

7/7/2022 Executive Committee Meeting Written Public Comment Submissions

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[Kristie Klsbye](#)

Thank you for the opportunity to submit commentary today. My name is Kristie Kisbye and I've owned a business in Ballard since 2001.

The "affordable proposal" selects IBB-2a, the tunnel alignment to Ballard station at 14th Avenue NW. This alternative would site the station over ½ mile from the heart of the Ballard district and require majority of riders to cross major arterial of 15th Avenue NW to access the station.

I'm sure board members who are unfamiliar with Ballard are thinking "it's just a block" – but it's so much more than that. Here's why:

- Siting the station at 14th Ave NW means crossing a six-lane major arterial and freight corridor to get to-and-from the transit station, which is extremely dangerous for pedestrians.
- The block between 15th Ave NW and 14th Ave NW is a very long block – approximately 100 feet long. Where as the average block size west of 15th Ave NW is about 30-40 feet long.
- Walking from the heart of Ballard to 14th Ave NW is more than three football fields long, which will deter transit ridership for seniors, the disabled, those with mobility issues and other at-risk groups.

According to the 2021 cost estimates, IBB-2b would cost ~\$150M more than IBB-2a, which amounts to roughly 1% of the estimated total project cost. Design is only at 10% right now and it's safe to say that cost savings can be found as the design proceeds that will further reduce this cost – as we've seen thus far with the overall bridge vs tunnel options in Ballard.

With this in mind, the business owners and residents of Ballard ask that the Board select IBB-2b as the preferred alternative for study in the FEIS.

Respectfully,

Kristie Klsbye
Annie's Art and Frame
2212 NW Market Street
Seattle, WA. 98107

[Marilyn Kennell-McMurray](#)

This comment was accompanied by an attachment included at the end of this document.

I am a fourth generation West Seattle homeowner who strongly opposes the ST3 WestSeattleBallardLinkExtension - DEL 6. My concerns are many but the impacts to wetlands, waterways, parks, green spaces, tree canopy and the Longfellow Creek basin and West Seattle green belt are primary. As much as I am concerned about things monetary (ST3 being over budget and behind schedule) - the existential threat to people and wildlife is my bigger worry. I refer to the sections of ST3 DEIS which are to my mind vague, superficial and cavalier with regards to the environment. A green belt runs between our street (32nd Avenue SW) and Fauntleroy. ST3 DEL 6 will destroy many, many homes along with the green space.

Here are excerpts from your DEIS with my comments bulleted.

West Seattle provides the Seattle area with up to one-third of its urban canopy. The luxury of living in an urban area that still has birds, salmon, big trees, and wildlife is unique and very fragile. There are ways to build transit along existing corridors. Until you find a less destructive, less expensive, less antiquated plan, our metro system works to get us all around West Seattle and to Seattle proper where we can easily connect to wherever we need to go. We support the NO BUILD option.

Marilyn Kennell-McMurray

4022 32nd Avenue SW Seattle, WA 98126

[Joe Kunzler](#)

6 July 2022

RE: Joe A. Kunzler Comments for the 7 July 2022 ST Board Exec Cmte Meeting

Dear ST Board Executive Committee;

Joe Kunzler here. I want to begin with a polite reminder that according to R2018-41 the committee has tasking for, "The Board's rules, operating procedures and governance structure." As such, the enforcement of R2021-01 is very much your business – as is HB 1329 and the ORCA Joint Board.

Enforce R2021-01 Please

I ask that in the event Mr. Alex Tsimerman returns and gives the same disruptive shtick pathetic excuse for public comment that the full powers of Resolution R2021-01 be used. Up to and including these specific powers please:

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.

3.16.11 If an individual is in violation of the public comment rules in section 3.16.7 or disrupts a meeting under section 3.16.9 at two or more meetings within a 28-day period or two or more consecutive meetings of the Board or a committee, the appropriate chair may exclude the individual from participation in public comment periods at future meetings.

3.16.12 The Board chair, or committee chair in consultation with the Board chair, determines the length of the exclusion from public comment based on the seriousness of the disruption, the number of disruptions and the individual's prior record of conduct at meetings . The length of the exclusion will not exceed 180 days. During the exclusion, individuals may submit written comments to the Board administrator for distribution to Board members at future public comment periods.

3.16.13 At the Board or committee chair's direction, the Board administrator or designee notifies an individual in writing of the specific reasons and length of the exclusion by mailing the notice to the individual's last known address, if any. The Board administrator or designee posts the notice outside the meeting location and on Sound Transit's website and sends a copy of the notice to Board members. The notice is effective when posted. The notice remains posted for the duration of the exclusion period.

Mr. Alex Tsimerman's malicious conduct has become prolific and has been discussed on Twitter, and the subject of "Tackling Tsimerman" on Amazon. It is past time for Sound Transit leaders and true 12s to recognize we are in a struggle for the soul of Sound Transit – and we must win. Whether or not we repeat the mistakes and appeasement of the late 2010s or begin anew will be decided in the next 30 or so days.

Alex Tsimerman cannot be allowed to fundamentally change the character, perception and tone of Sound Transit. Furthermore, does anyone want to onboard a new CEO from Virginia and have Tsimerman pop off during that onboarding process? I don't, as I care for Sound Transit.

ORCA Joint Board

As Boardmembers may be aware, the ORCA Joint Board has been having some serious problems lately with complying w/ the new changes to the Open Public Meetings Act (OPMA) from HB 1329. On top of it, they've supposedly canceled their Monday meeting. I suspect Sound Transit Legal is just having a field day with Chris "Einstein" O'Claire and hopefully joining me to support Brittany "Code" Esdaile in getting the ORCA Joint Board to HB 1329 specs. One thing that the Sound Transit Board should do is just direct the Interim CEO to direct staff to have the physical location for the ORCA Joint Board in the Ruth Fisher Boardroom. This way there's legal compliance, security, and a recorder all already... there. Mrs. Esdaile has higher level tasking to do than fix board meetings because some people want to play cute or have turf wars or whatnot.

