

5/26/2022 Board Meeting Written Public
Comment Submissions

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Eli Andrew

Dear Elected Leaders,

I am writing to express my strong opposition to the additional lane on NE 85th Street.

I oppose the abuse of transit funding being used for the convenience of people driving alone, and believe you need to do more to limit congestion caused by cars and promote alternative forms of transportation.

Best,

Eli Andrew

Jon Mathison

Hello Sound Transit Board,

I am very concerned that Sound Transit dollars are proposed to be diverted to general purpose lanes. Valuable Sound Transit funding must only be used for transit improvements and should never be used to increase the size of a road. The Kirkland widening of 85th between 120th and 122nd for general purpose lanes is not a legitimate use of Sound Transit budget. We used to live in Houghton and had friends who lived near the Kirkland Library and we would try to walk and bike around that car sewer (east and west of I405), the last thing 85th needs is more cars. The last thing transit funding should do is to increase the size of that horrid road for general purpose lanes. Reduce the size of 85th! By a lot.

If WSDOT wants to take that on then let them propose it out of their own budget so we can defund that car-centric non-transportation agency.

Say no to general purpose car lanes in Kirkland. Especially with Sound Transit funding.
Jon Mathison

Martin Westerman

Greetings Sound Transit Board Members,

To bring you up to date on the SkyLink aerial gondola proposal for SODO, the CID and West Seattle: Sound Transit staff's information, is unfortunately out of date. In light of the challenges in SODO, the CID and West Seattle, it is necessary to change that now with an independent, expert study of the aerial gondola option that can provide you with current information.

Testimony and resolution by 34th Legislative District Democrats is attached.

All the best,

Martin Westerman / SkyLink Team

West Seattle / 206-437-9039

[Gondola Resolution - 34th Democrats](#)

Attachment from the above written comment

Greetings Board Members,

I'd like to bring you up to date on the SkyLink aerial gondola proposal for SODO, the CID and West Seattle. Sound Transit staff's information, unfortunately, is out of date. In light of the challenges in SODO, the CID and West Seattle, it is necessary to change that now with an independent, expert study of the aerial gondola option that can provide current information. The 34th Legislative District passed a resolution May 11 asking Sound Transit to do just that.

Sound Transit, and RCW and federal statute all define aerial gondolas as high-capacity transit for connecting local areas with light rail spine stations. Sound Transit rejected gondolas as a regional network option. So SkyLink's proposal aligns with Sound Transit's own conclusions in its 2014 transit issues paper, and its April 7 feasibility study.

Sound Transit still thinks gondola capacity is limited to 2000 passengers per hour. In fact, gondola capacities range up to 6000 passengers per hour. Mexico City's Cable 1 system delivers 4500 passengers per hour, and 56,000 per day. The LaPaz system delivers 58,000 passengers per day.

Sound Transit thinks aerial gondolas cannot be integrated into its regional network. In fact, urban areas bigger than Seattle – Mexico City, Ankara, Haifa and others have all integrated aerial gondolas seamlessly into their light rail and bus networks.

There are others areas where we need current information, and that brings up the 34th District resolution. This 34th covers North Burien, White Center, Vashon and West Seattle. West Seattle, and the CID and SODO will be most impacted by light rail plans. Scores of businesses will be impacted, dozens will close, with up to 1000 lost jobs, up to 1000 people will be displaced from their homes, we'll lose acres of forest and green space, and 5 to 7 years of construction-related traffic congestion will cause massive pollution and carbon footprint. An aerial gondola system would avoid all that.

Please take the 34th District's resolution, and doing a current study as opportunities, and understand that we need the best current information to make the best choices going forward.

Betty Lau

This message is a transcript of the virtual public comment given at the meeting on May 26, 2022.

Sound Transit Board Meeting Public Comment Transcript #5 by Betty Lau, May 26, 2022

I'm Betty Lau, from TEA (Transit Equity for All) and the Chong Wa Benevolent Association.

Now that the DEIS comment period is over, here are suggestions on improving Community Engagement in the Chinatown International District segment.

1. Translate key portions of the final EIS regarding Chinatown International District into the languages of the district so that limited English residents and business owners can understand fully what is planned.
 - The DEIS didn't do that and the result was limited English speakers were shut out of meaningful participation and from giving informed input.
 - The only documents that were translated were brochures and the Executive Summary. Of the Executive Summary, only 5 pages dealt with the CID with most of it pictures.
2. Provide simultaneous interpretation for key committee discussions about the CID in order for limited English community members to get first-hand information.
 - Notify residents and business owners in advance that such a service will be provided.

Finally, we want to thank you for your staff's improved responsiveness to community concerns and questions under CEO Peter Rogoff. We look forward to working with his successor and staff on alternatives that will not require going through the core of our unique Chinatown International District community.

Thank you.

Betty Lau

TEA (Transit Equity for All)

Chong Wa Benevolent Association