

8/25/2022 Board of Directors Meeting Written Public Comment Submissions

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State Representative Tina Orwall

Dear Sound Transit Board Members,

I write to urge you to strive towards a more equitable and justice-oriented transit system, and to consider the importance of prioritizing people with disabilities and the BIPOC community, as you create affordable housing through your transit-oriented housing developments.

We know that a large proportion of urban and inter-urban transport systems are inaccessible or difficult to use to persons with disabilities. As you develop your plans for the community, please keep in mind that transportation services that are accessible for all can mitigate mobility constraints that exacerbate the personal, economic, and social isolation of persons with disabilities. I encourage you to seek input from local organizations of persons with disabilities to make sure that our transport systems are designed to be accessible.

Studies show that BIPOC men, women, and even students often have long commutes to work or school and are more likely to have the highest levels of public transportation use, yet they often live in areas with limited public transportation access. Affordable housing is key to preventing displacement of BIPOC households from urban areas with more public transit services.

The 33rd district that I represent is culturally rich. In the Kent School District, over 130 languages are spoken in our students' homes, with English, Spanish, and Punjabi as the three most common languages spoken at home. Kent School District students are ethnically diverse; in the 2021-2022 school year, 71.7% of the Kent School District students were non-white. Sound Transit transit-oriented development projects should reflect the diversity of our area.

Thank you for your dedication to our community and for your consideration.

Sincerely,

Tina

Representative Tina L. Orwall, M.S.W.
33rd legislative district

Mike Ruby

The Seattle Times has reported that someone is suggesting you should just skip having a Chinatown-ID station to avoid making a controversial decision. This is just cowardice. It is an absolutely essential crossover station for the two lines. The system just does not work without this station. It is clear that you must choose the station with the least passenger transit time between the two lines. The encouragement to ride the light rail for 100 years is far more important than an inconvenience or even putting stores out

of business for a short period of several years. The local businesses can be fully compensated. 100 years of poor transit service is just not acceptable.

Stephen Deforest

Greetings,

In order for the Interbay-Ballard segment of ST3 expansion to be successful, it must be located where residents and businesses can access it, and it takes us where we need to go. A tunnel under the Ship Canal is imperative, and a Ballard tunnel station at 17th, 20th, or 22nd Ave NW makes sense. Re-open the study of a Ballard tunnel - Thorndyke portal station at 17th, 20th, or 22nd Ave NW

Consider continuation of tunnel route from Seattle Center through Smith Cove, and Interbay to Ballard to avoid avoid construction, traffic, park, noise, view corridor impacts, and residential and business displacements.

I oppose any consolidation or deletion of stations in the Interbay segment. I encourage Sound Transit to achieve cost savings by minimizing the size of stations, entry plazas and mezzanines.

For all stations:

Metro circulators must run at frequencies to connect with light rail schedule, and respond to demand

Minimize transfer time from transit to platform

Avoid transit plans that require pedestrian crossing of major thoroughfares

For Smith Cove (SIB-1):

Approach station by tunneling under Elliott. Elevate train on Elliot will be an eyesore.

Locate station on West side of Elliott

Minimize size, if elevated station, over Galer flyover/Magnolia Bridge

Ensure that buses pick up and drop off on west side of Elliott - no pedestrian crossing at Elliott for bus connections

For Interbay Station (IBB-2b):

Station must be proximate to Magnolia peninsula for emergency access in event of bridge failures

Station must lead to Ship Canal Tunnel

No pedestrian crossing at Dravus for bus connections. Design so all buses and passenger car pick-up and drop off on north side of Dravus or on 17th Ave. W

Ballard station

Ballard station should take us to where we want and need to go: medical center, dining, shopping, Historic Ballard.

Avoid 14th Ave NW alignment - it disrupts Ballard Food Bank.

Re-examine and complete study of Ballard 20th Avenue Tunnel-Thorndyke Portal to recalculate right of way and real estate costs, benefits transit-oriented development, and increased ridership from Ballard Urban Village

Re-examine and study of Ballard 20th Avenue Tunnel-Thorndyke Portal to assess BIRT study plans for retrofit or reconstruction of the West Dravus Street and West Emerson Street bridges

Thank you for your consideration.

