

# 1/26/2023 Board Meeting Written Public Comment Submissions

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*Redmond Mayor Angela Birney, representing East Side  
jurisdictions and organizations*

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

Dear Chair Constantine, Members of the Board, and CEO Timm,

Attached please find a letter from Eastside Cities and regional community and business organizations. The letter expresses our support of Resolution No. R2023-06, authorizing the expenditure of up to \$6 million from the East Link project budget to further develop the option to open a portion of East Link Extension, and extends our appreciation for Sound Transit's willingness to look for benefits systemwide.

Thank you for your consideration.

Mayor Birney  
On behalf of signatories

Sincerely,  
**Angela Birney** (she/her/hers)  
Mayor, City of Redmond

*Mealear Khiev*

Hello Sound Transit Board Team,

My name is Mealear Khiev, a homeowner in (Downtown) Redmond, WA. I wanted to provide my testimony on how running the Eastside Starter Line will impact my commute between Bellevue & Redmond Technology Center. I take both the Redmond buses and Lyft/Uber rides to go to and from Bellevue weekly. The Eastside Starter Line would reduce my commute time in half and reduce my carbon footprint, as well as increase affordability and accessibility to efficient transportation for all on the Eastside. It will be a great service for us Redmond residents and I am excited for this development to come to our community as soon as possible.

Thanks in advance,

Mealear Khiev

## *Michael Proulx*

Dear Board,

The sooner the link between Redmond and Bellevue the better! Upon moving to the area, we really did not want a car, but after six months it was just not tenable. Having the rail option means less contribution to pollution by driving in traffic (the freeway interchange is always backed up), safer (the interchange and exits to the center of Bellevue are scary with cars cutting in), time taken would be more dependable (traffic delays), and I could use the time to read, work or relax, which would be amazing.

Best wishes,

Michael

## *Lake Forest Park Councilmember Tracy Furutani*

Dear Sound Transit Board:

I'm writing as a Lake Forest Park Councilmember, and would like to clear up some misconceptions that may be circulating as a result of an unfortunately-worded message in a neighboring city's newsletter.

The Lake Forest Park Council passed a resolution on December 8 last year, asking the Sound Transit Board to delay progress on the Stride S3 Bus Rapid Transit Line by ninety days in an effort to foster more communication between Sound Transit staff and the residents of Lake Forest Park. I voted for the resolution, hoping that an in-person town hall-style meeting could be held at a location within the city sometime in during that delay period so that Sound Transit staff could make clear to Lake Forest Park residents what was happening and what was not happening with the overall Stride S3 project. Given that this is the sort of communication that was promised to the residents by Sound Transit at the inception of the project, I thought our request was not unreasonable, especially since the pandemic disrupted originally scheduled meetings like the one I was envisioning.

I am not against Stride S3's goals. I am hoping that Sound Transit will take an opportunity to present the project to the community, in a setting where questions are welcome.

Thank you,

Tracy Furutani  
Lake Forest Park Councilmember

## Jay and Robin Tzucker

Our names are Jay and Robin Tzucker and we are residents of Lake Forest Park. Your ST3 522 project will significantly impact our neighborhood in a disproportionate and devastating way.

We are asking you to work with the City of Lake Forest Park to make design changes that will leave our city with more tree cover and have a lighter impact on our neighborhood. We are not asking you to stop the project or even substantially delay it.

Given the minimal reduction in commute times, we would like to see a queue bypass and signal priority instead of a new BRT lane. Taking this approach would result in far less property acquisition, far fewer trees cut down, and a substantially smaller retaining wall.

We would like to see a smaller-footprint BRT stop at 165th, similar in size to the bus stop that currently exists. Your standard and planned large industrial design is not the right fit for a residential neighborhood.

And finally, a foot-by-foot approach to tree conservation that reduces overall impact on tree cover, noise, and environment.

We moved here from Kirkland about ten years ago. What attracted us to Lake Forest Park was the fact that we would literally be living in a forest. The trees are a huge part of what brought us here, and the idea that so many trees are going to be cut down to widen a roadway (with such a negligible effect on traffic) is so incredibly disappointing and depressing.

We hope you will reconsider the current plan and work with the city of LFP to come up with a better solution.

Sincerely,

Jay and Robin Tzucker

## Kyle Gati

**We support SR522 NE145 BRT. We are not asking to stop or delay the project. We are asking for these modifications:**

Instead of building the 1.2-mile dedicated north/eastbound bus lane in Lake Forest Park, we ask Sound Transit to build bus queue jumps (similar to the design on NE 145<sup>th</sup> Street) and signal priority along Bothell Way; redesign our bus stops to be an appropriate length for our residential neighborhoods and maximize tree conservation. These modifications would reduce the need for retaining walls and the number of property acquisitions and eliminate most of our environmental concerns.

This seems like an equitable solution for the citizens of Lake Forest Park, the other cities on the corridor, transit riders, tax payers and Sound Transit.

Kyle Gati

16201 37th Ave NE



Deb Blaha

My name is Deb Blaha. I'm a resident of Lake Forest Park.

- Sound Transit's ST3 522 BRT project impacts our neighborhood in a disproportionate and devastating way.

- We are not asking you to stop this project, or substantially delay it.

- We're asking you to work with the City of Lake Forest Park and make design changes that take less property and tree 🌲 cover, and have a lighter impact on our neighborhood's character and surrounding environment.

- Specifically, we'd like to see:

- A foot-by-foot approach to tree 🌲 conservation that reduces overall impact on tree cover, noise and environment. There are many eagles, osprey, owls and other protected birds that migrate through this area and use the trees to nest and rest. The birds also access Lake Washington from the trees for fishing. It is extremely important that as many of the tall landmark trees that are used by the eagles, osprey and other birds in our area are protected! This can be better done with the queue bypass solution.
- Instead of a new BRT lane, consider queue bypass and signal priority as you've already designed on this project's stretch through 145th Street. Taking this approach would result in far less property acquired, far fewer trees cut down, and a substantially smaller retaining wall.
- A smaller-footprint BRT stop at 165th, similar in size to the bus stop that's there today. Sound Transit's standard and planned large industrial design is not the right fit for a residential neighborhood.

• -

We remain hopeful there is a solution.



Thank you for your time,  
Deb Blaha

## Jeff Snedden

### **To the Sound Transit Board:**

I support the HWY 522145<sup>th</sup> BRT project. However, like many others in Lake Forest Park, I am asking the Sound Transit Board to formally consider modifications to the project here in Lake Forest Park.

I am also deeply offended by the Kenmore City Council's public position that it's just a handful of disgruntled "property owners" in Lake Forest Park who want to entirely stop this project. I've lived in Lake Forest Park for almost 40 years and nearly all my friends and neighbors are asking Sound Transit the same thing. Seriously consider modifications to the existing design here in Lake Forest Park.