I'm also going to enter this into the record. There is this matter called the spirit of the Open Public Records Act (OPMA). Consider it the red warning track at a baseball field or the thick white lines around a football field. The spirit of the Open Public Meetings Act is meant to be a warning before the hard wall to ensure one doesn't slam into litigation that can undo an action or actions. I think it's past time someone who cared sat down the ORCA Joint Board, starting w/ Sound Transit's people, and told them to understand the spirit of the act – especially the renovated one – is meant to protect everyone.

Thanks for hearing me out.

Very strategically;

Joe A. Kunzler

growlernoise@gmail.com

Jane Zalutsky – Seattle Center Foundation

July 6, 2022

Kent Keel
Board Chair
Sound Transit
401 South Jackson Street
Seattle, Washington 98104

Sent via email

Sound Transit Board members:

Seattle Center and the Uptown community are excited to have light rail serve our community. We want to see Seattle Center and light rail thrive together for the next 100 years and beyond.

We ask that you request Sound Transit staff to bring forward a recommendation that reflects the upcoming City of Seattle Resolution, which was developed with extensive community engagement, including months of work by dozens of staff, board members and consultants to Seattle Center Resident Organizations.

We are extremely concerned that the “Affordable Alignment” recommending DT-1 is based on insufficient technical information, on both project costs and risks, and it is made without accurate, comparable, and/or comprehensive data. This approach will do the opposite of minimizing risk or producing an affordable project.

As we and many others pointed out in our April 27th DEIS response letter, the WSBLE Draft EIS was inadequate and contained little or no analysis of the construction of a station at the Mercer Street location.

Moreover, design of both Republican and Mercer stations has not progressed to a point that anyone can say with *any certainty* that one station is more affordable than the other.

We urge you to adopt an alignment that has secured both community consensus and support from the City of Seattle, your governmental partner. In so doing, Sound Transit will be in the best position possible to mitigate unknown 3rd party risks, permit delays, and costly litigation.

As elected officials, you know that affordability cannot be determined simply by looking at the monetary cost to Sound Transit. The affordability of an option must include a calculation of the cost of the option to the entire region and its citizens.

Over the years, our community has invested hundreds of millions of public and private dollars in the arts and cultural organizations whose ongoing survival is threatened by a poorly-designed alignment of the WSBLE

through the Seattle Center and Uptown community. Our community has made these investments because of the extraordinary value these organizations provide residents of all ages throughout the region and beyond.

Over 12 million people visit the Seattle Center every year. This is triple the number of annual visitors to Yellowstone National Park. In fact, our annual visits are greater than the combined annual ridership on Sounder, Tacoma Link, and Link Light Rail.¹

The Seattle Center has blossomed into the nation's preeminent home for arts, cultural, science, and sports events. No city in America has a similar gathering place for its community. **Resident organizations simply cannot be 'relocated' during 5-7 years of station construction. The space required for these organizations does not exist at any price in the Seattle region.** There are no live music studios, theaters, and cinema houses to relocate to, so the displaced organizations would have to shut down for the 5–7-year construction period, likely resulting in permanent closure or departure from Seattle Center.

Even if space could be found, from a transit planning perspective it makes no sense whatsoever to scatter Seattle Center arts and cultural organizations across the region to locations that lack sufficient access to public transit. Keeping these organizations at Seattle Center is essential for maximizing the impact and benefits of bringing light rail here.

As you have heard from Seattle Center Resident Organizations, Uptown Alliance, Mercer Corridor stakeholders, and the Seattle Metropolitan Chamber Community groups, the modified Mix and Match alternative has broad and strong support. Please do not ignore our collective voices.

Best,

Jane Zalutsky

Jane Zalutsky
Executive Director
Seattle Center Foundation

Cc:

Seattle Center Foundation Board
Sung Yang
Matt Hanna
Ty Rogers
Katherine Cheng
Michelle Merriweather
Kyle Rolf
Larry Estrada
Todd Leber
Mari Horita
Rodell Razor
Kate Becker
Maria Barrientos

¹ <https://www.soundtransit.org/sites/default/files/documents/sound-transit-tdp-2021-2026-and-2020-annual-report-20210928.pdf>

Brian Surratt
Tom Mara

Sara Maxana, City of Seattle
Robert Nellams, City of Seattle

Jeffrey Herrmann – Seattle Rep

My name is Jeffrey Herrmann and I am the Managing Director at Seattle Rep. I ask that you request Sound Transit staff bring forward a plan for WSBL that reflects the City of Seattle's upcoming recommended locally preferred alternative for the Seattle Center station, placing it on Mercer instead of Republican Street. This "locally preferred alternative" reflects consensus and buy-in from the local community, including Seattle Rep and our colleagues on the Seattle Center campus.

We believe that the so-called DT-1 "affordable alignment" is based on insufficient technical data regarding the sound and vibration impacts of 5 – 7 years of construction immediately adjacent to some of the region's most important and beloved cultural institutions. I know because Seattle Rep spent \$15K we don't have on an independent noise and vibration survey. Meanwhile, the DEIS didn't account at all for the cost to mitigate the impact on those organizations that are immediately adjacent to the construction on Republican or, as we suspect will ultimately be necessary, to relocate these organizations entirely. Not that there's anywhere to move these organizations to, given the highly specialized nature of their facilities; but even if there were, the relocation costs would be so enormous that there's no way they could come back to the Seattle Center campus. That represents a cost to our community, too.