Stacy Dym

Dear Sound Transit Board Members:

There is nothing more inspiring than your mission statement to people with disabilities – people who find themselves isolated in the community settings they fight so hard to keep. For decades our state “invested” in institutional care, and over time, has recognized the high value in investing in community-based care, support, and responsiveness instead. The social determinants of health include two key factors that determine or influence one’s health - Neighborhood and Built Environment, and Social and Community Context. Done well, these factors lead to achieving equity among individuals with disabilities, even more importantly, for people with disabilities within the BIPOC community. Transportation affects access to loved ones, friends, healthcare services, social services, employment, and educational opportunities. It has everything to do with one’s ability to secure independence, economic opportunity, and well-being – including prevention of isolation and poverty.

Transportation systems that DESIGN with people with disabilities in mind – and prioritize people with disabilities using universal design concepts - improve the conditions of daily life by:

- Encouraging community living
- Removing barriers in the environment using both physical universal design concepts and operational policy shifts
- Encouraging communities to be accessible so all people can live in, move through, and interact with their environment
- Ensuring the accessibility of technology, including data technology, tools and systems, that broadly defined, include and are DESIGNED for and with people with physical, sensory, and cognitive disabilities
- Designing homes, transportation systems, and community spaces that are fully accessible to individuals with disabilities

We encourage you to look carefully at your future planning so that you have representation from BIPOC communities, the larger disability community, including people with developmental disabilities, and center their voices in your design and investment.

We want to support you to achieve this value statement below and welcome the chance to be included in your decision-making process:

*“We believe that what makes us great as a company is our people and a shared mission that puts our passengers at the center of everything we do. But equally important is how we attain that goal – through **collaboration, inclusion, and respect, and by holding ourselves to a higher standard of safety and quality.**”*

Kind regards,

Stacy Dym
Executive Director
The Arc of Washington State

Ginger Kwan

The substance of this comment is within a letter attached to the end of this document.

Dear Sound Transit Board Members:
Good evening,

Attached in my written comment for the Board of Directors meeting on August 25, 2022. Thank you so much

Kalman Brauner

Dear Sound Transit Board of Directors,

Reading <https://www.seattletimes.com/seattle-news/transportation/sound-transit-3-progress-in-west-seattle-paralysis-in-chinatown/> I was (a) flabbergasted by the amount of time, energy, and money being wasted on “Seattle Process” and (b) concerned about the “incorrect” decisions that are likely to result therefrom.

With regard to

- West Seattle
- Sodo Station
- Chinatown International District
- Seattle Center
- Ballard Crossing
- And other issues that might arise

I say, determine what makes the most sense functionally, technically, and economically and then go for it. It’s pointless and impossible to try to make every local, vocal, interest group happy. Ignore them and do “what’s right.” Exercise political courage.

Let’s get the job done in our lifetimes.

Kalman Brauner
Queen Anne Hill, Seattle

Dana Carlson and Mary Heck

To: Sound Transit Board of Directors,

There are some major concerning issues regarding the BRT project in Lake Forest Park. We own the property at 16280 Bothell Way NE and, at this point, we feel our concerns have gone ignored. We had a telephone conference with some folks from Sound Transit a year or two ago and we voiced our concerns about our main driveway and front door access being completely blocked off by a sidewalk, curb, trees & shrubs. According to the map we received in 2020, we wouldn't be able to access our home at all. Sound Transit promised to re-design that part in front of our home and they have not done that. I also need to point out that there will be no street parking like there is now and the maps also show that there won't be any place in our driveway to park our existing vehicles. If that is to be the case, then where does Sound Transit suggest we park our vehicles? We thought Sound Transit was to make the smallest impact to properties, but in this case, this impact will be so big that it may make our home, that we've owned and cared for over 45 years unlivable. We contacted the community outreach specialist in July 2022 and asked for an updated map but she said there wasn't one yet and that this Board was to vote by the end of 2022 to move forward on this BRT project. We strongly urge that the vote should be not to move forward until these valid concerns are addressed and corrected to our satisfaction.

Dana Carlson and Mary Heck

Cynthia Mejia Giudici

To the Sound Transit Board members,

As a former employee of the International Drop-In Center and of Uwajimaya, and someone who still frequents the C/ID, I am writing to urge the Sound Transit Board to NOT build a Transit hub in the CID - Chinatown/International District.

My objections are based upon:

-the beauty and and the strong community vibes there: the Chinese Gate, Hing Hay Park, Donnie Chin children's playground: these are places the bring the people together and although not directly affected by destruction, the geographic tapestry which is the C/ID is destroyed.

