Link Extension project.

Eric

After nearly seven years of planning processes, it's time to stop sending the West Seattle and Ballard Link Extensions in circles on station locations. The Sound Transit Board of Directors should settle this matter once and for all by rejecting the "further studies" alternatives that aren't centered on the Union Station Hub. The hub is the [heart of the region's transit system](#) and cannot be skipped over by a multi-century transit investment. Voters passed Sound Transit 3 because they believed it would make their regional transit experience better off, not worse. The Union Station Hub must be directly served by the 1 Line in any Sound Transit 3 expansion scenario — the numbers just bear that out.

-Eric

Jesse Swingle

Today, I strongly encourage Sound Transit to select the Midtown Station and 4th Avenue Shallower Station as the Preferred Alternatives in Downtown Seattle for the West Seattle Ballard Link Extension project.

Thanks!,

Jesse Swingle (Seattle)

Cindy Kozak

Hello,

I listen and see the budget and timeline go up and far away.
Yet the south lake union station seems inappropriate.

Why can't the station be build on the NW corner / park parking area of Denny and Westlake or even 9th ave N with an exit south of denny and a nice connection to a Thomas green street (but no additional Thomas station: that's just 2 blocks away...redundant and adding time to the trajet.)

Thank you,

Unnamed Commenter

Today, Sound Transit must select the Midtown Station and 4th Avenue Shallower Station as the Preferred Alternatives in Downtown Seattle for the West Seattle Ballard Link Extension project.

It would be a mistake that we would all regret if you were to vote for a station at pioneer square instead of the International District. The International District is already a regional transportation hub and it would be a very strange choice to not connect the new light rail line to this location.

Additionally, shallow stations are almost always preferred. They are faster to build and faster to access. Seems like a win-win to me.

Aaron Lichtner

Today, Sound Transit must select the Midtown Station and 4th Avenue Shallower Station as the Preferred Alternatives in Downtown Seattle for the West Seattle Ballard Link Extension project.

Please remove the "North CID" option from the table. We can't keep piece-mealing our transit system. We need to build a transit system that works far into the future. Not just one that is political palatable right now.

Aaron Lichtner

Sound Transit Rider

Josh Simms – H5 Data Centers

All: I am the CEO of H5 Data Centers and the owner 1000 Denny Way - the carrier hotel at Terry and Denny Way.

It is critical that you understand the potential risks (which could be catastrophic) with the selection of my location. I will make myself available for a video chat anytime tomorrow, over the weekend, Monday or Tuesday. Unfortunately, I will be out of the county from March 15th thru March 18th. What is the best way to get something on the calendar? Thanks.

Josh Simms
CEO

Amy Chen Lozano

Good afternoon, Board members:

Building any station in or around this area will have a significant an impact—on Downtown, Pioneer Square, SODO, the CID. However, installing the station on 4th Ave will be the ONLY option that will serve those communities directly impacted.

As indicated by Ms. Katie Flores at the beginning of this meeting— many organizations, non-profits, businesses, and residents in downtown, pioneer square, and the CID (71 organizations) - we are ALL in alignment on this issue.

To quote our good friends at Historic South Downtown— “based on the information that has been studied by Sound Transit and reported publicly, a 4th Ave S. station clearly delivers the greatest benefit to the community and the region as a whole.

We therefore urge the System Expansion Committee to recommend 4th Ave. S. as the preferred alternative. If you cannot select 4th Ave., please do NOT identify a preferred alternative until after further studies are completed.”

Thank you for your time.
Amy Chen Lozano

Corrie Callahan Adams

Today, Sound Transit must select the Midtown Station and 4th Avenue Shallower Station as the Preferred Alternatives in Downtown Seattle for the West Seattle Ballard Link Extension project.

Unnamed Commenter

Today, Sound Transit must select the Midtown Station and 4th Avenue Shallower Station as the Preferred Alternatives in Downtown Seattle for the West Seattle Ballard Link Extension project.

Carter Portwood

Hello,

I'm commenting on today's agenda's item, *Motion No. M2023-18: Confirming or modifying the preferred alternative light rail route and station locations for the Ballard Link Extension for additional environmental review, including preparation of a Final Environmental Impact Statement.*

As a transit rider in Seattle, I **strongly support a CID station as part of the Ballard Link Extension**, and I **strongly oppose the North-of-CID or South-of-CID alternatives**. These out-of-the-way alternatives would reduce ridership, increase trip times, and make transit less accessible and reliable. Easy transfers between Union Station and all 3+ future Link lines are crucial. Not having a CID station would be an enormous, mutli-generational mistake.