The DEIS contains only the most cursory review of the costs of the Mercer option. I don't understand how the Republican Street station can be considered the affordable option without a more complete study and without a full accounting of the costs that would be required to mitigate the impact on and/or move these cultural institutions. And without accounting for the costs to our community should we lose any of these organizations from the campus entirely.

My comments should not be interpreted as NIMBYism. We are elated about the idea of light rail arriving in our neighborhood—what a boon to Seattle Rep and the entire Seattle Center community. But we need the Sound Transit Board's help to achieve two things simultaneously: a world class station servicing this vibrant neighborhood...and that all the organizations that make this such a vibrant hub of activity can survive and thrive through years of construction and disruption. Success means achieving both things. And we believe that the City's "locally preferred alternative" is the best way to accomplish this.

Thank you for considering Seattle Rep and our other cultural neighbors here at Seattle Center as you are making final decisions about the sighting and conditions of the Seattle Center/Uptown light rail station and we look forward to the day when people from all over our region can jump on a train and easily attend Seattle Rep and all the other amazing cultural organizations at Seattle Center.

Morgan Littlefield – Climate Pledge Arena

Sound Transit Board members:

Hosting over 1 million guests in less than a year of operation, Climate Pledge Arena has a fierce commitment to safe and effective public transit for all. We look forward to the expansion of Sound Transit to the Uptown community and write to voice our support of the upcoming Resolution No. 32055 providing recommendations to the Sound Transit Board as to the selection of the Preferred Alternative for the West Seattle and Ballard Link Extensions project to be studied in the Final Environmental Impact Statement.

We're grateful for the creative thinking of this proposed "Mix and Match" alternative and the City of Seattle's support of it and urge the board to pass Resolution No. 32055. The new proposed location decreases construction and operational impacts to cultural organizations in the immediate area and protects the structural integrity of the Arena's historic roof by minimizing potential construction impact to the Arena tiebacks—elements critical to maintaining the Arena's structural support.

We thank you for your leadership and attention to our input and concerns and those of our neighbors. The unity and strong collaboration surrounding this location will set the Uptown/Seattle Center station up for success.

Thank you.

Morgan Littlefield

Reza Marashi – Kilroy Realty Corporation

This comment was accompanied by a letter attached at the end of this document

Dear Sound Transit Board,

I am writing on behalf of Kilroy Realty Corporation with regard to Sound Transit staff's recommended alignment for the WSBLE project. Unfortunately, the recommended alignment will cause unnecessary hardship to many downtown stakeholders and the City of Seattle. For the reason, we urge that you amend the recommended alignment to reflect the community consensus comments received on both the draft EIS and City of Seattle resolution.

Attached to this email, please find a comment letter from Kilroy that fleshes out our position and request in full. Please don't hesitate to contact us if you have any questions. We appreciate your consideration of our request, and we look forward to continued collaboration between Kilroy, Sound Transit, and the City to resolve differences on the recommended alignment and ensure a smooth and effective process going forward.

All the best,

Reza Marashi

Johannes Heine

Hello,

My name is Johannes Heine and I am a resident in the Delridge Neighborhood. I am commenting to urge against DEL-6 and instead promote the full tunnel option DEL2a or DEL2b, and if not possible a **refinement** to DEL6 that would extend the medium tunnel along the DEL-6/WSJ-5 corridor, starting at Andover and 28th. I would like to note that the City, on 7/5, accepted an amendment which states that they can not recommend DEL-6 as not enough research has been done in the most recent DEIS draft. 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 detailed consideration too, otherwise economic and social benefits may be lost because of lack of study and refinement.

Thank you,
Johannes Heine

Stephen Fesler

Good morning:

I ask that you support Link alignments and station locations/designs that are sensible for riders and future growth.

Alignments that I believe are critical to get right are as follows:

- In West Seattle, send the alignment to the more central Delridge area for better ridership catchment and then elevate the alignment to the Junction in the street, avoid any costly deep tunnel;
- In CID/PSq, do a 4th Avenue shallow station and design a comprehensive station complex;
- In Downtown, make stations shallow and minimize station footprints by using streets for access;
- For the Denny Station, put it on Westlake and use streets for station access;
- For the SLU Station, put it in at Harrison as shallow as possible and further east from SR 99 and design it for expandability of Link northward along the SR 99 corridor;
- For the Uptown Station, put it in at Republican Street and make it as shallow as possible;
- In Interbay, place the north station on 15th Avenue, keep it close to street level, and redesign the street;

In Smith Cove, put a station near the Helix bridge (this is good for access to the trail, campus nearby, buses, and potential Sounder station);

- In Ballard, use a high bridge (with drawbridge if necessary but push back on the Coast Guard) and locate a station at 15th Avenue with full redesign of the street for riders and residents.

These approaches for Ballard, SLU, and West Seattle will allow for the best expandability options in the future.

Thank you.

Kind regards,

Stephen Fesler

Seattle (Wallingford) resident

--

- **Stephen**

Lucy Barefoot

Good morning ST board,

Hi my name is Lucy Barefoot, I am an immigrant of indigeous descent (BIPOC) and a mother who uses public transportation often. I am a resident in the Delridge/Avalon neighborhood for almost a decade and use and support public transit. I strongly oppose ST3 DEL6 alternative extension. The Seattle City Council has issued a **NO** recommendation of DEL 6 route on Tuesday, July 5, 2022. I would like to ask the council to reconsider DEL2a and DEL2b alternatives as the preferred option by most of our city's residents since 2019. The comments gathered 2019-2022, all compiled to support my statement. Please be transparent and release the messages in support to DEL2a and Del2b station as the preferred route.