- Great loss of CID businesses and jobs
- 6 to 10 years of continuous, disruptive construction AND DANGEROUS to the elderly which is an overwhelming situation for residents, visitors, businesses, and their employees,
- Health and safety issues impacting residents, workers and visitors
- Destruction of historic and cultural buildings
- Loss of cultural, historic, economic, artistic activities and practices
- Erosion of ethnic/cultural based community/neighborhood
- unknown yet impactful reasons that this community is once again at the mercy of a few government officials.

-please not in our front yard (not in our heart), so to speak, there must be another option.

Yours truly,

Cynthia Mejia-Giudici

Faith Ireland

Greetings Transit Board and Decision Makers;

I am writing to urge the Sound Transit Board to NOT build a Transit hub in the CID - Chinatown/International District.

I was a founding member of the Wing Luke Museum, served as its Board President and I was a member of the board for over a decade. In establishing the Museum we hoped to highlight and maintain the Asian cultural heritage of Seattle's Chinatown.

I appreciate the need for Transit and I ride the Link myself. However, I cannot endorse this project which will in so many ways "eat" Chinatown. The disruption, and loss of businesses and jobs for Asians as well as destruction of historic and cultural buildings and the neighborhood that is now Chinatown would be devastating.

Chinatown is what it is today only because people have prevented its takeover on many occasions. Although the properties may be cheaper to acquire in Chinatown than other locations, Transit should not gobble up Chinatown. As Wing Luke said: *"Don't do things because of who is right, but because of what is right."*

Do what is right and save Chinatown.

Faith Ireland

Justice Washington Supreme Court (Ret.)

JAMS Arbitration Mediation and Appellate Consulting
Life Empowerment Coach

Burton Bard Jr.

Transit Board Members' I would like to take this opportunity to ask the Transit Board to recommend not building a transit hub in the CID. My reasons are varied, but based on being around a long time and having visited this important cultural and historical part of Seattle many times for both shopping and eating. Please note the following:

My objections are based upon the following that the Transit Board Members will hopefully take into account as so much will be destroyed during the building process that it will take by some estimates, 6 to 10 years to complete:

- Without a doubt there will be a destruction of historic and cultural buildings.
- There will also be a loss of cultural, historic, economic, artistic activities and practices that will never be regained.
- There will be a gradual erosion of ethnic/cultural based community/neighborhoods.
- There will be a loss to Seattle of a unique neighborhood with CID businesses that will never be replaced.
- There will be health and safety issues that will impact local businesses. residents, workers and visitors.

I serve in a role that is somewhat unique, but write this not representing the organization that I serve as president of; but stress that it is my own opinion, and my opinion only, not the opinion of the organization!

Burton E. Bard Jr.

Dale Hom

Transit Board Members:

I would like to express my opposition to the proposed transit hub at the CID location. As a Seattle born person of Chinese American ancestry with close ties to this neighborhood, I've seen the changes that come with such projects and potential damage to community. My objection to this project are many. This project would cause disruption to local minority owned businesses for several years. It would create stress on local minority residents with added congestion and impact citizens visiting the neighborhood. Businesses would be forever closed just like what happened when Interstate-5 sliced the neighborhood in half. Gentrification would undoubtedly result from the project, and harm cultural and historical character of the neighborhood. This is a social justice and environmental justice issue. It's something that has happened in other parts of minority-based neighborhoods, and CID has been impacted so many times throughout the decades as Asians have been shoved and displaced without any regard to human impacts.

Respectfully,
DALE HOM

Ludmila Faber

I am writing in opposition to the proposed Fifth Avenue Light Rail Station.

The Chinatown/International District (CID) represents the last historical, ethnic, and cultural neighborhoods left in Seattle. (Ironically, all the others have been replaced by either freeways or bridges). The CID is home to many elderly, low-income Chinese, Japanese and Pacific Islanders living in senior and low-income apartments. The area is filled with easily-accessed family-owned shops and restaurants. The familiarity of the

area provides a comfortable and, hopefully, stress-free environment to the area's residents.

Personal reflection, as a senior at West Seattle High School, I was fortunate to have as a teacher (Mrs. D.C. Smith) who inspired us to learn more about our ethnic/cultural communities by visiting their stores, eating at the restaurants, attending events (i.e. Bon Odori, etc.) and reading books to open our minds. My first visit was to Chinatown.

