

6/23/2022 Board Meeting Written Public Comment Submissions

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[Doug Trumm – The Urbanist](#)

The substance of this message is included in two letters, attached to the end of this document.

The letters are accompanied by approximately 600 co-signees as of the time of the meeting.

Hello boardmembers,

Attached is a letter following up on our earlier vertical conveyance letter. We request both this letter and our previous (May 23rd) letter be posted and read out at the June Rider Experience and Operations Committee meeting. We've attached the previous letter too for reference.

On behalf of [more than 575 co-signatories](#), we reiterate our request that the Board promptly address the elevator and escalator reliability issues and consider our 10 recommendations aimed at doing so to ensure that Sound Transit is meeting its core commitment to provide high quality, accessible transit service, which we believe should be considered "on the agenda" at every board meeting.

Sincerely,

Douglas Trumm, *Executive Director*

[Redmond Mayor Angela Birney](#)

The letter referred to in this message is included at the end of this document.

Dear Sound Transit Board members,

I greatly appreciate the System Expansion Committee's unanimous decision last Thursday to advance "Marymoor Village Station" as the name for the Southeast Redmond light rail station. Attached, please find a letter of support that I provided to the committee detailing why the name is important for the economic vitality of the area and is the best fit with Sound Transit's station naming policies. We also reached out to individuals in the surrounding community and the name was positively received. Thank you for your consideration as you proceed with a final determination at your next board meeting on June 23.

[Betty Lau](#)

Sound Transit Boardmembers:

I'm glad that Sound Transit staff now have the gift of an extra 6-9 months to work on details of light rail alternatives for Chinatown International District. During the live streamed Community Advisory Group meetings and other related meetings, hardly any time was spent on the details of 4th Avenue light rail and stations, the 4th Avenue viaduct, and what happens during traffic surges. Maybe there's even time to do a cost savings and refinements analysis!

And there were many unanswered questions about the proposed 5th Avenue route. As you read the DEIS comments, you'll find echoes of community concerns about air pollution, demolition and construction noise, effects of vibrations, fugitive dust and the like.

Finally, with the extra time, better community relationships, better community understanding and better community engagement can be forged

Thank you.

Betty Lau

TEA co-founder (transitequityforall.org)

Rosemarie Warrant LeMoine

We are opposed to DEL 6, the route you plan to carve through my son's neighborhood in West Seattle. Our son and another mentally ill person live in a house that would be destroyed if this Sound Transit line goes through in this neighborhood. It is so important that the mentally ill, who are among our most vulnerable citizens, with few people who advocate on their behalf, are protected from unnecessary intrusions by the State and County/City government. Housing is essential for them, and losing this house is something they are affected by much more than other people. My son has a very low income, just social security disability, and would not be able to easily secure alternative housing. Really, he is powerless, without money and without a voice to protest the intrusion for the new light rail line. Because of this, we are opposed to DEL 6.

Rosemarie Warren LeMoine

Savannah Meyers

I have revised my original comment, please read the following --

"Hello my name is Savannah and I am a resident of the Avalon/Delridge neighborhood.

I am writing today to voice my strong opposition to the light rail expansion plan DEL-6.

There is an unfair lack of research and diligence when it comes to DEL-6. The current preferred alternative (which goes up Genesee) has six options considered, while the route that crosses Yancy/Avalon has only one. DEL-6 deserves more detailed consideration too, otherwise economic and social benefits may be lost due to of lack of study and refinement.

I would like the committee to reevaluate DEL-2a and 2b or a refinement to DEL-6 that would extend the medium tunnel along the DEL-6/WSJ-5 corridor, with a portal to the east of Avalon Way.

Extending the medium tunnel to begin east of Avalon could be as little as only 0.4 miles longer. If a tunnel is going to be built anyway, Sound Transit should investigate refinements to the tunnel length such as whether a short length of additional tunnel would cost more than the 20+ properties that would have to be acquired to accommodate an above-ground route across Avalon. An extension of the tunnel will also help to reduce transit transfer issues of the current DEL-6 design by placing the station closer to the ground.

