

[1/12/2023 System Expansion Committee Meeting Written Public Comment Submissions](#)

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Lake Forest Park Councilmember Lorri Bodi

Dear Chair Balducci, Vice Chair Roscoe, and members of the Sound Transit System Expansion Subcommittee:

At your January 11, 2023 meeting, you will be discussing the status of the SR522 BRT in Lake Forest Park (LFP), including our City's request for a project pause, further public engagement, and improved mitigation of the project's many substantial environmental impacts in LFP. I am submitting these comments as an individual Councilmember for the City of Lake Forest Park (LFP), but I believe the vast majority of our Council and community share the views I am expressing today. My comments are consistent with the recent unanimous motion from our City Council which directed our City Administration to request:

That the Sound Transit Board and Executive put into effect a 90-day pause on the Lake Forest Park segment of the project, in order to hear our citizens' concerns and work directly with the City and our community to develop new design refinements, including: 1) significant reductions in the amount of tree canopy destruction and property acquisitions; 2) to better address and improve mitigation plans for noise, tree removal, and environmental impacts; and 3) to rethink and reimagine the retaining wall design, safety, and landscaping.

Why did the Council take this unusual step? This is a matter of equity. Our city is the smallest and most heavily impacted community of the entire 4 city project, as well as the most costly segment of the route. Our segment has:

- the largest residential density of any segment, over 75 homes in less than a mile;
- more than half of all private property acquisitions for the BRT;
- the only new bus lane, bringing traffic and noise much closer to residents, literally right into their front and backyards;
- the greatest density of native trees and vegetation to be removed: more than 400 significant trees and 500 smaller ones, representing two thirds of all trees removed for the project, along with increases in both greenhouse and noise impacts.
- the largest retaining wall, up to 16' tall and the length of 11 football fields, transforming our city gateway into a wall of concrete;
- the largest stormwater runoff impacts with more impervious surfaces affecting three fish streams in LFP;
- the largest noise impacts of any segment, including several properties considered "unacceptable for residential land use without mitigation."

The significant adverse environmental, noise, and community impacts from the road widening have only recently been fully disclosed by ST, while alternatives to alleviate these impacts are vague and as yet undefined. At the same time, ridership and revenues for ST3 are down and costs are up. Commuting patterns have likely changed for the long term. The LFP commuter parking garage has been postponed

until 2044. The transit time benefit from 1.2 miles of road widening for one north-eastbound bus lane in LFP is negligible, at a cost that will likely exceed \$50 million based on the 60% design.

Based on current ST materials, a pause or postponement of road widening in LFP would provide substantial local and regional public benefits:

- save ST at least 40% of its property acquisition budget and save more than \$50M without any degradation of transit benefits from the 522 BRT;
- avoid removal/elimination of 400 significant trees and 500 mature shrubs that currently mitigate noise, air pollution, and greenhouse gas emissions, and also provide a mile long green gateway to our City;
- avoid impaired driveway access and public safety issues for over 50 property owners, as well as increased noise, air pollution, and public safety impacts to 80 LFP property owners from bringing the project boundaries literally to their front and back doors;
- eliminate the need to conduct huge hillside excavations and increase impervious surfaces by 1.3 acres, from 77% to 84%;
- eliminate the need to manage increased stormwater drainage that would discharge to fish bearing streams;
- avoid construction and project impacts to LFP's three fish-bearing streams and one already failing "landslide hazard" steep slope.

A majority of LFP citizens voted for ST3 because we support efficient regional public transit. In voting for ST3, LFP's benefit was to be more efficient bus service along SR 522/Bothell Way, as well as a commuter parking garage at our Town Center. But this is not the project and impacts we voted for.

There is a win-win for ST and LFP here. Please support our City Council's unanimous request to pause, talk to the community, and redesign the project to minimize and avoid these substantial environmental impacts? And please also put on hold the staff request today to recommend acquisition in whole or part of over 35 property acquisitions in LFP -- takings of homeowners front and back yards and driveways that would take out hundreds of trees and bring traffic and noise much closer to all of those homes. There is everything to gain and nothing to lose from a pause and redesign of this project.

Thank you for your consideration and concern for the environment and community of LFP.

Respectfully,

Lorri Bodi

Lake Forest Park City Councilmember

[*Bothell Mayor Mason Thompson*](#)

Chair Balducci, Vice Chair Roscoe, and members of the System Expansion Committee

I'm writing in regard to resolution R2023-03, item 6(E) on your agenda for today's meeting.

In Bothell, Bus Rapid Transit is our light rail, and it is vital to the future of transportation and housing in our city. While we appreciate the bus service we have now, STRIDE will be a desperately needed quantum leap for us that we are awaiting with bated breath.

I would encourage you to continue to move this project forward without any more delays than we've already seen.

Thank you all for your service to the region

Mason
Mason Thompson (he/him)
Mayor, City of Bothell
(425) 471-8723

Sumner Mayor Kathy Hayden

The letter referred to in this comment is attached at the end of this comment summary.

Mayor Kathy Hayden asked that I send this letter regarding the need for the Sumner garage in anticipation of tomorrow's meeting. The letter is attached as a PDF. Please let me know if there's anything else you need.

Carmen

Carmen Palmer
Communications Director
City of Sumner

Kent Mayor Dana Ralph

The letter referred to in this comment is attached at the end of this comment summary.

Good morning Katie,

Please find attached a letter of support from Mayor Dana Ralph for the Kent Station Parking and Access Improvement project. I understand baselining for this project is on today's System Expansion Committee meeting agenda. Note that I have included the Board's general email address. If there is a more direct way to submit this for consideration today, please let me know.

Thank you,

Matt Gilbert

Matt Gilbert, Deputy Director
Economic & Community Development

Transit Equity for All

The document referred to in this comment is included at the end of this comment summary.

Dear Sound Transit Board,

Please find enclosed a formal demand by Transit Equity for All, to extend the decision timeline previously set by Sound Transit. The lack of thoughtful engagement by Sound Transit in prior workshops indicate that additional time is not only needed, but any decision at this time may be detrimental to the Chinatown-International District community.

Sincerely,
Brien Chow
Co-founder, Transit Equity for All

Chong Wa Benevolent Association

The document referred to in this comment is included at the end of this comment summary.

Dear Sound Transit Board Members,
Please find the attached letter from Chong Wa Benevolent Association that represents Chinatown 21 organizations regarding our concerns of 4th Avenue Sound Transit 3 Station in CID. We very much appreciated that you took the time to listen to our concerns. If you have any questions, please let me know. Thanks.

Best regards,
Mei-Jui
Mei-Jui Lin
President, Chong Wa Benevolent Association
Chong Wa Education Society

Historic South Downtown

The attachment referred to in this comment is included at the end of this comment summary.

Attached, please find written comments for the WSBLE project to the System Expansion Committee.

MaryKate W. Ryan (she/her)
Community Preservation Associate
historicsouthdowntown.org

Alliance for Pioneer Square

The attachment referred to in this comment is included at the end of this comment summary.

Good morning

Please see the attached comments.

Thank you,

Lisa Dixon Howard

Executive Director

ALLIANCE FOR PIONEER SQUARE

Susie Moore

Hello,

I'm a resident of Lake Forest Park and the Sheridan Beach Community Club neighborhood. ST3, and the expansion of SR522 cuts right through our neighborhood. While I support the regional goal of improved transit for the future this is detrimental solution to our nature and community. The Sheridan Beach community is facing a disproportionate number of impacts compared with other parts of the project corridor. More than half of all residential property acquisitions throughout six cities occur in our small neighborhood. Nearly half of all trees removed in the entire project will be in Lake Forest Park. Our neighborhood, and our city, will suffer the most profound impacts on noise, environment and stormwater of any section of this project.. Adequate public outreach did not occur prior to reaching 60% design completion and we have not been given adequate opportunity to give feedback or be heard for the past three years. Given this, we support the City of Lake Forest Park's request for a 90 day pause (including a pause on all property acquisitions and planning), and we request Sound Transit instead work with our city to develop alternative design concepts. Specifically, design that will:

- Reduce tree canopy destruction and residential property acquisitions
- Improve mitigation for noise and environmental impacts
- Rethink and reimagine the retaining wall
- We look forward to engaging with Sound Transit and the City of Lake Forest Park on these design mitigations in the future.

Concerned LFP Citizen,
Susie Moore

Terry Smith

- I'm a resident of Lake Forest Park and the Sheridan Beach Community Club neighborhood. ST3, and the expansion of SR522 cuts right through our neighborhood.
- Our community supports the regional goals of improved transit built for the future.
- However, the Sheridan Beach community is facing a disproportionate number of impacts compared with other parts of the project corridor. More than half of all residential property acquisitions throughout six cities occur in our small neighborhood. Nearly half of all trees removed in the entire project will be in Lake Forest Park. Our neighborhood, and our city, will suffer the most profound impacts on noise, environment and stormwater of any section of this project.
- Adequate public outreach did not occur prior to reaching 60% design completion and we have not been given adequate opportunity to give feedback or be heard for the past three years.
- Given this, we support the City of Lake Forest Park's request for a 90 day pause (including a pause on all property acquisitions and planning), and we request Sound Transit instead work with our city to develop alternative design concepts. Specifically, design that will:
 - Reduce tree canopy destruction and residential property acquisitions
 - Improve mitigation for noise and environmental impacts
 - Rethink and reimagine the retaining wall
- We look forward to engaging with Sound Transit and the City of Lake Forest Park on these design mitigations in the future.

Terry Smith

Andrew Knapp

Hello Sound Transit Board Members,

I'm a resident of Lake Forest Park and the Sheridan Beach Community Club neighborhood. I wanted to write to you today regarding ST3, and how the expansion of SR522 cuts right through my neighborhood. I and my community support the regional goals of improved transit built for the future, but the improvements being proposed for the Lake Forest Park section of SR522 do not make sense. The intent is to widen SR522 in order gain a measly 2 minute improvement in bus transit time to the Shoreline Light Rail station. This gain is unlikely to occur as the project plan isn't well thought out for the 145th Street intersection where there will be no widening along 145th and in fact west bound lanes are planned to be reduced in an effort to allow more east bound turn lanes. This will cause a pinch point at that intersection and any hope of improved times along SR522 will be eliminated. This plan needs to be rethought through, or if it isn't then it is probably worth cutting the planned changes for SR522 in ST3 as an additional way to save money in the project. A majority of property acquisition is happening along this stretch and cutting this portion out of the project could have significant savings by no longer needing to make those.

- Given this, I support the City of Lake Forest Park's request for a 90 day pause (including a pause on all property acquisitions and planning), and we request Sound Transit instead work with our city to develop alternative design concepts.
- I look forward to engaging with Sound Transit and the City of Lake Forest Park on these design mitigations in the future.

Regards,

Andrew Knapp

Paula Goode

System Expansion Committee

- I'm a resident of Lake Forest Park and the Sheridan Beach Community neighborhood. ST3, and the expansion of SR522 cuts right through our neighborhood.
- Our community supports the regional goals of improved transit built for the future. We do recognize however that the way we shop, commute and travel has drastically changed and shows no sign of reverting back to pre-pandemic methods.
- The Lake Forest Park community is facing a disproportionate number of impacts compared with other parts of the project corridor. More than half of all residential property acquisitions throughout six cities occur in our small neighborhood. Nearly half of all trees removed in the entire project will be in Lake Forest Park. Our neighborhood, and our city, will suffer the most profound impacts on noise, environment and stormwater of any section of this project.
- Adequate public outreach did not occur prior to reaching 60% design completion and we have not been given adequate opportunity to give feedback or be heard for the past three years. Based on dramatic design changes, the DNS and SEPA should be revisited and revised prior to proceeding with this project in our area.
- Lake Forest Park will never be a Bothell, a Federal Way or similar City with huge multi-family properties aligning the transit roadway. You just can't get there with 1.2 miles of roadway through Lake Forest Park and meet bus and ridership goals. This should be the one minnow that got away, and I hope Sound Transit will not be penny-wise pound foolish.
- Based on Sound Transit's own data, the expansion in City of Lake Forest Park's and almost \$300 Million on our 1.2 mile stretch, does not make ANY business sense and does not show a responsible use of the public's money, nor will it result in any greater efficiency than one to two minutes along the 12 mile stretch of SR522 from 145th to Bothell. Ridership planning is based on almost 9000 riders in the future which would mean over 12% growth year over year to reach that level, and we are 70% BEHIND in ridership levels TODAY (so that number is not 'real' anyway).
- Inflation from 2022 levels to the costs in 2023 dollars are almost \$100,000,000 greater. The cost benefit analysis indicates this project just does not make any business sense and will not provide the estimated and planned improvements. In researching existing ridership levels, expected ridership, type of buses to be used and bus capacity, it is impossible to meet the stated goals of this project. The math just doesn't add up.. a bus can only go so fast through 1.2 miles to the 12 mile overall route with so many stoplights. Proceeding down this path in theory (multiple projects) has a great chance of rendering Sound Transit insolvent within a few years unless honest and truthful reviews of current trends in ridership, employment, and shopping habits are completed. ST3 was planned so long ago, and even since the last 2016 planning, we have had drastic changes to our lifestyles. I don't think Sound Transit has reviewed its Mission and Scope and is blithely going down an irresponsible path. I am sure this is repeated in other project areas, so the problem is really larger than our corridor alone and could be wasting BILLIONS OF DOLLARS of OUR money. So when you want to go back to the well and ask for more funds, I say look how irresponsible you are now!
- I know my other LFP residents would like a 90 day pause. I am asking for a complete halt and stop the bleeding before an artery is cut.

Please act with eyes wide open.

Paula Good

Maggie Jiang

Dear sound transit team,

- I'm a resident of Lake Forest Park and the Sheridan Beach Community Club neighborhood. ST3, and the expansion of SR522 cuts right through our neighborhood.
- Our community supports the regional goals of improved transit built for the future.
- However, the Sheridan Beach community is facing a disproportionate number of impacts compared with other parts of the project corridor. More than half of all residential property acquisitions throughout six cities occur in our small neighborhood. Nearly half of all trees removed in the entire project will be in Lake Forest Park. Our neighborhood, and our city, will suffer the most profound impacts on noise, environment and stormwater of any section of this project.
- Adequate public outreach did not occur prior to reaching 60% design completion and we have not been given adequate opportunity to give feedback or be heard for the past three years.
- Given this, we support the City of Lake Forest Park's request for a 90 day pause (including a pause on all property acquisitions and planning), and we request Sound Transit instead work with our city to develop alternative design concepts. Specifically, design that will:
 - Reduce tree canopy destruction and residential property acquisitions
 - Improve mitigation for noise and environmental impacts
 - Rethink and reimagine the retaining wall
- We look forward to engaging with Sound Transit and the City of Lake Forest Park on these design mitigations in the future.

Maggie Jiang

Martin Rood

I'm a resident of Lake Forest Park and the Sheridan Beach Community Club neighborhood. ST3, and the expansion of SR522 cuts right through our neighborhood.

- Our community supports the regional goals of improved transit built for the future.
- However, the Sheridan Beach community is facing a disproportionate number of impacts compared with other parts of the project corridor. More than half of all residential property acquisitions throughout six cities occur in our small neighborhood. Nearly half of all trees removed in the entire project will be in Lake Forest Park. Our neighborhood, and our city, will suffer the most profound impacts on noise, environment and stormwater of any section of this project.
- Adequate public outreach did not occur prior to reaching 60% design completion and we have not been given adequate opportunity to give feedback or be heard for the past three years.
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 - Reduce tree canopy destruction and residential property acquisitions

- Improve mitigation for noise and environmental impacts
- Rethink and reimagine the retaining wall
- We look forward to engaging with Sound Transit and the City of Lake Forest Park on these design mitigations in the future.
- I'm a resident of Lake Forest Park and the Sheridan Beach Community Club neighborhood. ST3, and the expansion of SR522 cuts right through our neighborhood.
- Our community supports the regional goals of improved transit built for the future.
- However, the Sheridan Beach community is facing a disproportionate number of impacts compared with other parts of the project corridor. More than half of all residential property acquisitions throughout six cities occur in our small neighborhood. Nearly half of all trees removed in the entire project will be in Lake Forest Park. Our neighborhood, and our city, will suffer the most profound impacts on noise, environment and stormwater of any section of this project.
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- Given this, we support the City of Lake Forest Park's request for a 90 day pause (including a pause on all property acquisitions and planning), and we request Sound Transit instead work with our city to develop alternative design concepts. Specifically, design that will:
 - Reduce tree canopy destruction and residential property acquisitions
 - Improve mitigation for noise and environmental impacts
 - Rethink and reimagine the retaining wall
- We look forward to engaging with Sound Transit and the City of Lake Forest Park on these design mitigations in the future.

Martin Rood

Steve McGee and Rosalie O'Leary

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Ref: 1/12 System Expansion Committee Meeting

Dear Committee members and officers:

As residents and active bus riders in the Sheridan Beach neighborhood for 28 years, we are concerned about the planned Sound Transit expansion on SR522 through our neighborhood. We fully support the City of Lake Forest Park's request for a 90 day pause in this work, using this time to instead develop alternative design concepts suitable to both you and our neighborhood.