Specifically: Instead of building the 1.2-mile dedicated north/eastbound bus lane in Lake Forest Park, build bus queue jumps, just like the design being implemented on NE 145<sup>th</sup> Street, as well as signal priority along Bothell Way and a redesign of our bus stops to be an appropriate length for our residential neighborhoods while maximizing tree conservation. These modifications achieve almost the same end as the existing one and are likely less costly and take less time to construct.

Using the same design principles as planned for 145<sup>th</sup> here in Lake Forest Park, it would have the added benefit here of reducing the need for retaining walls, the number of lost trees and shrubs, the number of property acquisitions while eliminating most of our environmental concerns.

Don't buy into Kenmore's label that you are hearing from a handful of disgruntled property owners in Lake Forest Park. It's virtually the entire City of Lake Forest Park as well as our elected officials that think there is a far less impactful way of achieving substantially the same benefits envisioned in the current design, that could likely be achieved at a lower cost and built in a shorter time frame.

This is not asking too much from the Sound Transit Board of Directors. In fact, it is what is expected of the Sound Transit Board and 100% in the spirit of the Realignment Process to be constantly on the lookout for new, effective and less costly ways to build a mass transit system.

Jeff Snedden

## *Elizabeth Krzyminski*

### **To the Sound Transit Board:**

#### **I am one of the home owners affected by the last leg of the**

HWY 522/145<sup>th</sup> BRT project. I unlike the mayor of Kenmore was a daily commuter up and down Rt. 522, that was until the 522 bus route was modified and no long goes to downtown Seattle, eliminating any chance of a reasonable commute from my home to my office.

I am appalled at the lack of consideration for the home owners of Lake Forest Park. I am outraged at the falsehoods presented to you, the members of the Sound Transit board. Homeowners in Lake Forest Park were not provided with meaningful information until just recently, when the 60% project information became available.

I support the HWY 522/145<sup>th</sup> BRT project. However, like many others in Lake Forest Park, I am asking the Sound Transit Board to formally consider the following modifications to the project here in Lake Forest Park.

Instead of building the 1.2-mile dedicated north/eastbound bus lane in Lake Forest Park, I join others in Lake Forest Park to ask Sound Transit to build bus queue jumps (like the design on NE 145<sup>th</sup> Street) and signal priority along Bothell Way; redesign our bus stops to be an appropriate length for our residential neighborhoods and maximize tree conservation. These modifications would reduce the need for retaining walls and the number of property acquisitions and eliminate most of our environmental concerns.

Elizabeth Krzyminski

## *Paula Goode*

Sound Transit Board of Directors,

On January 20, I received a copy of a broadcast email from the City Of Kenmore (copy below) to the citizens of Kenmore rallying support against Lake Forest Park. As a Lake Forest Park resident and as an effected property owner to the 522/NE 145<sup>th</sup> BRT project, I take serious offense to this email. Due to David Baker's role on the Kenmore City Council as well as on the Board of Sound Transit, I see this message shown below as a serious Conflict of Interest; and Instead of rallying Kenmore citizens against lake Forest Park, they should have engaged in dialog with Lake Forest Park City Council and the Mayor.

I see Kenmore's email (copied below) as a direct response to Lake Forest Park (LFP) residents who participated in the ST Board Meeting on 1/12/23 for Resolution No. R2023-03 for Property Acquisitions. It was apparent that David Baker (as the only common denominator between these two events), is the City official responsible for the content, script, and publication of this email. I see this as an abuse of his position, a Trump-Tactic and Political Theater. **To be clear, Lake Forest Park residents are not opposed to the 522/NE 145<sup>th</sup> BRT**, however they ARE concerned about irreversible changes to the Environment to include Noise Pollution, Tree Removal, Climate Change affects and visible irrevocable changes to the City of Lake Forest Park.

There is a Partnering Agreement (GA 0186-18 Authorized by ST Motion No. M2020-03 signed on 2/2/20 by Peter Rogoff) outlining Community Engagement and processes that have not been upheld by Sound Transit. There have been multiple and exhaustive attempts from multitudes of LFP residents, the City Council, and the Mayor for more Community Engagement for dialog regarding design that have been ignored by Sound Transit which seems to be a common theme in small and dis-advantaged communities on Sound Transit Projects (Intl Dist.).

There are only 6 Kenmore properties on the Resolution No. R2023-03, however there are 53 properties in LFP. Kenmore also has almost double the population, plus a City Council Member that is also a Member of the Sound Transit Board. It is almost certain that the City of Kenmore has had input on 522/NE 145th BRT through their corridor on project design where the City of Lake Forest Park has not.

On the ST Board Meeting on 1/12/23, we heard Bernard van de Kamp, Program Executive, and Faith Roland, Real Property Director **incorrectly** state community engagement statistics, content of those engagements, property acquisition square footage and impacts to the City as well as travel time and ridership numbers. **Our** LFP Community members have studied Sound Transits own data, available via FOIA requests and **dispute** the stated numbers by these people during their oral presentation during that meeting. We have investigated possibilities in favor of accomplishing the same goal without wholesale destruction of our City. We have developed our ask that is in support of accomplishing the same goals that Sound Transit has stated for the goals through our corridor. Due to the limited and unusual geography of Lake Forest Park, we feel that our ask below is another way to achieve the same goal, save project dollars, reduce project completion time, reduce acquisitions, and be a better fit for our very small community that is Lake Forest Park.

**Specifically:** Instead of building the 1.2-mile dedicated north/eastbound bus lane in Lake Forest Park, we are requesting the same bus queue jumps that are being implemented on NE 145th Street in conjunction with signal priority along Bothell Way that are already an approved method through the NE 145<sup>th</sup> corridor. This along with a redesign of our bus stops to be an appropriate length for our residential neighborhoods (to allow for maximizing tree conservation and to prevent toxic runoff to our multitude of streams that are along our portion of roadway). These modifications achieve the same goals as the existing devastating plan and as a plus are less costly and faster to complete.

In conclusion, I believe that the City of Lake Forest Park is due an apology from the City of Kenmore. To pit a City against another one is a bullying tactic, and I hope this behavior is not condoned by Sound Transit. We also ask that Sound Transit to uphold and USE the Partnering Agreement that is signed, and that we have a seat at the table for our City and the design in progress, and to modify the design through our corridor to match our 'ask'.

Paula Goode  
Resident, Lake Forest Park

## Jay and Robin Tzucker

Dear Sound Transit Board,

Central to the practice of equitable engagement is the act of co-creation and community-led decision-making as a way to combat power imbalances that exist between traditional authorities and the communities who face inequities. This is from Sound Transit's own Racial Equity Tool. Unfortunately, this is not the path that Sound Transit is taking. It is time to get back on track.

Community engagement is more than scheduling a presentation at the edge of the neighborhood, inside a building that only commuters would reasonably enter, and advertising the event only on your own website.