Thank you. "

Thanks,
Savannah

[Marilyn Kennell-McMurray](#)

Marilyn Kennell-McMurray (4th generation WS resident) **WE VEHEMENTLY OPPOSE DEL- 5/6** • The City has NO recommendation for the Delridge Station **CITY'S CORE VALUES** - **WSBLE (p.13)** • # 3 COMMUNITY "Minimize residential and business displacement and impacts to existing neighborhood assets" • #4 ENVIRONMENTAL PROTECTION "Minimize impacts to sensitive environmental areas" • #5 STEWARDSHIP "Facilitate responsible stewardship of taxpayer dollars by seeking highest benefit for dollars spent and helping keep project on time and under budget" In order to honor your commitment to these values, ST3 needs time to rethink the fraught West Seattle Extension Link due to these factors: • West Seattle has a uniquely challenging topography • West Seattle has an existing Metro Transit system that serves the community well both within West Seattle and to greater

Seattle • ST3 is already over budget and behind schedule. Further study is needed before ST3 destroys homes, businesses, the WS community - and the environment. At present we support the **NO BUILD OPTION**.

[Joe Kunzler](#)

22 June 2022

Dear Sound Transit Board;

I am asking that you please enforce your own rules. Namely [Resolution No. R2021-01](#) that states

3.16.7.f

Commenters must not engage in abusive or harassing behavior including derogatory remarks, profanity or personal attacks, or the use of obscene language and gestures, assaults or threatening behavior, sexual misconduct or sexual harassment.

In recent appearances before the Sound Transit Board and other venues, Alex Tsimerman has been appeased and allowed to make various "personal attacks" against the Sound Transit deliberative body and made "derogatory remarks" towards Boardmembers and staff.

This misbehavior has NO PLACE at Sound Transit, nor anywhere else in our commons. Sitting there and allowing it to continue without a point of order and a simple demand Mr. Alex Tsimerman comply with the same rules everybody else has to is appeasement; if not acceptance of such misbehavior. These actions of appeasement and inaction potentially render Resolution R2021-01 invalid and moot. You may want to consult with legal counsel about that.

As some of you are and now all of you will be made aware; I am currently breathing down the necks of the ORCA Joint Board trying to get them to comply fully w/ HB 1329 and go to e-mail comments. If you wonder why the latter, see above. So if you're on the fence about what to do about Alex Tsimerman; I'd suggest recognizing the appeasement by Boardmember Kristina Walker when she chaired one of your committees has *already* led directly to downstream consequences and will continue to do so. Naming members is not something I do lightly, but I want to make a point.

I submit you have your work cut out for you. If I have put you in the CC field; please consider such an act a public vote of confidence in YOUR leadership abilities contingent on standing up for your Board's own resolution against Mr. Alex Tsimerman's malicious abuse of public comment.

I will leave you with this Congressman Adam Schiff quotation:

In city councils and town councils, on school boards and election boards, from the Congress to the courts, dedicated public servants are leaving their posts because of death threats to them and to their families. This is not who we are. It must not become who we are.

I hope I'm right to place my faith in you to ensure that Alex Tsimerman is not who we supporters of Sound Transit will accept as a reflection of who we are. Your brave action or silent appeasement will make the difference.

Decisions are made by those who show up!

Thanks for hearing me out;

Joe A. Kunzler

growlernoise@gmail.com

Liz Agi – International Community Health Services

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

Hello,

Please accept the attached comments from International Community Health Services for the Sound Transit Board of Directors Meeting on Thursday, June 23, 2022. Please contact me at the information in the signature line below with any questions or if you would like to follow up.

Thank you,

--

Liz Agi, MS

(Pronouns: She/Her/Hers)

Policy & Advocacy Administrator

INTERNATIONAL COMMUNITY HEALTH SERVICES (ICHS)

International District Medical & Dental Clinic - Administration

Tija Petrovic

Hello Sound Transit Board members,

I would like to enter public comment for today's meeting. My name is Tija Petrovich and I have lived in Pioneer Square for over 30 years.