Our neighborhood will be irreversibly and adversely affected by your project (as currently imagined). We believe some items of your proposal are unnecessary and will affect our neighborhood disproportionately compared to other segments of the project that do not run through family neighborhoods. We are shocked by the projected massive tree removal and displeased with planned retaining wall, increase in road width, and likely increase in noise.

We support Sound Transit, but we believe its goals for the future can be accomplished without affecting our neighborhood so adversely. Among many suggestions, we propose you stick with the current six traffic lanes (+ median lane) that already exist in our neighborhood and avoid new sidewalks (which likely will invite jay walking and pedestrian deaths), tree removal, retaining wall, and property acquisition.

We will continue to ride the buses and Link but hope you will seriously consider our thoughts on how your plans are unnecessary and will adversely affect our home.

Sincerely,

Steve McGee and Rosalie O'Leary

Hillary Bendiksen

To whom it may concern:

I am a lifelong resident of Lake Forest Park and the Sheridan Beach Community. ST3 and the proposed expansion of SR522 cuts right through our neighborhood. Though supportive of improved transit and progress, the small community of Sheridan Beach is facing a disproportionate number of impacts compared with other parts of the project. Six cities are involved in the project and more than half of all residential property acquisitions are set to occur in our small neighborhood. Additionally, almost half of all trees removed will be in Lake Forest Park; a natural resource and protection that has ALWAYS been a valued, very protected and important part of the city of Lake Forest Park. This reduction in natural tree coverage will result in our neighborhood having the greatest and most profound impact on noise, stormwater and environment of any other section of the project.

It's extremely disappointing that neither adequate or fair public outreach did not occur prior to reaching 60% design completion. The Sheridan Beach Community has NOT had the opportunity to express concerns, ask questions and/or give feedback for the past three years. This is not acceptable.

Due to these factors, I fully support the City of Lake Forest Park's 90-day pause request including on ALL property acquisitions and planning. It is requested that Sound Transit work with the city of Lake Forest Park and community of Sheridan Beach to develop alternative plans. These plans need to be mindful of reducing property acquisitions and tree canopy destruction as well as improving mitigation for noise and environmental impacts that also include rethinking the plan for a retaining wall.

I look forward to Lake Forest Park and the Sheridan Beach Community being an active and valued part of future conversations.

Thank you,

Hillary Bendiksen (community member and LFP resident)

Frank Liu

Hello,

For context, I used to live just down the street at the corner of NE 145th and 522, so was excited to learn about the upcoming light rail station at NE 145th. However, the lack of adequate expansion on NE 145th was a concern which did not appear to be adequately addressed, and seeing the traffic get steadily worse along 522 during commute times, I couldn't fathom how Sound Transit would ensure travel times for Stride S3 could be acceptable.

Fast forward a few years and I'm fortunate enough to be a resident of the Sheridan Beach Community Club (SBCC) neighborhood, and through the efforts of the SBCC board have learned of changes to the Sound Transit Expansion project which has caused me great concern. Living on 39th Ave, I see cars driving recklessly on my street during rush hour as they look to avoid the grid lock that takes on 522. Backing out of my driveway is always perilous as cars are usually parked on both sides of the street, some of which belong to those who take the bus. I had thought the street parking situation might be alleviated with the planned parking garage at Lake Forest Park Town Center but was shocked to hear that it would be delayed to 2044. Combined with the expansion of the bus stop on the corner of NE 165th and 522, and I can't imagine the street parking situation improving.

Another major point of concern is the removal of all the trees and vegetation along this stretch of 522, just to possibly save a few minutes of commute time. In return, a giant retaining wall will be erected which will not only be an eyesore but will not mitigate the increase in road noise. I am all for a dedicated bus lane in either direction, but just don't understand how this small stretch of 522 should be prioritized over the bottleneck that will be NE 145th.

Please respond to the City of Lake Forest Park's request for a 90 day pause to consider the alternatives.

Thanks,
Frank

Gary and Barbara Campbell

January 10, 2023

System Expansion Committee
Sound Transit Board

Dear Committee Members,

As part of the 800,000 new residents to the region which you anticipated in the Sound Transit Plan by 2040, we moved to Lake Forest Park in June 2021 to be closer to our family. We love our beautiful, quiet neighborhood and our access to

Lake Washington and the Burke-Gillman trail. Because we do not like the traffic congestion and noise on our main travel route, which is SR522, we are very interested in the plans for ST3 to mitigate that congestion and noise now and in the future as the population continues to increase. Yet we strongly believe it is essential that there is ample consideration, reconsideration, and sensitivity for the unintended consequences ST3 may have on current residents of the region.

In our relatively short time living in the area, we took the opportunity to participate in one in-person and one video conference public meeting about ST3 and Lake Forest Park. We have noted (and share) considerable support for high-speed rail, and considerable angst for the disproportionately negative impact the planned BRT changes would have upon the residents of Lake Forest Park. We are dismayed and alarmed to learn that there have been appallingly inadequate opportunities for our residents to have *meaningful* input into the plan before it got to its current phase of finalization.

We urge the System Expansion Committee to call a brief "time-out" on BRT planning related to Lake Forest Park, and to direct Sound Transit staff to work directly with residents to identify alternative changes to the plan that would more effectively:

1. Ensure traffic congestion mitigation plans for SR522 and 145th Street will truly optimize traffic flow.
2. Minimize the loss of residential property and large trees.
3. Reduce noise to neighborhoods near SR522 and 145th Street.
4. Optimize the cost-effectiveness and attractiveness of the retaining walls.
5. Ensure that the delay in constructing the parking garage would not create significant unintended consequences of excessive congestion in the existing Lake Forest Town Center surface lot nor excessive street parking in the adjacent neighborhoods.

Thank you for your service to our region, and for your consideration of our request and the requests of our neighbors in the area.

Respectfully,

Gary & Barbara Campbell

John and Judy Slattery

To: Sound Transit Board System Expansion Committee

RE: 1/12 System Expansion Committee Meeting

1. John and Judy Slattery are members of the Sheridan Beach Community Club and residents of Lake Forest Park. We reside at the corner of NE 165th Street and Bothell Way (SR 522).

2. We support the regional transit goals and the BRT project. We understand that impact to our neighborhood is inevitable. As you know, our neighborhood is unusual in the amount of individual property holdings to be affected as well as that it is a residential community, not commercial.
3. We have been engaged intermittently at public meetings and in a few individual meetings with ST staff for years as our property was originally intended to be acquired *in toto* and the house demolished. We have also been engaged with Lake Forest Park leadership. At this point, a portion of our property is to be acquired permanently and some additional property is to be damaged permanently to facilitate construction. It is clear that the actual construction needs have not been considered in the planning for construction zones in relation to permanent damage to nearby property.
4. Since Covid, this project has progressed rapidly with no opportunity for the community to partner with ST to achieve project goals while minimizing the adverse impact on our neighborhood. ST has come up with a drastically revised project in its 60% design completion plan that has been rushed and has lacked effective community engagement over the past three years. Community attempts to provide input have been brushed aside and even City of Lake Forest Park leadership is denied an effective role.
5. We support the request for a 90 day pause so that ST and the community can engage effectively to ultimately arrive at a plan that respects this residential community and that avoids unnecessary adverse impact to the community while achieving project goals.

John and Judy Slattery

Lucy Doyle and Ali N'Simbo

Dear ST3 board,

As a resident of Lake Forest Park and member of the Sheridan Beach Community Club (SBCC) Homeowners' Association, I'm reaching out today to express my concerns with the Sound Transit Stride S3 Project through Lake Forest Park.

While I appreciate the regional goals of this project, these efforts and benefits must be balanced with their impacts on local communities and neighborhoods. In Lake Forest Park, the Stride S3 project runs directly through our residential neighborhood, resulting in land acquisition from 61 SBCC homes, permanent easements on 30+ homes, removal of 439 trees throughout Lake Forest Park and the addition of a large 16-foot retaining wall. These project details will significantly alter the character and tree canopy of our community and increase noise for hundreds of homes.

LFP council members have requested a 90 day pause to hear citizen's concerns and work with the city and community to develop new design requirements. We are concerned about the negative impact to the community with destruction of trees and increased noise, for little benefit of a 2 minute reduction in commute time with the new project. We would also like to know more about how you will mitigate disruption to the property during construction especially with regard to work on sewer line traversing our property to Bothell way and pollution. Lack of communication about these impacts and your plan for mitigation of these is not acceptable. We request you to consider the 90 day pause requested by the community.

Lucy Doyle and Ali N'Simbo

John Drew

Dear Sound Transit Board and Planners:

I'm writing in support of the Lake Forest Park City Council request to pause the Lake Forest Park segment of the SR522 widening project. I'm writing both as a Lake Forest Park resident and a King County taxpayer. As fourth generation Seattleite who has lived in the Sheridan Beach area of Lake Forest Park for the past ten years, I have great concern that the modest (at best) benefit of this expensive work does not outweigh the permanent environmental cost to our neighborhood.

I have long supported public transportation and often use the Sound Transit 522 bus and light rail. I was a supporter of the initial planning for the project but the minimal benefit and environmental cost has only become recently clear with the 60% plan. A two minute improvement on the time to traverse the route by bus for the entire route seems like a very modest benefit – and how many riders cover the entire route? And as I understand it, this is only an improvement in the North/Eastbound direction. I think it's likely that most work commuters are heading to work in the South/Westbound direction. I'm retired now, but when I was working it was more important to save time on the way to work 😊 A two minute improvement is inconsequential.

I came away from the November 30 outreach meeting in Lake Forest Park with the sense that there was no recent data supporting both the benefit of this segment and its impacts.

I believe that the data regarding need for transit services in this segment needs updating. It is assumed that ridership, down substantially during the pandemic, will increase over the long term. There is mounting evidence that this may not be the case. Prior to my recent retirement, I was an IT director at UW. I had spent literally years preparing for a remote workforce with rapidly evolving technology tools to increase productivity coupled with elements to support personal interaction and work socialization. I think that there is a widespread perception that the pandemic caused or forced remote work but from my perspective it was simply a catalyst that accelerated the change. Technology has a history of precipitating disruptive change and this is just another example. One hundred percent remote work may be rare but hybrid work for the many jobs that support it is here to stay. This will have a large impact on long term ridership which will not be offset by increasing population.

Another belief seems to be that those avoiding public transit because of health concerns will no longer have those concerns when (if) Covid subsides. However, it may well be that the acute concern with infectious diseases may lead some to continue to forego public transportation if the benefit doesn't substantially outweigh the convenience and safety of private transportation. After all, months after many have concluded that the Covid pandemic is over, local public health officials are encouraging all to wear masks indoors. Further, this project has already delayed the Lake Forest Park parking garage for decades. How will the need for commuters to find ad-hoc parking or walk longer distances to the bus stop affect their cost/benefit decision to forego public transportation?

At the November meeting, the project was characterized as a 100 year investment. I came away thinking that as a taxpayer, Sound Transit should be investing in a way that is nimble and responsive to vast changes in the cost/benefit ratio over a long period of time. The technology disruption of remote work has only emerged in the last decade. What other technologies will alter the cost/benefit over 100 years?

I've listed some links to recent articles below. Since this message may resonate with other taxpayers in the Puget Sound region, I intend to communicate it to local media outlets as well.

[Getting Rid of Remote Work Will Take More Than a Downturn - The New York Times \(nytimes.com\)](https://www.nytimes.com/2023/03/02/technology/remote-work-downturn.html)

[Will remote work continue in 2023? | The Seattle Times](https://www.seattletimes.com/business/remote-work-2023/)

[Musk's about-face on remote work shows its value in recession | The Seattle Times](https://www.seattletimes.com/business/musk-remote-work-recession/)

I can say that most of my neighbors are very concerned about the project's impact to the qualities that led most of us here. I live a block off 522 on the 41st street dead end. Though we 41st residents won't feel the impacts like our neighbors on the West and East sides of SR522, we will definitely be impacted. Though there are many negative impacts, I'll focus my comments on increased traffic noise.

At the November 30 meeting Sound Transit representatives said the increase in traffic noise will be only 1 dB and that noise diminishes with distance. I wasn't sure whether the noise analysis encompassed the 60% design changes with tree/shrub removal and the long tall concrete retaining wall but it seems doubtful that the noise impact will not be greater than that. I lived at the Hamlin and Harvard intersection as a boy when the I5 freeway was opened in 1962. I have first-hand experience with the reflective impact of a concrete wall on traffic noise! Representatives seem to be considering the general "white noise" of traffic during commuting hours and spoke of the beneficial impact of quiet electric buses to offset the increase in bus traffic. But I can tell you as residents, we experience the traffic noise mostly from non-bus traffic and characterized by bursts of loud exhaust from trucks and other vehicles at all hours of the day and night. I noted that the analysis models forgive these bursts as acceptable if they occur only for fractions of an hour. The metric also fails to accommodate the increase in noise when traffic is on a hill such as it is along that stretch of SR522. The white noise will increase but the amplification of these sounds will be the most egregious

impact for my neighbors. I'd be surprised if our distant neighbors across the lake in Kirkland won't also experience an increase in traffic noise.

Finally, the impact of traffic and parking in our neighborhood has not been fully accounted for given the postponement of the Lake Forest Park Center garage. I live close to the 165 bus stop that will be expanded under the plan. When asked at the November 30 meeting why this 165th expansion was needed, Sound Transit representatives alluded to analyses showing that commuters won't walk more than a mile or so to the bus stop. How many commuters will then park in our neighborhood? The ability of emergency vehicles is already hindered by vehicles parking on both sides of the street. Will the increase in parking mean that someone will lose their life because emergency vehicles couldn't get to them?

I hope you will consider the 90 day pause to provide more community involvement and update data.

Sincerely,

-John Drew

Margaret and Albert Lirhus

To members of the Sound Transit Board,

We are residents of Lake Forest Park, concerned citizens whose quality of life and neighborhood will be greatly affected by Stride S3. . At the time we voted, we had no idea what the impact of the alignment would be on our homes, mobility, our city entrance and identity. We have serious concerns regarding: 1) Noise; 2) Removal of Trees; 3) Property Takes; 4) Transit Parking space; 5) Budget.

As proposed, the Stride S3 Project does not celebrate or welcome residents to our beautiful Lake Forest Park community. It removes a canopy of over 439 trees, impacts the properties of 61 homeowners, and diminishes the entryway to our city. The 439 trees are to be replaced with tall walls, with WSDOT standard patterning, that read as plain gray slabs of concrete up to 12' tall or higher, with no landscape mitigation on the West Side of Bothell Way. **UGH!** We can see it now! The perfect canvas for **illegal graffiti** resulting in Stride S3 further degrading the appearance of LFP.

In addition to the physical impact on the tree canopy, the environment (Bsche'tla Creek), the character of the city entry, and to properties along the route, the construction of stark concrete walls, topped with a black chain link fence is certain to increase traffic-related noise. Sound Transit has no plans for sound mitigation! Stride S3 expansion will make the highway noisier than it already is and brings it much closer to homes on Bothell Way. The rubber on the road most contributes to road sound, according to traffic engineering studies. The closer, the noisier. Whereas in Bothell and Kenmore, the Stride S3 route is adjacent to commercial properties. In Lake Forest Park, it is adjacent to homes. It creates impacts to driveways, access to the highway (155 th Street) and will affect property measuring up to 16' from the property line for homes aligned on the West Side of Bothell Way. While the "take" is only 6', the impact will extend 16' into the property affected.

Additionally, Sound Transit proposes a 5' permanent easement, at the back of residential properties creating **privacy, security, litter and vagrant** concerns. Who needs this? The easements cannot be closed off. They will be open to the public. This problem would definitely impact our livability and property values.

Many of us voted for retaining the bus stop at NE 165 th Street, assuming we were voting for the 522 Metro Bus, with direct access to downtown. With its current bus stop profile, this is not what Stride S3 provides. Instead, the proposed bus stop is the length of two properties, approximately a city block long, with no direct access to downtown, but rather to the Link Station, at Roosevelt. This bus stop causes a wider profile for the highway, serious impacts to nearby homeowners, and brings transit parking to residential streets in both the Beach and the Heights, adding more noise!

Transit parking is a very real concern! This area is already facing issues with just such parking. We certainly don't need to add more parked cars cluttering our neighborhood making it difficult and, at times, **impossible** for emergency, delivery or large vehicles to navigate streets. We've seen this happen!

Currently, Seattle is second in the nation for remote commuting. Since Covid, bus travel is down 70%. Sound Transit's funding is showing a multi-billion-dollar affordability gap. We can expect ST to try to raise our taxes. We question the need for this project, and at the very least the reconsideration of its alignment and its impact on this community.

We are upset and very disappointed by the way Sound Transit has developed and progressed the 30%- 60% plans with little to no community participation from March 2021-July 2022, until letters for property access were sent to affected homeowners, very late in the process. As a community, we need to be heard!

Please take time to listen to our concerns. Please reconsider refining the proposed design and improving mitigation plans. If any of you lived in our area, we guarantee you, as well, would be very concerned about the negative impact this proposed plan has on our unique and beautiful neighborhood.

Thank you for your attention,
Margaret and Albert Lirhus

Cassie Hansen

I am a member of the Sheridan Beach Community and have participated in some of the community meetings that have been held to discuss the SR522 project and how it will affect our community. I have some of my own concerns that pertain specifically to my property, but after attending community meetings it seems that we have many concerns in common.