Thank you,
Carter Portwood

Nora Chan – Verbal Public Comment Transcript

Public Comment by Nora Chan at System Expansion Committee Meeting, 3/9/23, 1 PM

Good morning,

My name is Nora Chan, founder of Seniors in Action Foundation. There are more than 1200 of us seniors live here. We have limited income. So we cannot support the businesses and shops the way we want to.

We need the people from other parts of Seattle to come have lunch or dinner and go shopping here. A new station on 4th Avenue would help us because it would bring more customers there to eat and buy things. More visitors means more safety and helps the economy.

So please put the station on 4th Avenue.

Thank you!

Brien Chow - Verbal Public Comment Transcript

Hi, thank you very much. I'm Brien Chow, and I want to congratulate all the women on Women's Month, and I want to say on behalf of my late mother, Ruby Chow, and my late sister Cheryl Chow, thank you very much for being such strong leaders.

And at this time, I'd like to remind you that I have in my hand over 19 reasons why our district, Chinatown, has been excluded and also expelled for their [government] decisions. And what I am requesting is to please, please, do not make this a political decision—make this the right decision--a decision that's going to help everybody in the region--on 4th Avenue.

That's the right decision. Please do the right thing.

Move Forward on 4th!

Brien Chow

Co-founder

Transit Equity for All

Betty Lau – Verbal Public Comment Transcript

**Public Comment by Betty Lau for System Expansion Committee Meeting,
Thursday, 3/9/23**

I'm Betty Lau.

I used to be one of the No Build folks. But that was before I read the DEIS and studied Light Rail, why it's needed, how it works. And after

years of study, I have to conclude that 4th Avenue is the best choice for the people of the tri-counties area.

I also learned it's hard to design and build because of the soils, the railroads, and the 4th Avenue viaduct. But who built the railroads? Was it any easier for them?

With all the technology and brain power that engineers have today, designing and building a station on a difficult site like 4th Avenue is doable; challenging, yes, but doable.

Move Forward on Fourth!

Thank you.

Paula Goode

I wanted to comment about the lack of EIS on this project. There are EIS on almost every ST Transit project, and some are less invasive than the one through SR522 NE 145th.

After reading about the amount of debris to be removed from the Hillside, I am appalled by the lack of one. Not to mention that further review of your documentation conflates this project using 2019 data for a 2023 project date, and there was a massive change from the East to the West.

The agreement to spend MORE money when there is a less expensive and less intrusive method means there are 'other' reasons that this decision is being made. In our recent community meeting, people were calling out to 'follow the money' so perhaps that is the next step to determine who is financially benefiting on the backs of the residents of Lake Forest Park.

My neighbor has written it very well, so please add these comments to hers as if these are also my comments.

Paula Goode

Attached Letters Begin Below



March 6, 2023

Sound Transit Board Members:

Thank you for your leadership on the Sound Transit board. We appreciate your commitment to the West Seattle Ballard Link Extension project and connecting the region through accessible and effective public transportation options.

We are the board members of Friends of Little Sài Gòn (FLS). Established in 2011, FLS's mission is to preserve and enhance Little Saigon's cultural, economic and historic vitality. We envision Seattle's Little Saigon as the hub of our Vietnamese American community, where families and businesses are thriving.

Based on all the information that has been studied and publicly reported by Sound Transit, the FLS board believes that the 4th Ave S station delivers the greatest long-term benefit to the community. **We encourage you to select 4th Ave S as the Preferred Alternative with pro-active mitigation commitments to the Chinatown-International District (CID) community informed by actively listening to small businesses, residents, and community members throughout the process.** Without commitments to mitigate the impacts of this infrastructure project - regardless of the alignments chosen - we foresee further destabilization and displacement, isolation, and loss of culture and identity that has already occurred in this historic neighborhood for multiple generations.

Accessibility and meaningful connectivity is of utmost importance to FLS and the Little Saigon community, which includes many elders, families, and people who rely on public transit. In the recently published *Little Saigon 2030 Action Plan* ([linked here](#)), Little Saigon community members shared their desire for **easy access to amenities** (housing, shopping, services, food, health care, etc.) and **transportation improvements at key intersections** for greater safety, accessibility, and connections for pedestrians.