I want to start by addressing my concern and what I hope is your concern regarding my neighbors, Seattle's Chinatown-International District. This district is critical to our region's social and cultural fabric.

This neighborhood has been disproportionately harmed by past infrastructure projects, going back to the construction of rail lines that support King Street and Union Station, the evolution of I-5 and the

construction of I-90 and SR-99.

While there is broad support for the WSBLE project, the DEIS is woefully inadequate. Sound Transit has just not adequately analyzed or mitigated the impacts to the historically marginalized CID community. Without a more thorough analysis of the impacts and approaches to mitigation, the process risks perpetuating the injustices this diverse neighborhood has experienced for generations.

PLEASE involve CID community in refining the solution.

-Sound Transit should not wait for the Final EIS to be published to share with the community what they learn from design refinement work.

-Please direct staff to involve the community in problem solving and design changes during the months leading up to the Final EIS. (alternatives are refined, the construction approach and mitigation plans are developed, trade-offs are discussed, regardless of their implications, regular reports are made to the Board on the outcomes of community engagement, etc)

How about we MAKE 4th FABULOUS?!

-It is possible to make a 4th Avenue shallow option a winning solution for the whole region.

- This alternative can better serve Sounder commuters, stadium visitors and neighborhoods, and avoid the most harmful impacts to our community that would result from the 5th Avenue alternatives

-We can finally can tie together Pioneer Square and the CID without unnecessarily disrupting CID businesses.

Thank you for reading and I really hope we can all work together on the project.

Tija

Marcia Kato

I am a long-time resident of the Avalon/Delridge neighborhood. While I would like to be able to attend today's meeting, I am unable to because of work.

First I would like to express support of DEL2a and DEL2b extension, primarily because these routes place the Delridge station in a location that is user friendly for the many people who utilize the Delridge Community Center, skatepark & playfields, Youngstown Cultural Arts Center (and SPS middle school located there), and SW Youth & Family Services. This location is more convenient to transit riders who transfer to buses to South Delridge/White Center/Burien and South Seattle College. There is an existing pedestrian overpass that crosses Delridge Way near the community center. In addition, the station

would be more accessible -- 60' rather than 90' high as required for the Delridge Station sited on Andover St in DEL6. In addition, DEL2a and DEL2b route on Genesee with a tunnel beginning East of Delridge would cause less displacement if routed along the South side of the street. The DEL6 route has not been fully investigated and was proposed much later than DEL2 which has 6 alternatives. DEL6 as proposed would displace Transitional Resources, a non-profit that houses and serves persons struggling with behavioral and mental health issues. They recently built new residential units on Yancy Street close to their main location on Avalon Way near Andover. The main location would be eliminated in the DEL6 route as well as 20+ residences. If DEL6 is further considered, there should be refinements. Transitional Resources and the nearby residents could remain in place if the medium tunnel along the DEL6/WSJ5 corridor begins East of Avalon Way SW. This would have the added advantage of lowering the proposed Delridge station height. This refinement should be considered. Finally, I would encourage Sound Transit to be transparent in the decision making. Please share a summary of public comments received --where geographically did the comments come from, what were the preferred alternatives. and what were common concerns. Thank you. Marcia Kato

Emma Ka'apana

Hi My name is Emma Ka'apana, and I'm a neighbor in West Seattle in the Avalon/Delridge neighborhood. I am opposed to option DEL6 for the delridge extension.

DEL6 displaces Alki Beach Academy, currently the largest child care program in 98106 . It is locally owned and founded by a first-generation Filipino-American woman. It serves 127 children and is in the process of expanding that capacity to 300 in an effort to address the continuing childcare crisis in Seattle (which would make it one of the largest childcare providers in all of Seattle). Alki Beach Academy employs almost 50 child care professionals, almost all of them women of color.