We have voiced our concerns with the project and how it pertains to our property before, but I think a quick summary of our experience will help to illustrate our concerns.

Prior to purchasing our home we were given bad information by the SR522 team about the effects of the project on our property. We were told there were no changes planned to our driveway access and later found out the plan at that time included blocking off our driveway.

We were never given any notice that the change was made and I only happened to notice the purple line on our property after attending a town hall meeting. Since noticing that we have been trying to obtain more information about the project and our property and were told that we didn't need to worry, that the plans could still change. We were given this same answer multiple times while the project team pushed forward with their plans offering no communications of what changes they might be making. When the board was voting on the 30% plan we were asking for more time to review the

project and they assured us they would do better at communication, but we haven't heard from them since.

It seems that this lack of communication is a common thread for the community as a whole. Many of us feel that they are just pushing forward to get to a point where there is no going back from and intentionally leaving us out of that planning.

At the last SBCC meeting with the SR522 team, the project team said they were going to have outreach meetings, but I think those meetings should have been happening earlier in the process before they made it to this 60% plan phase. The tone at that meeting did not seem that they were willing to make any adjustments and were more concerned with selling us on the plan they have decided on and that the outreach meetings would be more of the same.

I really think the project team needs to take some more time to evaluate all of the community's concerns and we would appreciate the board's support in putting this project on hold until all these concerns can be resolved.

Thank you again for your consideration of supporting the community in this effort,
Cassie Hansen

Scott and Krista Fisher

Dear Sound Transit System Expansion Committee and Sound Transit Board Members,

We are residents of Lake Forest Park and we are writing to you regarding ST3 and the expansion of SR522. We have concerns about the project which cuts through the middle of a LFP neighborhood. The road expansion will severely change the character of the Sheridan neighborhood, alter the entryway to our city center shopping area, mar many of the residential properties along the route, and have negative effects on the LFP community as a whole.

We support the regional goals of improved transit built for the future, however we have deep concerns about the many environmental and design issues of this project that are not being addressed with our community by Sound Transit.

Lake Forest Park is facing a **disproportionate number of impacts compared with other parts of the project corridor. For example:**

- More than half of all residential property acquisitions throughout six cities occur in a **very small** neighborhood.
- Nearly half of all trees removed in the **entire project** will be in Lake Forest Park.
- The neighborhood, and our city, will **suffer the most profound impacts** on *noise, environment and stormwater* of any section of this project.

Adequate public outreach did not occur prior to reaching 60% design completion. We have not been given adequate opportunity to give feedback or obtain information. Please give the LFP community time to provide input and design guidance on this project, as it will effect our city forevermore.

This project is apparently going to decrease travel time to Seattle by a mere 2 minutes (in a best case scenario). At what cost, financially to Sound Transit, but also by the people who have residential property that will be altered or taken, and by this small city that will lose its trees and gain additional noise and an unattractive retaining wall?

We support the City of Lake Forest Park's request for a 90 day pause (including a pause on all property acquisitions and planning), and we request Sound Transit to instead work with **our city** to develop *alternative design concepts*.

Specifically, please:

1. Reduce tree canopy destruction and residential property acquisitions.
2. Improve mitigation for noise and environmental impacts.
3. Rethink and reimagine the retaining wall.

Please consider the implications of this project on the LFP community as a whole, and on the Sheridan neighborhood. Better project design is doable if we can first pause, and then move forward together.

Sincerely,
Scott and Krista Fisher

[Amy Bohutinsky](#)

Dear Sound Transit Board Members,

I'm writing you as a resident of Lake Forest Park, and as a board member of the Sheridan Beach Community Club Homeowners Association. Our HOA, founded in 1938, is comprised of 270 homes on the northwest shore of Lake Washington and in the heart of Lake Forest Park. ST3, and the widening of SR522, cuts directly through our residential neighborhood.

Our community supports the region's transit goals, and improved transit that's built for the future. However, early meetings with Sound Transit never outlined the disproportionate and devastating impact to our residential community and the broader city of Lake Forest Park, that would only become clear in later design stages. Specifically:

- Seventy percent of all permanent residential property acquisitions across the six-city project corridor are in our small neighborhood.
- Nearly 2/3 of all trees to be removed in the six-city corridor are in Lake Forest Park. These trees are mature, providing shade, noise mitigation and character to our community. What's currently a wooded, central corridor between our homes is slated to be replaced by a tall concrete wall the length of 11 football fields.
- Sound Transit documents show our small community will experience the largest total project impacts on noise, environment and stormwater of any other section of ST3.

Given these substantial and outsized impacts, you'd imagine our community's communication with Sound Transit would be robust. However, there was no organized community dialogue in 2020, in 2021, and most of 2022. The Sound Transit community outreach team will cite their conversations with individual homeowners about property to be taken, but this is wholly different than meeting with the community, hearing concerns and sharing progress. There were no community meetings for many years. Yet still the project moved to the 60% completion phase, without our community's consult or input. It's sadly at this late stage that we must now come to you.

As a community, we request that Sound Transit staff honor the City of Lake Forest Park's request for a 90-day pause, and work directly with the City to develop alternative design concepts that:

- Reduce tree canopy destruction and reduce residential property acquisitions
- Rethink and reimagine the large retaining wall
- Improve mitigation for noise and environmental impacts
- Consider a lighter-touch approach, such as the queue bypass and signal priority planned for the Shoreline/Seattle 145th street stretch of this project

This project as currently scoped will vastly change the character and livability of our neighborhood and Lake Forest Park. Every foot of property, every tree that's cut, and every inch of concrete and impervious surface matters, to real families and real people. We invite you to come see the neighborhood for yourself, to understand the depth of this project's impact. And we request, and look forward to a pause and a voice in revised designs with substantially less impact on Lake Forest Park.

Thank you, as a Lake Forest Park citizen and on behalf of the 270 families within the Sheridan Beach Community Club HOA.

Best,
Amy Bohutinsky

[Scott Mesic](#)

Dear Board Members,
My name is Scott Mesic. I am a Lake Forest Park resident, transit supporter, and directly impacted property owner. My home is one of the 38 City of Lake Forest Park properties included in Resolution No. R2023-03, which you will be considering at your January System Expansion Committee and Full Board meetings. I am also the president of the Sheridan Beach Community Club HOA, which represents 27 of the properties included in Resolution No. R2023-03. In addition to the current resolution, our HOA includes 34 other properties previously authorized for acquisition by condemnation under resolutions R2022-25 and R2022-14. SR522

and 165th are the heart of our community, and the project, as currently contemplated, would forever alter our neighborhood, tree canopy, and city.

I support the goals of the Stride BRT SR 522 project; however, I do not support the project's current design through Lake Forest Park. I am a Civil Engineer and understand the design challenges that this section of SR522 represents. We live in a unique community that contains unique challenges. We want you to view potential impacts as an opportunity to implement creative solutions rather than accepting the impact as necessary to push the project forward.

We understand that creative solutions require more work, coordination, and compromise and may feel like a step backward, but the benefits to Lake Forest Park, now and in the future, outweigh the sacrifice. Creative solutions do not mean a compromise of safety, function, or rider experience. These solutions challenge “the way we have always done it in the past” and look outside the box for new and innovative approaches to solving problems and minimizing impacts.

Roads and transit networks are becoming more congested, so we must identify ways to reduce travel time, improve reliability, and save money. We must find ways to get more out of our existing transportation resources and infrastructure. I am pleased that you are already implementing some of these solutions elsewhere in the corridor. Specifically, the Transit Preferential Treatments along the 145th section of the project. In this location, understanding that this section is a residential corridor (similar to ours) with unique challenges, you are adding queue bypass and signal priority rather than dedicated bus lanes that would substantially impact the adjacent residential properties. Perhaps after reevaluation, a similar solution could be applied to our section of SR522 within Lake Forest Park.

I support the City of Lake Forest Park's request to implement a 90-day pause on the project. We want to use this as an opportunity to reimagine the project in a way that accounts for the unique design challenges through Lake Forest Park. I invite the entire Sound Transit Board to Lake Forest Park to walk the project with us and see these challenges and potential impacts firsthand.

I urge the Board to honor the City of Lake Forest Park's request for a pause and not consider the additional property condemnations for the Stride BRT project under Resolution No. R2023-03 at your committee and full board meetings this month.

Thanks,
Scott Mesic

Jon Peters

The attachment referred to in this document is included at the end of this comment summary.

Dear ST Board Members,
Please review my attached document prior to your meeting on Thursday, January 12.
I appreciate your attention to the matter.
Regards,
Jon Peters

Sharon Anderson

I am writing to state my objection to the expansion of SR522 through the Lake Forest Park neighborhood. Our property is directly involved as our backyard is located on Bothell Way.

We support the City of Lake Forest Park's request for a 90 day pause for consideration of other design concepts.

Many of our objections stem from safety impacts from this project. We do not want construction equipment disrupting the root system on our property. Every winter we hear of tragedies from downed trees, and we don't want to worry about the stability of our berm.

Additionally, I am a third generation Seattleite. I'm sickened by the graffiti that cover retaining walls throughout the Seattle area. Once a beautiful city, we were proud to show out-of-towners, the city now appears to be out of control. Once the graffiti starts, it appears to be impossible to stop. We don't want to attract the defacing criminal element to a family neighborhood. Someone on our property in the wee hours of the morning is unsettling, and unacceptable.

We have a toddler playing in our backyard just feet away from where the bus lane will be added to the street. Can you mitigate the noise enough to be tolerable for a small child playing in the backyard? It's well known that continual exposure to loud noises can be detrimental to one's hearing.

Thank you for giving these issues serious consideration.

Sharon Anderson

Dina and Steve Clagg

I'm a resident of Lake Forest Park and the Sheridan Beach Community Club neighborhood. ST3, and the expansion of SR522 cuts right through our neighborhood. Our community supports the regional goals of improved transit built for the future. However, the Sheridan Beach community is facing a disproportionate number of impacts compared with other parts of the project corridor.

More than half of all residential property acquisitions throughout six cities occur in our small neighborhood.

Nearly half of all trees removed in the entire project will be in Lake Forest Park.

Our neighborhood, and our city, will suffer the most profound impacts on noise, environment and stormwater of any section of this project.

Adequate public outreach did not occur prior to reaching 60% design completion and we have not been given adequate opportunity to give feedback or be heard for the past three years. Given this, we support the City of Lake Forest Park's request for a 90 day pause (including a pause on all property acquisitions and planning), and we request Sound Transit instead work with our city to develop alternative design concepts. Specifically, design that will:

- Reduce tree canopy destruction and residential property acquisitions
- Improve mitigation for noise and environmental impacts
- Rethink and reimagine the retaining wall

We look forward to engaging with Sound Transit and the City of Lake Forest Park on these design mitigations in the future.

Dina and Steve Clagg

Unidentified Commenter

As a resident of Lake Forest Park for the past 30 years I am writing to you to express my concerns about the Lake Forest Park segment of the ST-3 and express support for the City of Lake Forest Park's request for a 90-day pause on the Lake Forest Park segment of the project for the purpose making design refinements, including (1) reductions in the amount of tree canopy destruction and property acquisitions; (2) addressing and improving mitigation plans for noise, tree removal, and environmental impacts; and (3) rethinking and imagining reimagine the retaining wall design, safety, and landscaping."

While I appreciate the regional goals of this project, these efforts and benefits must be balanced with their impacts on local communities and neighborhoods. The 1.2 mile stretch of the ST-3 through Lake Forest Park is the only stretch of the project that runs through a residential neighborhood. More than half of all the acquisitions of residences for the entire ST-3 project are in this 1.2 mile stretch.

The current plan, as I understand it, provides for a mile long 16-foot blank retaining wall of undifferentiated concrete with no mitigation for sound or noise mitigation. More than 400 significant trees and 500 smaller ones will be removed in the 1.2 mile stretch of the project. Rather than mitigating the environmental impacts, the removal of the trees which absorb sound and the increased sound reflections off the undifferentiated walls noise, will only exacerbate the project's environmental impacts. We live on west side of 39th Avenue, which is one block west of SR 522. The noise is already bad. With the relocation of the current bus lane further west, this will only worsen what is already a bad problem.

The 30% and 60% plans were developed between late 2020 and mid-2022 without directly informing or soliciting comments from the residents who are most impacted by the alignment shift to the west. I am a member of the Sheridan Beach Homeowner's Association, which

borders on both sides of the SR 522 north and south of 165th Street. While Sound Transit did communicate with individual homeowners whose property was potentially subject to condemnation, all efforts by our board to obtain information from Sound Transit concerning the project went unanswered. The impacts of the project in terms of noise, aesthetics and livability affect far more people in our neighborhood than the persons whose property Sound Transit may acquire.

The current plan, which according to Sound Transit results in two-minute gain in transit time was developed without any input or regard for the impact of the citizen of Lake Forest Park and those residing in close proximity to the project, who are now bearing the lion share of the impacts. My understanding is that the budget for present 1.2-mile segment through Lake Forest Park is \$250 million. Given this budget, it is time for Sound Transit to step back and consider a redesign of the project through Lake Forest Park as requested by the city.

Mark Anacker

Dear Board Members,

I am writing this as a resident of Lake Forest Park whose property will be directly affected by the Stride expansion plans, and as a King County taxpayer. We have a number of serious concerns with the impact this project will have on our property, our neighborhood, the city, and the entire North end of the county.

1 - Aesthetics. When you drive through Lake Forest Park on 522 now, you see a beautiful tree-heavy residential area. Your plan would rip all of that out, and replace it with a sterile, concrete-lined eyesore. None of the proposed designs are suitable for a residential area, rather they would fit a business district. But most of this proposed route runs through homes, with no commercial services.

2. Property impact. You are proposing to take a significant portion of our property, in excess of the current easement. Apart from loss of the property itself, the added noise and vibration from the new buses threaten to damage our house, and the remaining property. This permanently affects our quality of life, as well as property value.

Additionally, our property presents some engineering challenges that do not seem to be addressed in the scant information that we have received so far. Even the "temporary" construction easement will require permanent changes to our property. Sound Transit appears to be looking for ways to cut costs on the project. This suggests that there will be little, if any, mitigation of the negative effects of the changes.

3. Neighborhood. The current plan has a Stride station at NE 165th St. A station that we don't want or need, and one that comes with a huge cost to the directly-affected property owners. Very few people in the adjoining neighborhood have expressed a desire for a station. When surveyed, local residents asked for the existing Metro/ST bus stop to be retained – not replaced with a commuter hub.

With Sound Transit postponing the LFP Town Center parking garage for more than a decade, the results are predictable. Commuters from other areas in the North end will drive in and park their cars on our narrow residential streets. Emergency vehicles already face challenges navigating through the parked cars. You are effectively making our streets your Park-n-Ride lot. This is yet another burden you are placing on our community.

4. Traffic. Sound Transit is spending an enormous amount of money to speed buses along 522, until they get to NE 145th St. There are no improvements planned for the rest of the route to the light rail station at I-5. This area is already heavily congested at rush hour. Adding these buses is going to create monumental traffic jams, which will in all likelihood negate the 1-2 minutes of time savings that is the sole purpose of this route.

5. Financial. This project was conceived in a time when a large number of workers traveled from the suburbs into the core metropolitan area every day. But since the pandemic, commute patterns have changed globally. Wherever possible, people are working remotely, either from home, or satellite offices near to home. This was a trend before Covid - but the enforced isolation accelerated it. With remote access technology constantly improving, it's not going to stop. These are the high-income jobs where people can choose to live outside of the urban core, and still work - without the commute. The transit analysts, whose careers depend on things going back to the way they were before, are fooling themselves with predictions of a return to the city office. I can tell you, as a former Metro rider, that I will never have to commute into Seattle again. This pattern is going to leave you with a further declining ridership, and recurring revenue shortfalls. Especially on this project, which serves no purpose other than to feed the light rail on 145th. The taxpayers aren't going to subsidize a failing system forever.

The "outreach" efforts by Sound Transit representatives have amounted to little more than sales pitches for this wonderful (in their view) new service. They never have specific answers regarding impact and mitigation, and seldom offer anything more than vague generalities. Requests for detailed information never get a response. Your outreach promised collaboration, what we got was condescension and evasion. All while the system is planning on bulldozing through our quiet little city.

I would urge the Board to delay implementation of this project until there is a serious look at alternatives. Defacing a community and uprooting families for a minuscule time savings doesn't seem like sound policy.

Mark Anacker

Julie Wheatley

Dear members of the board,

I grew up Lake Forest Park and the Sheridan Beach Community Club neighborhood, and chose to raise my children here.

ST3, and the expansion of SR522 cuts right through our neighborhood and would forever change the character, by reducing our valuable tree canopy, making our streets congested with commuter parking, increasing noise and pollution, and introducing vast opportunities for graffiti. In addition, Sheridan Beach community is facing a disproportionate number of impacts compared with other parts of the project corridor. More than half of all residential property acquisitions throughout six cities occur in our small neighborhood. Nearly half of all trees removed in the entire project will be in Lake Forest Park. Our neighborhood, and our city, will suffer the most profound impacts on noise, environment and stormwater of any section of this project.