Please remove the proposed DEL6 station next to the Steel Mill because it is undesirable and will not serve BIPOC from Delridge and White Center as planned for transfer services and future link extensions. DEL6 targets displacement of people living with disabilities and BIPOC specific examples are Transitional Services located on Avalon Way and Alki Beach Academy to name a few. The displacement of Transitional Services cannot be compared to a residential displacement or a small business displacement, this is a displacement with impacts that cannot be mitigated. The DEIS does mention some impact to the Transitional Services but in no way shows mitigation. People receiving services here are part of our most vulnerable population in our neighborhood and I am using my voice to advocate for them. Also advocating for POC that work and use Alki Beach Academy-Childcare facility. Child care is necessary service in any healthy community and this will create devastating hardships to many working families in our West Seattle/delridge and White Center neighborhoods. Please keep in mind that when we take care of the most vulnerable our communities thrive together and reduce direct/indirect impacts of gentrification effects.

Thank you for your time in addressing this important matter.

Kindest regards,

Lucy Barefoot
Luzchavez19@gmail.com
770-870-9306

Denise Moriguchi - Uwajimaya

Dear Sound Transit Executive Committee,

Preserving the vibrancy, diversity and cultural heritage of Seattle's Chinatown-International District (CID) must be a priority when Sound Transit selects the location of its future CID station on the new West Seattle Ballard Link Extension.

We support Sound Transit's vision of light rail service linking West Seattle and Ballard, but Sound Transit's analysis to date of the impacts potential sites could have on the CID community is woefully insufficient. Involving community members in a more thorough and thoughtful evaluation is critical.

Construction of the 5th Avenue options would create a stark wasteland in the heart of the CID for many years. If Sound Transit can't choose an option on 4th Avenue now, please use the remaining time to study how to make 4th Avenue the best outcome for everyone.

*Sincerely,
Denise Moriguchi
CEO, Uwajimaya*

Dennis Noland

July 7, 2022

Sound Transit Executive Committee

Dear Committee Members:

I'm reaching out to you because of your role in the Sound Transit's recommendation for the route chosen for the West Seattle-Ballard Link Extension.

I have a 50-year history and association with the Youngstown neighborhood in West Seattle. I moved there in 1971, when I was 21 years old. I ended up owning two homes in Youngstown, on 25th Avenue SW, between SW Dakota and SW Genesee Streets...a block-long street of homes that will be crushed by two of the three proposed Delridge Station locations.

In 2019, we successfully organized Youngstown residents to represent their neighborhood's interests at hearings of the Sound Transit Board and the ST Expansion Committee. We successfully lobbied for reinstating, into the DEIS, the Yancy-Andover alternative...this motion was approved by a unanimous vote of the Sound Transit Board. This routing goes, from Delridge Way to Avalon, along Andover Street, passing through a three-block channel with little development. In Seattle these days, it's rarity to find open land like this still available, for adding transportation infrastructure.

Before finalizing your recommendations, I would like the opportunity to share some thoughts.

Nothing stands still. Youngstown is a vibrant, growing community. In the time interval during which light rail options and planning were being studied, starting in 2017, Youngstown sprang to life with infill and increased housing density. Since 2017, approximately 50 homes were built within this two-square block area of Youngstown where two of the three Delridge stations are potentially slated to be built. In this same two-block area, a total of approximately 100 new homes were built during the past 14 years. Youngstown is a vibrant mix of the old and the new; it remains relatively affordable when compared to other parts of Seattle. Please pay attention to the plight of these family homeowners and their community.

In the implementation of the Delridge Light Rail Station, there is a lot at stake for the Youngstown neighborhood. Choosing the location and building the associated infrastructure, most appropriate for this community, is critical. I value the ST's Executive Committee's advocacy for common sense solutions that preserve housing, community, and parks. Youngstown homes, squarely in the path of the preferred alternatives, will be spared if the Yancy/Andover routing alternative is chosen as the one to be built. I ask you to designate the Yancy/Andover route as the alternative to be built.

Overview:

I want you to know that at prior times, Sound Transit has stated two objections to the Yancy/Andover route. These are: 1. The original location designated in planning documents for the Andover-Yancy station is not pedestrian friendly 2. There is danger posed to pedestrians by truck traffic going in and out of Nucor Steel. Both objections can be ameliorated.

1. The station location could be moved 600 feet to the southwest, and onto Andover Street. Here it would be adjacent to open land (three surface parking lots) that can be converted into a transit hub and TOD. If I am recalling correctly, Metro shared estimates that 90 percent of light rail riders using the Delridge station will result from/to bus transfers. Let's make it safe and easy for them to make these transfers.

2. The truck entrance for Nucor can be moved to the northeast corner of the Nucor property where trucks can enter and leave the Nucor plant on lower Spokane Street. This provides outstanding truck access to and from the low bridge, high bridge, and West Marginal Way. This ingress/egress location will eliminate truck traffic interference with the Yancy/Andover Delridge Station's pedestrian traffic and light rail construction.

This access alternative was looked at by a team consisting of Sound Transit representatives, Metro, the City of Seattle, and Walter Reese, an executive at Nucor Steel. This solution was deemed workable. The two key parties that would need to work out the details of this solution are: 1. The City of Seattle and 2. Nucor.

I'd like to see housing in Youngstown preserved. That said, I would like to see the same happen for the Avalon neighborhood. In conjunction with the Yancy/Andover route being built, there are two solutions to consider that will minimize and/or eliminate construction impacts on homes in the Avalon neighborhood: 1. Construct, under the Avalon neighborhood, a tunnel of approximately ½ mile in length with an entry/exit portal at the intersection of Yancy and Avalon. (As an example: To retain neighborhood character and homes, tunneling was chosen for the Roosevelt neighborhood in north Seattle.) 2. Alternatively, an elevated guideway could be built in the center of the automobile right-of-way arterial of Avalon Way. Either of these solutions will preserve homes in Avalon.