We recognize that infrastructure projects of this magnitude will be disruptive to the CID. There are residential and commercial displacement risks, impacts to longstanding businesses, likely increases in traffic due to detours, and unknown environmental health impacts. Even so, we believe that the 4th Ave S proposal, rather than the recently introduced North and/or South of CID options, provide the CID with the most optimal transit infrastructure that has historically been promised but not realized. We also believe that this infrastructure project will bring investments for positive public space activation that has been assured by local governments for decades but still, at this time, has yet to materialize.

A station on 4th Ave S has long been a part of the broader vision for residents and businesses in the greater South Downtown Seattle area given its proximity to the existing CID station, Pioneer



Square, and the stadiums. It offers the most convenient and efficient regional connectivity for Eastside riders, Sounder, and ferry commuters. It ties together the CID, Pioneer Square, South Downtown and the Stadium District, and helps create a more integrated, vibrant community by **creating an intersection, and destination, rather than an alternative route.**

We urge you to select the 4th Ave S option and look forward to working with you on developing meaningful, proactive mitigation commitments to the CID and South Downtown community.

Sincerely,

Josh Brevoort
Hong Chhuor
Tam Dinh
Tam Nguyen
Vy Nguyen

Mytoan Nguyen-Akbar
Huy Pham
Steve Scheele
Leeching Tran

Friends of Little Sài Gòn, Board of Directors

March 8, 2023



Seattle Chinatown
International District
Preservation and
Development Authority

Members of the Sound Transit System Expansion Committee,

Thank you for the opportunity to comment on the West Seattle-Ballard Link Extension light rail planning project.

About the SCIDpda Board of Directors

The Seattle Chinatown-International District Preservation and Development Authority (SCIDpda) is a nearly 50-year old community development organization that provides affordable housing to hundreds of residents and commercial spaces to over 40 businesses. The SCIDpda Board of Directors provides strategic guidance to the organization on issues that will majorly impact the future of our tenants, partners, and the neighborhood itself.

Support for 4th Avenue Shallow Alternative

The SCIDpda Board of Directors agrees with the diverse coalition of CID stakeholders urging Sound Transit to move forward with the 4th Avenue Shallow alternative. Simply put, we believe that this option is the best choice for the future of our community. **We encourage the Sound Transit System Expansion Committee to recommend the 4th Ave Shallow option as the Preferred Alternative and to commit to funding robust, community-led impact mitigation strategies.**

We ask that you consider the following arguments in favor of the 4th Ave Shallow alternative:

- Locating a station on 4th Avenue has long been a part of the broader vision for residents and businesses in this neighborhood. This location offers the most convenient and efficient regional connectivity for Seattle streetcar riders, eastside light rail riders, and commuters who use the Sounder and Washington State Ferry system. A station at this location will knit together the CID, Pioneer Square, South Downtown and the Stadium District, while creating a more vibrant community by establishing the CID station as one of the most important destinations in the entire Link Light Rail system.
- While we know 4th Ave Shallow will be a difficult project, we also know that it will be the right project for both the CID and the region. It satisfies voters' expectations and provides the connectivity that people voted for. It will also provide frequent, reliable transit access to generations of CID residents, visitors, and businesses. We know that construction will be challenging—but Seattle has successfully tackled many challenging construction projects over the years (e.g., I-5 viaduct removal, SR 520 construction, Seattle Waterfront redevelopment, etc). SCIDpda and our partners are prepared to tackle this challenge. We need our leadership to join us.
- 4th Ave Shallow has been thoroughly reviewed in the Draft EIS. The Sound Transit Technical Advisory Committee's recent report strongly recommends that the agency make more timely decisions. We agree with that recommendation and urge you to address it by recommending the 4th Ave Shallow option as the Preferred Alternative. Staff time saved by not studying less-performant alternatives can be better spent working to address our community's concerns about construction impacts and traffic disruption.