DEL 6 also displaces transitional resources along Avalon Way, a behavioral health and assisted living facility serving King County since 1976, that offers life-saving resources to residents who rely upon its expert care and housing, serves an already disadvantaged and underserved group that can hardly recover from such a loss, The impact of the displacement will extend far beyond the Delridge neighborhood and west seattle across all of King County as those residents and patients struggle to find health services, treatment, and housing in the midst of an ongoing mental health care services crisis across this region.

I am in favor of the full tunnel option DEL2a or DEL2b and if not possible a refinement to DEL 6 that would extend the medium tunnel along the DEL-6/WSJ-5 corridor with a portal to the east of Avalon way.

Alicia Gaynor

This comment was submitted after the meeting began.

My name is Alicia Gaynor, and I'm a neighbor in West Seattle in the Avalon/Delridge neighborhood. I am a young West Seattle homeowner, I am an educator, as well as an advocate for our beautiful West

Seattle community. Also, I am very excited for the access that the light rail and public transit will bring to our neighborhood. I ride the bus whenever feasible and believe in the power of public transit.

That said, I am commenting today to make two things very clear.

1. I oppose the current top options in DEL6 for the delridge extension and propose a refinement of the DEL6 plan. While I acknowledge I am not an expert in this arena, it is clear that there is a lack of detailed consideration by experts for this plan. Demonstrated in the fact that only 1 proposal has been considered as compared to the 6 alternatives for the current preferred alternative up Genesee.

2. I'd like to propose a full tunnel option for DEL2a or DEL2b. If that's not possible, it's vital to consider a **refinement** to DEL6 that would extend the medium tunnel along the DEL-6/WSJ-5 corridor, with a portal to the east of Avalon Way.

To strengthen my rationale for my proposal and opposition to the DEL6 route, I want to elevate the following to this committee who has great responsibility in making decisions that have deep and permanent impacts on the future of our collective space and environment.

By not rejecting or refining DEL 6A, it risks:

- **Childcare displacement of 127 children and a minority owned and operated local business.** As an educator, the significant transition and instability that our young people have already faced during the pandemic it should not be overlooked.
- Displacement of Transitional Resources on Avalon Way that are already in severe shortage in our region
- Displacement and destruction of our strong and unified Avalon community.

I want to close by thanking you for your time and reminding you that the system level decisions made by each of you and this committee have real consequences and real people behind them. My final ask is that you allow the real impacts of these difficult decisions to weigh heavily on your heart during your conversations, considerations and thoughts.

Mark Hergert

This comment was submitted after the meeting began.

Thank you for the opportunity to comment. I just wanted to cast my vote for the tunnel option. Our house is at 4149 32nd ave. SW., which will be heavily impacted or demolished depending on the option chosen.

Please treat our neighborhood as you would treat your own.

Thank you for your consideration.

Sincerely,

Mark Hergert

Erica Mahony

This comment was submitted after the meeting began.

Hello my name is Erica Mahony - I have resided in my 1925 home since 2004. I have been a neighbor in West Seattle in the Avalon/Delridge neighborhood for nearly 19 years.

Recently widowed, my late husband passed away in 2021 and together we have reclaimed, renovated and maintained the integrity of our nearly century old dwelling.

It's no longer Mayberry, yet the original Bartell's Family home is doors down from me. Please save my little house! Is it possible that historical homes are protected?

I strongly advocate against option **DEL6** that cuts through our neighborhood and destroys established communities, behavioral health and child care resources, along with leaving a long impactful carbon footprint with extended construction demolishing roads, businesses, homes, and multi-family buildings. Furthermore, the undesirable location of transit-oriented development adjacent to a steel mill and elevated highway ramp; lack of community input from bus riders in south Delridge and Burien - this is going to be a complete SHIT SHOW - for better words and poor planning.

Where is the data to support this plan?

Further data research is needed to blanket the greater West Seattle community. The plans I originally voted on were to cross over the West Seattle Golf Course to connect directly from Delridge to Alaska Way. The latest effort the city was finally able to act on clearing out the RV encampment along the Athletic Club of SW Yancy - was an incredible takeaway to improve our community. I only foresee the DEL6 proposed plans hurting more than helping our greater family community.