- Posters for each and every workshop, should be posted in the lobby of every residential building.
- Flyers should be distributed to each business in Chinatown, Japantown, and Little Saigon.
- Mailers should be sent to all residents in Chinatown, Japantown, and Little Saigon.
- ST should reach out to local organizations to help with outreach.

Six months have been wasted in NOT engaging with the community.

Sound Transit must extend the deadline AND follow the Racial Equity Tool before making a decision that will be detrimental to the CID community.

I favor the 4th Avenue option for a new Sound Transit light rail station.

Sincerely,

Donald Brubeck

## Vanessa Whorley

**CAUTION:** This email originated from a contact outside Sound Transit. Remember, do not click any links or open any attachments unless you recognize the sender and know the content is safe. Report any suspicious email by clicking the "fish" button in Outlook. Thank you! ST Information Security

Hello -

I live in Lake Forest Park and have concerns about the SR522 NE 145 BRT project.

**Our Message is this: We Support SR522 NE 145 BRT**

**We ask for the following modifications:**

Instead of building the 1.2-mile dedicated north/eastbound bus lane in Lake Forest Park, we ask Sound Transit to build bus queue jumps (similar to the design on NE 145<sup>th</sup> Street) and signal priority along Bothell Way; redesign our bus stops to be an appropriate length for our residential neighborhoods and maximize tree conservation. These modifications would reduce the need for retaining walls and the number of property acquisitions and eliminate most of our environmental concerns.

We hope you will seriously consider the above - and how it would impact those living in our community.

Sincerely,

Vanessa Whorley

## *Jerry Martin*

### **To the Sound Transit Board:**

While I may support the HWY 522/145<sup>th</sup> BRT project. I, like many others in Lake Forest Park, am asking the Sound Transit Board to formally consider the following modifications to the project here in Lake Forest Park. I am not one of the impacted property owners.

Instead of building the 1.2-mile dedicated north/eastbound bus lane in Lake Forest Park, I join others in Lake Forest Park to ask Sound Transit to build bus queue jumps (like the design on NE 145<sup>th</sup> Street) and signal priority along Bothell Way; redesign our bus stops to be an appropriate length for our residential neighborhoods and maximize tree conservation. These modifications would reduce the need for retaining walls and the number of property acquisitions and eliminate most of our environmental concerns.

Jerry Martin

## *Emily Jo Artim*

- My name is Emily Jo Artim. I'm a resident of Lake Forest Park and the Sheridan Beach Community Club HOA.

- Sound Transit's ST3 522 BRT project impacts our neighborhood in a disproportionate and devastating way.

- We are not asking you to stop this project, or substantially delay it.

- We're asking you to work with the City of Lake Forest Park and make design changes that take less property and tree cover, and have a lighter impact on our neighborhood's character and surrounding environment.

- Specifically, we'd like to see:

- Instead of a new BRT lane, consider queue bypass and signal priority as you've already designed on this project's stretch through 145th Street. Taking this approach would result in far less property acquired, far fewer trees cut down, and a substantially smaller retaining wall.
- A smaller-footprint BRT stop at 165th, similar in size to the bus stop that's there today. Sound Transit's standard and planned large industrial design is not the right fit for a residential neighborhood.
- A foot-by-foot approach to tree conservation that reduces overall impact on tree cover, noise and environment.

- We remain hopeful there is a solution. But it requires you as a Board to take action in directing your staff to refine, and redesign, in partnership with our residents and our City.

**Emily Jo Rajotte Artim, MPH**

## *Steve and Dina Clagg*

This message is regarding the 1/26 ST Board meeting concerning Resolution R2023-03.

Our names are Steve and Dina Clagg, and we are residents of Lake Forest Park and the Sheridan Beach Community Club HOA.

Sound Transit's ST3 522 BRT project impacts our neighborhood in a disproportionate and devastating way.

- **We are not asking you to stop this project, or substantially delay it.**

- We're asking you to work with the City of Lake Forest Park and make design changes that take less property and tree cover, and have a lighter impact on our neighborhood's character and surrounding environment.

**Specifically, we'd like to see:**

- **Instead of a new BRT lane, consider queue bypass and signal priority as you've already designed on this project's stretch through 145th Street. Taking this approach would result in far less property acquired, far fewer trees cut down, and a substantially smaller retaining wall.**
- **A smaller-footprint BRT stop at 165th, similar in size to the bus stop that's there today. Sound Transit's standard and planned large industrial design is not the right fit for a residential neighborhood.**
- **A foot-by-foot approach to tree conservation that reduces overall impact on tree cover, noise and environment.**

We remain hopeful there is a solution. But it requires you as a Board to take action in directing your staff to refine, and redesign, in partnership with our residents and our City.

Steve and Dina Clagg

## *Chelsea Victor*

Sound Transit Board,

Like many others in Lake Forest Park, I am asking the Sound Transit Board to formally consider modifications to the project in Lake Forest Park. I was born and raised in this city, and moved back shortly after graduating from UW, as there is no better place to raise a family. Lake Forest Park is a unique and special place; I want to see its environment and character maintained as much as possible.

Please seriously consider modifications to the existing design here in Lake Forest Park. Instead of building the 1.2-mile dedicated north/eastbound bus lane in Lake Forest Park, build bus queue jumps and signal priority along Bothell Way. Redesign our bus stops to be an appropriate width for our residential neighborhoods.

These modifications achieve a similar outcome and are likely less costly and take less time to construct. It would have the added benefit of reducing the need for retaining walls and property acquisitions, while also maximizing tree conservation.

As a lifetime resident and active member of the Lake Forest Park community, I can assure you that this sentiment is shared by the majority of residents. I urge the Sound Transit Board of Directors to listen to our concerns. It is what is expected of the Sound Transit Board, and 100% in the spirit of the Realignment Process to be constantly on the lookout for new, effective and less costly ways to build a mass transit system.

Thank you,  
Chelsea Victor

### *Alexia Bailey*

To the Sound Transit Board:

Having lived in NYC, I do support public transit. I do take Sound Transit whenever I go into Seattle. I support the expansion of light rail.

However, I love what's special about Lake Forest Park. That's why I chose to live here. I believe we can have light rail expansion while also maintaining much of what makes LFP unique -- its tree canopy -- by considering an alternative to the current design and so I respectfully ask Sound Transit to formally consider the following modification to the project here in Lake Forest Park.

Instead of building the 1.2-mile dedicated north/eastbound bus lane in Lake Forest Park, I join with others to ask Sound Transit to build bus queue jumps (similar to the design for NE 145th Street) and signal priority along Bothell Way; redesign our bus stops to be an appropriate length for our residential neighborhoods, and maximize tree conservation. These modifications would reduce the need for retaining walls and the number of property acquisitions and eliminate most of our environmental concerns. This seems like an equitable solution for everybody: the citizens of Lake Forest Park, the other cities on the corridor, transit riders, taxpayers, and Sound Transit.