With the location of the Delridge Station, there is a lot at stake for both the Youngstown and Avalon neighborhoods. Both Youngstown and Avalon provide citizens with housing that is affordable compared to other parts of the city.

I value the Executive Committee's advocacy for common sense solutions that preserve housing. If you can make time (and, if you haven't done this already), you will find a walking tour of the Youngstown neighborhood invaluable. I am happy to be your guide. To schedule a walk or a phone meeting, my cellphone is 206-708-7735.

All the best,
Dennis Noland

Savannah Myers

Hello,

I would like the following comment to be submitted at the Sound Transit meeting today, July 7th on my behalf --
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. Just this week, the city voted to remove their recommendation for this route.

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

Betty Lau

Hello, Executive Committee Members!

I'm Betty Lau, from Transit Equity for All, TEA.

It's wonderful the Executive Committee is adopting a Disparate Impact and Disproportionate Burden Policy for services. One is needed for light rail demolition and construction impacts on communities of color.

It's quite clear by now that Chinatown, Japantown and Little Saigon will be devastated by the proposed 5th Avenue alignment in the CID segment.

There should be a “Disproportionate Burden” policy that informs staff planners to create options that minimize or better yet, avoids negative impacts to BIPOC communities. The fate of the economics, health, safety, social and cultural institutions of CID residents, businesses, daycares, schools, clinics and elder programs are in your hands. Move Forward on Fourth!

Thank you.

Betty Lau, co-founder
transitequityforall.org

Commenters Who Submitted late or were unable to provide verbal comment

Jan Roberts

To: Sound Transit Executive Committee meeting 7.7.2022

Topic: West Seattle Link Extension

Recommendation - “No Build Option” West Seattle Link Extension

I have reviewed the WSBLE draft 6.7.2022. Based on the WSBLE City Teams identified five core values, none of the DEL alternatives meet these all these guidelines.

- RACIAL EQUITY. Promote equitable benefits and avoid disparate impacts to community members, especially in Racial Equity Toolkit-identified communities.
- SAFETY + USER EXPERIENCE. Locate and design stations for safe access and circulation that minimizes pedestrian risk, creates a sense of belonging, and leads to greater ridership.
- COMMUNITY. Minimize residential and business displacement and impacts to existing neighborhood assets and maximize opportunities to further equitable TOD and other community identified priorities.
- ENVIRONMENTAL PROTECTION. Minimize impacts to sensitive environmental areas.
- STEWARDSHIP. Facilitate responsible stewardship of taxpayer dollars by seeking highest benefit for dollars spent and helping keep project on time and under budget.

I urge you to pursue better bus rapid transit as opposed to the West Seattle Link extension. Take advantage of existing King County Metro bus service network that already has these core values. Riders have the option of Rapid Ride as well as local buses that go from downtown to deep into the community, many not requiring transfers. This existing system of transportation is quick and efficient from Sodo and downtown.

Jan Roberts

6600 38th Ave SW

Seattle, WA 98126

Kevin McBride

Hello,

I was unable to attend the meeting, but I wanted to provide my comment. Specifically on the Ballard Light Rail Extension. I strongly support the tunnel option on 15th, IBB-2b. This is the favorite option for many businesses we work with in Ballard. It connects closer to the heart of Ballard and has less disruption for industrial users. It will be the safest option for pedestrians. This location will best serve the area.

Best,

Kevin McBride

Marcia Kato

I am commenting as 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.

I strongly oppose the Del6 alternative because of the reasons below:

- Unsafe Delridge Station -- the Del6 station is 50% higher than the station in the DEL2a and 2b plans, and it is sited so far north, away from community amenities -- park, playfields, community center, school, arts center, & family counseling center, In addition, it is inconvenient and unsafe

site for transfer to buses for riders traveling to South Seattle College, South Delridge, White Center, and points South--located in an industrial area with freight traffic. The station plan in DEL2a and DEL2b is more convenient to those seeking to use amenities at Delridge/Genesee and those who need to travel further by bus. In addition, there is an existing pedestrian overpass that crosses Delridge Way one block South of Delridge/Genesee.

- Negative impacts - The DEL6 route has not been fully investigated. Whereas DEL2 has 6 alternatives, DEL6 has only 1 and would displace Transitional Resources, a non-profit that houses and serves persons struggling with behavioral and mental health issues, and Alki Beach Academy, one of the largest childcare programs in Seattle and minority-owned and operated.

The City of Seattle no longer supports DEL6 and expressed strong concerns about its negative impacts and the poor transit integration and user experience in the Del6 station.

Thank you for considering this comment.

Marcia Kato

Deb Barker

Sound Transit Board

West Seattle resident Deb Barker speaking on proposed alignments for the WSBLE. I served on the Sound Transit 3 Stakeholder Advisory Group (2018-2019) and the Sound Transit 3 Community Advisory Group (2021-2022).

I believe that DEL-5 and DEL-6 are distinctly flawed options that violate many key Sound Transit goals for the WSBLE. Sound Transit should not be in the business of shoving square pegs into round holes, which is the result of these alternatives. With DEL 5 and DEL 6, creating sustainable TOD is completely unrealistic as parcel assemblage is fractured and customers/residents absent. Transit access is dismal and existing roadway width woeful. Proposed refinements to allow this station area to function are outlandish contortions.

I urge the Sound Transit Board to reject DEL-5 and DEL-6.

I also urge the Sound Transit Board to resolve a myriad of challenges (such maritime business elimination, heron nesting, and residential destruction) and reinstate the Purple Line.

Thank You

Sergio Zamora

I was not allowed to comment virtually during the meeting due to time constraints, so please find my comment below:

I'm an immigrant, father, and a neighbor from the Avalon, Delridge corridor in West Seattle. I'm here today to express my opposition for the DEL 6 alternative and requesting instead to select the full tunnel DEL2a/b alternative instead. The Seattle City council just unanimously approved a resolution no longer recommending DEL6, please follow their guidance.