Frustrated & Feel that I no longer have a voice.

Many Thanks & Kindest Regards,

Jared Jonson

This comment was submitted after the meeting began.

On behalf of the Seattle Chinatown International District Preservation and Development Authority (SCIDpda), we would like to share our perspective post-DEIS comment period and as the board moves forward with its decision making, that it keep in mind the following.

The CID is a unique and vibrant ethnic committee. It is a neighborhood critical to the region's social and cultural fabric and a central station in the Sound Transit system. Our neighborhood has been disproportionately impacted by past infrastructure projects nearly every decade dating back to the construction of I-5. While we broadly support the WSBLE project, the DEIS is inadequate. There has not been adequate analysis or mitigation impacts identified. Without a more thorough analysis of the impacts and approaches to mitigation, the process risks perpetuating past community harms.

Sound Transit needs to take more time to truly study impacts and mitigations. We encourage the agency to take more time to thoughtfully evaluate all options and engage the CID to find solutions that minimize harm to the neighborhood, its residents, businesses, and broader community. Questions we would like answers to include:

- How can the harmful impacts of the CID segment alternatives be minimized or avoided through design refinements and development of mitigation plans?
- How can other construction approaches or sequencing avoid or minimize the extensive, multiple year, and overlapping street and transit disruptions in the CID and Pioneer Square? What about in the Seattle Center, South Lake Union and Downtown neighborhoods?
- Can Sound Transit create a fresh approach to the 4th Avenue shallow alternative that minimizes the construction footprint, reduces the cost and minimizes or avoids impacts to the surrounding community?

- How will Sound Transit ensure that information is shared well in advance with the community to answer all outstanding questions by the end of the environmental review process?
- How will Sound Transit involve the community to develop mitigation, community development agreements, and construction management plans before the Final EIS is published?

Our neighborhood needs to be involved in refining the solution. Sound Transit should not wait for the Final EIS to be published to share with the community what they learn from design refinement work on the proposed alternatives, especially 4th avenue. The Board of Directors should direct staff to involve the community in problem solving and design changes during the months leading up to the Final EIS. The 4th Avenue shallow alignment is the least impactful to the neighborhood as currently laid out and we urge the Board of Directors and Agency take a thoughtful approach in considering it as such.

Kind Regards,

Jared Jonson

Judah Stevenson

This comment was submitted after the meeting began.

Thank you Sound Transit board for the opportunity to comment on the West Seattle light rail expansion.

As a longtime resident of West Seattle and enthusiastic supporter of public transportation I eagerly anticipate light rail service in my area.

I am writing today to urge the Sound Transit board to reject DEL6 as part of the new preferred alternative due it's lack of access, inequitable and unsafe location next to a heavily industrial environment that includes a steel mill and an elevated highway, and it's poor capability at serving transfers from other public transportation modes such as busses arriving from South Delridge. DEL6 also offers very poor options for Transit Oriented Development, as any residential or commercial development would be placed in that same industrial environment. This is not equitable to the residents of Delridge who deserve Transit Oriented Development that serves the community in a healthy, accessible environment.

Most importantly, DEL6 displaces two vital community resources, Alki Beach Academy and Transitional Resources. One is a vital and growing community daycare that services all of West Seattle, and the other

is a behavioral health and assisted living provider offering critical treatment services and housing options for a desperately underserved population. The effects of those displacements are unmitigatable and have received zero study or consideration in the DEIS.

I urge the board to insist on refinements to the options in Delridge and conduct further study on avoiding the displacement of community resources. One such refinement that should be studied is beginning the medium tunnel earlier, on the east side of Avalon which would extend the tunnel by a very small amount.

I also support options DEL2a and DEL2b which offer better transfer options for buses, a better walkshed, and a tunnel option that still satisfies the goal of reaching the Alaska Junction in a tunnel.