Alexia Bailey

### *Kerri Hallgrimson*

I support the HWY 522145<sup>th</sup> BRT project. I also greatly appreciate the effort that has occurred in planning. Since communication was minimal, or rather nonexistent, with homeowners and the community during COVID, I believe some consideration should now be given to the communities thoughts on the current plan. I, like many others in Lake Forest Park, I am asking the Sound Transit Board to formally consider the following modifications to the project here in Lake Forest Park.

Instead of building the 1.2-mile dedicated north/eastbound bus lane in Lake Forest Park, I join others in Lake Forest Park to ask Sound Transit to build bus queue jumps (like the design on NE 145<sup>th</sup> Street) and signal priority along Bothell Way; and to redesign our bus stops to be an



appropriate length for our residential neighborhoods. These modifications may reduce the need for retaining walls and the number of property acquisitions

I am hoping the Board would consider the impacts to this neighborhood prior to going thru with the current design. I appreciate your consideration of our concerns as a community.

Thank you,

Kerri Hallgrimson

*Simone McCready*

To the Sound Transit Board:

RE: January 26, 2023 Board Meeting concerning Resolution R2023-03

Sunday, January 22, 2023

I support the HWY 522145th BRT project. However, like many others in Lake Forest Park, I am asking the Sound Transit Board to formally consider modifications to the project here in Lake Forest Park.

I am also deeply offended by the Kenmore City Council's public position that it's just a handful of disgruntled "property owners" in Lake Forest Park who want to entirely stop this project. I've lived in Lake Forest Park for almost 40 years and nearly all my friends and neighbors are asking Sound Transit the same thing. Seriously consider modifications to the existing design here in Lake Forest Park.

Specifically: Instead of building the 1.2-mile dedicated north/eastbound bus lane in Lake Forest Park, build bus queue jumps, just like the design being implemented on NE 145th Street, as well as signal priority along Bothell Way and a redesign of our bus stops to be an appropriate width for our residential neighborhoods while maximizing tree conservation. These modifications achieve almost the same end as the existing one and are likely less costly and take less time to

construct.

Using the same design principles as planned for 145th here in Lake Forest Park, it would have the added benefit here of reducing the need for retaining walls, the number of lost trees and shrubs, the number of property acquisitions while eliminating most of our environmental concerns.

Don't buy into Kenmore's label that you are hearing from a handful of disgruntled property owners in Lake Forest Park. It's virtually the entire City of Lake Forest Park as well as our elected officials that think there is a far less impactful way of achieving substantially the same benefits envisioned in the current design, that could likely be achieved at a lower cost and built in a shorter time frame.

This is not asking too much from the Sound Transit Board of Directors. In fact, it is what is expected of the Sound Transit Board and 100% in the spirit of the Realignment Process to be constantly on the lookout to for new, effective and less costly ways to build a mass transit system.

Simone McCready

*Kyle Gati*

Tuesday, January 24 2023

I support the HWY 522145th BRT project. However, like many others in Lake Forest Park, I am asking the Sound Transit Board to formally consider modifications to the project here in Lake Forest Park.

I am also deeply offended by the Kenmore City Council's public position that it's just a handful of disgruntled "property owners" in Lake Forest Park who want to entirely stop this project. I've lived in Lake Forest Park for almost 40 years and nearly all my friends and neighbors are asking Sound Transit the same thing. Seriously consider modifications to the existing design here in Lake Forest Park.

Specifically: Instead of building the 1.2-mile dedicated north/eastbound bus lane in Lake Forest

Park, build bus queue jumps, just like the design being implemented on NE 145th Street, as well as signal priority along Bothell Way and a redesign of our bus stops to be an appropriate width for our residential neighborhoods while maximizing tree conservation. These modifications achieve almost the same end as the existing one and are likely less costly and take less time to construct.

Using the same design principles as planned for 145th here in Lake Forest Park, it would have the added benefit here of reducing the need for retaining walls, the number of lost trees and shrubs, the number of property acquisitions while eliminating most of our environmental concerns.

Don't buy into Kenmore's label that you are hearing from a handful of disgruntled property owners in Lake Forest Park. It's virtually the entire City of Lake Forest Park as well as our elected officials that think there is a far less impactful way of achieving substantially the same benefits envisioned in the current design, that could likely be achieved at a lower cost and built in a shorter time frame.

This is not asking too much from the Sound Transit Board of Directors. In fact, it is what is expected of the Sound Transit Board and 100% in the spirit of the Realignment Process to be constantly on the lookout for new, effective and less costly ways to build a mass transit system.

Kyle Gati

## *Rebecca Gati*

Hello,

I am a resident of Lake Forest Park and the Sheridan Beach Community Club HOA.

Sound Transit's ST3 522 BRT project impacts our neighborhood in a disproportionate and devastating way. **We are not asking you to stop this project, or substantially delay it.** We're asking you to work with the City of Lake Forest Park and make design changes that **take less property and tree cover**, and have a lighter impact on our neighborhood's character and surrounding environment.

Specifically, we'd like to see:

- **Instead of a new BRT lane, consider queue bypass and signal priority as you've already designed on this project's stretch through 145th Street. Taking this approach would result in far less property acquired, far fewer trees cut down, and a substantially smaller retaining wall.**
- **A smaller-footprint BRT stop at 165th, similar in size to the bus stop that's there today. Sound Transit's standard and planned large industrial design is not the right fit for a residential neighborhood.**
- **A foot-by-foot approach to tree conservation that reduces overall impact on tree cover, noise and environment.**

We remain hopeful there is a solution. But it requires you as a Board to take action in directing your staff to refine, and redesign, in partnership with our residents and our City.

Thank you,  
Rebecca Gati

## *Drew Whorley*

To the Sound Transit Board:

Please consider the following modifications:

Instead of building the 1.2-mile dedicated north/eastbound bus lane in Lake Forest Park, we ask Sound Transit to build bus queue jumps (similar to the design on NE 145 th Street) and signal priority along Bothell Way; redesign our bus stops to be an appropriate width for our residential neighborhoods and maximize tree conservation. These modifications would reduce the need for retaining walls and the number of property acquisitions and eliminate most of our environmental concerns.

Drew Whorley

## *Madalina and Adrian Dobra*

Dear Sound Transit Board:

We are Madalina and Adrian Dobra. We are residents of Lake Forest Park and the Sheridan Beach Community Club HOA. Sound Transit's ST3 522 BRT project impacts our neighborhood in a disproportionate and devastating way. **We are not asking you to stop this project, or substantially delay it; we support this project.**

**However**, like many other citizens in Lake Forest Park, we are asking the Sound Transit Board to formally consider to work with the City of Lake Forest Park and its residents, and make design changes that take less property and tree cover, and have a lighter impact on our neighborhood's character and surrounding environment.