DEL6 has a bad design for people transferring from buses as well as it is farther north than the core cohort of people (south delridge) it is intended to serve. DEL2a/b is superior on both counts. In addition, DEL6 will displace a daycare that supports low income families in Delridge and Avalon, as well as temporary housing for people at high risk of homelessness.

I also implore ST to release the public comments in support and opposition to DEL6. We have talked to many neighbors in Avalon and Delridge, and we have found no support for DEL6. It appears that ST is cherry picking data points from comments to fit a narrative of support for DEL6 where one doesn't exist. Please be transparent in your process and release the data.

Thank you,

Sergio

Maggie McKelvy

Good Morning,

I was one of the attendees at this morning's meeting who was awaiting time for public comment. I am submitting my comment in writing as recommended.

My name is Maggie McKelvy and I have lived and worked in Ballard for over 30 years. I also serve on the board of directors for the Ballard Alliance. My comments today are in relation to the proposed Ballard station.

The "affordable proposal" selects IBB-2A, the tunnel alignment to the Ballard station at 14th Ave. NW. This alternative would site the station over 1/2 mile from the heart of the Ballard district and require a majority of riders to cross a major arterial at 15th Ave. NW.

You may be thinking "it's just a block" but it's much more than that. Here's why:

- As stated, 15th Ave NW is a major arterial and freight corridor to get to and from the transit station. Crossing this can be extremely dangerous for pedestrians.
- The block between 15th Ave. NW and 14th Ave NW is a very long block, approximately 100 feet long. For perspective, the average block size west of 15th Ave. NW is about 30-40 feet long.
- Walking from the heart of Ballard to 14th Ave NW is more than three football fields long. This will deter transit ridership for seniors, the disabled, those with mobility issues and other at-risk groups.

According to the 2021 cost estimates, IBB-2b would cost ~\$150M more than IBB-2a, which amounts to roughly 1% of the estimated total project cost. Design is only at 10% right now and it's safe to say that cost savings can be found as the design proceeds that will further reduce this cost - as we've seen thus far with the overall bridge vs. tunnel options in Ballard.

With this in mind, I ask that the Board select IBB-2b as the preferred alternative for study in FEIS. IBB-2b is the safer, more accessible, community preferred option. Thank you for your time.

Maggie McKelvy

Kim Schwarzkopf

Hello Members of the Board,

My name is Kim and I'm a mom and woman of color living in West Seattle in the North Delridge / Avalon neighborhood for over 26 years.

I was part of the ST Community Advisory Group and also have also volunteered with the SPU Innovation Team and the Puget Soundkeepers Alliance to help restore the salmon bearing Longfellow Creek. I'm also on the Board of Directors of DNDA, the Delridge Neighborhood Development Association

After digging deeply into the DEIS, including organizing a sort of “visual DEIS”, reaching out to neighbors and organizations of color along the Delridge and Duwamish Valleys, and also connecting to multiple experts and I have come to the conclusion that the System Expansion in West Seattle will do irreparable harm to our environment and social fabric.

-I strongly oppose all of the South Crossings of the Duwamish River due to the negative impact to the water, the steep slope, and environment.

-I strongly oppose DEL 6 (refinement and otherwise) up Yancy/Andover and through 32nd Ave SW. This route was added at the last minute and the refinement was a total blindside to all of us. It will negatively affect a large Childcare (Alki Beach Academy- currently the largest childcare 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), business district and Transitional Resources (behavioral health and assisted living facility serving King County since 1976, 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. It is not hyperbole to say that many of these residents will likely end up on the streets again. This displacement cannot be compared to a residential displacement or a small business displacement, this is a displacement with impacts that cannot be mitigated).

We request Sound Transit be transparent and provide the data of how many of the thousands of comments received were in support and how many in opposition of DEL6?

-I strongly oppose the Station at Andover next to the Steel Mill because it is loud and dangerous and would not make for a good ridership experience or TOD. (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)

-I also strongly oppose WSJ5 - which has been called the “medium tunnel” but is actually a retained cut through the neighborhood that would completely alter the neighborhood connections and access to our homes, public utilities access, and emergency vehicles. The DEIS did not begin to cover any of these issues! Plus, it was inaccurate in stating that it is an area of Low Visual Quality.

After deep thought and consideration, I support the No Build Alternative thru WS.

A big measurable question that I have been asking and have yet to get an answer or acknowledgment is “How long will it take to make up for the EMBEDDED/ EMBODIED carbon?”. Yes, I understand that once it is operational, it is better than x amount of cars. But, how many years will it take to make up for all the carbon that it takes to build the extension into West Seattle? And not just the tons of steel and concrete, but also the years and years of heavy trucks and equipment driving into the environmentally critical area, the idling cars being detoured, and very importantly, the homes that will be destroyed.

I don't believe the ridership of the Light Rail extension into West Seattle will improve mobility and connectivity in West Seattle for underrepresented communities OR help preserve a healthy environment. Plus, the DEIS doesn't address the continuation of the Light Rail to SouthWest Seattle- to the majority of folks who actually depend on mass transit for their commute.

We have yet to see the new ridership numbers since the pandemic and the 2+ year closure of the West Seattle Bridge.

Plus, it only takes 15 minutes to ride the Rapid Ride buses to downtown! Can we please just increase the rapid ride buses during peak hours?

We need solutions as soon as possible! Not 10 years down the line!

Thank you for hearing me and considering the No Build Alternative for the Duwamish/ West Seattle System Expansion.