Thank you very much,

Judah Stevenson

Kathleen Johnson

Chair Keel, Members of the Board, Kathleen Barry Johnson, Exec Dir HSD

I know many of the Sound Transit Board members have been hearing from the CID and PS Community, you've been on tours, and we appreciate the diligence and seriousness with which you are undertaking the decisions at hand.

I Want to address what makes the CID unique. I know we've all Heard of NIMBYs, we are familiar when established communities look at a major public project with fear, perhaps not understanding that Good things can come from great planning and visioning. Some of you may have experience with projects that created something wonderful and new. The Spring District in Bellevue comes to mind.

The CID is not approaching WSBL with fear or misunderstanding. The CID and Pioneer Square understand large projects like WSBL. Year after year, decade after decade, these two neighborhoods have shown resilience even as major public projects have disrupted their homes, businesses and communities. While some of these major public projects give Benefit to South Downtown neighborhoods, the vast majority of the Project Good goes to farther flung interests while the dirt, disruption and displacement sits squarely in the confines of the CID and Pioneer Square.

These neighborhoods exist because of redlining.

Asian Americans were forcibly moved from the waterfront, where the original Chinatown was located, to the area that is now 2nd Ave Extension S., and when that was regraded and all but one of their buildings destroyed in service to larger regional interests, Chinatown moved to where it is currently, Japantown, Filipinotown and Little Saigon grew up around them. Of course in WW2, Japantown was decimated by the racist- forced removal of Americans of Japanese descent. People of Color were forced into South Downtown and South Seattle by redlining forces.

In the modern era the large-scale public projects continued, from I-5 to the Kingdome and the current stadiums, to the streetcar and the waterfront redevelopment, we have current and extensive experience of managing the mitigation conversations and understanding what needs to happen.

So it isn't fear or NIMBYism, it is clear understanding borne from hard experience watching businesses and flourishing neighborhoods destroyed for progress.

The Community is clear that 5th has unmitigable negative impacts, while 4th has tradeoffs but also offers strong benefits to the communities like improving connectivity across 4th Ave, activation of Union Station and protection of the entry to Chinatown that would be destroyed with the 5th Ave Option. With that, I urge you to direct ST Staff to put renewed energy into studying and refining the 4th Ave S. Shallow option. HSD asks specifically that the Community be involved in this additional study, and that we work to find solutions on 4th that will make this station context fabulous.

Kathleen Barry Johnson (she/her)

Executive Director

Historic South Downtown

206-351-4813

Historicsouthdowntown.org



The Urbanist

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

May 29, 2022

To: Sound Transit Board of Directors

RE: Sound Transit Must Fix Its Broken Escalators and Elevators Mess

Dear Sound Transit Boardmembers,

On May 22, 2022, we wrote to you about the escalator and elevator crisis ahead of the May general board meeting. We write again because staff chose not to read out and post the hundreds of letters sent to you by constituents nor our own letter about this pressing issue. On behalf of [more than 575 people](#) at the time of writing this letter, we reiterate our request that the Board promptly address the following issues to ensure that Sound Transit is meeting its core commitment to provide high quality, accessible transit service, which we believe should be considered “on the agenda” at every board meeting:

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

Additionally, we ask that Sound Transit boardmembers commit to regularly taking transit in order to ground their decisions and understand the repercussions of letting issues like dilapidated escalators fester. Regular transit riders can also understand the joy of when things go seamlessly. People who get around overwhelmingly via private vehicles tuning in to virtual board meetings will make less informed decisions.

Good decision-making comes from being in touch with the on-the-ground experience, and Sound Transit riders deserve as much from policymakers. If boardmembers aren't willing to commit to providing high quality dependable transit service, they should step aside and hand their board positions over to leaders that will.

Sincerely,

Doug Trumm
Executive Director
The Urbanist

PS: You can [read our full editorial about this pressing issue on *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 and state.