The CID neighborhood, over the years, has been significantly impacted by upheaval and displacement as a result of: (1) highway construction (I-5); (2) construction of three stadiums (Kingdome, Lumen Field and T-Mobile Field); (3) the original METRO Transit Tunnel and (4) Jackson Street streetcar.

To ask this neighborhood to undergo another 6+ year construction of a new Rail Station on Fifth Avenue, to be followed by reconstruction/renovation of the Fourth Avenue Viaduct for a similar length of time is incomprehensible.

A definite NO to the Fifth Avenue proposal.

Incorporate a new rail station into the Fourth Avenue Viaduct replacement. Less disturbance to the neighborhood, hopefully, could be done on-time and on-budget. The potential loss of 1,200 ridership (as stated by Sound Transit representative) easily balances out the potential detrimental impact to the CID community.

Thank you for the opportunity to provide input to your deliberations. I urge all Board Members to weigh the impact on our last historical/ethnic and cultural neighborhood.

Brian White

Greetings Transit Board and Decision Makers:

I am writing to urge the Sound Transit Board to build a Transit hub in the CID - Chinatown/International District, I especially support the 5th Avenue option as that will be the most cost effective option and be the most beneficial to future commuters by reducing transfer times between train platforms. I believe having more and better mass transit options to travel throughout the region is more important than short term inconvenience to local businesses. I hope Sound Transit isn't deterred by other complaints and think towards future growth over today's inconveniences.

Most sincerely,
Brian White

Rachel Abe

Hello transit board and decision makers, I hope you are doing well.

I'm writing to you to urge the Sound Transit Board to not build a transit hub in the CID. My husband and I live on 5th. Before that we lived on 4th. We've lived in this neighborhood for almost a decade now. Not only has the neighborhood gotten more dangerous with addicts doing drugs, violent people (never have we had this many personal encounters with violent people as we have had this year) but the state of peoples driving has gotten out of control. We've almost gotten hit taking our dogs out for a walk nearly everyday and that is at different hours wearing protective gear. I'm scared to think of what it would be like with more cars on the street near so many apartments if this project gets the green light. Not only that but I don't think it is right to have the community have even worse air quality with constant noise pollution and air pollution with the trucks that will be needed to make this project happen. I can tell you, it is already plenty loud here. Or to lose even more businesses when so many had to close up during Covid. Think about the people that will be stuck in the buildings around this project. I know personally my family can't pay to move if this project (the 5th one will be around my apartment building) and we already signed a lease for several more years we can't afford to break. This isn't a hugely wealthy area, all of us live in crappy infested apartments. I'm not a NIMBY in anyway, I don't even have a car. I'm a huge supporter of the light rail as I use it almost everyday. I always vote in favor of ST. I'm a huge supporter of dense housing. I just think historically the CID has gotten the shaft and the least amount of care of any neighborhood in King County. Look at the side walks, look at the buildings, look at the crime. Instead of making things worse for who knows how long, please think of the locals who live here now and the people who love the establishments in the area. All of my adult memories are of this area. To ruin it and replace it with restaurants that cost forty per plate and more lifeless banks is really wrong. I want this neighborhood to be the best it can be, but so think these plans would make the situation work. No foot traffic because of a huge construction project would make it more unsafe for me because regular people won't come here and it will just be me outside with only the aggressive and/or unwell people, no bystanders to potentially help or see trouble. Anyways think of the locals, think of the potential danger, think of the communities health and safety.

I urge you to identify and study other alternatives. Thank you for reading this.

Sincerely,
Rachel Abe

Betty Lau

Hello, Sound Transit Board Members,

It's been one month since your vote to do more study on alternatives to light rail on 5th Avenue in the CID Segment, and community has not heard back from your staff on which alternatives they are working on. We know they must address the comments made on the DEIS, but they are also charged with further study of alternatives. We would like to know which alternatives they are studying, whether gondolas, sky trains, a First Hill Loop, a Shallower Shallow 4th Avenue or something they have not yet made public. Your staff are also charged with improving their community engagement. I have sent them the final version of our Community Engagement Toolkit to help them with engaging our community in meaningful ways. It was created with funding from the Department of Neighborhoods. Please direct your staff to use it: [CID Community Engagement Toolkit](#)
STAY OFF FIFTH!