P 206.624.8929
F 206.467.6376

409 Maynard Ave S
Suite 200
Seattle, WA 98104

P.O. Box 3302
Seattle, WA 98114

www.SCIDpda.org



Concerns About the North and/or South CID Alternatives

We know infrastructure projects of this magnitude are disruptive, but the North and/or South of CID alternatives will not eliminate harm to our community—quite the opposite. We ask you to consider the following concerns about the North and/or South of CID alternatives:

- The South station does not serve the CID and it performs more like a northern extension of Stadium Station. Functionally, this location is “Stadium North”—not CID South. While it may meet the needs of the stadiums and a pending future real estate development, it will fail to meet the needs of the CID community. It falls outside our neighborhood in the SODO Industrial District, where it cannot provide access to healthcare, jobs, families, or opportunity. We feel that it has been inaccurately described as an option that would “avoid harm” to the CID, and for the reasons listed above we urge you cease studying it any further.
- The North of CID station does not meet the needs of our community either because it unnecessarily complicates line transfers, making it difficult to reach the CID from the south and vice versa. Many CID visitors travel from communities in South Seattle and other cities in South King County. The North of CID option would force these visitors to travel north beyond the neighborhood to catch another train and then ride that second train south for a single stop—a counterintuitive process that is likely to result in many would-be visitors getting frustrated or even lost. Similarly, the North of CID alternative will present challenges to residents who want to travel south but would either need to complete the burdensome transfer from Line 2 to Line 1 or walk a significant distance from the CID to Pioneer Square. For many members of our community—particularly those who are elders and/or have mobility limitations—neither of these options are acceptable. This station, like the South of CID option, should not be considered any further.

The SCIDpda Board of Directors urges you recommend an alternative that can facilitate the next 100 years of community development, social connection, and economic prosperity of the CID. We ask that you recommend the 4th Avenue Shallow option as the Preferred Alternative and commit to supporting the CID with robust, community-led impact mitigation. Thank you for your leadership.

Sincerely,

The SCIDpda Board of Directors

Cindy Ju	May Wu	Aileen Balahadia	Mindy Au
Tiernan Martin	Miye Moriguchi	Elliot Sun	Kevin Cao
Wayne Lau	Jerilyn Young	Myron Ramirez	



VIA ELECTRONIC MAIL

March 9, 2023

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

RE: Public Comments at System Expansion Committee Meeting, March 9, 2023 – Select 4th Ave S. as the Preferred Alternative, Don't Cut Off the CID

Dear Sound Transit Board Members,

I am writing on behalf of Chinatown-International District Business Improvement Area (CIDBIA). 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.

CIDBIA is part of a diverse coalition of voices in the Chinatown International District and Pioneer Square communities that are aligned on a path forward for the WSBLE project. **We believe Sound Transit must select 4th Ave S. as the preferred alternative and continue to partner with the community to identify solutions that minimize harm.**

A 4th Ave S. station has long been part of the broader vision for these neighborhoods and siting a station on 4th Ave S. provides the greatest opportunity for a pedestrian-friendly transit hub and more efficient regional connectivity. It is the only option on the table that has been fully studied, and then further refined, based on community input. We have yet to see how the newly proposed north/south option will affect our neighborhoods and – perhaps most importantly – how they will benefit our communities.

We know avoiding delay and additional cost is a top consideration when selecting a preferred alternative. Moving forward on 4th Ave S. keeps the system expansion project on schedule and leverages Sound Transit's most recent efforts to address the issues raised in the initial design of the station. Abandoning that work at this stage to explore a new station plan will introduce delays and additional costs.



We do not accept the notion that moving a station outside of the CID avoids disruption.

The CID and Pioneer Square will still bear the brunt of construction impacts, but without the benefit of a station. Related, the City of Seattle is currently evaluating a slate of infrastructure projects in our neighborhood. The City and Sound Transit should collaborate to find construction efficiencies to minimize disruption and harm to CID and Pioneer Square residents. Sound Transit and City officials must work together to coordinate these massive projects, find areas of common ground and reduce the overall construction period to avoid overburdening a historically displaced community.

We have a shared desire for a light rail system that is efficient, user-friendly and provides for smooth and accessible connections. A station on 4th Ave S is the best option to achieve those goals and to serve the entire region and all the unique communities within it. It is critical to support the future economic vitality of the Chinatown-International District and Pioneer Square neighborhoods.