The Urbanist

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

Date: May 22, 2021

RE: Sound Transit Must Fix Its Broken Escalators and Elevators Mess

Dear Sound Transit Boardmembers,

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

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

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

Additionally, we ask that Sound Transit boardmembers commit to regularly taking transit in order to ground their decisions and understand the repercussions of letting issues like dilapidated escalators fester. Regular transit riders can also understand the joy of when things go seamlessly. Boardmembers tuning into one or two digital meetings a month from home to make critical decisions around transit policies and projects isn't enough. Good decision-making comes from on-the-ground experience.

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

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

Sincerely,

Doug Trumm
Executive Director

The Urbanist

PS: You can [read our full editorial about this pressing issue on 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 and state.*



June 2, 2022

By Email

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

Dear Sound Transit System Expansion Committee:

As the naming of the Sound Transit light rail station in Southeast Redmond proceeds for the Downtown Redmond Link Extension project, I would like to reaffirm the City of Redmond's recommendation that this station be named Marymoor Village Station. Selection of this name will support burgeoning economic development in this local center, furthers Sound Transit's policy objectives in station naming, and is the best choice for pinpointing the station's location to Sound Transit's future riders.

By Sound Transit policy, light rail station names prioritize city and neighborhood names first and then landmarks like parks.¹ One can look to Columbia City Station and Rainier Beach Station as examples of how neighborhoods gravitate towards names that represent their sense of self. At the time, the neighborhoods argued that the street-based names "would be a disservice to the commercial districts and future housing developments in these neighborhoods by failing to highlight them."²

Having a station name that recognizes its placement in Marymoor Village will highlight and support the economic vibrancy of the area. Marymoor Village is currently a diverse mosaic of manufacturing, education, distribution, industrial, and religious uses. It was officially given the name "Marymoor Village" by the Redmond City Council in 2017. Marymoor Village will become a Countywide Growth Center as part of Redmond 2050, with multifamily, mixed-use, and commercial development focused near the station. It serves an important regional role as a place for equitably concentrating jobs, housing, shopping, and recreational opportunities. Redmond is focusing growth for the next few decades in Overlake, Downtown Redmond, and Marymoor Village.

The name Marymoor Village Station adheres to Sound Transit principles for station naming.³ It is a name that reduces passenger confusion, is distinct from other names, utilizes language appropriate to communities within the service area, complies with ADA requirements, will be easy to use because it matches the area's name, and is easy to remember (two words including a well-known park landmark name, and 15 characters).

¹ <https://www.soundtransit.org/sites/default/files/documents/Resolution-R2021-14.pdf>, Policy 3.3.2.a.

² [Council Connection » Sound Transit Station Naming Policy \(seattle.gov\)](#)

³ Policies 3.1 and 3.3.3.



Sound Transit Policy 3.2 states that “Station names should relate to the geography of the station location and prioritize wayfinding so that passengers may self-orient within the transit system and region.” Naming the station “Marymoor Village” identifies the station’s location with much greater specificity than the well-known Marymoor Park, which spans 640 acres and has a main entrance a couple of miles away. To put the distance in perspective, the walking distance between the station and main entrance to Marymoor Park is the equivalent of getting off at Pioneer Square Station in Seattle and expecting to get to the Space Needle.

Naming the station Marymoor Village Station sends a clear message to riders that the station is in Marymoor Village with all of the economic features that location entails, including giving them a better sense of its position relative to the nearby Marymoor Park. The region’s riders will benefit from this descriptive name, just as the City of Redmond and Marymoor Village will benefit from the station.

Again, thank you for the opportunity to provide our input into the decision on the naming of this station. Please feel free to contact me about this recommendation as the ST board moves ahead with approval of a final name.

Sincerely,

A handwritten signature in cursive script, appearing to read "Angela Birney".