Adequate public outreach did not occur prior to reaching 60% design completion and we have not been given adequate opportunity to give feedback or be heard for the past three years. Given this, I support the City of Lake Forest Park's request for a 90 day pause (including a pause on all property acquisitions and planning), and request Sound Transit instead work with our city to develop alternative design concepts. Specifically, design that will:

- Reduce tree canopy destruction and residential property acquisitions
- Improve mitigation for noise and environmental impacts
- Rethink and reimagine the retaining wall
- Consider eliminating this part of the project as it is one of the most costly elements, and it only reduces commuter time from Seattle to Bothell by 2 minutes!!

Julie Wheatley

[Aran Dahl](#)

Hello Sound Transit Expansion Committee,

I'm a resident of Lake Forest Park and the Sheridan Beach Community Club neighborhood. ST3, and the expansion of SR522 cuts right through our neighborhood. Our community supports the regional goals of improved transit built for the future. However, the Sheridan Beach community is facing a disproportionate number of impacts compared with other parts of the project corridor. More than half of all residential property acquisitions throughout six cities occur in our small neighborhood. Nearly half of all trees removed in the entire project will be in Lake Forest Park.

Our neighborhood, and our city, will suffer the most profound impacts on noise, environment and stormwater of any section of this project. Adequate public outreach did not occur prior to reaching 60% design completion and we have not been given adequate opportunity to give feedback or be heard for the past three years. Given this, we support the City of Lake Forest Park's request for a 90 day pause (including a pause on all property

acquisitions and planning), and we request Sound Transit instead work with our city to develop alternative design concepts.

Specifically, design that will:

- * Reduce tree canopy destruction and residential property acquisitions
- * Improve mitigation for noise and environmental impacts
- * Rethink and reimagine the retaining wall

We look forward to engaging with Sound Transit and the City of Lake Forest Park on these design mitigations in the future.

Thank you! -Aran Dahl

[Matthew Warburg](#)

Dear Sound Transit,

Please seriously rethink the size and scope of this project. **Spending millions of dollars** to make buses run 2-3 minutes faster simply does not make **economic** sense at a time when bus ridership and car traffic have both significantly decreased.

It makes no sense to add a BRT lane through Lake Forest Park (especially through a residential neighborhood like Sheridan Beach/Heights) when nothing is going to be done to speed up buses on 145th.

Sincerely,

Matthew Warburg
Sheridan Heights

[Adam Silberfein](#)

Hello,

I live in the Sheridan Beach neighborhood of Lake Forest Park, right along SR 522 (Bothell Way). My family and I have been following the progress of the ST3 project from the beginning, and while I support improved public transit through this corridor, I do have a few concerns regarding the current design that I wanted to bring up prior to this afternoon's System Expansion Committee Meeting. The specific areas I wanted to address here are: (1) the removal of so many trees, (2) the proposed retaining wall, and (3) the lack of any noise mitigation, so far as I could tell. Lake Forest Park, unlike the other areas along SR 522, has a significant tree canopy that is part of the character of our city. The residential areas that border this road benefit greatly from these trees, which help provide a visual and audio separation from

the busy thoroughfare. Removing so much of our vast green space and adding a large concrete retaining wall will detract greatly from what makes our city special, and particularly and negatively impact those residents who live along Bothell Way. As for the noise, I've lived along this road for 9 years and know just how much noise pollution impacts not only our property, but also the entire neighborhood. This project presents a major opportunity to improve that, especially since the increased lanes of traffic will likely lead to more, not less, noise.

Given all of this, I support the City of Lake Forest Park's request for a 90 day pause so that Sound Transit might work with our city to develop alternative design concepts. I feel like there hasn't been sufficient public outreach as the plans have evolved over the last few years, and hopefully we can take this opportunity to consider some of the concerns of my community, since a disproportionate amount of residential impact is falling on this small stretch of road.

Thank you,
Adam Silberfein

Michael Osterfeld

I'm a resident of Lake Forest Park and the Sheridan Beach Community Club neighborhood. ST3, and the expansion of SR522 cuts right through our neighborhood.

Adequate public outreach did not occur prior to reaching 60% design completion and we have not been given adequate opportunity to give feedback or be heard for the past three years.

Given this, we support the City of Lake Forest Park's request for a 90 day pause (including a pause on all property acquisitions and planning), and we request Sound Transit instead work with our city to develop alternative design concepts. Specifically, design that will:

- Reduce tree canopy destruction and residential property acquisitions
- Improve mitigation for noise and environmental impacts
- Rethink and reimagine the retaining wall

We look forward to engaging with Sound Transit and the City of Lake Forest Park on these design mitigations in the future.

Michael Osterfeld

Jay and Demetra Darlene Zulauf

My husband and I have been residents of Lake Forest Park since 1989 when it was still an unincorporated neighborhood of King County. We have seen many changes and most are done with much reflection and input from its citizens. We are in favor of having a 90-day pause on the planning of ST3/widening of Bothell Way so that our citizens can be part of ST3 design refinements so that there will be as little impact on our community as possible. Our community lives along Bothell Way which is unlike the more commercial developments along Bothell in Kenmore and Bothell. This needs to major part of

the discussion for the expansion of SR522. We understand growth and future planning is a necessary part of life. However there are many ways we can add to this development that will also benefit our community. Our concerns relate to the following bullet points:

- More than half of all residential property acquisitions throughout six cities occur in our small neighborhood.
- Nearly half of all trees removed in the entire project will be in Lake Forest Park.
- Our neighborhood, and our city, will suffer the most profound impacts on noise, environment and stormwater of any section of this project.

Given this, we support the City of Lake Forest Park's request for a 90 day pause (including a pause on all property acquisitions and planning), and we request Sound Transit instead work with our city to develop alternative design concepts that will:

- Reduce tree canopy destruction and residential property acquisitions
- Improve mitigation for noise and environmental impacts
- Rethink and reimagine the retaining wall

Thank you for your consideration and we look forward to working with Sound Transit.

Sincerely,
Jay and Demetra Darlene Zulauf
16534 Shore Drive NE
Lake Forest Park, WA 98155

Jim Liming

Re: testimony/comments/input from Sheridan Beach Community Club

Don't be convinced that residents of Sheridan Beach, Sheridan Heights, and Lake Forest Park are united in opposition to Sound Transit's 60% design for highway 522 through our community. Truth is, the Sheridan Beach Community Club board has not really conducted any poll of the approximately 500 adult members of the club, let alone the greater community. Instead, the SBCC board has only conducted two in-person meetings in the last ninety days, attended by perhaps up to 20% of club members. Even those members who attended were not unanimous with respect to ST3's plans.

I believe public transportation will be greatly improved when Sound Transit completes ST3/BRT from Woodinville to the LINK light rail station at I-5 and NE 148th. I trust Sound Transit to get it done in a professional manner and in the best way possible.

Jim Liming

Dr. Mark Silver

I am a resident of Lake Forest Park.

The current plans for ST3 in my area raise several areas of concern.

The current and projected bus passenger volumes do not justify the huge expense of the project to only save 2 minutes of commuter time.

I have ridden the 522, and it is extremely upsetting that it no longer runs downtown and beyond. Having to transfer to rail is very frustrating.

The plans for the new sidewalks in the Sheridan area are absurd. People will not be using them.

Please cancel ALL of these plans.

Dr. Mark Silver

Elizabeth Krzyminski

Hello,

I am writing to the Sound Transit Board because I am very concerned about my community. My entire life I have worked for my community. Unfortunately, my community of Lake Forest Park is being negatively impacted by a transportation project....

The expansion of the ST Rt 522 to include a mile and a half of an east bound transit lane is an irresponsible project. It is not financially sound to build out a mile and a half of a transit lane for a 2 minute reduction in a commute for anyone. Especially when the only direct route from Woodenville to downtown Seattle has been eliminated. My commute that had taken 25 minutes from the bus stop at 165th & 522 to 6th Ave, now takes two buses and a train, more than doubling my commute. I can only imagine the increase in a commute from Woodenville to D.T Seattle must take now...

I have heard my neighbors are outraged at the prospect of the loss of approximately 460 trees. I can't say that I am outraged at this prospect. But what I am outraged at, is Sound Transit has no concern or plan for noise mitigation for the residents of Lake Forest Park.

I am outraged that there is no consideration for the hearing loss we have already suffered because of constant and chronic noise when we residents along Rt. 522 are outside our homes, in our back yards. Bringing traffic noise closer to our homes, without sound mitigation will only exacerbate the situation. Please don't tell me it was already noisy, I know! Bringing the noise closer is just another wrong that cannot be corrected.

If I am outraged about anything, I am outraged that the transportation plan is already obsolete. With the pandemic, commute patterns have changed with many downtown office dwellers, comfortably working remotely, foregoing the commute all together. Unfortunately, my position does not offer the option of 100 % remote work option, and I am not fortunate enough to qualify for a "company car."

If I am outraged about anything, I am outraged that there is no redundancy for people who are required to commute to downtown Seattle. As I mentioned earlier the most direct route to downtown Seattle was eliminated. Who ever dreamt this nightmare up, should reconsider their thought process. When the light rail train is down there are no bus alternatives....

If I am outraged about anything, I am outraged that the services that residents at the north end of Lake Washington get from sound transit, or community transit, or any other transit authority are substandard at best, yet we are taxed at a premium because of the value of our property.

If I am outraged, I am outraged that we are treated as second class citizens because of the populations of Lake Forest Park and Kenmore are low, we have limited representation. Our concerns are ignored, our needs are not met and we can't seem to get the attention of you, our elected officials.

Please reconsider this project, it is flawed, and does not serve the community it is intruding upon....

Elizabeth Krzyminski

Jan Silver

Have you ever walked along Rainier Avenue S, south of Pritchard Island, where it skirts Lake Washington through a residential area? This curving, very busy segment of Rainier Ave. S is the only place on the entire west side of Lake Washington that reminds me of my neighborhood in Lake Forest Park. From a pedestrian's point of view, the loud noise and fast cars inches away are more notable than the views of the lake. The busy road is for cars. Pedestrians prefer to walk in the neighborhood. Try walking parallel to Rainier Ave. along Waters Ave. S and you will feel Seattle's beauty.

Whom are the sidewalks proposed in the Lake Forest Park SR 522 NE 145th BRT plan for? Sidewalks are for pedestrians who walk for recreation, or to access businesses and public transportation.

Have each of you walked in Lake Forest Park? Before casting your incredibly powerful, long-lasting vote, I invite each of you, separately or in a group, to walk with me in my neighborhood, on and around 39th Ave. NE, which runs parallel to and just west of Bothell Way. Enter my neighborhood from existing sidewalk along the west side of Bothell Way, which brings a northbound walker to 38th Ave. NE, where all are welcome to walk through a much quieter, pedestrian-friendly place than Bothell Way. Continue walking along the entire extent of 39th Ave. NE to its north terminus, where existing fenced sidewalk cuts back to the sidewalk in front of Lake Forest Park Animal Hospital. Note that no businesses exist along my neighborhood's section of Bothell Way. Signage could guide pedestrians through my neighborhood, rather than forcing them to walk on a highway.

Removing new sidewalks from the residential sections of Lake Forest Park ST3 plan would save millions of dollars, hundreds of trees, and thousands of hours of vehicular travel time during the ST3 construction.

Please, please come walk in my neighborhood with me.

Respectfully,

Jan Silver

Fredrik Andreasson

Hello,

To the Sound Transit Board, who amongst other groups have decided to build an 'extra' Bus lane through LFP and more.

The cost of many millions of dollars, up to \$600 million budgeted for the project, of which a large portion handles LFP - for a 2 minute gain for busses!?!

I have lived in Sheridan Beach for 15 years, first on Bothell Way, then moved within the neighborhood, now on a waterfront property, away from the road noise.

South bound traffic jams in the morning is 90% due to the bus stop on 145th and Bothell Way by (former) 7-11, which blocks one lane, and makes the busses and right turning vehicles zig zag to make it through. Change that, and you'll gain far more than 2 minutes for cars and busses.

This project may be a good idea, but look at the buses post Covid - they are almost empty!

Very few people will ride a bus to the lightrail on 145th.

Reinstate more regular buses that go direct to downtown and a lightrail connecting there, like the 522 bus.

NO to the project as planned. You are removing trees, taking peoples properties, and it will be nothing but a disaster and failure after years of construction and delays.

Fredrik Andreasson
LFP resident

Jessica Katsilometes

Sound transit board,

I am very concerned about the proposed changes and Lake Forest Park. The removal of 429 trees, and the obscene retaining wall are not supported by the Sheridan Heights neighborhood. There must be a better solution. Please consider plans that include a lane that changes direction based on traffic in the morning versus evening.

Sincerely,

Jessica Katsilometes

Paula Goode

The attachment referred to in this comment is included at the end of this comment summary.

Attached (and below) is my letter of concern regarding the above referenced project: (Note: There are photos attached to the letter)

Dear Chair Balducci, Vice Chair Roscoe, and members of the Sound Transit System Expansion Subcommittee:

Let's talk money. This letter is in regards to the Lake Forest Park portion of the SR522 NE145 BRT project and the cost/benefit/detriments of the project.

Stated Project Goal:

- Bernard Van De Camp at the SBCC Meeting at the Civic Club in November 2022 confirmed:
The BRT speed gain from Seattle to the Bothell Campus is **ONLY 2 minutes** with the Build.

Project Cost:

- 2022 SR522 NE145 BRT Project Estimates published by Sound Transit 60% Design is \$651 million in 2022 dollars, but with WA State Construction increases up 14.1% , in 2023 dollars the cost increase adds (\$91,791,000) increasing the project cost to **\$742,791,000 in actual dollars.**

Project Budget:

- SR522 budget (in 2022 dollars) for 8 miles is \$626 million. The Lake Forest Park section of **1.2 miles** will cost in excess of \$250 million dollars (**40% of the total budget**) building the single dedicated bus lane **going North only.**

Property Acquisition Cost:

- The 2023 cost for property acquisition is estimated at **\$83 million** with 50% or more of the property acquisitions in Lake Forest Park to gain a north bound dedicated bus lane **running 1.2 miles from 145th to Ballinger Way**.
- In the 1.2 miles of the SR522 (or 6336 ft) there are 38 LFP property acquisitions with the average property takings every **166 ft** along the roadway

Ridership:

- Ridership has **declined 70%** since 2019. Covid became the catalyst for remote work and alternative shopping means now established in our region. Future projections of recession indicate large layoffs further reducing ridership in the coming future. Seattle ranks second in the nation for remote work and the downtown core remains empty with an average of 20% occupancy per high-rise. Hundreds of businesses are also shuttered in Seattle.

Why is it so expensive to build in Lake Forest Park?

- Lake Forest Park is a 4.147 sq mi City established in the 1950's as a forested bedroom community. It borders the North end of Lake Washington with the SR522 portion of the roadway going from Seattle North at 145th and running 1.2 miles to Ballinger Way, ending at the border of the City of Kenmore.
- The city of LFP is heavily forested with steep slopes running East from Lake WA to the West towards I-5
- SR522 was expanded to the safest maximum width in 2009 for the WSDOT SR522 project so further widening invades steep slopes on both sides of the roadway. This is the only portion of the BRT Project with this type of difficult topography and requires the highest construction costs per linear foot.

Project Impacts to the City and Residents:

- Project removes huge number of trees and permanently changes 'Lake Forest Park' identity
- It endangers documented Salmon streams and established nature habitats with noise and hazardous runoff. It endangers citizens due to dangerous construction methods and hazardous neighborhood exits required due to land topography- It impacts a higher percentage of property owners and small businesses than in any other city.

In conclusion, with no bus lanes to be added to the 145th portion, and with a South bound bus lane already present, it is financially irresponsible for Sound Transit to use our public dollars to the tune of \$250 million dollars to **establish a single 1.2 mile bus lane going North from 145th to Ballinger Way**. There are better ways to spend this money which is why I request that Resolution No. R2023-03 Lake Forest Park Property Acquisitions be permanently cancelled and a more effective way for this money to be spent. There are other real-world ways people transit from Lake Forest Park to the Light Rail at the 145th Station, and bus service has **INCREASED** in time (even with Covid) by over 30 minutes from Lake Forest Park to Seattle than in 2016 schedules.

Paula Goode

[Vicki Scuri](#)

The attachment referred to in this comment is included at the end of this comment summary.

Dear Chair Balducci, Vice Chair Roscoe, and members of the Sound Transit System Expansion Subcommittee:

As a resident of Lake Forest Park and a concerned citizen, I would like to share my letter and feelings with you.

I am attaching a copy for you. If you have any difficulties opening or receiving my letter please contact me directly.

It is one page of text and seven pages of visualizations. I hope that you will find this letter informative and engaging.

Respectfully,
Vicki

Gregory Banks

The letter referred to in this comment is included at the end of this comment summary.

Dear Committe Chair Balducci:

Please see attached letter for comments on impact to property owners from the proposed acquisition of only a portion of the subject property listed by ST as BRS576. Page 2 of the attachment is Sound Transit's sketch of my property actually showing vehicles in the parking areas and how the proposed plan would affect all of that parking in its path as well as the ADA parking and access ramp.

This letter states some of our many reasons for our opposition to Sound Transit's proposed partial property rights acquisition of our property and is in addition to the letter submitted by our legal representative, Crane Dunham PLLC.

Please provide this to the System Expansion Committee for the meeting scheduled for 1:30 today.