Thank you.
Betty Lau, co-founder Transit Equity for All

Jesse Simpson

Hello,

Thank you for the opportunity to comment on the disposition of the surplus Kent-Des Moines Transit Oriented Development (TOD) sites. Sound Transit is a leader in advancing equitable transit-oriented development across the region. Thanks to Sound Transit's prioritization of affordable housing on TOD sites, hundreds of affordable homes and community amenities have been developed adjacent to the Roosevelt and Capitol Hill stations, with many more to come. These affordable, transit-oriented homes open up a world of opportunities for low-income people, conveniently connecting them with jobs, services, and amenities found throughout the region.

It is vital that Sound Transit continue that commitment to transit-oriented affordable housing by maximizing the number of affordable homes built on the Kent-Des Moines TOD sites. The rising cost of land and construction in our region means that opportunities to develop affordable homes near light rail stations are few and far between. Therefore, we are writing in strong support of Councilmember Dave Upthegrove's amendment, to revise section 3 of Resolution No. R2022-23 to read:

Staff is hereby authorized to offer the TOD Sites first to qualified entities to develop a maximum amount of affordable housing consistent with RCW 81.112.350 while seeking create mixed-use, mixed-income project outcomes that prioritize and maximize affordable housing.

The Puget Sound area has a housing crisis. As more people move to the region, low-and-moderate income earners are priced out of the many opportunities our region provides. Over half of South King County renters are cost burdened, spending more than 30% of their income on rent. Housing prices and rents have skyrocketed since the covid-19 pandemic. The median rent in Kent has increased by 16.8% in just the last year. This housing crisis calls for us to scale up our region's production of affordable homes.

We must prioritize the limited publicly-owned land near future light rail stations for the maximum amount of affordable homes possible, in accordance with RCW 81.112.350. We recognize that affordable housing development in our region requires public funding, beyond discounted or free land, and underscore that this funding is constrained. We look forward to partnering with Sound Transit to advocate for any additional public funding required to maximize the development of affordable homes at the Kent-Des Moines TOD sites.

We are grateful for your effective leadership in creating equitable transit-oriented development opportunities. We look forward to collaborating with you to make progress on our mutual goals of equitable communities of opportunity and increased transit ridership.

Thank you for your consideration,

Jesse Simpson (*he/him*)

Government Relations and Policy Manager
Housing Development Consortium of Seattle-King County

Martin Westerman

The substance of this comment is within a letter attached to the end of this document.

We appreciate your forwarding to all Board members and Sound Transit executive staff in preparation for today's meeting.

Thank you,

Martin Westerman
West Seattle SkyLink
www.westseattleskylink.org

Stephen Ma

I urge the board to review and lower the fare inspection rate. The fines assessed to fare evaders are far lower than the expense of the fare ambassador program. By lowering the fare inspection rate, Sound Transit actually saves money and incurs less debt from their own data. Meanwhile, those that aren't able to afford the fare and fill out the tedious low income fare application can ride without the fear of getting cited.

Steve M

Comments received after the written comment deadline

Brien Chow

To Sound Transit Board Members,

Just a reminder that in this “pause” for Sound Transit staff to address CID community and city concerns and questions on the DEIS, they need to work collaboratively with community to come up with an alternative that will really benefit the community and the general public using transit.

Going down 5th Avenue is unacceptable! The answer is further studying one of two of the proposed alternatives and not just the options given in the DEIS. This study must be conducted with *transparency and accountability* to the community. Particularly important will be the collaboration with the business owners and the residents, especially the seniors, and in languages that they can understand in order for them to have the fullest possible understanding of a mega project that will have grave impacts on them from demolition to construction.

You must plan for the safety of the seniors and consider your effects on businesses and effects on families bringing their kids to the CID for daycare, school, programs and activities.

Thank you.

Brien Chow

Co-founder TEA (transitequityforall.org)

Francisco Irigon

Dear Sound Transit Board, thank you for agreeing to explore other options for the light rail expansion into or near the CID. As you are all fully aware the majority of the CID residents, small businesses and supporters are shouting No to 5th! Thus it is very important for ST to acknowledged their voices and fully engaged the CID community to come up with a preferred alternative that all of us can agree on.

