

*9/10/2020 System Expansion Committee
Meeting Public Comment Submissions*

Submissions

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Dennis Noland

Sound Transit System Expansion Committee:

As your committee considers realignment near-term actions and capital program performance, I would like to remind the committee members that, for the West Seattle Link Expansion, there are routing alternatives for expansion segments that stay within the voter's allotted budget for the representative alignment. One of these expansion segments is the Yancy-Andover Alternative.

There is a guideway realignment for an additional segment of the West Seattle Link Expansion that would have construction costs that fall within the budget allotted for the representative alignment. This segment would be an elevated guideway, aligned with and traveling within the traffic right-of-way of Avalon Way SW. This north/south elevated guideway on Avalon Way would stretch between SW Yancy Street and 35th Ave SW. An elevated Avalon Station, moved slightly south from the position shown in current planning documents, could be constructed at the Starbucks and Taco Time locations, just southwest of 35th Ave SW.

Not only do these West Seattle Link Expansion guideway alignments/realignments minimize construction costs, they minimize the loss of precious homes that are in short supply.

At the June Sound Transit Board meeting, Don Billen, Project Director, suggested, that to incur lower future costs, Sound Transit should make strategic right of way acquisitions sooner rather than later. These strategic acquisitions preclude future property developments that, in turn, increase acquisition costs.

A great example of a strategic acquisition: The three surface parking lots on 26th Ave SW adjoining SW Andover St. These three undeveloped parcels are an ideal location for a transit center that would serve the future Yancy-Andover (Delridge) light rail station site. They could also be sites for TOD. An added benefit: These parking lots would allow the Yancy-Andover (Delridge) station to move slightly south and west of where it is in current drawings. This location refinement will enhance operational aspects of the Delridge light rail station.

All the best and stay well,

Dennis Noland

Bob Ortblad

Sound Transit Board

Please consider combining SDOT traffic and Sound Transit in an Immersed Tube Tunnel (ITT) to reconnect West Seattle. Attached is a graphic of examples from Vancouver BC, Hong Kong, Osaka, Sweden, and Germany.

Best

Bob Ortblad MSCE, MBA

[Kathleen Barry Johnson](#)

Dear Members of the Sound Transit System Expansion Committee,

I wish to comment as Executive Director of Historic South Downtown regarding the realignment process, as it pertains to WSBLE, specifically the proposed Chinatown-International District station.

We appreciate the work ST staff have undertaken to communicate with neighborhood stakeholders during the unprecedented time of pandemic and recession. However, the current conditions have severely limited the ability of stakeholders to engage in any meaningful fashion. With the realignment process ongoing, we hope you will consider the following:

- Now is NOT the time to rush.
- The issues facing the WSBLE line are too complex to resolve in crisis. We encourage leadership use the “project extension timeline tool” (time and delay) so that agencies can continue the good and necessary planning work while allowing neighborhoods time to regain their capacity to meaningfully participate in this project’s development.
- When considering tools to manage the upcoming budget adjustments—please do not skimp on planning or investment in communities of color. Balance time and money to ensure project outcomes support and reflect the neighborhoods where they reside. Modern history is replete with examples of rushing to do “the right” thing as defined by a narrow perspective, and victimizing marginalized and BIPOC communities. Please do not make the WSBLE project a repeat of [Syracuse 15th Ward, Little Rock AK in the 50’s, Boston, New Haven, or Minneapolis \(about transportation, not policing\), where hastily-planned transportation projects triggered or exacerbated poverty and harmed communities of color.](#)
- The Jackson Hub must be a **regional** transportation priority. The Pioneer Square and C-ID neighborhoods need all agencies (transportation and others) to participate in the planning process that kicked off this past summer. This collaborative planning is about much more than the Sound Transit project. This is about planning together, for all our projects.
- If the WSBLE Draft EIS is published early or mid 2021 as was disclosed at the August ST Board meeting: remember the document will NOT reflect our current condition, and the affected communities will not be able to meaningfully respond to the draft. **If a draft EIS is published in early or mid-2021, it must include a significantly extended review timeline.**
- Sound Transit’s desire as an agency to preserve its ability to pursue cheap money by getting through public review processes quickly (i.e., get to the end of environmental to ensure they can compete for loans) does NOT override our neighborhood’s need to take the time needed to make sure the environment is good for everyone.

We appreciate the intense complexity of the issues before this committee and the ST Board. We urge you to continue to prioritize and center on the needs of the people of color, low income and other members of the impacted communities of south downtown Seattle as you realign and reprioritize.

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