Regards,
Gregory L Banks

Stephen Crane, Representing Gregory and Darlene Banks

The attachment referred to in this comment is included at the end of this comment summary.

Dear Chairperson Balducci:

Please find attached our letter of representation of property owners Gregory & Darlene Banks, and statement of opposition to inclusion of their property in today's Agenda Item 6/Resolution No. 2023-03. Thank you for consideration of the attached letter, and our clients' separately submitted comments, including both in the record of public comments in this matter.

Please confirm receipt of this email and attachment, and their inclusion into the public record in this matter.

Best,
Steve Crane
Attachment: Letter to ST

Ashley Schwark Ulrich

I am the owner of Schwark Properties, LLC located at 10709 Beardslee Blvd, Bothell.

I am concerned about the cost:benefit of the work that's proposed near my property. It seems like a lot of time, money and labor for a very small beneficial outcome. The Sound Transit Project will greatly disrupt my business during construction (I'm a dentist and have patients constantly coming in and out of my building) and the project will have severe and permanent detrimental effects on my business and property.

After the project is completed, it will move the sidewalk directly next to my windows (I currently have about a 10-foot landscaping buffer), taking away any sort of patient privacy (or we'll have to close our blinds all day- which is depressing). The 60% proposal suggests we would lose two parking spots, which is completely unacceptable. Parking is becoming very difficult in the area and if we lose two spots, then either I won't be able to see as many patients, which is detrimental to my dental business, or I won't be able to give my two tenants as many parking spaces, which decreases the value of my commercial rental business. If plans move forward with this project, I will be hiring an attorney to ensure that Sound Transit compensates me for this tremendous loss of revenue that comes from losing parking spaces (which would likely include needing a large sum of money to push back a giant retaining wall in order to expand my parking lot further South) and the decrease in property value for not having as nice of a street-facing presentation (as my landscaping would be lost) and loss of privacy.

The project would also eliminate a block of street parking, which is desperately needed. Bothell keeps growing, and yet, parking is getting more and more rare. That street parking is used by my employees as my parking lot is currently not large enough for employees to park. I do not know where they will park if that is removed. They are coming from Covington, Edmonds, Lynnwood and Monroe, and some have young kids in school they need to drop off and pick up, so taking public transportation is not an option for them if you're going to suggest they take public transport to work instead of drive.

My opinion is that the project in my area of Bothell gets rejected. A rapid line can still run through Beardslee with the road as it currently is. If it does pass, I'd suggest that instead of taking land from the South side of Beardslee and my property, to take it from the North side of the street. Across the street from me is Cogir, and they have a large lawn in the area you want to expand. It seems it would be MUCH easier and less disruptive to expand into a decorative lawn, vs. into a building with a parking lot and an owner who will be obligated to take legal action to save her businesses.

Thank you for reading.

Sincerely,
Ashley Schwark Ulrich, DDS

Alex Tsimerman

Mr. Tsimerman submitted the below as supplement to his verbal public comment.

STOP
Seattle Fascism with
Idiotic Face!

Epizentr of Fascism in
America!
That seven magnificent don't have
Freedom of Speech!

- | | |
|------------------------------|--|
| 1. Seattle Council | } Free Speech
Line
Believe
Kavanaugh
Redmond
Nancy Intro
for 3m. |
| 2. King County Council | |
| 3. Sound Transit Board | |
| 4. Seattle Shore Barrot | |
| 5. Seattle Port Commissioner | |
| 6. PSRC meeting | |
| 7. Seattle City Club | |

DemNazi gestapo democratic fascism!

Abu I. Alex Tsinganos

pres. Standup-America!

P.S. I have transcripts from all seven!!



January 11, 2023

emailtheboard@soundtransit.org

The Council
Austin Nielson

As I write this at 4:44 pm on January 10, the drive time from Seattle to Sumner is 1.5 hours via SR 167. That should be a 45-minute drive without traffic. Commute patterns may have shifted, but congestion has not left us. We still need the parking garage for our station, the access to Sounder's mass transit options, and the fulfillment of promises made years ago.

When the Sounder system was first built, Mayor Dave Enslow told me that planners didn't feel Sumner needed a garage because we're the smallest city on the line. What they overlooked was that our station serves riders from Bonney Lake, Buckley, Orting and even South Hill. Our lot was full only three weeks after Sounder started running. Since then, Tehaleh is being built, adding three times the homes in Sumner itself in just that one development alone.

Please don't make a similar error now as commute patterns continue to shift. Yes, they're changing, but a lot of people are still moving around our region. You may need to rework timing and ridership patterns, but it's not time to completely second-guess a garage that's been necessary for 23 years and promised for 15 years since it was part of the promises of the ST2 vote in 2008.

Remember, we're not building for yesterday or even today. We're building infrastructure to serve for decades to come, and that infrastructure must be a transit system that is accessible to residents throughout the region, including in and around Sumner. Yes, the pandemic launched work-from-home options, but it also encouraged people to move farther out in the South Sound and commute back to Seattle periodically. We haven't seen the full impact of that yet. Every day, headlines are filled with large companies like Starbucks starting to discuss requiring a full or partial return to work, so it's coming.

Please continue to schedule the construction of the Sumner garage. I promise, you are on the right track with investing in this part of Sound Transit's region for the future of mass transit.

Sincerely,


Mayor Kathy Hayden



OFFICE OF THE MAYOR

Dana Ralph, Mayor
220 4th Avenue South
Kent, WA 98032
Fax: 253-856-6725

PHONE: 253-856-5700

January 11, 2023

Dear System Expansion Committee members,

On behalf of the City of Kent, I am writing to express support for the current scope and scale of the Kent Station Parking and Access Improvement project. As your committee formally establishes the project budget, scope, and schedule, I hope you will keep in mind the long-term demand that this project will serve. It will deliver on a historic commitment to voters and support multi-modal access to transit for Kent's residents and workers.

I understand that transit agencies across the country are considering how to adapt to reduced ridership in a post-pandemic world. Although current Sounder ridership is well below its 2018 highs, I encourage you to remember that this project is a generational investment that will accommodate decades of growth in population and demand. For twenty years, Sounder service has been an important and necessary transportation option for Kent residents, as evidenced by it consistently being the top S Line boarding location, other than King Street. If the past is any indication, Kent will lead the way as demand returns.

Kent residents have been waiting for this ST 2 project for many years. After voter approval in 2008, this project was suspended by the Sound Transit Board during the Great Recession-era realignment, then restarted in 2016. Since then, extensive public outreach by Sound Transit has confirmed support and built anticipation for the project among Kent riders, residents, and the local business community. Given the demand, and years of delay, Sound Transit needs to deliver the facilities approved by and promised to voters.

I would also like to emphasize that projects in Kent and other S Line cities are crucial to maintaining equitable investment throughout the Sound Transit district. Transit investments along the S Line corridor provide concentrated populations of minority, low-income and low English proficiency taxpayers with important access to jobs, healthcare and other necessary daily activities.

I understand that there may be doubt about future demand, however, in Kent we believe that this project is an important investment that will serve our city and the region for generations to come. Access to transit plays a critical role in the wellbeing of our community members as well as our ability to reach regionally agreed upon climate goals. Therefore, we strongly urge you to move this project forward without any changes or delay.

Sincerely,

A handwritten signature in black ink that reads "Dana Ralph".

Dana Ralph
Mayor

January 4, 2023

via *Electronic Mail* (emailtheboard@soundtransit.org)

Dear Sound Transit Board,

In review of the Sound Transit Workshop #3 held on December 15th, we are disappointed and alarmed by the PowerPoint presentation and discussion, specifically; the lack of inclusion of the Park Lid idea that has a great deal of support by the Chinatown-International District community. Despite repeated requests during Workshops 1 and 2, Sound Transit still has not provided a depiction nor any indication that such a study is in progress.

Workshop 3 merely offered three alternatives with obvious drawbacks:

- 4th Avenue Shallow: significant traffic congestion pushing nearly 30,000 vehicles to detour through the Chinatown neighborhood
- South of the CID: no connection to SeaTac Airport from current CID station
- North of the CID: no connection to SeaTac Airport from current CID station

Eliminating access from the current CID station to the airport for Seattle's largest minority area and travelers from the Eastside, is inequitable and **unacceptable**.

In the most recent workshop, community members requiring interpretation were shepherded into a different room and excluded from the general discussion, creating a clear inequity in communication. Community feedback provided to Sound Transit staff has been similarly dismissed, including Park Lid concept, First Hill Loop, and Shallower Shallow 4th.

Sound Transit's own Racial Equity Tool directs:

- "...prioritizing leadership of and solutions from people and communities most closely affected by the issues and injustices we seek to change" (p. 12). **Note:** community leadership contributions and solutions are brushed aside
- "Performance Accountability/Outcomes: What are the performance measures?" (p. 15) **Note:** these have not been established
- "Equitable Engagement: ...purpose of establishing trust and building authentic relationships over time" (p. 16). **Note:** top-down management style does not allow meaningful discussion, consideration of community ideas, solutions
- "...co-creation and community-led decision making as of [sic] way to combat power imbalances that exist between 'traditional' authorities and the communities who face inequities" (p. 16 last paragraph). **Note:** community decisions on alternatives are overturned or dismissed without study or analysis, i.e., idea of Shallower Shallow on 4th or Park Lid).

- “Be accountable to community and take responsibility....” (p. 17, Relationship Building, bullet 5). **Note:** to be accountable is acting meaningfully on community input and feedback; i.e. there was no follow up feedback meeting after Workshop 3
- “...collaborative innovation where ideas are shared and improved together through all stages of a process.... What types of things can Sound Transit do....? Problem solving on a variety of issues....” (p. 17-18). **Note:** sharing, improving or problem solving cannot occur if concepts and ideas do not progress past a superficial sketch on paper, to the data and analysis stage.
- “Racial equity is not possible without accountability that is in alignment with data and community feedback” (p. 20 Accountability and Report Out Section). **Note:** Sound Transit staff is in need of training regarding racial equity and accountability

The Sound Transit 2021 Annual Report Office of Civil Rights, Equity, & Inclusion emphasizes “meaningful” engagement, collaboration and problem solving. **This has not been done.** Efforts to “engage” are for appearances’ sake and checking off a RET box; scripted workshops with limited discussions, sketches of ideas Sound Transit staff are not interested in compared to fully developed and analyzed versions the community is being steered towards, instead.

Due to such egregious issues in community engagement, Sound Transit should delay a decision for at least three months to further study and provide data and analysis, including costs of the Park Lid concept and the Shallower Shallow 4th Avenue--while at the same time, engage in collaborative partnerships with impacted partners and community, to meaningfully share ideas and solve problems together through all stages of a process, as called for by the Sound Transit Racial Equity Tool.

This visionary Chinatown-International District station project is to live on for one hundred years. Once complete, it will connect multiple communities and serve as a regional transit hub with direct transfers for light rail, Sounder commuter rail, Amtrak long-distance rail, and many other transit modes. An additional three months to ensure it is planned and executed properly, with thoughtful intention, in partnership with our community for such a long-lived legacy, is not too much to ask.

We look forward to your response.

Sincerely,

sent without signature to avoid delay

Betty Lau and Brien Chow
Co-founders, Transit Equity for All

cc: Julie Timm, Sound Transit Chief Executive Officer
King County Council
Mayor Bruce Harrell
Deputy Mayor Greg Wong
Deputy Mayor Monisha Harrell
Marshall Foster, Office of Waterfront and Civics Projects
Seattle City Council
Seattle City Councilmember Dan Strauss, Seattle Land Use Committee Chair
Seattle City Councilmember Tammy Morales, Seattle Land Use Committee Vice Chair
Seattle City Councilmember Teresa Mosqueda, Seattle Land Use Committee Member
Seattle City Councilmember Alex Pedersen, Seattle Land Use Committee Member
Seattle City Councilmember Sara Nelson, Seattle Land Use Committee Member
Office of Planning & Community Development
Seattle Department of Transportation
Office of Economic Development
International Special Review District
Department of Neighborhoods

Community:

Chong Wa Benevolent Association Board & Honorary Advisory Board
Chinese Information and Service Center
Chinatown-International District Business Improvement Area
Friends of Japanese American Museum of Seattle
Friends of Japantown
Wing Luke Museum
Interim Community Development Association
Seattle Chinatown-International District Preservation and Development Authority
International Community Health Services
Friends of Little Saigon
Historic South Downtown
Summit Sierra
Denise Louie Education Center
Seattle Indian Health Board
Uwajimaya
Theatre Off Jackson
United Chinese Americans
OCA- Greater Seattle Chapter
Asian Pacific Islander Coalition Advocating Together for Health
Friends of Seattle CID
Beth Ku
Inscape Arts and Cultural Center
Washington Trust for Historic Preservation
Seattle Subway
Chinatown-International District Vision Group

Congressional Delegation

Representative Adam Smith Outreach Director

Representative Pramila Jayapal

Senator Patty Murray's Office

Media

Seattle Times

Northwest Asian Weekly

The Urbanist

South Seattle Emerald

Publicola

Crosscut

International Examiner

Chinese Radio

Seattle Here and Now

KNKX

KING 5

KIRO 7

KOMO 4

Fox 13



美國西雅圖中華會館

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Sue-May Eng 伍素媚
English Secretary 英文秘書

Lai-Ping Kimura 胡麗婷
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Wendee Ong 鄧黃如英
Assistant Treasurer
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Paul Wu 胡世強
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John Wong
Tuck Eng
Paul Wu
Mei-Jui Lin
Sue-May Eng
Kevin Lee

January 2, 2023

via *Electronic Mail* (emailtheboard@soundtransit.org)

Dear Sound Transit Board,

Chong Wa Benevolent Association represents over 21 traditional Chinatown organizations within the Chinatown-International District (CID). For over a century, our organization has served to maintain this community of culturally diverse residents, locally-owned small businesses, and help promote tourism for the City of Seattle. Over 20M visitors travel to Seattle per year; many of whom visit our historical and culturally rich neighborhood. They visit our unique herbal and candy shops. They dine at our family-owned restaurants. They take pictures at our Historic Chinatown Gate. And yet, our District continues to bear the brunt of decades of insufficient investment, harmful public policies, increase in violent crimes, and public and private development pressures.

The 4th Avenue CID ST3 Station is the best and least obstructive option to preserve the CID. Likewise, our community wholly supports Sound Transit building a lid to alleviate the overwhelming amount of traffic constraints during construction of the station. Sound Transit's own traffic analysis studies cite 30,000 vehicles driving through the area on a daily basis; 2,300 cars and trucks and 100 buses during peak hour. With no mitigating measures drivers will divert into the CID; effectively putting a stranglehold of traffic congestion within our neighborhood for the next decade.

On December 8, 2022, the City of Seattle Land Use Committee unanimously approved amendments to the Seattle Comprehensive Plan asserting its support for using lids and other connections over highways and interstates to reconnect divided neighborhoods. The four core values of the Plan is community environmental stewardship, economic opportunity; security, and race and social equity. The City's own website insists that "limited resources and opportunities must be shared; and the inclusion of under-represented communities in decision-making processes is necessary." Equity demands a park lid for the CID (three under-served minority neighborhoods – Chinatown, Japantown, and Little Saigon) compared to well-resourced neighborhoods that have lids.

美國西雅圖中華會館

CHONG WA BENEVOLENT ASSOCIATION

The CID is one of the most under-represented and marginalized communities in Seattle. Chinatown alone houses approximately 4,000 residents, mostly minorities with a poverty level twice the city average. Of those residents, approximately 1,200 are senior citizens. How are our elderly expected to navigate busy streets and crosswalks if frustrated drivers are shepherded into our neighborhood? No other neighborhood -- no affluent, well-resourced neighborhood would be expected to tolerate this level of intrusion and obstruction into their daily lives.

Freeway lids have proven historically that they work.

Examples include:

- Freeway Park: Opened in 1976, it utilized the existing freeway lid leftover from construction of Interstate 5. The 5 acres downtown park contained ground-breaking landscape architecture, because it also helped reconnect Downtown, Capitol Hill, and First Hill neighborhoods in the aftermath. According to The Cultural Landscape Foundation, Freeway Park helped define a new land-use typology for American cities. In 2022, it received official landmark status.
- Seattle Convention Center: Opened in 1988, the convention center straddles part of the Interstate 5 lid. It includes 415,000 square feet of usable space, with two exhibition halls and holds annual large scale events such as PAX West, Emerald City Comic Con, Sakura-Con, and the Northwest Flower and Garden Show.
- Aubrey Davis Park (formerly "The Lid Park"): Opened in 1992, the lid was created during the construction of Interstate 90, to help alleviate traffic constraints. Once completed, the lid was turned into a park, adding miles of green space. Today, it is one of the great legacies of Mercer Island, encompassing a transportation corridor and 90+ acres; two softball fields, four tennis courts, a picnic shelter, two playground areas, public restrooms, two outdoor basketball courts, and plenty of open green space.

美國西雅圖中華會館

CHONG WA BENEVOLENT ASSOCIATION

- Montlake Lid: Currently at the junction of State Route 520 and Montlake Boulevard, construction crews are laying groundwork for the foundation of the lid. Once completed, the lid will include pedestrian and bicyclist connections, a wide open space for the neighborhood, and improved transit stops.