Sincerely, Kim

Joe Kunzler

Good morning, Sound Transit Board Executive Committee. Thank you for those having your cameras on and showing respect for the public. As the public should respect you and therefore as per your mandate from R2018-41 the committee has tasking for, "The Board's rules, operating procedures, and governance structure." Please use the full powers of R2021-01 to ban Alex Tsimerman from public comment if you have not already.

No Sound Transit 12 wants this new CEO to be onboarded during a new Tsimerman crisis. Furthermore, to quote Congressman Adam Schiff, "Our democracy endures. It endures because, at every juncture, every pivotal moment, when evil threatened to overtake good patriotic Americans step forward to say, "Enough." This is one of those moments."

I also rise out of genuine concern over the ORCA Joint Board. I notice Sound Transit's Mary Cummings is here, somehow surfacing from a public records request to elucidate the last month's fiasco. I ask the Board to please direct CEO Brooke Belman to direct staff to facilitate all future ORCA Joint Board meetings using the Ruth Fisher Boardroom and enjoy all the technology – and protections – the Sound Transit Board does please. Thank you.

Like a Stefani: The rest, I submit.

Leslie Smith – Vulcan LLC

Hello, I was one of the twelve people who did not get to provide public comment at this mornings Executive Committee. I have included it here.

Good morning. I am Leslie Smith; I oversee Government & Community Affairs at Vulcan. Vulcan has long been a supporter of our transportation partners bringing high-capacity mobility options to our region.

I will be brief.

The public took the time to review the 8,000-page draft EIS, offer substantive comments, and engage with Sound Transit and the City throughout the comment period. The staff presentation to the Board on the public's comments did not capture the extent of community consensus, nor the amount of work undertaken to reach that consensus.

Sound Transit has an opportunity to realize permitting and project delivery streamlining if it reaches agreement on a preferred alternative in partnership with the City of Seattle.

We ask that you request staff bring forward a recommendation that reflects the City of Seattle resolution. Now is the time for a regional agreement on the regional system.

Thank you for your time.

Judah Stevenson

Thank you committee members and chairperson for the opportunity to speak at today's meeting.

My name is Judah Stevenson and I am a resident of West Seattle.

As the decision time for choosing a new preferred alternative in West Seattle approaches I would like to take this opportunity to urge all Sound Transit board members to withhold their support for the DEL6 station alignment and support the Del 2a or 2b alignments instead. Staff should also be directed to study additional refinements that avoid the catastrophic displacement of vital community resources and better serve the community where it will be located.

This will, I imagine, sound familiar to many people listening today as there has been widespread community pushback against DEL6 since the publication of the DEIS. Even as recently as this week the Seattle City Council voted to officially withhold support for any recommendation for a preferred alternative in that neighborhood.

Luckily it is not too late to find a solution that works for Delridge and West Seattle. As we know, the completion of the DEIS is only one step in the journey towards choosing the alignment that will eventually be built and—we hope—satisfy the desire shared across community-oriented light rail service that strengthens our connection to the surrounding region.

As the Seattle City Council amendment on Tuesday illustrates, simply because DEL6 connects to a medium tunnel option that satisfies some goals for some stakeholders by delivering the train underground to the junction, it does not excuse its poor performance and does not justify the sacrifice of critical childcare services such as Alki Beach Academy and mental health treatment resources such as Transitional Resources.

Thank you for your attention to this matter, today and in the future, and thank you committee members for all your work connecting this region with such critical transportation infrastructure.

Sincerely,

Judah Stevenson

6 July 2022

RE: Joe A. Kunzler Comments for the 7 July 2022 ST Board Exec Cmte Meeting

Dear ST Board Executive Committee;

Joe Kunzler here. I want to begin with a polite reminder that according to R2018-41 the committee has tasking for, “The Board’s rules, operating procedures and governance structure.” As such, the enforcement of R2021-01 is *very much* your business – as is HB 1329 and the ORCA Joint Board.

Enforce R2021-01 Please

I ask that in the event Mr. Alex Tsimerman returns and gives the same disruptive shtick pathetic excuse for public comment that the full powers of Resolution R2021-01 be used. Up to and including these specific powers please:

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.

3.16.11 If an individual is in violation of the public comment rules in section 3.16.7 or disrupts a meeting under section 3.16.9 at two or more meetings within a 28-day period or two or more consecutive meetings of the Board or a committee, the appropriate chair may exclude the individual from participation in public comment periods at future meetings.

3.16.12 The Board chair, or committee chair in consultation with the Board chair, determines the length of the exclusion from public comment based on the seriousness of the disruption, the number of disruptions and the individual’s prior record of conduct at meetings . The length of the exclusion will not exceed 180 days. During the exclusion, individuals may submit written comments to the Board administrator for distribution to Board members at future public comment periods.

3.16.13 At the Board or committee chair’s direction, the Board administrator or designee notifies an individual in writing of the specific reasons and length of the exclusion by mailing the notice to the individual’s last known address, if any. The Board administrator or designee posts the notice outside the meeting location and on Sound Transit’s website and sends a copy of the notice to Board members. The notice is effective when posted. The notice remains posted for the duration of the exclusion period.

Mr. Alex Tsimerman's malicious conduct has become prolific and has been discussed on Twitter, and the subject of "Tackling Tsimerman" on Amazon. It is past time for Sound Transit leaders and true I2s to recognize we are in a struggle for the soul of Sound Transit – and we must win. Whether or not we repeat the mistakes and appeasement of the late 2010s or begin anew will be decided in the next 30 or so days.

Alex Tsimerman cannot be allowed to fundamentally change the character, perception and tone of Sound Transit. Furthermore, does anyone want to onboard a new CEO from Virginia and have Tsimerman pop off during that onboarding process? I don't, as I care for Sound Transit.