**Specifically, we'd like to see:**

- **Instead of a new BRT lane, consider queue bypass and signal priority as you've already designed on this project's stretch through 145th Street.** This will not add a significant commute time on SR522 and would result in far less property acquired, far fewer trees cut down, and a substantially smaller retaining wall.
- **A smaller-footprint BRT stop at 165th, similar in size to the bus stop that is there today and maximize tree conservation.**
- **A foot-by-foot approach to tree conservation that reduces overall impact on tree cover, noise and environment.**

We would like to mention that our property was approved for acquisition on Resolution No. R2021-09 (BRS-334). **We were the first and the only property approved for acquisition in Sheridan Beach Community, in year 2021. Sound Transit is not exercising reasonable care to minimize the impact on the environment in Lake Forest Park and in Sheridan Beach neighborhoods.** They placed our property on the pile of properties to be acquired without

careful examination of their design in Sheridan Beach (the design for SR522 was just selected to be built on that same meeting on Resolution No. R2021-09).

This is a temporary acquisition for additional space that might be needed during the construction of a sewer that is at least 10 feet away (on the right of way) further from our property line.

Although this is a temporary acquisition and might seem as a minimal impact on property owners from Sound Transit point of view, this will impact our property in a **severe way**. **This temporary acquisition will eliminate at least 5 landmark trees that are located on our property and will essentially open our backyard to WA state route 522.**

Our home is within a couple of feet distance from this highway and the backyard is **at level** with highway 522. **We have absolutely no protection from the traffic, noise and pollution from this highway other than these trees and our wood fence.** We would like to mention that in year 2003, a car run away from 522 highway into our backyard and these trees offered us some protection from the impact. The current design will bring the bus lane and the traffic closer to our home, and will eliminate these trees without adding a sound wall, jersey barrier or other forms of protection for our property. **Our property will be more vulnerable to cars and buses running into our yard from SR522 and we will have more noise and pollution coming into our home. We feel less safe and more vulnerable to accidents, noise and pollution without these trees!** We are sure that with some design changes or by simply exercising due care during the sewer construction project these trees can be saved. **Our case is a clear example of a property where a foot-by-foot approach can diminish the effect on the environment in Lake Forest Park.**

**We remain hopeful that there is a solution. But, it requires you as a Board to take action in directing your staff to refine, and redesign this project in partnership with our residents and our City.**

We appreciate your time and collaboration.

Sincerely,

Madalina and Adrian Dobra

***Steve McGee and Rosalie O'Leary***

Ref: 1/26 ST Board 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.

We are not asking to discontinue the project but instead to put pause further development until you can work with the City of Lake Forest Park and make design changes that take less property and tree cover and that have a lighter impact on our neighborhood's character and surrounding environment.

We will continue to ride the buses and Link train but hope you will seriously consider our feedback.

Sincerely,

Steve McGee and Rosalie O'Leary

*Andrew Knapp*

**To the Sound Transit Board:**

I support the HWY 522/145<sup>th</sup> BRT project. However, like many others in Lake Forest Park, I am asking the Sound Transit Board to formally consider the following modifications to the project here in Lake Forest Park.

Instead of building the 1.2-mile dedicated north/eastbound bus lane in Lake Forest Park, I join others in Lake Forest Park to ask Sound Transit to build bus queue jumps (like the design on NE 145<sup>th</sup> Street) and signal priority along Bothell Way; redesign our bus stops to be an appropriate length for our residential neighborhoods and maximize tree conservation. These modifications would reduce the need for retaining walls and the number of property acquisitions and eliminate most of our environmental concerns.

- Andrew Knapp

*Cassie Hansen*

My name is Cassie Hansen, I'm a resident of Lake Forest Park and the Sheridan Beach Community Club HOA. I sent a comment to the previous board meeting, but I have seen some comments by other community groups that have given me cause for concern and so I wanted to reach out again.

It seems that some other communities or advocacy groups believe that our community wants to stop or disrupt the SR522 BRT project, which I do not believe to be correct. The project does, however, have a large impact on our homes and community as proposed, so we are asking for the board to work with the project team on possible resolutions that would minimize the impact while still improving the BRT service. We are asking you to work with the City of Lake Forest Park and make design changes that take less property and tree cover, and have a lighter impact on our neighborhood's character and surrounding environment.

The specifics of what our community group is focused on trying to work with the project team are:

- **Instead of a new BRT lane, consider queue bypass and signal priority as you've already designed on this project's stretch through 145th Street. Taking this approach would result in far less property acquired, far fewer trees cut down, and a substantially smaller retaining wall.**
- **A smaller-footprint BRT stop at 165th, similar in size to the bus stop that's there today. Sound Transit's standard and planned large industrial design is not the right fit for a residential neighborhood.**
- **A foot-by-foot approach to tree conservation that reduces overall impact on tree cover, noise and environment.**

We remain hopeful there is a solution. But it requires you as a Board to take action in directing your staff to refine, and redesign, in partnership with our residents and our City.

## Scott and Krista Fisher

Dear Transit Board Members,

Like many residents of Lake Forest Park, we are asking the Sound Transit Board to formally make design **modifications** to the Sound Transit ST3 522 BRT project in Lake Forest Park. As residents, we support the transit project, however the current design would devastate the natural environment and the landscape of this residential neighborhood. People live directly on this stretch of the road project, with trees as a buffer to the roadway. *A cement wall and loss of trees would be brutal to this residential area.*

The impact on this small neighborhood is disproportionate to the other sections of the overall project. We ask that you implement design alterations to retain the natural environment. This is a **residential neighborhood, and not a business corridor**. There are houses, yards, trees and vegetation that will be forever impacted, as well as families lived experience in their homes and in their neighborhood.

### **We ask for the following modifications:**

Instead of building the 1.2-mile dedicated north/eastbound bus lane in Lake Forest Park, we ask Sound Transit to build bus queue jumps (similar to the design on NE 145th Street) and signal priority along Bothell Way; redesign our bus stops to be an appropriate width for our residential neighborhoods and maximize tree conservation. These modifications would reduce the need for retaining walls and the number of property acquisitions and eliminate most of our environmental concerns.

This is an equitable solution for the citizens of Lake Forest Park, the other cities on the corridor, transit riders, tax payers and Sound Transit. Thank you for your *thoughtful consideration* of the ***real effect of this project on people and the environment.***

Sincerely,  
Scott and Krista Fisher

## John Brew

### **To the Sound Transit Board:**

I support the HWY 522 145<sup>th</sup> BRT project. However, like many others in Lake Forest Park, I am asking the Sound Transit Board to formally consider the following modifications to the project here in Lake Forest Park.

