

*4/27/2023 Board of Directors Meeting*  
*Written Public Comment Submissions*

Submissions

**Bill Hirt** ..... 2  
**John Drew** ..... 3  
**Joe Kunzler** ..... 4  
**Comments submitted after the deadline** ..... 4  
**Amy Chen Lozano** ..... 4

## Bill Hirt

Dear Sound Transit Board Of Directors

The April 15<sup>th</sup> Seattle Times Traffic Lab column, “Flawed light-rail ties on I-90 span can’t be fixed, must be rebuilt”, ignores the most onerous result of delaying the East Link Revenue Service Date. It delays from June 2023 to 1Q 2025 another demonstration, “voter approved” light rail spine extensions, like East Link, won’t reduce congestion into Seattle

Since 2021 Q1, Sound Transit has refused to release the “Service Delivery Quarterly Service Reports” showing the three Northgate Link stations added a fraction of the 41,000-49,000 predicted. The June 2023 East Link Revenue Service Date would’ve demonstrated a similar lack of ridership, its failure to reduce I-90 corridor congestion, and its impact on Line 1 Link operation.

Again, East Link ridership will be a fraction of the 50,000 daily riders Sound Transit projected. Only a fraction of that number live within walking distance of light rail stations or have access to parking near stations. Since 2014 Sound Transit has decided to provide riders by forcing commuters using parking for access to bus routes transfer to East Link for the ride into and out of Seattle.

Thus, even before Sound Transit began East Link construction, they were willing to spend \$3.5B to replace I-90 bus routes into Seattle and little to reduce bridge congestion. The result was a “bus intercept” agreement with Mercer Island to terminate King County Metro and Sound Transit I-90 corridor buses at the island’s light rail station.

The June 2023 Revenue Service Date would've demonstrated many commuters would rather drive into Seattle than endure bus routes requiring they transfer to and from light rail. That islanders disliked being inundated with those transferring and having to share access to light rail at the last east side station.

It would've also demonstrated Sound Transit’s decision to route East Link trains through DSTT, eventually to Mariner Station near Everett, halved the number of Line 1 Link trains to SeaTac and beyond until they completed the 2<sup>nd</sup> tunnel.

The bottom line is the East Link delay has allowed Sound Transit to delay demonstrating problems dwarfing those of Northgate Link. They could use the delay to “reconsider” routing East Link trains beyond Chinatown Station. End

the need to halve Line 1 Link trains and reduce the need for a 2<sup>nd</sup> tunnel. Limit East Link operation to meet demand from those living along route through Bellevue to Redmond. Allow I-90 corridor bus routes to continue into Seattle rather than terminate on Mercer Island.

The Seattle Times Traffic Lab needs to "dig into" the real result of the delay and advocate for using the delay to mitigate those problems.

Bill Hirt

### *John Drew*

I'm for public transit and voted for S3, but Lake Forest Park is getting literally bulldozed with the SR522/145<sup>th</sup> BRT project. Like many of my neighbors, I was appalled to learn about the vast and permanent environmental damage – over 400 mature trees and a larger number of shrubs to be cleared and replaced by a wider road and a noise reflecting concrete wall as high as 16 feet stretching the length of 11 football fields through our residential neighborhood. Somehow it was determined that dozens of partial property takes was better than a handful of full property acquisitions.

Over 4,700 dump truck loads of dirt moved during two years of construction but no environmental impact statement, a flawed noise report that said no noise mitigation was required. And all this to save a projected 2.3 minutes during the evening commute. This is only 14% of the 15.7 minutes saved over the entire route, yet the Lake Forest Park segment represents 55% of the total cost.

The 1.2-mile segment in Lake Forest Park of the 8-mile BRT route represents by far the greatest environmental impact, most of the property acquisitions and the highest proportion of the route cost but only delivers a very small percentage of the benefits.

Residents of Lake Forest Park have been asking for bus queue jumps like what is proposed for the 145<sup>th</sup> segment. It's a simpler solution that preserves nearly all the benefits.

We've been asking for months but no reply. 900 signed petitions. 168 signed letters delivered to the Board, collected from most of the attendees at the March 15 Open House. Where are the public comments and survey results from that meeting?

The supposed commitment to public engagement seems disingenuous at this point, but we'd love to have someone just tell us why this seemingly lower impact, lower cost alternative isn't a viable choice for Lake Forest Park.

See [lpfcore.org](http://lpfcore.org) for more information.

Respectfully,

-John Drew

## Joe Kunzler

Dear Sound Transit;

Joe A. Kunzler here. Three strategic thought clouds:

1) I cannot stress enough that we need *urgency* to get Lynnwood Link done. There is Revive I-5, there is Community Transit's route realignment and then there is the grand royale matter of getting the City of Everett to get a sense of damn urgency to get Everett Transit to grow thru consolidation with Community Transit. We need Everett Transit to be ready to meet light rail, period.

2) I sure hope Sound Transit is eager to push for more TOD and for more disability housing. I have stressed this in many forums and will here also. I severed on a transit's advisory committee for over six years. During that time of volunteerism, we had to address the second biggest issue - after COVID-19 - in putting a fare on paratransit. Why? Because paratransit was so oversubscribed as to start eating fixed route service. We need disability housing, and yes, senior housing too near at least BRT and light rail stations. Please.

3) Finally, as most of you are aware, the PDC is taking up the cause of holding Alex Tsimerman to account today for his malicious conduct. Case #120879 is the PDC case number. My hope is that Tsimerman will face the justice system for bullying so many of our climate heroes, as I told the PDC this morning.

For all the fans of Sound Transit, I can assure you this is not what I wanted to be known for. But right now, the free Puget Sound needs a cowboy playing Cowboys vs. Nazis. Someone who would be HONORED to be Captain Miller to the Privates Ken and Karen Ryans. You're the mission now.

I am grateful as I am sure you are of Community Transit's help in getting us this far and yes, the thin green line advanced today on Alex Tsimerman as I wore my green tie to honour Ric I. and Rachel W.. I'll leave it at that in any public-facing conversation.

But in the end, I rallied all that is left of campaign finance transparency to save our multicultural democracy. I hope I made you proud. I know the stakes here, so as always...

**GO SOUND TRANSIT!**

Strategically;

Joe A. Kunzler

## Comments submitted after the deadline

## Amy Chen Lozano

Dear Sound Transit Board:

Generations of invisible harm has impacted the Chinatown-International District. Lack of benefits, lack of resources, and lack of investment until one day, it will be too late; that is the slow death of Chinatowns across the country. And that will be what is going to happen to this Chinatown unless local government and agencies are willing to step up.

We are the poorest neighborhood in the entire city of Seattle, with more low income housing than any other district. We cannot expect those same residents to be able to adequately support all our small businesses as well.

The CID is located in the central hub of Seattle and next to downtown. It would stand to reason that local government and agencies should want to help preserve and revitalize this neighborhood; this “gem” of a community, according to Mayor Harrell.

Please stop the neglect. Please don't pass us by. We need the same benefits, investments, and considerations as the affluent neighborhoods of Seattle. We deserve those considerations. Please move forward on the CID 4th Ave Station.

Sincerely,  
Amy Chen Lozano  
Transit Equity for All