Angela Birney
Mayor, City of Redmond

cc:

Brooke Belman, Interim Chief Executive Officer, Sound Transit
Dow Constantine, King County Executive
Russell Arnold, Chief Customer Experience Officer
Ron Lewis, Executive Director of Design, Engineering, and Construction Management
Tony Raben, DRLE Executive Project Director, Sound Transit
Luke Lamont, Government and Community Relations Corridor Manager, Sound Transit

Sound Transit Board of Directors Meeting
Written Comments of International Community Health Services
June 23, 2022

To Whom It May Concern,

I am writing to you today on behalf of International Community Health Services (ICHS). We are a Federally Qualified Health Center with four full-service health clinics and seven satellite sites across King County, serving an average of 30,000 patients from the entire Puget Sound region each year. ICHS is deeply rooted in the Asian Pacific Islander community, with a mission to provide culturally and linguistically appropriate health and wellness services and to promote health equity for all. For nearly 50 years, ICHS has been anchored in the Chinatown-International District (CID), with the International District Square 1 now hosting our flagship clinic, our Vision Clinic, our assisted living facility Legacy House, our adult day program and our congregate meal program for seniors.

While ICHS broadly supports the light rail expansion, the DEIS is inadequate. Sound Transit has not adequately analyzed or mitigated the impacts to the historically marginalized CID where low-income families and seniors of color reside, small and large businesses of color operate, and non-profit organizations of color provide critical health and human services. Without a more thorough analysis of the impacts of and approaches to mitigation, the process risks perpetuating environmental injustices that this diverse and vibrant neighborhood has experienced for generations.

ICHS is very concerned that the full scope of impacts from the 5th Avenue alternatives have not been fully considered. Seattle's Asian communities, especially in the CID, have been subjected to nearly 150 years of racist zoning and land use policies that served to confine our communities into defined neighborhoods, even as several major public projects encroached on those neighborhoods, or split them apart over the years. The 5th Ave alternatives will destroy affordable family and senior housing potentially increasing unstable housing or the unhoused, destroy historic buildings and the Chinatown Gate, severely decrease access to restaurants, other business, and non-profit health and human services. On a granular level, the CID is home to about 1,200 Asian Pacific Islander elders, many of whom are low mobility and limited English proficient; this makes maneuvering around major construction and temporary signage a serious issue. **The environmental justice, safety and equity issues run deep.** Sound Transit must address the multiple layers of impacts raised by our communities to minimize the harm to the CID, its residents and businesses, non-profit service providers and the broader community.

Because of this, Sound Transit needs to take more time to truly study impacts and mitigations. We encourage Sound Transit to take more time to more thoroughly evaluate all options and engage the community to find solutions that minimize harm to the CID, its residents and businesses, and the broader community. There are still many questions, and we want to ensure Sound Transit shares this information well in advance with the community to answer all outstanding questions by the end of the environmental review process. For example:

- How can Sound Transit create a fresh approach to considering 4th Avenue alternatives that minimize the construction footprint, reduce the cost, and minimize or avoid impacts to the surrounding community?
- How can other construction approaches avoid or minimize the extensive, multi-year, and overlapping street and transit disruptions in the CID and Pioneer Square? What about in the Seattle Center, South Lake Union and Downtown neighborhoods?
- How can the harmful impacts of the CID segment alternatives be minimized or avoided through thoughtful design refinements and development of comprehensive mitigation plans?

The CID community needs to be involved in refining the solution, and we believe it's possible to make 4th Avenue an option that wins for the whole region. 4th Avenue can better serve Sounder commuters, stadium visitors and neighborhoods, and avoid the most harmful impacts to our community that would result from the 5th Avenue alternatives, instead of adding more 5th Avenue alternatives. It can tie together Pioneer Square and the CID without unnecessarily disrupting CID businesses and residents. With so much promise, and still so much work to do, Sound Transit should not wait for the Final EIS to be published to share with the community what they learn from design refinement work.

The Board of Directors should direct staff to involve the community in problem solving and design changes during the months leading up to the Final EIS as:

- The alternatives are refined,
- The construction approach and mitigation plans are developed,
- Trade-offs are discussed, regardless of their implications, and
- Regular reports are made to the Board on the outcomes of community engagement.

ICHS is ready to work with Sound Transit and our neighborhood partners to make this happen. Thank you for your time today.

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