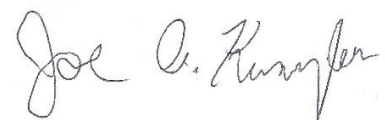
ORCA Joint Board

As Boardmembers may be aware, the ORCA Joint Board has been having some serious problems lately with complying w/ the new changes to the Open Public Meetings Act (OPMA) from HB 1329. On top of it, they've supposedly canceled their Monday meeting. I suspect Sound Transit Legal is just having a field day with Chris "Einstein" O'Claire and hopefully joining me to *support* Brittany "Code" Esdaile in getting the ORCA Joint Board to HB 1329 specs. One thing that the Sound Transit Board should do is just direct the Interim CEO to direct staff to have the physical location for the ORCA Joint Board in the Ruth Fisher Boardroom. This way there's legal compliance, security, and a recorder all already... *there*. Mrs. Esdaile has higher level tasking to do than fix board meetings because some people want to play cute or have turf wars or whatnot.

I'm also going to enter this into the record. There is this matter called the spirit of the Open Public Records Act (OPMA). Consider it the red warning track at a baseball field or the thick white lines around a football field. The spirit of the Open Public Meetings Act is meant to be a warning before the hard wall to ensure one doesn't slam into litigation that can undo an action or actions. I think it's past time someone who cared sat down the ORCA Joint Board, starting w/ Sound Transit's people, and told them to understand the spirit of the act – especially the renovated one – is meant to protect everyone.

Thanks for hearing me out.

Very strategically;



Joe A. Kunzler

growlernoise@gmail.com

Dear Sound Transit Board,

I am writing on behalf of Kilroy Realty Corporation (“Kilroy”) with regard to Sound Transit staff’s recommended alignment for the WSBLE project. Unfortunately, the recommended alignment will cause unnecessary hardship to many downtown stakeholders and the City of Seattle. For that reason, we urge that you amend the recommended alignment to reflect the community consensus comments received on both the draft EIS and City of Seattle resolution.

Kilroy is the owner of multiple properties along both the preferred and alternative routes of the project, including:

- 333 Dexter comprising the block bound by Dexter, Thomas, Aurora, and Harrison (“Dexter”);
- SIXO Lloyd at 1818 6th Ave, The SIXO at 1815 6th Ave, and SIXO Living at 621 Stewart St (collectively “SIXO”);
- 401 Terry at Harrison and Terry (“401 Terry”);
- 2001 Eighth Ave (“West 8th”);
- 320 Westlake Ave N and 321 Terry Ave N (collectively “Westlake Terry”).

As a committed and responsible leader in sustainability, Kilroy supports cycling, walking to work, and robust public transportation systems like the WSBLE project. It serves the economic hubs within cities and connects Seattle neighborhoods with the rest of the regional light rail system. However, we need a regional agreement on the regional system. Centering the recommended alignment on the best outcome for the system and community gives our region the best chance of delivering the project as close to on time and budget as possible. We are concerned that the recommended alignment is driven by cost, schedule, and desire to minimize known risks – but this approach will do the opposite by failing to meet the needs of the community and city.

The public invested time to review the 8,000-page draft EIS, offer substantive comments, and engage with Sound Transit and the City throughout the comment period. Sound Transit received over 5,000 comments – the most on a project in the agency’s history. The presentation to the Board on the public’s comments regarding the draft EIS did not capture the extent of community consensus. For example, many comments ask Sound Transit to focus efforts on minimizing harmful impacts to businesses and residents, providing commensurate transit routes and traffic detour alternatives, and reducing costs for the shallow alternatives. Lessons learned from King County Metro’s 3rd Avenue bus tunnel challenges, as well as the successful WSDOT Alaskan Way Viaduct replacement project, are instructive here.

Kilroy is a community partner that is deeply invested in the vibrancy of our downtown areas and quality of our tenant experiences. We build strong ties with our tenants and users of buildings, and the thousands of employees that utilize our properties would experience significant disruption in their commute patterns, work experience, and lack of vibrant retail options as the area experienced impacts during street closures of critical routes. Local and regional retail tenants that we partner with drive neighborhood activity and deserve the opportunity to thrive and benefit from a construction process that minimizes their disruption and maximizes access, visibility, and pedestrian traffic.

With respect to Kilroy’s various properties, our specific concerns are:

- SIXO: Below grade construction in one alternative affecting the development of nearly 1M square feet of new office space and over 640,000 ft² of future residential space; taking of the site in one alternative; traffic congestion; street closures; noise; vibration; other construction impacts.

- 401 Terry: Below grade construction affecting development in one alternative; traffic congestion; street closures; noise; vibration; other construction impacts.
- Westlake Terry: Below grade construction affecting development in one alternative; street closures; noise; vibration is a major concern as this is a commercial life science building; other construction impacts.
- Dexter: Street closures; noise; vibration; other construction impacts; loss of access to only two garage ramps providing entry/exit access. Need Sound Transit staffing for four-year impact duration to ensure loading dock and garage access. Significant impact to loading dock serving both towers (630,000 ft² office space).
- West 8th: Street closures; noise; vibration; other construction impacts, maybe below grade construction.

We request Sound Transit to focus on minimizing construction disruption to transit, pedestrian movement, commercial services (deliveries) and access to properties. The cut and cover approach to station construction, as opposed to deep bore, will result in larger construction site footprints and four-year shutdown durations. Kilroy properties are adversely impacted by the proposed four-year closure of Harrison Street and Westlake Avenue. We support an idea floated by Councilmember Andrew Lewis to move the Harrison Street SLU station further east to 9th Avenue. This would remove our property's loading dock and garage access out of the four-year impact zone.

We appreciate your consideration of our request, and we look forward to continued collaboration between Kilroy, Sound Transit, and the City to resolve differences on the recommended alignment and ensure a smooth and effective process going forward.

Sincerely,

Reza Marashi
Director, Government Affairs
Kilroy Realty Corporation