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



PO Box 1711,
Seattle, WA 98111-1711
206-621-8474
marysplaceseattle.org

February 28, 2023

To: Sound Transit Board of Directors & Sound Transit CEO Julie Timm
From: Marty Hartman, Executive Director, Mary's Place

We're writing to ask for your reconsideration of locating the Denny Station on Westlake Avenue.

Mary's Place is the leading provider of shelter and services for families experiencing homelessness in King County. The largest of our five family shelters is located in an Amazon building at 720 Blanchard St., two blocks off Westlake. We are concerned that the 4+ years of construction and traffic detours will impact important access to transit and emergency services for these families.

The Blanchard Street shelter is home now to more than 220 family members, most of those young children, and our Popsicle Place program for families with medically fragile children. Our Popsicle Place program was started in response to families sleeping outside of area hospitals to be near outpatient services. These are families with children who are undergoing treatment for cancer, surgeries, and other critical illnesses. It's imperative that these families be able to get to medical services and/or that ambulances can arrive quickly and get easily to area hospitals.

Many children staying at Mary's Place are picked up and dropped off in front of the shelter daily in school and city buses, taxis, or Ubers to get to and from their home schools, some many miles from downtown. They leave early in the morning and get home late in the afternoon, exhausted and hungry, in the best traffic.

We are also concerned about the safety impacts on pedestrians during construction. These families spend time at nearby parks and amenities, walking with young children and strollers.

We are not experts in transit infrastructure, but we do believe that this long-term construction on Westlake would have significant negative impacts on our families and services and hope that another, less impactful solution can be found.

Thank you for your consideration.

Marty Hartman

No child should sleep outside.

WRI 2200 WESTLAKE LP
500 North Broadway
Suite 201
Jericho, NY 11753

Jason Lee
Regional General Counsel

Writer's Direct Dial: 949.252.3876
E-Mail: jlee@kimcorealty.com

March 8, 2023

VIA FEDEX AND EMAIL: meetingcomments@soundtransit.org

Board Administrator
Sound Transit
401 S. Jackson Street
Seattle, Washington 98104

Re: Support for Terry Avenue Station; Impacts to 2200 Westlake Property

Dear Board Members:

WRI 2200 Westlake LP, a subsidiary of Kimco Realty Corporation, is the owner of the property located at 2200 Westlake Avenue (TPN 8729750000) (the "Property") and we are writing to provide comments on the plans for the WSBLE project. The Property is presently developed as a major mixed-use development including Whole Foods and retail businesses, plus hotel and residential uses.

Sound Transit is proposing two alternative station locations near the Property: one at Westlake Avenue and Blanchard Street ("Westlake Station") and one at 200 Terry Avenue N. ("Terry Station"). Both station alternatives will have significant and adverse impacts on the Property, including its tenants, residents, and customers:

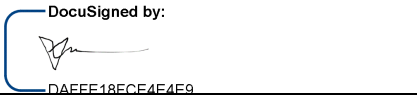
- The proposed several-year closure of Westlake Avenue associated with the Westlake Station will impose extraordinary hardships on the Property, restricting access to the "front door" of the Property and limiting both pedestrian and vehicular access to the Property. In addition, the planned closure of 9th Avenue north of Denny Way (contemplated in connection with both station locations) will impact the Property with a restricted access condition at the main retail and hotel entrance for several years. These conditions will pose untenable impacts on the businesses, residents and hotel guests at the Property.
- Long-term construction staging and construction activities will occur immediately adjacent to the Property for several years under both scenarios. These will include the impact of thousands of truck trips over many years, construction staging areas and displacement of neighborhood parking by construction workers. Construction impacts to the extensive utilities in Westlake Avenue will jeopardize utility service to the Property. The access restrictions, noise and vibration from such construction will substantially impact the Property. These impacts, among others, will challenge the use, leasability, and value of the Property, resulting in substantial damages.

WRI 2200 WESTLAKE LP
500 North Broadway
Suite 201
Jericho, NY 11753

- For both options, the local impact of thousands of truck trips over many years, construction staging areas and displacement of neighborhood parking by construction workers will have substantial adverse effects.
- Between the two options, we believe that at this time and based on the conceptual plans for both station alternatives, the Terry Station will better serve the neighborhood with somewhat reduced impacts to the Property and the area, although the construction of a tunnel underneath the Property will likely result in operational impacts that cannot be overlooked or minimized. We trust that these impacts will be mitigated to our satisfaction during the planning and construction process.