I want to thank Ms. Brooke Belman, Interim CEO, and her staff for their openness in willing to meet with us and discussed next steps. Her reaching out was greatly appreciated.

With best regards and gratitude, Frank

OCA APA Advocates-GS Chapter

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Francisco Irigon, MSW

To the Sound Transit Board of Directors,

RE: Recommendations to Prioritize Surplus Sound Transit Property for I/DD Housing Development

Thank you for the opportunity to submit a comment to Sound Transit Board of Directors. My name is Ginger Kwan and I am the Executive Director of Open Doors for Multicultural Families (ODMF) in Kent, Washington. ODMF is a non-profit, BIPOC led and served community organizations. We engage and partner with culturally and linguistically diverse individuals with I/DD and their families.

In this statement I would like to highlight the housing disparity for individuals in the BIPOC community with I/DD and their families in Washington state. We have found that this housing disparity was not collected in data. One example of this is in the [CSH's Racial Disparities and Disproportionality Index \(RDDI\)](#). In this index there is no Racial Disparity data presented for DD residential in Washington State. The [Kent Housing Plan \(KHOP\)](#) also stated the lack of data for the Senior/DD populations. They stated, "It is outside the scope of this plan to delve too deeply into the various models that exist for housing those who cannot live independently—including seniors and/or those with disabilities..." (KHOP, Page 30). Without delving deep into Senior/IDD population data, our community is missing from the conversations. They become invisible; their dire needs will not be addressed and included when distributing resources.

We at ODMF have taken it upon ourselves to collect this missing data. In 2021, we conducted mass surveys and 24 focus groups in multiple languages and cultural communities. We received responses from 543 participants with disabilities, their caregivers, and their families from the BIPOC community. About 54% of respondents have a household income of less than \$35,000 per year, which is approximately the 30% AML threshold for a family of four in King County (2021 = \$34,700). In addition, of the total responses, 24% said they are at risk of losing their home. Our surveys and focus groups show that BIPOC households with individuals with I/DD in King County are facing a housing crisis.

Sound Transit has the opportunity to bridge this housing disparity gap by awarding surplus land to nonprofit developers who prioritize creating housing that will serve the I/DD and BIPOC communities. We strongly support Sound Transit's Resolution No. R2022-23 where it states, "...proposals that serve populations in particular need (including but not limited to: families, veterans, survivors of domestic violence, people with developmental disabilities, households that are at risk of homelessness, and individuals re-entering the community after incarceration) will be more competitive in the evaluation process" (Sound Transit Resolutions No. R2022-23 page 2). Furthermore, our I/DD and BIPOC communities should be at the forefront of Sound Transit's decisions to distribute funds and surplus land at very low or no cost. Your support to our recommendations will help to reduce the housing disparity experienced by the BIPOC community members with I/DD and their families and provide housing stability that will provide opportunities for them to thrive.

Sincerely,



Ginger Kwan, Executive Director
Open Doors for Multicultural Families
Email: gingerk@multiculturalfamilies.org
Phone: 206-372-1072 cell



To: Sound Transit Board members

From: West Seattle [SkyLink](#) Team

Date: August 25th, 2022

Rather than the Board spending time on a motion to restructure the ST3 sustainability budget, how about using the sustainability funds as ST3 intended? The ST3 plan calls for using the funds to “pursue innovative sustainability features and approaches ... as industry best practices and national standards continue to evolve.”

The DEIS estimates that the West Seattle light rail extension will generate 614,000 tons of carbon during its construction, the equivalent of 1.5 billion gas-vehicle miles. This does not even consider traffic delays and destruction of existing infrastructure.

Industry best practices are pointing toward aerial gondola technology as a sustainable, low-carbon alternative. Cities in Europe, the Middle East, and North America – from Haifa, Toulouse, Paris, Ankara, and Mexico City – are building on gondola successes in South America, that with light rail network and bus networks, and connect underserved neighborhoods with significantly less destruction and carbon output from construction than light rail. Countries such as Germany have accepted gondolas as a standard transit technology option.

The Times of London’s [Raconteur](#) reported that, “Cable cars are more economical, eco-friendly, 100% electrical, faster to build – and they’re a pleasing means of urban transport for passengers.”

It is time for Sound Transit to do an independent study of the gondola alternative for West Seattle and the CID. We ask the Board to authorize that study now. It would cost a tiny fraction of what has been paid to HNTB for light rail design.