Lids work for our city. They work for our neighborhoods. More importantly, this will contribute to environmental justice and much needed racial and social equity for the residents and businesses in the CID.

ST3 can and should be the change we need.

Sincerely,



Mei-Jui Lin

President

Chong Wa Benevolent Association

Bing Kung Tong

Greater Seattle Chinese Chamber of Commerce

Chew Lun Benevolent Association

Hai Ninh Community Association

Hop Sing Tong

Kwong Tung Association

Luck Ngi Musical Club

Gee How Oak Tin Association

Soo Yuen Benevolent Association

Taishan Association

Wong Family Association

Cambodian Ethnic Chinese Association

Eng Suey Sun Family Association

Hip Sing Tong

Kai Ping Association

Lee Family Association

Lung Kong Family Association

Seniors In Action

Suey Sing Association

Teo Chew Mutual Association

Yee Fung Toy Family Association



美國西雅圖中華會館
CHONG WA BENEVOLENT ASSOCIATION

cc: King County Executive Dow Constantine (dow.constantine@kingcounty.gov)
King County Council (ZZCNCMEMBERS@kingcounty.gov)
Mayor Bruce Harrell (bruce.harrell@seattle.gov)
Deputy Mayor Greg Wong (greg.wong@seattle.gov)
Seattle City Council (council@seattle.gov)
Seattle City Councilmember Dan Strauss, Seattle Land Use Committee Chair
(Dan.Strauss@seattle.org)
Seattle City Councilmember Tammy Morales, Seattle Land Use Committee
Vice Chair (Tammy.Morales@seattle.org)
Seattle City Councilmember Teresa Mosqueda, Seattle Land Use Committee
Member (Teresa.Mosqueda@seattle.gov)
Seattle City Councilmember Alex Pedersen, Seattle Land Use Committee
Member (Alex.Pedersen@seattle.gov)
Seattle City Councilmember Sara Nelson, Seattle Land Use Committee
Member (Sara.Nelson@seattle.gov)
Nicole Kistler (nicole.kistler@seattle.gov)
Joe Reilly, Seattle Subway (joer@seattlesubway.org)
Naomi Ishisaka, Seattle Times (nishisaka@seattletimes.com)
Mike Lindblom, Seattle Times (mlindblom@seattletimes.com)
Assunta Ng, Northwest Asian Weekly (editor@nwasianweekly.com)
Natalie Bicknell Argerious, The Urbanist (natalie@theurbanist.org)
South Seattle Emerald (community@seattleemerald.org)
Lizz Giordano, South Seattle Emerald (lizz.giordano@gmail.com)
Josh Cohen, Crosscut (josh.cohen@crosscut.com)



HISTORIC SOUTH DOWNTOWN

Dear Sound Transit System Expansion Committee,

Members of the Chinatown International District (CID) and Pioneer Square communities broadly support Sound Transit's mission of connecting our communities and appreciate the board's commitment to improving regional connectivity and access to public transit.

As engaged community members on the WSBLE project from the beginning, we have consistently advocated for a station in the CID that best serves our residents, businesses, and visitors and that minimizes harm in neighborhoods that have born disproportionate harm from past projects.

We ask Sound Transit to select CID-1a, 4th Ave shallow, as the preferred alternative so it can continue to advance solutions to the issues identified in the initial design. Additionally, the board should conduct a supplemental environmental impact statement for the newly proposed North Pioneer Square and South CID locations, potential options that need significantly deeper inquiry and analysis before they can be considered as viable alternatives to the 4th Ave S. station.

We believe strongly that a 4th Ave S. station can – and should – be a winning solution for this community. It provides the greatest opportunity to:

- Tie together Pioneer Square and the CID without unnecessarily disrupting CID businesses;
- Reactivate Union Station as a vibrant community asset and create a more pedestrian-friendly transit hub;
- Better serve Sounder and ferry commuters, stadium visitors, and surrounding neighborhoods;
- Fulfill the long-time transit hub vision for these historic neighborhoods;
- Ensure efficient regional connectivity from Bellevue to SeaTac to Northgate and beyond.

This proposed solution – selecting 4th Ave as the preferred alternative while advancing a supplemental EIS for the North and South station options – is a practical path forward that builds on the meaningful progress made by Sound Transit staff to date. Sound Transit improved construction traffic diversion times, found a solution to almost eliminate residential displacement during the construction, and provided additional information on mitigation for traffic. There is simply not enough information about the cost, ridership, and other performance measures of the North and South options to move forward without further study, though we support the members of our communities who wish to see these options full analyzed.

Our community is not a monolith. Our diverse perspectives are what make these neighborhoods special. In no way do the priorities we all bring to this discussion minimize our shared vision for

vibrant neighborhoods connected to the broader community. Both Pioneer Square and the Chinatown International District are important to Seattle, past and future, and our mission is to help them thrive.

We also desire a system that is efficient, user-friendly, and provides for smooth and accessible connections between lines and modes of transit. As the long-planned linchpin of the WSBLE expansion project and regional light rail overall, the location of the CID station will impact all other service areas, the entire light rail system, and the greater Seattle region for generations to come.

The importance of this decision cannot be overstated. At this phase, advance multiple options to best serve our communities.

Sincerely,

A handwritten signature in blue ink that reads "MaryKate Ryan". The signature is fluid and cursive, with the first name "MaryKate" and the last name "Ryan" clearly legible.

MaryKate Ryan
Community Preservation Associate
Historic South Downtown



Subject Line: Identify 4th Ave S. as the Preferred Alternative in the CID, and continue exploring other options

Sound Transit board members,

Members of the Pioneer Square community broadly support Sound Transit's mission of connecting our communities and appreciate the board's commitment to improving regional connectivity and access to public transit.

As engaged community members on the WSBL project from the beginning, we have consistently advocated for a station in the CID that best serves our residents, businesses and visitors and that minimizes harm.

We ask Sound Transit to select 4th Ave S. as the preferred alternative so it can continue to advance solutions to the issues identified in the initial design. Additionally, the board should conduct a supplemental environmental impact study for the newly proposed North Pioneer Square and South CID locations, potential options that need significantly deeper inquiry and analysis before they can be considered as viable alternatives to the 4th Ave S. station.

We believe strongly that a 4th Ave S. station can – and should – be a winning solution for this community. It provides the greatest opportunity to:

- Tie together Pioneer Square and the CID without unnecessarily disrupting CID businesses
- Reactivate Union Station as a vibrant community asset and create a more pedestrian-friendly hub
- Better serve Sounder and ferry commuters, stadium visitors and surrounding neighborhoods
- Fulfill the long-time vision for this historic neighborhood
- Ensure efficient regional connectivity from Bellevue to SeaTac to Northgate and beyond

This proposed solution – selecting 4th Ave as the preferred alternative while advancing a supplemental DEIS for the North and South stations – is a practical path forward that builds on the meaningful progress made by Sound Transit staff to date. Sound Transit has made meaningful progress to improve the 4th Ave. option in the past several months, and there is simply not enough information about the cost, ridership and other performance measures of the North and South options to move forward without further study.

Our community is not a monolith. Our diverse perspectives are what make these neighborhoods special. In no way do the priorities we all bring to this discussion minimize our shared unity for a vibrant and connected community.

We also desire a system that is efficient, user-friendly and provides for smooth and accessible connections. As the long-planned linchpin of the WSBLE expansion project and regional light rail overall, the location of the CID station will impact all other service areas, the entire light rail system and the greater Seattle region for generations to come.

The importance of this decision cannot be overstated. At this phase, advance multiple options to best serve our community.

Sincerely,

Lisa Dixon Howard

Lisa Dixon Howard

Alliance for Pioneer Square

Jon Peters
16011 41st Ave. NE
Lake Forest Park, WA 998155
January 10, 2023

Board of Directors
Sound Transit
401 S. Jackson St.
Seattle, WA 98104

Dear Board of Directors:

I am a relatively new resident of Lake Forest Park. I am writing to express some of my concerns about your ST-2 project and its effects on our neighborhood:

1. The placement of a bus stop on NE 165th Street – This is a main thoroughfare for entering and exiting the residential community. This placement of the bus stop will likely create the following issues:
 - a. A major congestion point for traffic because it is placed in a residential area that is widely used by residents. It seems like a traffic study should be conducted that takes into account timing of stops, timing of bus turnaround, and neighborhood traffic.
 - b. There could be a significant problem with parking, especially because you are delaying the parking garage. Most residents park on the street. An influx of cars could create a nightmare for residents. With this change occurring, I propose you conduct a study of the impact on parking for the residents now and in the summer when the Swim Club is operational.
2. While I do not have access to your ridership, everything I read says that it has fallen off drastically. I propose you update your ridership studies to reflect the trends that are occurring:
 - a. Many people do not want, or have to, commute back and forth. They prefer to work at home and businesses have found this acceptable.
 - b. Other individuals are concerned about heightened crime, more homeless people with mental and drug disorders, less police protection, and COVID exposure. People less willing to travel on mass transit.
 - c. There is a trend toward moving away from big cities and working much more remotely. This will reduce riders.
 - d. Your published ridership figures reflect the above changes. It looks like ridership is back to 2005 levels.

Board of Directors

January 10, 2023

Page 2

3. I am concerned about the level of noise created on the East side now that the plan is to put a wall on the west side. I speculate it would reflect more sound toward the east. When I asked this question at the Dec meeting, I was told it would not matter. It does to me as the traffic noise is already quite high. I suggest you conduct a noise study on the effects on noise of moving the wall to the West.

Additionally, I would like to mention that my observance from the meeting with your team that I attended is that your representatives were quite dismissive of the community comments. They did not project any type of genuine concern for the residents. People were brushed off with "It's being looked at" or arguments. Your literature stresses how well your team works with the community. I was quite surprised that most of the individuals did not even acknowledge what the residents were saying. In the end, this creates bad feelings on all sides.

I know you have a lot on your plate but I would ask that you "slow the train down" to resolve concerns.

Sincerely,

A handwritten signature in cursive script that reads "Jon Peters". The signature is written in dark ink and is positioned above the printed name.

Jon Peters

Dear Chair Balducci, Vice Chair Roscoe, and members of the Sound Transit System Expansion Subcommittee:

Let's talk money. This letter is in regards to the Lake Forest Park portion of the SR522 NE145 BRT project and the cost/benefit/detriments of the project.

Stated Project Goal:

- Bernard Van De Camp at the SBCC Meeting at the Civic Club in November 2022 confirmed: The BRT speed gain from Seattle to the Bothell Campus is **ONLY 2 minutes** with the Build.

Project Cost:

- 2022 SR522 NE145 BRT Project Estimates published by Sound Transit 60% Design is \$651 million in 2022 dollars, but with WA State Construction increases up 14.1% , in 2023 dollars the cost increase adds (\$91,791,000) increasing the project cost to **\$ 742,791,000 in actual dollars.**

Project Budget:

- SR522 budget (in 2022 dollars) for 8 miles is \$626 million. The Lake Forest Park section of **1.2 miles** will cost in excess of \$250 million dollars (**40% of the total budget**) building the single dedicated bus lane **going North only.**

Property Acquisition Cost:

- The 2023 cost for property acquisition is estimated at **\$83 million** with 50% or more of the property acquisitions in Lake Forest Park to gain a north bound dedicated bus lane ***running 1.2 miles from 145th to Ballinger Way.***
- In the 1.2 miles of the SR522 (or 6336 ft) there are 38 LFP property acquisitions with the average property takings every **166 ft** along the roadway

Ridership:

- Ridership has **declined 70%** since 2019. Covid became the catalyst for remote work and alternative shopping means now established in our region. Future projections of recession indicate large layoffs further reducing ridership in the coming future. Seattle ranks second in the nation for remote work and the downtown core remains empty with an average of 20% occupancy per high-rise. Hundreds of businesses are also shuttered in Seattle.

Why is it so expensive to build in Lake Forest Park?

- Lake Forest Park is a 4.147 sq mi City established in the 1950's as a forested bedroom community. It borders the North end of Lake Washington with the SR522 portion of the roadway going from Seattle North at 145th and running 1.2 miles to Ballinger Way, ending at the border of the City of Kenmore.
- The city of LFP is heavily forested with steep slopes running East from Lake WA to the West towards I-5
- SR522 was expanded to the safest maximum width in 2009 for the WSDOT SR522 project so further widening invades steep slopes on both sides of the roadway. This is the only portion of the BRT Project with this type of difficult topography and requires the highest construction costs per linear foot.

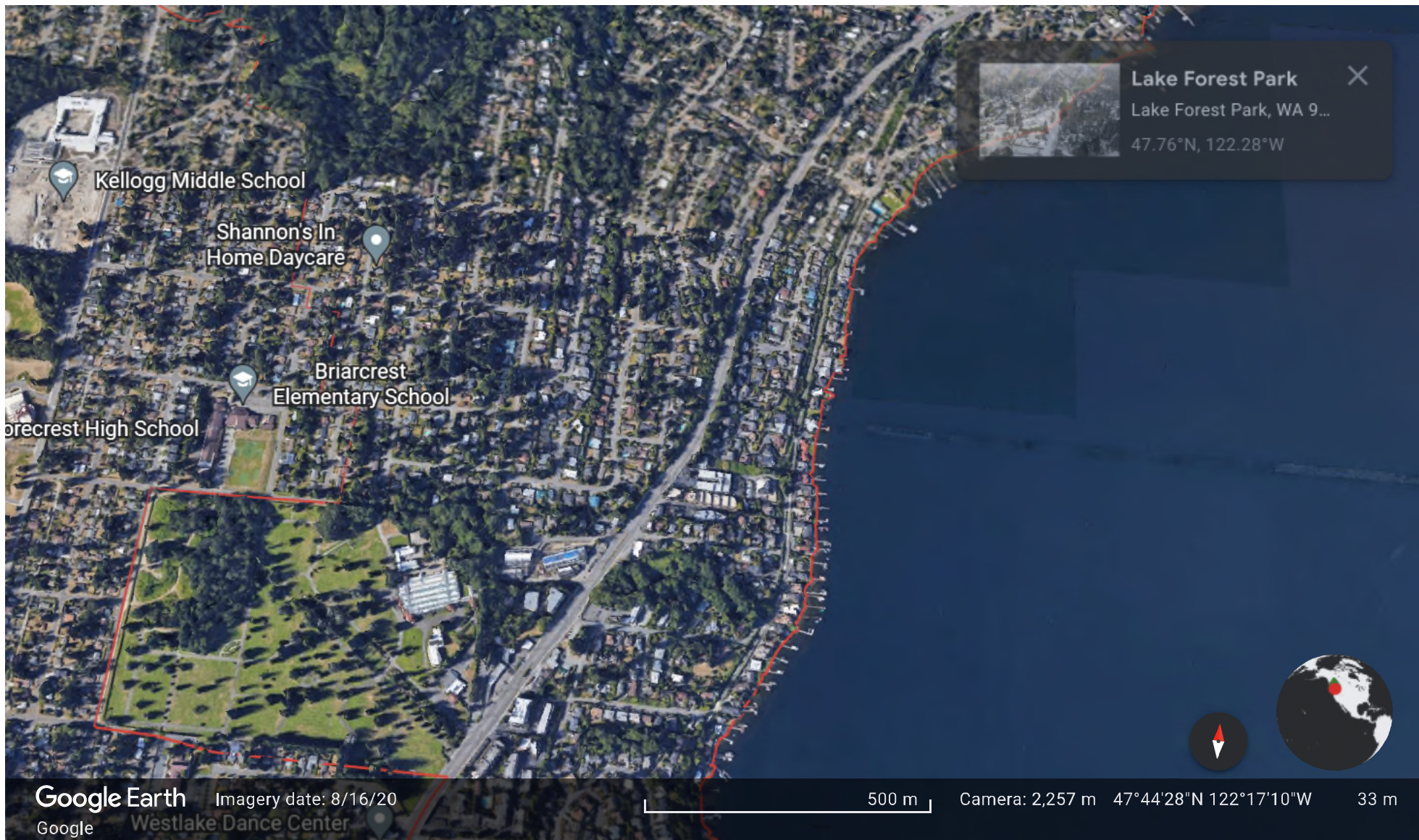
Project Impacts to the City and Residents:

- Project removes huge number of trees and permanently changes 'Lake Forest Park' identity
- It endangers documented Salmon streams and established nature habitats with noise and hazardous runoff. It endangers citizens due to dangerous construction methods and hazardous neighborhood exits required due to land topography- It impacts a higher percentage of property owners and small businesses than in any other city.

In conclusion, with no bus lanes to be added to the 145th portion, and with a South bound bus lane already present, it is financially irresponsible for Sound Transit to use our public dollars to the tune of \$250 million dollars to ***establish a single 1.2 mile bus lane going North from 145th to Ballinger Way.*** There are better ways to spend this money which is why I request that Resolution No. R2023-03 Lake Forest Park Property Acquisitions be permanently cancelled and a more effective way for this money to be spent. There are other real-world ways people transit from Lake Forest Park to the Light Rail at the 145th Station, and bus service has **INCREASED** in time (even with Covid) by over 30 minutes from Lake Forest Park to Seattle than in 2016 schedules.