Instead of building the 1.2-mile dedicated north/eastbound bus lane in Lake Forest Park, I join others in Lake Forest Park to ask Sound Transit to build bus queue jumps (like the design on NE 145<sup>th</sup> Street) and signal priority along Bothell Way; redesign our bus stops to be an appropriate length for our residential neighborhoods and maximize tree conservation. These modifications would reduce the need for retaining walls and the number of property acquisitions and eliminate most of our environmental concerns.

Thank you for listening  
John Brew

*Edward Lawson*

January 24, 2023

While I support the SR522 NE 145 Street BRT project I have concerns about the design of the SR522 section in the City of Lake Forest Park. I ask the Sound Transit Board to instruct that changes be made in the project design as it passes through Lake Forest Park that will make it less impactful on our residential community.

Instead of building the 1.2 mile dedicated north/eastbound bus lane through Lake Forest Park, modify the design to employ the use of bus queue jumps like those being used on the 145<sup>th</sup> Street section and use signal priority along Bothell Way. Redesign the bus stops to a width that is more appropriate for our residential neighborhoods and will help maximize tree conservation.

Using the design principles, in Lake Forest Park, that are planned for the 145<sup>th</sup> Street section, will reduce the need for retaining walls and the number of trees and shrubs to be removed. It will reduce the number of property acquisitions and eliminate many of our environmental concerns.

These design changes achieve nearly the same end as the existing design and are likely to cost less, take less time to construct and would be far less impactful environmentally and visually.

My wife and I have lived in Lake Forest Park for 53 years. We have raised our family here. We have served on city boards, commissions and councils during that time. We believe we have given something to our city and have received far more in return. We are not “disgruntled property owners.” We want the best for our City and believe the modifications listed here are reasonable and do-able. These changes will make the project more compatible with the character of Lake Forest Park and will show that Sound Transit truly wishes to work with those they serve.

Edward L. Lawson



## *John and Julie Drew*

TO: the Sound Transit Board:

RE: January 26, 2023 Board Meeting concerning Resolution R2023-03

We strongly support ST3 and are users of the 522 bus and light rail. However, like many others in Lake Forest Park, we were surprised to learn about the 60% design which has dramatically increased the adverse impacts to our community. We are not asking to stop or pause the project, but rather we are asking the Sound Transit Board to formally consider modifications to the project here in Lake Forest Park as the design further evolves:

1. Instead of the dedicated North/Eastbound bus lane in the Lake Forest Park section, build bus queue jumps with signal priority similar to those in the 60% design for 145th Street.
2. Redesign the bus stops in Lake Forest Park, particularly at 165th, to use a narrower width.

These modifications should achieve nearly the same benefits, but at a lower cost. Doing so will address most of the environmental and aesthetic concerns as we expect fewer property acquisitions, fewer lost trees and shrubs, and a reduction in the need for retaining walls.

The vast impact of design changes that emerged at the 60% stage was not effectively communicated to the Lake Forest Park community. It's hard to believe that the environmental impact report fully encompasses the design changes from 30-60%. In our ten years here, we have not seen this level of animation in our community, as our neighbors have recently become aware of these impacts. Not all our neighbors will write to you or show up at the meeting, but we can assure you that many share our feelings and support these recommendations.

We are hopeful that the board will consider these requests and work with our community and Lake Forest Park city leadership to build an effective transportation system that we can all live with.

Respectfully,

John & Julie Drew

## *Quang Bui*

On Jan 25, 2023, at 11:25 AM, Quang Bui <mysticofasia@gmail.com> wrote:  
Hello everyone,

I support the HWY 522/145<sup>th</sup> BRT project. However, like many others in Lake Forest Park, I am asking the Sound Transit Board to formally consider modifications to the project here in Lake Forest Park.

I am also deeply offended by the Kenmore City Council's public position that it's just a handful of disgruntled "property owners" in Lake Forest Park who want to entirely stop this project. I've lived in Lake Forest Park for almost 40 years and nearly all my friends and neighbors are asking Sound

Transit the same thing. Seriously consider modifications to the existing design here in Lake Forest Park.

Specifically: Instead of building the 1.2-mile dedicated north/eastbound bus lane in Lake Forest Park, build bus queue jumps, just like the design being implemented on NE 145<sup>th</sup> Street, as well as signal priority along Bothell Way and a redesign of our bus stops to be an appropriate width for our residential neighborhoods while maximizing tree conservation. These modifications achieve almost the same end as the existing one and are likely less costly and take less time to construct.

Using the same design principles as planned for 145<sup>th</sup> here in Lake Forest Park, it would have the added benefit here of reducing the need for retaining walls, the number of lost trees and shrubs, the number of property acquisitions while eliminating most of our environmental concerns.

Don't buy into Kenmore's label that you are hearing from a handful of disgruntled property owners in Lake Forest Park. It's virtually the entire City of Lake Forest Park as well as our elected officials that think there is a far less impactful way of achieving substantially the same benefits envisioned in the current design, that could likely be achieved at a lower cost and built in a shorter time frame.

This is not asking too much from the Sound Transit Board of Directors. In fact, it is what is expected of the Sound Transit Board and 100% in the spirit of the Realignment Process to be constantly on the lookout to for new, effective and less costly ways to build a mass transit system.

Thank you for your consideration.

Quang Bui

*Barbara Chou*

Sound Transit Board,

I am a resident of Lake Forest Park and like many others in our community , I support the HWY 522145<sup>th</sup> BRT Project, but am very concerned about the 1.2 mile long possibly 16 ft high wall along Bothell Way and the extensive tree removal proposed in the project. I ask that the Sound Transit Board consider modifications to the project in Lake Forest Park that would have a less harmful impact on our community and the local environment.

Some modification that have been suggested are:

1. Instead of building the 1.2 mile dedicated north/eastbound bus lane in Lake Forest Park, build bus queue jumps (similar to the design on 145<sup>th</sup> street) and signal priority along Bothell Way.
2. Redesign our bus stops to be an appropriate width for our residential neighborhood and maximize tree conservation.

These modifications seem reasonable. They would reduce the need for a retaining wall, minimize tree reduction and would reduce costs. In addition, they would have no impact on other communities along the route.

Barbara Chou

*Vicki Scuri*

**This comment consisted in of two attachments, which are included at the end of this summaries.**

*Sally O'Connor*

Dear Sound Transit Board:

I just saw the sketches of the 60% plan and it seems to severely impact our small city and its residents. I would urge you to postpone any further decisions until the citizens of Lake Forest Park have a greater opportunity to comment.

One of the key foundations of our city is to live up to our name and protect of our water and forests/trees. Please try to find alternatives that do not impact our natural environment so much.

Sincerely,

Sally O'Connor. 35 year resident of Lake Forest Park

*George Laney*

Stop the bus! The vast differences between the ST3 BRT 30% design plan and the 60% design plan will dramatically impact Lake Forest Park in numerous negative and irreversible ways. As a 30 year resident of the city, I implore you to slow down and to accommodate the LFP City Council's request for further discussion of modifications and mitigations before proceeding.