As more details of the Westlake Station and Terry Station are made available, it is likely that there will be additional impacts and damages that become apparent, all of which we reserve the right to raise as the WSBLE project materializes. With this in mind, we encourage Sound Transit to support the Terry Station alternative and reject the Westlake Station alternative.

We appreciate the opportunity to provide these comments.

By:  _____

Jason Lee

Regional General Counsel

February 28, 2023

To: Sound Transit Board of Directors

CC: Sound Transit CEO Julie Timm

From: South Lake Union Coalition of Small Businesses

We're writing to ask the board to reconsider locating the Denny Station on Westlake Avenue. We are small business owners with retail and restaurant locations in South Lake Union and recently learned of Sound Transit's preference to locate the Denny Station at Denny Way and Westlake Avenue. If chosen, this location would close Westlake Avenue for a minimum of four years, require extensive utility relocation and hurting foot traffic, all of which will have detrimental impact on our businesses. We learned of this significant proposal through word of mouth rather than directly from Sound Transit. We are dismayed and disappointed that such a significant consideration was not communicated and shared with us.

Small businesses have had to deal with a slew of challenges in the past few years. The pandemic, slow economic recovery, remote work, and public safety issues have caused significant impacts to our businesses and livelihood. We were excited to learn of Amazon's recent return to office announcement which would give us an opportunity to rebuild our businesses, but that ray of hope was dashed when we learned of Sound Transit's proposal. Our small businesses cannot withstand another setback. The disruption and street closure of Westlake Avenue will drive any remaining customers and traffic away from South Lake Union and the surrounding neighborhoods. This will cause irreparable damage, making it nearly impossible for us to recover and will force many of us to close our doors. We don't have deep pockets or large cash reserves to wait out a four-year closure in the hopes that customers and foot traffic will return. Closures for any period cuts directly to the bottom line on retail businesses that are already operating at a low 5%-8% profit margin. Additionally, Westlake Avenue closure will suspend bus lines and the streetcar that many retail employees depend on. We are already suffering from labor shortages and if our employees cannot access public transportations to get to work, many will look for work elsewhere, further exasperating the retail labor shortage that has impacted our businesses. As with any infrastructure construction work, utilities will have to be shut down intermediately. Businesses cannot stay operational and restaurants cannot comply with King County Health codes if utilities are not available and will force us to sporadically close our businesses. Simply put, this is death by a thousand cuts.

As Seattle business owners we are supportive of light rail development which we believe will bring prosperity to the region and provide transportation opportunities for our employees and customers. Make no mistake – we applaud and support ST3 development and the need to site a location for the station. We find the proposed recommendations for the Denny Station at Terry Ave North to be the best option and one that would provide the least disruption to the neighborhood. We urge you to reconsider your position on placing the Denny Station at Denny Way and Westlake Avenue and instead support small businesses by choosing Terry Avenue as the final site selection.

Sincerely,

Business name

Casco Antiguo
Evoke Café Bar
Happy Lemon
Barolo Ristorante
Pho Bac
Cactus Restaurants
Salon Voda Seattle LLC
Refine Nails & Spa
Mamnoon Restaurant
Cinque Terre Ristorante
Momiji Seattle
Seeking Ferments
Gourmondo

CEO/Owner

Harvey Ward Van Allen
Mikayla Benedict
Ting Yang
Salvio Varchetta
Yenvy Pham
Bret Chatalas
Rachel Moormeier
Kieu Jorza
Wassef Haroun
Leo Varchetta
Daryl Chanthavisouk, GM
Jeanette & Lyz Macias
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Seattle
Music
Commission

March 8, 2023

Sound Transit Board of Directors

emailtheboard@soundtransit.org

401 S. Jackson St.,
Seattle, WA 98104

Dear Sound Transit Board of Directors,

As the arts, music and community advocates that make up Seattle's Arts and Music commissions, we are writing to express our enduring support for the cultural institutions that call Seattle Center and the Uptown neighborhood home as they face serious and potentially existential threats from the ST3 light rail expansion.

While we are thrilled about the greater access that the Sound Transit West Seattle Ballard Link Extension (WSBLE) will bring to our region, this investment cannot come at the cost of the City of Seattle's most prominent cultural hub. Nearly 10 million people visit Seattle Center per year for arts and culture alone, traveling from all over our region and beyond to participate in world-renowned programming hosted by over 30 resident arts organizations. These organizations are essential to the local economy, driving business, attracting tourism, and providing thousands of jobs in the area. Our goal is for this cultural legacy to continue to flourish and expand in concert with the light rail, simultaneously fostering a more vibrant and accessible community.