Paula Goode

15348 Bothell Way NE, Lake Forest Park, WA 98155



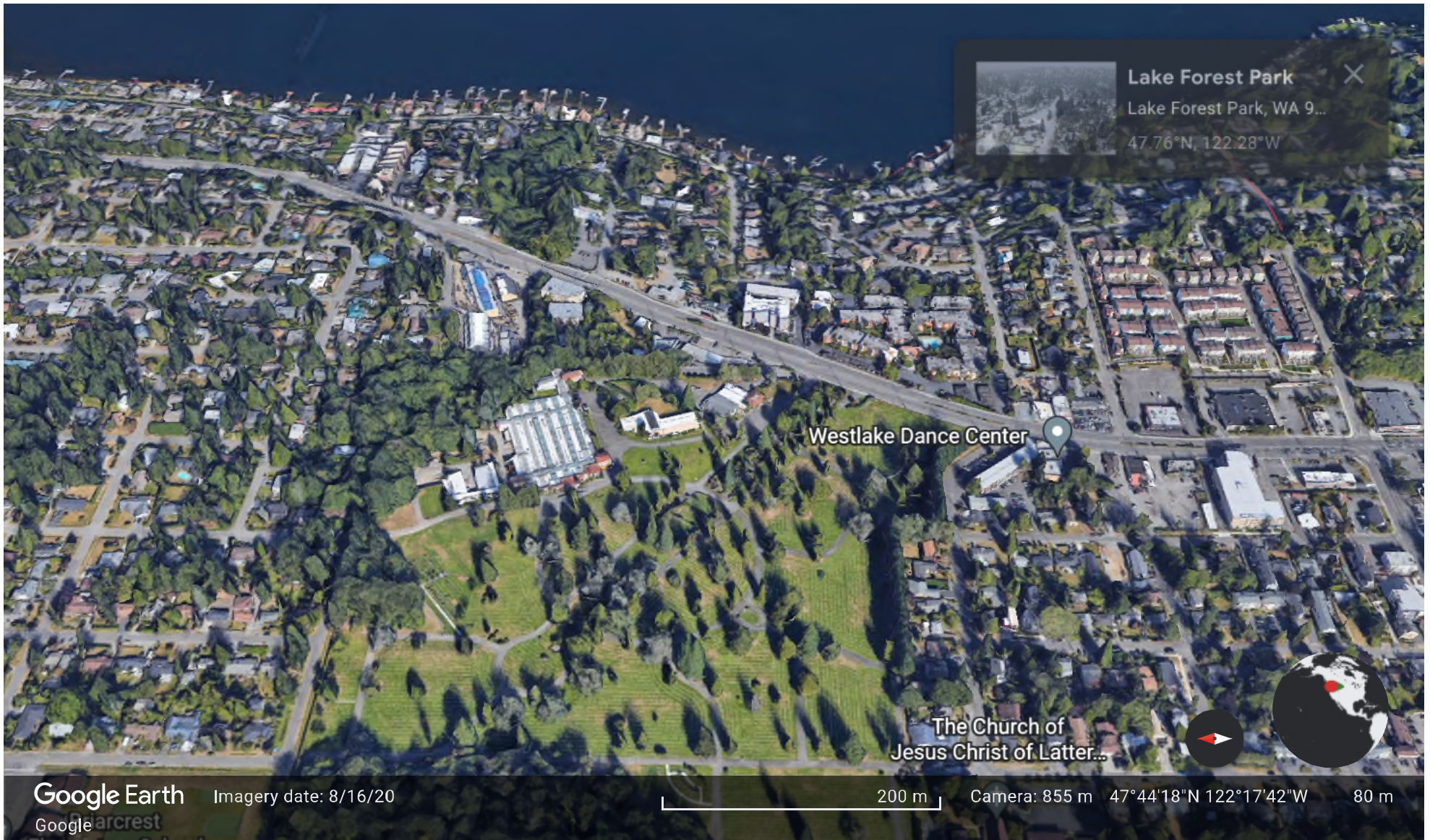
SR522 Route through Lake Forest Park - Looking North rising from approx 67' feet above sea level to 476' feet at the East most Border at Shoreline WA.



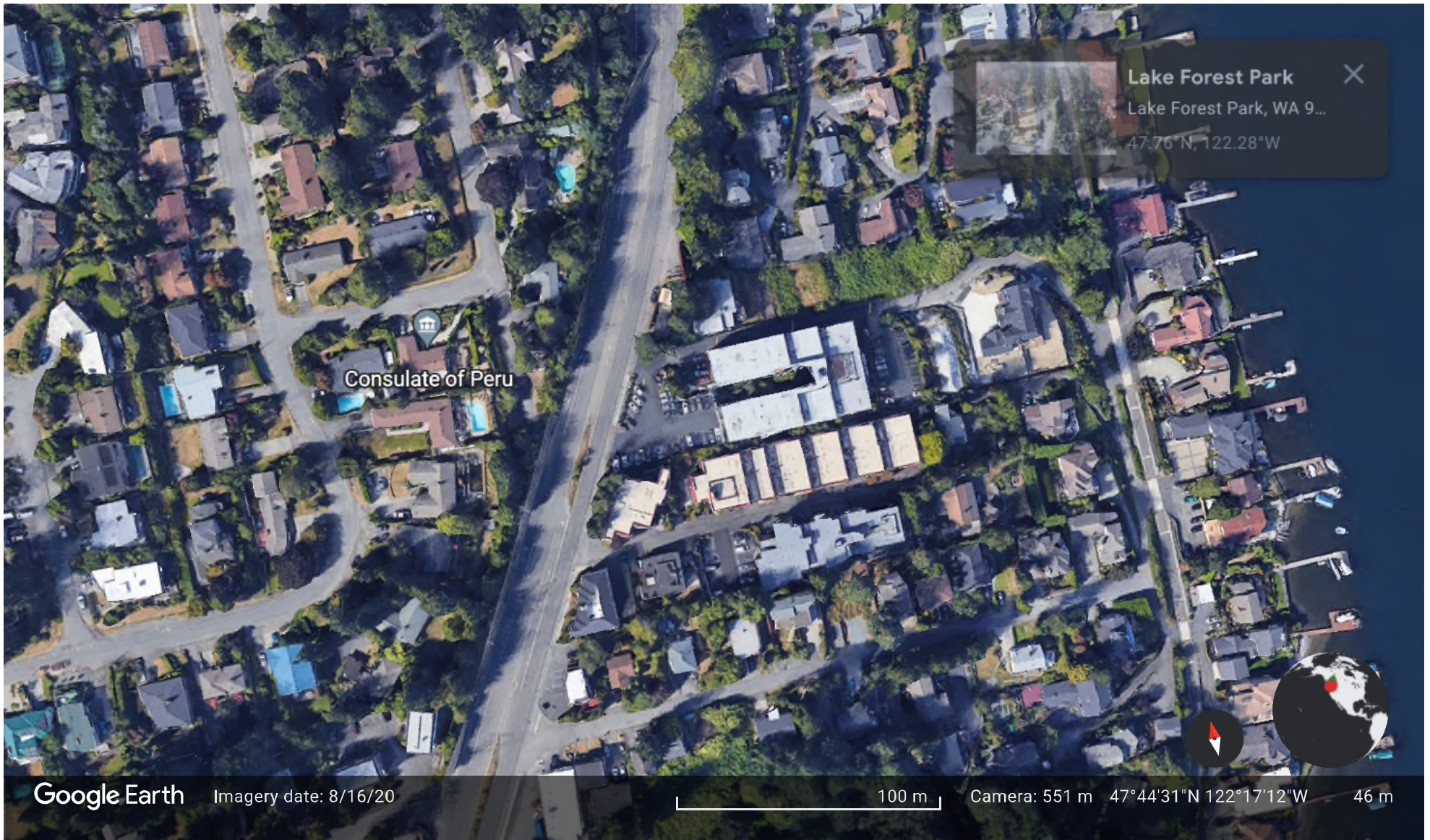
SR522 at NE 153rd Pinch-Point- This portion of the roadway is the most narrow with a steep slope on each side of the roadway. The trees behind the Bus Shelter represent a identified Salmon Stream (Bsche'tla) and this stream is approximately 100' feet BELOW this roadway. This is the area that has the steepest and highest slide area slope in the City of Lake Forest Park at 80 degrees and is LESS THAN 25 feet from the roadway.



Yellow Line Indicating Bsche'tla Stream running downhill from SR522 (1107 feet) to Lake Washington.
Treed area indicates steep slope and is approximately 100 ft down in center. These trees are documented to be higher than 120' feet with multiple Heritage Trees at the SR522 roadway itself.



View Looking East from Lake Forest Park to North End of Lake WA - Rising from approx 67' feet above sea level to 476' feet at the top of the hill.



View Showing Step Slope Topography



View Looking East at NE 155th looking towards Lake WA indicating slope present. Exiting out of this Dead End by the 50 or so residents lakeside (who's only exit this is) was deemed by Bothell Fire Marshall Jeff La Flamme as a safety hazard if the SR522 widening were to occur on the Eastside of the road in this area as planned.



View Looking North along Bothell Way NE and NE 155th indicating steep slopes on both sides of the roadway at the Historically Registered Sheridan Market. Sound Transit plans to extend the roadway to the East (right side of picture) but has not identified how the steep slope present at the roadway and behind the Sheridan Market would be reinforced. Bsche'tla Salmon Stream is present within 30 feet of the red door on the right of the structure. Reinforcing the slope would require mediation of 100 linear feet of slope from SR522 heading East, down 100 feet at 80 degrees. After two years of inquiry, there has been no answer as to how Sound Transit would safely reinforce the imminent slip hazard present.



Who is CORE? We are concerned neighbors who live in LFP, who are sharing information of ST3 and its impacts on our community.

January 11, 2023

Dear Chair Balducci, Vice Chair Roscoe, and members of the Sound Transit System Expansion Subcommittee:

I am concerned about the quality of communication among Sound Transit, their Board, the Lake Forest Park community, and the City of Lake Forest Park. I totally disagree with Faith Roland and Bernard Van De Camp, who stated at the November 17th Board Meeting, that there has been adequate and meaningful community outreach in Lake Forest Park.

The 30% - 60% Drawing Sets, have been developed without soliciting feedback from homeowners on both sides of Bothell Way. West side residents were not contacted about the magnitude of the alignment shift west (at 30% Documents, completed in 2021) creating major negative impacts to the community: scrubbing up to 16' within 63 homeowners property lines, demolishing nearly 500 trees and 500 shrubs, promoting environmental degradation, loss of habitat, harm to streams and wetlands; and replacement of the tree canopy with tall, blank, undifferentiated concrete retaining walls (requiring 5'-wide-permanent easements on private property, all along Bothell Way) with no mitigation for sound, landscape, privacy, or views of the highway.

For over 2-years, as these plans were drawn during COVID, there was no meaningful, direct one-on-one community outreach to westside residents or to the community—or City—as a whole. Now, Sound Transit seems to be confusing or conflating community outreach with acquisition outreach, which Sound Transit has stepped considerably up since mid-July.

This is why our City Council has asked Sound Transit to pause the design process, to respond to citizen's concerns in meaningful ways, that promote contextual design aligning with our values, mitigating this project's negative impacts, by reducing noise, pollution, environmental degradation, property takes, privacy issues, parking impacts, and diminished quality of life. If Sound Transit cannot accomplish this, perhaps these tax dollars are better spent elsewhere.

Is the Pain Worth the Gain or the Cost?

Bernard Van De Camp at the SBCC Meeting at the Civic Club in November 2022 confirmed:

The BRT speed advantage from Seattle to the Bothell Campus is 2 minutes with the Build.

2022 SR522 NE145 BRT Project Estimates Published by Sound Transit 30% Design: \$626 million; now \$651 million

Of the SR522 NE145 BRT budget of \$626 million (including all 8 miles) as much as \$250 million or 40% could be spent to build the 1.2-mile dedicated bus lane in Lake Forest Park. Property acquisition costs for 2023 alone are budgeted at \$83 million with 50% or more of the property acquisitions in Lake Forest Park, almost all necessitated by building the eastbound dedicated bus lane. This is a waste of tax payer money with little return.

Another consideration is ridership, which has declined as much as 70% since 2019. I rarely see a bus with more than four-to-six riders at any time of the day in LFP. COVID became the catalyst for remote work, now trending in our region. Now Seattle ranks second in the nation for remote work. The downtown remains uneasily empty, as workers opt to work remotely rather than accept free lunches, free parking or \$30,000 dollar raises to return to their once thriving offices.

Times have changed and no one can predict the future, but one thing is for sure, bad design does not get better with age. Please reconsider all of your assumptions for SR522 NE145 BRT and consider this wise old saying:

"It ain't what you don't know that will kill you. It is what you do know that tain't so."

(Please see my presentation on the following pages 2-8.)

With regards,

Vicki Scuri

15004 37th Ave NE, LFP 98155



Who is CORE? We are concerned neighbors who live in LFP, who are sharing information of ST3 and its impacts on our community.

Last fall, I created this presentation for the Lake Forest Park City Council, to visually illustrate my concerns regarding the design impacts to our City and especially to the west side of Bothell Way. I am attaching my presentation below, with annotations. When I created this presentation, I anticipated that our community would have input and impact on the design of the alignment. Still, I am hopeful that this will happen. My presentation is excerpted below.



This presentation received a unanimous positive response from our City Council. Our City supports transit. I voted for ST3, as did many of my neighbors. Our concern is that when we voted for ST3 in 2016, none of us knew the details of Sound Transit's plan or how it would impact our community as a whole.

Previously, I have worked for Sound Transit as a consultant and always, I have been impressed with how Sound Transit really tries to engage with communities and reflect their values. A good example of this is the South Bellevue Station, a project I worked on and know well. Here, nature and transit again collided, but Sound Transit went above and beyond to reach back to the South Bellevue community to reach a design solution that reflects their values and identity. This is why I am so dismayed with how this project has progressed. I realize that COVID played a role, but so did community Zoom Meetings that formed in a vacuum with few participants and no follow-up to encourage or solicit community comment, especially from all of the most impacted homeowners and businesses.

It is not too late to correct this process. At the November SBCC meeting where Sound Transit presented, I was surprised to learn that key members of the Design Team had never visited the site before that night. Paula Goode, a member of CORE and our community is sending you a letter with aerial and roadway views that illustrate roadway conditions and environmental concerns. I strongly encourage the Sound Transit Design Team and Board Members to visit our site and work with our community, Community Council and the City, to make this a project that we can all be proud of and will serve to benefit the present and future generations.



Who is CORE? We are concerned neighbors who live in LFP, who are sharing information of ST3 and its impacts on our community.

One of the challenges we face in the 21st century is humanizing our transportation infrastructure. These projects often, paradoxically, divide neighborhoods while seeking to connect others. Large scale efforts to increase mobility often impact neighborhoods at the human scale. Infrastructure can become a better neighbor by responding to its site, landscape and community. We must transform infrastructure from anonymous expressions of planning and engineering into amenities that celebrate and reflect local identity.





Who is CORE? We are concerned neighbors who live in LFP, who are sharing information of ST3 and its impacts on our community.



Stride S3 Impacts 16' Inside Property Lines of 24 Homes Along the West Side of Bothell Way

WSDOT Standard Patterning Above / 10'-12' Tall Wall Shown Below Creates a Dead Space





Who is CORE? We are concerned neighbors who live in LFP, who are sharing information of ST3 and its impacts on our community.



Stride S3 Wall and Black Chain Link Fence Do Not Provide Noise Mitigation or Landscape



Planted Retaining Walls and Sound Walls with Vines Growing from Top and Bottom



ST Proposed Solution



Preferred Solution

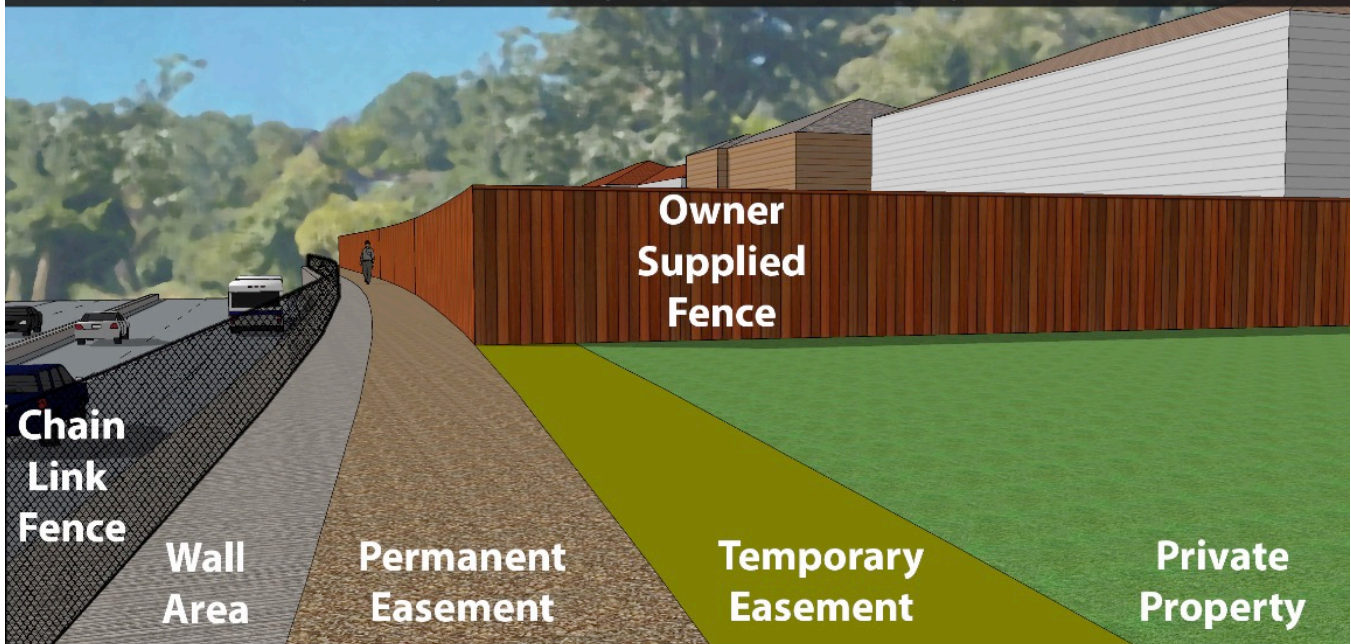


Who is CORE? We are concerned neighbors who live in LFP, who are sharing information of ST3 and its impacts on our community.