Respectfully,  
George Laney

## *Brandi Weill*

Dear folks over at Sound Transit.

Living in Lake Forest Park, we believe in coexisting with our environment. We're careful with our forest and tree removal. We're Super thoughtful about keeping our streams clear and clean. All sorts of animals depend on our streams Beavers, deer, raccoons, nutria, etc not to mention the salmon that run up and down our water ways.

We honor everything forest. It's in our name.

When sound transit finally begins to come through the town of Lake Forest Park, I hope and pray that they keep in mind our beautiful forests and streams.

We have families of resident American bald eagles living in the trees that line SR522. I would hate to see their nests and perches taken away. These birds live here as do The great horned owl, the barred owl, The great herons etc and dozens of other species that inhabit the trees that line SR522.

Please, please help us preserve the environment. Without the trees and the streams we couldn't call our home Lake FOREST Park.

Asking for the future of all our children and grandchildren.

Thank You ,

Brandi Weill

Lake Forest Park Wa

## *Armand Micheline*

The proposed BRT will make irreparable changes to LFP and devastate sensitive areas, tree canopy, salmon recovery, and create greater problems in slope areas.

This plan is NOT consistent with what the people, committees, and numerous other entities have worked toward. These are not changes that support Lake Forest Park and MUST be changed.

Thank you,

Armand Micheline

a 44 year resident of LFP

## *Don Fiene*

Chair Dow Constantine, and Sound Transit Board Members

I am a former 2 term Lake Forest Park City Council member. During part of my terms, I was also co-chair of the Seashore Transportation Forum. During this period the Forum encouraged its citizens to support and vote for ST-3 including the extension of Line 1 past Mountlake Terrace to Lynnwood. In one of Sound Transit's presentations to the Forum the widening of Bothell Way through Lake Forest Park was mentioned as saving 5 minutes in the time it took to transit this corridor. Being familiar with Bothell Way between 145<sup>th</sup> street and Brookside Blvd NE, I

could easily surmise that the widening of Bothell Way would be a very expensive endeavor concluding with a low cost/benefit relationship of improved transit times.

Before committing vast sums of money to execute Resolution R2023-3, would it not be prudent to analyze and to cost a scheme of using Queue Jump Lanes with priority signal treatment as detailed in NACTO's Transit Street Design Guide. This approach is also being proposed for the intersection of Bothell Way and 145<sup>th</sup> Street.

In addition to lessening the negative impact to the environment, to most of the businesses and all of the homeowners on this corridor, the cost savings might allow for the adding of another floor or floors to the parking garages in Kenmore and Bothell. This approach might yield a much better cost/benefit relationship to this project.

Having greater parking capacity in the near future for the users of this transit system may be of greater user value than the 5 minutes or less of time in transit on this corridor.

Respectfully

Don Fiene

*Eloise Hoover*

Sound Transit Board,

This comment is a request that the proposed roadwork on SR 522 be slowed down and reviewed for environmental impact of adding lanes to both sides of the SR.

The additional lanes thru Lake Forest Park and the surrounding area need to be reviewed with full consideration of the environmental impact of lanes on both the East and West sides of the SR. To date this full review has not been done.

A delay to review the full impact of this roadwork, and additional lane, is urgently needed.

Concerns include the following:

- Permanent loss of tree canopy that cannot be replaced.
- Increase in impervious surfaces and subsequent run off to lower lying areas, and local streams.
- Impacts to numerous fish-bearing streams in the area, threatening unique salmon species the community has worked hard to protect and increase over many years.
- Concerns that steep slopes on the SR will be destabilized and become slide hazards for surrounding residential areas.
- The additional lanes add just a few minutes of time savings to the bus route, while causing a significant degradation to the surrounding community and wildlife.
- The current plan calls for a proportionally large sacrifice of homes (as a percentage of all property acquisitions for the entire transit project) resulting in a minimal return in time savings for one transit route.

Thank you for your serious consideration of my comment and request.

Regards,  
Eloise Hoover  
Area Resident

### *Teri Doolittle*

I have just seen a schematic of the proposed concrete wall that will be put into place for the SR522 BRT. Please don't do this to our town. This is everything we tried to get away from when we moved here. We want the greenway and tree canopy to remain intact.

Design modifications and mitigations are necessary to protect our natural environment. Sound Transit needs to SLOW DOWN and LISTEN to the citizens of Lake Forest Park on the design of the SR522 BRT.

### *Anne Stadler*

What you are doing and proposing is wrong on many counts! Particularly environmental, societal, and economically!

It appears that because we are a small town, you've decided to run over us in your haste to enlarge petroleum-based transportation on wider roads at a time when clearly we must invest in alternatives. Slow down. Provide accurate factual projections. Add more time and space for public consideration of your assumptions and proposals.

Anne Stadler

### *Nancy Bradburn-Johnson*

Dear Members of Sound Transit Board:

Just this evening I received notice that the Sound Transit Board is scheduled to approve the final package of right-of way acquisitions for the BRT corridor at a meeting tomorrow, January 26, 2023. I am writing to respectfully request Sound Transit Board Members to grant a 90-day delay so that notice can be given to the public and the public can have an opportunity to respond.

It is my understanding that the current plan was substantially modified from the last plan and has not been completely reviewed. It appears that at a minimum the LFP environment and quality of life will be affected in the following ways:

- Loss of irreplaceable tree canopy with ST's removal of 439 significant trees and over 500 shrubs.
- A large retaining wall running the length of 522 without landscaping to buffer the stark nature of the wall, traffic emissions, or the noise from traffic. Currently the greenery provides a tall and dense buffer.
- Increased impervious surfaces which are not environmentally friendly.
- Significant increases in noise and air pollution.

- Construction in buffer and critical areas and near fish-bearing McAleer, Lyon and Bsche'tla creeks will pose new threats to the survival of salmon species that the community has labored for decades to protect.
- The steep slopes/slide areas could be further destabilized during construction and possibly following construction.

In addition, it is my understanding that many bus routes in our area have been curtailed or eliminated because bus ridership has dramatically fallen due in part to the concerns of highly transmittable respiratory illnesses, high crime rates at bus stops, and dangerous behavior on buses. It does not seem wise to be making such permanent and drastic changes until the direction of transit is clearer.

I understand that, according to Sound Transit's own estimates, if this plan is goes forward the new Bus Transit lane will result in just a few minutes of time savings for bus riders. In balance it would seem that a 90-day delay for further public review and comment is reasonable given the permanent and drastic changes that will occur should the proposal be adopted tomorrow.

I am a long-time resident of Lake Forest Park and have included Mayor Jeff Johnson and the Lake Forest Park City Council in this email.

Thank you for your consideration. Please do not hesitate to contact me should you have any questions.