Given the cultural legacy at stake, **we are requesting that the Sound Transit Board of Directors:**

- 1. Commit to preserving the music and arts community of Seattle Center and the Uptown neighborhood**
- 2. Further explore the preferred station locations suggested by Uptown & Seattle Center arts organizations**
- 3. Collaborate with relevant agencies to offer sufficient financial and structural mitigation to impacted parties**

We deeply appreciate the public support you have shown for the needs of our Uptown & Seattle Center arts institutions thus far, and urge you to continue working with the community to determine the best path forward.



The Urbanist

Examining urban policy to improve cities and quality of life
theurbanist.org | info@theurbanist.org

March 9, 2023

RE: Move Forward with 4th Avenue Station

Dear Sound Transit Boardmembers,

On behalf of The Urbanist, I'm urging you to move forward with 4th Avenue for Chinatown-International District (CID). Select it as the preferred alternative so this process can move forward and coalesce behind the clear best option with strong support in the community. If members cannot come to a consensus behind 4th, the board should not select a preferred alternative at this time.

The Urbanist and the rest of the Move Forward With 4th Coalition is confident deeper study will only underscore that 4th Avenue is the best option for riders regionwide, for CID residents present and future, and for staying true to promises to voters. If that's what it takes, take the time. But we urge you not to select any other alternative this month. To do so would be a generational mistake.

Voters were promised that Union Station would become the [hub of a regional network](#) tying together three light rail lines and offer high quality connections to Sounder, Amtrak, streetcar, and intercity bus service. It's the natural connective point for transit users. It's the heart of the system, and transplanting and grafting it elsewhere is a fool's errand and will sacrifice the usability and legibility of the system. It will make transit service far worse for CID and Rainier Valley residents, as well as many trip pairs across the system hitting South King, Pierce, and the Eastside hard, as we've [documented](#). This is not equity.

Trying to drive down costs by skipping Union Station is penny-wise but pound foolish. ST3 is a \$54 billion system. Skimping on costs by jettisoning the most important station in the system is not how to make a 100-year decision and build the future we were pledged in ST3. Please move forward with 4th.

Sincerely,

Doug Trumm
Executive Director
The Urbanist

The Urbanist is a grassroots Puget Sound organization dedicated to advocacy and independent journalism. We promote urban policy to improve transportation, housing, social and environmental justice, economic opportunity, and quality of life in our region.



Who is CORE? We are concerned neighbors who live in LFP, sharing information about ST3 and its impacts on our community.

Contact: info@lfpcore.org www.lfpcore.org

March 9, 2023

Re: No Environmental Impact Study Completed for SR522/145 BRT

To: The Sound Transit Board

The more I learn about this project, the more concerned I become about how this project is being implemented. Recently, I learned that an outside agency did not complete an Environmental Impact Study for SR522/145 BRT LFP. This is outrageous! How could this be? It appears that the "West Shift," design alternative, approved by the Board, was never fully studied for its environmental impacts. While the dates of the SEPA are shown in March 2021, much of the study was completed before the "West Shift." For example, the noise study was completed around 2019. It references the "parking garages" and uses the prior alignment. The West Shift appears to be a politically driven alternative, that was never vetted with the 110 most impacted homeowners, or fully vetted for its environmental impacts. The West Shift causes a significant change to the overall project that has never been evaluated in an EIS by an outside agency.

The West Shift requires:

- 1) The removal of 490 mature trees, including 28 removed from the center and steep banks of Bsche 'tla Creek.
- 2) The displacement of 90,000 cubic yards of soil, moved in and out of LFP, largely due to the West Shift, requiring cutting into steep banks on both sides of Bothell Way.
- 3) The acquisition of 110 partial or full property takes; for example, on the west side of Bothell Way, clearing and grubbing clears a swath 16-feet wide by 4,000 linear feet long from 38 residential backyards. This totals 60,000-square-feet of private property that is cleared in order to implement 4,000 linear feet of tall, continuous concrete retaining walls. 229 mature trees and over 500 shrubs are removed by this action. This estimate does not include clearing and grubbing on the east side of Bothell Way, where 261 trees are removed in order to implement turnaround driveways, that were not included in the original alignment, before the West Shift. These driveways, add even more impervious surfaces to the overall alignment, contributing to roadway runoff and environmental degradation.
- 4) The implementation of continuous, retaining walls of varying heights up to 16-feet tall, without any landscape or noise mitigation, creating an aggressive highway with no "escape" (in case your unfortunate pet crosses the highway) on the west side, the wall aligns within 2-feet of the roadway without a planted buffer zone for noise mitigation or aesthetics. (As designed, it is a reflecting wall for highway noise.)

It appears that the West Shift is a politically driven alternative that was never adequately studied or presented to the majority of the Lake Forest Park community (or the most impacted homeowners) for its environmental, acquisition, or financial impacts. I agree with my neighbor's (David Hepp, who is a professional landscape architect) assessment of this lack of process. His assessment is quoted below.

"I take issue with the Staff's handling of the following:

•
From the public record it appears that Staff looked at three alternative alignments through the residential area south of LFP Town Center. The "West Shift" option was selected internally in June 2020, yet apparently was not presented to the Sound Transit Board

until September 23, 2021. No documentation explains the decision process or evidence of community interaction, and no financial or other analysis was done concerning the decision to adopt the "West Shift." Nor was there any disclosed information why this is the best of the three alternatives. A full and complete analysis should have been done.

I would note that this September presentation was 6 months after the Environmental Declaration of Non-Significance (DNS) was issued. Reading the Environmental Checklist that was prepared to support the DNS, one finds no quantitative discussion of the probable impacts. Perhaps not surprising since it was completed and rubberstamped well before the "West Shift" design requiring massive tree clearing and retaining walls had been presented to either the Board or the affected community. Deciding that the environmental issues can be adequately covered with a Checklist not an EIS does not relieve Staff of the responsibility to provide fair and accurate evaluation of the impacts from the project. In hindsight, if the project envisioned in the 60% design package is built, the Environmental Checklist and the DNS clearly appear to be inadequate.

At the January 26th meeting of the Sound Transit Board, Staff defended their community outreach efforts. Yet, I understand that the SR522/145th BRT Elected Leadership Committee has not met since February 22, 2019.

And, certainly the community has not had any previous adequate notice of the environmental and visual impacts now being presented as a fait accompli.

At the September 23, 2021 Sound Transit Board Meeting, Sound Transit staff estimated the cost of SR522/145th BRT at \$544 million. Records indicate this was the meeting at which the "West Shift" alternative was presented and approved. In less than a year, corresponding to Design Development of that alignment, the cost estimate for SR522/145th BRT, increased by 25% to \$651 million. Unless proven otherwise, I would conclude that much of the additional \$107 million increased cost is directly due to the massive clearing and retaining walls needed to accommodate the "West Shift" design.

Until earlier in this year, the community had no meaningful information available on which to base comments on the SR 522 NE 145 BRT design. A review of the on-line documentation for the 522 BRT Copy of Online Open House, March 2021, provides no useful illustration of the proposed impacts of the West Shift. The 30% Plan Rolls are inadequate to describe the proposed clearing and massive walls necessary to complete this alignment through LFP. No supplemental graphics are provided to illustrate the impacts. Apparently, no knowledgeable public input was truly desired by Staff. The public record clearly shows that the Staff has proceeded with design to the current 60% level without adequately documenting their analysis, presenting a full and honest review to the Board of Directors, nor providing adequate means for informed public comment. The Sound Transit Board of Directors has a fiduciary responsibility to assure that taxpayer dollars are effectively and efficiently spent. I urge the Board to bring this project back under its control and direction, and to ensure the community is consulted at a meaningful level. The suggestions proposed by many others in the Lake Forest Park community deserve to be heard. Time is not the adversary. The best possible design, considering the full range of costs and impacts should be resolved before construction proceeds."

It is not too late for the Sound Transit Board to take a critical review of this project. It merits an Environmental Impact Study, and transparency, which has been missing since 2019. This project greatly impacts our community. I implore the Sound Transit Board to do the right thing and implement an Environmental Impact Study before this Project proceeds.

Sincerely,

Vicki Scuri
CORE, co-founder
15004 37th Ave NE, LFP