The Permanent Easement Proposed by Stride S3 Creates a No Man's Land, Between Fences

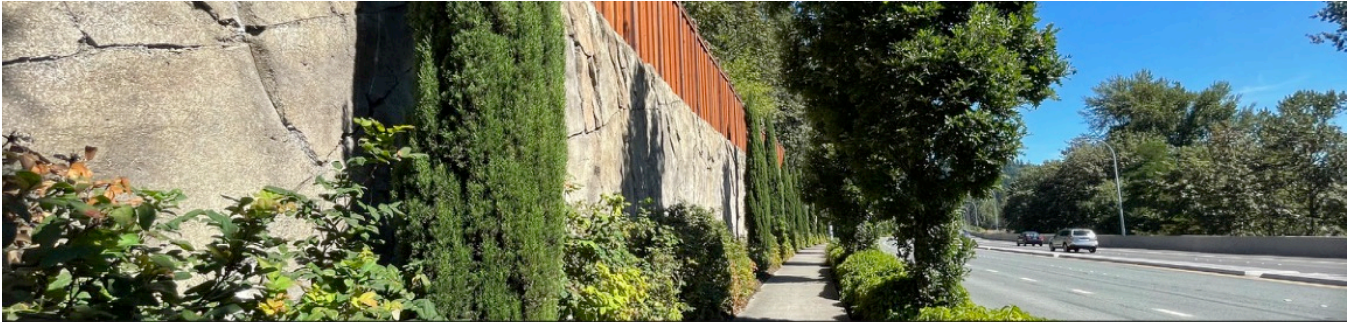
Homeowner Privacy, Security & Property Values are Impacted by the Permanent Easement



Stride S3 Provides a Black Chain Link Fence Only at Top of Wall



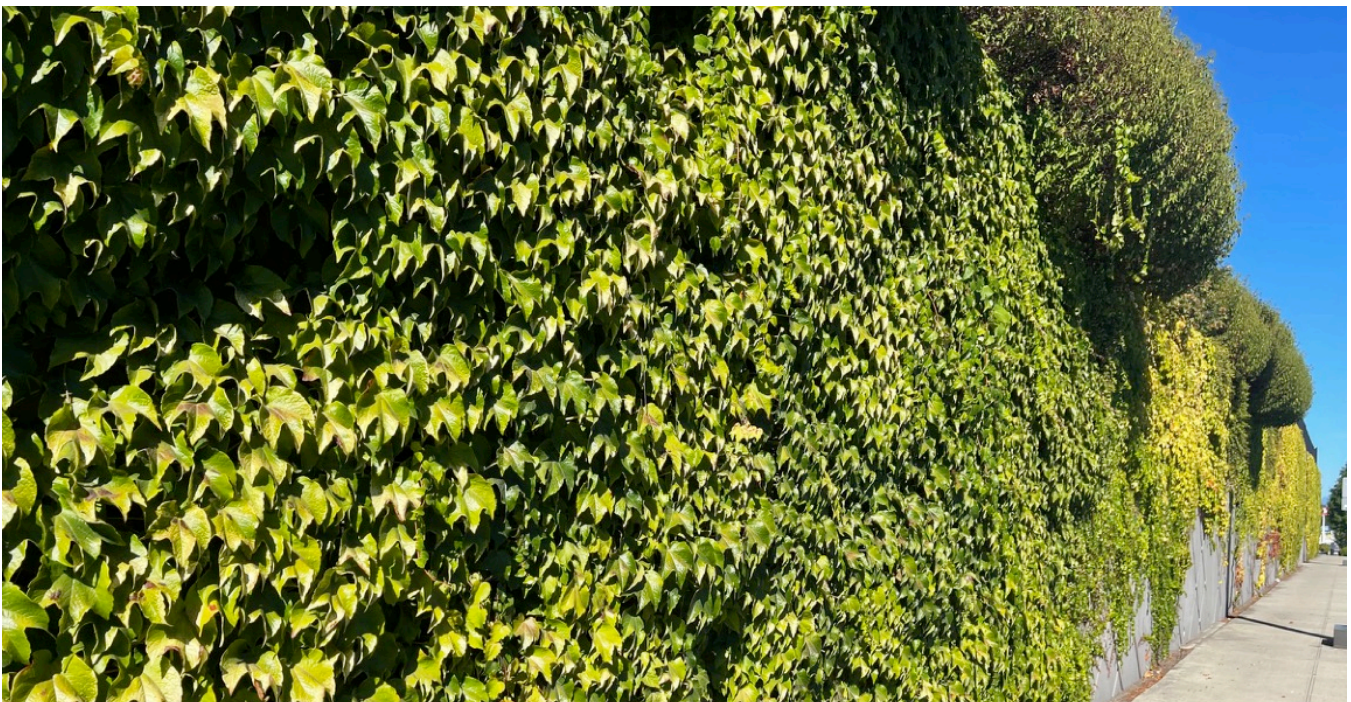
Who is CORE? We are concerned neighbors who live in LFP, who are sharing information of ST3 and its impacts on our community.



Along Bothell Way, a Narrow Band of Plantings Softens the Impact of the Wall and Road



In Kenmore, Vines and Hanging Plants Need Minimal Space and Care to Provide Greening



In Kenmore, Vines and Hanging Plants Need Minimal Space and Care to Provide Greening



Who is CORE? We are concerned neighbors who live in LFP, who are sharing information of ST3 and its impacts on our community.



Lake Forest Park Identifies with Trees



Patterning Reinforcing City Identity and Nature is Preferred Rather Than Generic Texture

Some Questions to Consider

What is the Gain?

What is the Pain?

Is the Gain Worth the Pain?

vicki@vickscuri.com

Gregory L & Darlene L Banks

January 11, 2023

Site address: 18421 104th Ave NE, Bothell, WA 98011

County Tax Parcel No: 0967000435

Sound Transit Row No: BRS576

RE: Personal/public comment on Sound Transit Board resolution to acquire permanent and/or temporary real property rights for my property.

To the Sound Transit Board:

My property is at the SW corner of NE 185th St and 104th Ave NE in Bothell.

I purchased this property in February 2011 and converted an existing 80-year-old residential home to multi-use residential and business. That was a time consuming and expensive endeavor but was required to relocate my insurance business into the building along with rental of a basement apartment to a single unit tenant.

The 60% plans, established by Sound Transit illustrate the following:

- a bus stop structure built directly across from my property on the north side of NE 185th,
- a 9 ft wide sidewalk and a new right turn lane on the South side of 185th St, turning South onto 104th Ave NE, both within my North property line
- acquiring only approximately 25 feet of the north edge of my property.

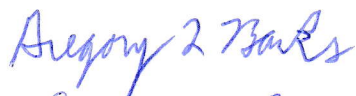

The footprint shown on my property takes the sidewalk to within three feet of the residential basement tenant's north windows and would be a huge privacy, noise, and safety issue right outside the basement tenant's bedroom. If he opened his blinds for light, sidewalk users would be looking directly down into his bedroom and den. He would not be able to open the windows next to the sidewalk anymore. The sidewalk construction location would also require removal of the underground heating oil tank and fill cap access it would cover, taking away use of my oil furnace as the source of heat for the building.

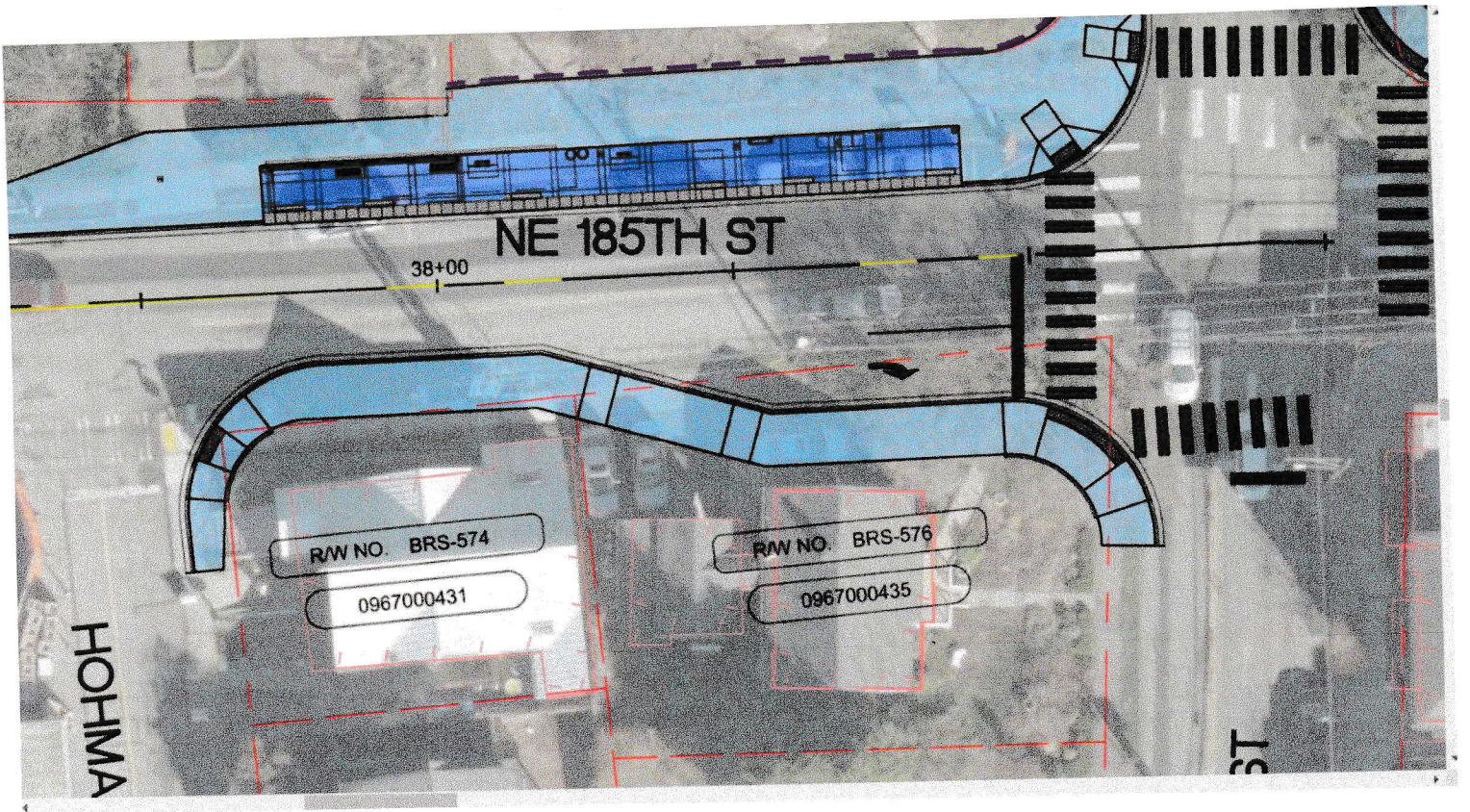
The footprint would consume the entire existing City ordinance required business, residential and ADA parking availability for the property. It would leave no parking on the premises and would also cut off my required ADA access ramp 2 feet above the sidewalk. Even if the ramp and the ADA parking, often used by my elderly clients, could be relocated and restored by removal of substantial landscaping on the East portion of the property and paving over my front yard, there is not enough additional room to then have any other parking available for me, my employees, my tenant, or my insurance customers within the confines of my property. The bus stop structure will remove three current street parking spaces and leave only the extremely limited and mostly unavailable remaining street parking, many of which are several blocks from the property.

With no available parking on the property or even nearby, the converted home will no longer be of conforming use for either a business, a residential tenancy, or residential owner to occupy. The City of Bothell requires 3-4 non-ADA parking spaces for the current usage, given some allowable sharing between the tenant and business. The entire property would become unusable not only by me for its current use, but for sale to any future owner of the property, given the absence of any required or needed parking. The Board's plan to only take a portion of the property, mostly permanently after the construction period, needs to be reviewed as a total property purchase and include compensation for relocation of the business and the residential tenant who would also be displaced. The entire property would be devalued and made uninhabitable by the partial purchase illustrated in the plans.

Please add this to the record for this system expansion meeting as well as for the Board meeting on January 26th, 2023.

Sincerely, Greg and Darlene Banks and my business: Gregory L Banks Insurance Agency



Cerrissa Montez

Right of Way Agent

Consultant for Sound Transit

T: (206) 623-1633

C: (206) 499-5701

c-cerrissa.montez@soundtransit.org

January 12, 2023

Via Email: Meetingcomments@soundtransit.org

Hon. Claudia Balducci
Committee Chair
System Expansion Committee
Sound Transit
Ruth Fisher Boardroom
Union Station
401 S. Jackson Street
Seattle, WA 98104

Re: Notice of representation of and comments on behalf of:

Property Owners: Gregory L. & Darlene L. Banks (“**Property Owners**”)
Site Address: 18421 – 104th Ave NE, Bothell, WA 98011 (“**Site**”)
Sound Transit ROW: BRS576
Committee Bus. Item: 6 Resolution No. 2023-03/Acquisition of Real Property

Dear Committee Chair Balducci:

This letter is to advise Sound Transit of our office’s representation of the above referenced Property Owners, and to submit comments in opposition to the proposed partial take of the Site by Sound Transit.

Separately, our clients, as Property Owners of the Site since February, 2011, are submitting written comments also in opposition to the proposed “partial take” of the Site.

GROUND FOR OPPOSITION TO PROPOSED TAKE

The following are just a summary of *some* of the basis upon which the Property Owners oppose the proposed acquisition of their property.

1. Absence of showing of “public use and necessity”. Prior to taking of private property, the condemning governmental agency must show it is needed by “**public use and necessity**”. Sound Transit has not shown that it can meet this fundamental test, found in both the US Constitution’s Fifth Amendment and the Washington Constitution’s Article 1, Sec. 16.

2. The proposed “take” by Sound Transit initiates the “severance damages rule”.

Sound Transit proposes that it be authorized to just do a “partial” take, but its proposal will create an unusable remainder to the substantial financial detriment of the Property Owners.

The “severance damages rule” is the proper means to determine just compensation where the court looks at the value of the part taken **plus the damages resulting to the remainder**. See *State v. Rifle & Sportsman’s Club*, 132 Wn.App. 85 (2006). See, also *Comment, “Property Owners Look Out: The Train is Coming”*, 44 *Seattle University Law Review*, (Issue 3, 2021), 817 at 822, by Natalie Crane.

3. Reduction of existing business income will be substantial.

The Site is currently used both as a residential rental property and as office property for the Property Owners. Both sources of income will be greatly reduced if the “take” proceeds. The amount of the loss will be provided by both appraisal expert opinions and by the Property Owners themselves. See *State v. Wilson*, 6 Wn.App. 443 (1972).

4. Sound Transit will be obligated to pay for the substantial cost of relocation of the Property Owners business operations and the current residential tenant.

The law and Sound Transit rules and regulations obligate that property owners be fully and fairly compensated for all of the costs incurred in the relocation of both residential tenants and business operations. See “Uniform Relocation Assistance and Real Property Acquisition”, WAC §§ 468-100-201 through -404.

5. Loss of potential enhanced value from assemblage & development opportunity.

The Site is located adjacent to additional parcels that are part of a potential assemblage that would result in significant loss of potential profit to the Property Owners if the proposed “take” proceeds. It is abundantly obvious from even a cursory look at new commercial and multifamily developments in the immediate area that there is substantial demand for creation of redevelopment and increased density surrounding the Site. There opportunities will be wrongfully lost if Sound Transit seizes a portion of the Site that renders the remainder effectively unusable.

CONCLUSION

We urge that the System Expansion Committee **not include the Site** if it decides to proceed with Resolution No. R3034-03, thereby allowing the Property Owners and their counsel in our office to engage in serious and good faith discussions with the staff of Sound Transit about the proposed “take”. If any of the above is unclear, or if you have any questions, please do not hesitate to call. And please confirm receipt of these comments.

Very truly yours,

CRANE DUNHAM PLLC

/S/

Stephen J. Crane

Written comments to System Expansion Committee of Sound Transit re ROW BRS576
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Copy: Gregory and Darlene L. Banks