Respectfully,

Nancy Bradburn-Johnson  
Lake Forest Park, WA

### *Jasmine Albrecht*

**To the Sound Transit Board:**

**I support SR522 NE 145 BRT**

**However, I am asking for the following modifications:**

Instead of building the 1.2-mile dedicated north/eastbound bus lane in Lake Forest Park, we ask Sound Transit to build bus queue jumps (similar to the design on NE 145<sup>th</sup> Street) and signal priority along Bothell Way; redesign our bus stops to be an appropriate width for our residential neighborhoods and maximize tree conservation. These modifications would reduce the need for retaining walls and the number of property acquisitions and eliminate most of our environmental concerns.

I would appreciate you addressing this at the Sound Transit Board Meeting on January 26th.

Most sincerely,  
Jasmine Albrecht

### *Unnamed commenter*

The shift of the supposed Bus Rapid Transit (BRT) along Bothell Way to ruin the west side of Bothell Way through Lake Forest Park, approaches the criminal side. You must involve the residents of Lake Forest Park, as well as pay attention to the wishes of the City of Lake Forest Park. You have not been given permission to ruin the corridors we use on a daily basis, without review, consultation, and approval of those of us most affected.

Enough!

## *Jan Silver*

To the Sound Transit Board:

Having lived in Lake Forest Park for 30 years, I care deeply about the ST3 plan and ask your consideration of the following:

1. Remove the north/east bound bus lane from the plan and instead place bus queue jumps and bus signal priority along Bothell Way in Lake Forest Park.
2. Any wall constructed on Bothell Way will be a huge target for graffiti, UNLESS IT IS A GREEN WALL. Walls covered with growing plants are not targets for graffiti. Planting appropriately size shrubs along the street level of the wall, as well as vines extending from the upper level of the wall, would greatly improve its appearance.

Respectfully,  
Jan Silver

## *Byron Barnes*

I am totally opposed to these plans and don't think Sound Transit has been honest and forthcoming with the planning and the disastrous impacts to quality of life this project brings to the 522 corridor. I would favor working on ST3 and getting the I 5 corridor working at capacity before engaging on these new "plans". I request that we slow the pace for 'development' and have more input on the plan and a lot more thought about environmental impacts and new issues and obstacles. Regards and disappointed,  
Byron Barnes, Lake Forest Park resident.

## *Heather McLaughlin*

It sounds like there has not been enough time to consider the impacts of this proposal. While progress requires give and take, cutting down almost 500 trees for minimal time savings seems a waste. We already lost a lot of trees to the light rail. There needs to be a balance.

Thank you,  
Heather McLaughlin

## *Dana Carlson and Mary Heck*

Hello,

We are residents of Lake Forest Park and our driveway is about to be blocked off and the access to our front door will be nonexistent. Instead of building the 1.2-mile dedicated north/eastbound bus lane in Lake Forest Park, we ask Sound Transit to build bus queue jumps (similar to the design on NE 145th Street) and signal priority along Bothell Way, redesign our bus stops to be an appropriate length for our residential



neighborhoods and maximize tree conservation. These modifications would reduce the need for retaining walls and the number of property acquisitions and eliminate most of our environmental concerns. Also, this modified design would no doubt save ST time and money. Thank you.


Dana Carlson and Mary Heck


P.S. Pictures attached







**LEGEND:**

PROPOSED SIDEWALK / DRIVEWAY (APPROX. 6' WIDE) 

PROPOSED GREEN-STRIP (APPROX. 4' WIDE) 

 NOT TO SCALE



## Brian Johnson

Dear members of Sound Transit Board,

I am writing in regard to a notice I received yesterday evening concerning the Sound Transit Board's plan to approve the final package of the right-of-way acquisitions for the BRT today (1/26/23). I would like to request that you grant a 90-day delay to allow the public adequate time to review and respond to the notice before you give your approval to this package.

There were many concerns brought up in the notice I received. Significant changes were made from the initial (30%) plan that the public has not seen or commented on.

Among them are:

- Portions of 110 Lake Forest Park properties will be cut into.
- Loss of tree canopy due to the removal of 439 significant trees and loss of critical ground cover with the removal of over 500 shrubs.
- Increase of impervious surfaces, which will increase the potential for runoff pollution in three local streams impacted by SR522.
- Construction in buffer zones surrounding these three creeks (Lyon, Mcleer and Bsche'tla) pose added threats to salmon and salmonid species that our community has worked hard for decades to protect.
- The loss of critical aesthetics by replacing green habitat along the west side of the 522 corridor with concrete retaining walls with no space to mitigate with plantings.

Also, according to the notice I received, the new bus transit lane will not even result in significant time savings for bus riders. Considering this and the above concerns, as a long time LFP resident, I request that a 90-day delay on the approval of this plan be granted to allow for public review and comment as is appropriate.

Thank you for your time,

Brian Johnson

Lake Forest Park, Wa.

## Ann Stevens

### **1. Please do not pass the following resolution at today's meeting**

**Resolution No. R2023-03:** Authorizing the chief executive officer to acquire certain real property interests, including acquisition by condemnation to the extent authorized by law, and to reimburse eligible relocation and reestablishment expenses incurred by affected owners and tenants as necessary for the Bus Rapid Transit SR 522 Project

The 60 % design for this part of bus rapid transit has not been adequately reviewed. The extensive destruction of tree canopy and green space, as a trade off for a few minutes shorter bus ride, requires a more careful look. And what is the bus ridership really going to be like, as more people are working from home.

Ann Stevens, a North Seattle resident and frequent user of this highway route.

## Gen Gebhardt-Marek

Fellow Citizens -

I urge you to reject this very flawed plan to extend the planned 'improvements' to the SR522 corridor in Lake Forest Park, by ripping out the trees, destabilizing the delicate slopes and polluting our streams...and replacing them with a sterile concrete wall, which will quickly become dirty from car exhaust and graffiti. This is an expensive, wasteful use of taxpayer money and the destruction of land which will result in permanent degradation of our current environment for no more than a few minutes off the transit time through this corridor.

Up until very recently I consistently rode the 522 Sound Transit bus into town during rush hour times all the way through the late evening, depending on the shift I was working, and at no time were there enough traffic delays to warrant destruction of our town environment and the erection of a concrete wall to replace the current trees. We will lose out on air quality, quality of life and quality of our environment.

Sound Transit wishes to rubber stamp this far too quickly. This needs to be completely overhauled and Lake Forest Park not bear the brunt of someone's idea of 'improvements' which are, in fact, no improvements at all.

Thank you,  
Gen Gebhardt-Marek

## Patrick Marek

Madams/Sirs:

I wish to comment on the "planned improvements" to the SR522 corridor for ST3 BRT. The proposed removal of 439 significant trees and over 500 shrubs, for very little improvement in transit times, is wrong-headed, mid-20th Century thinking. Coming on the heels of the horrific removal of thousands of trees to support the cheapest option for light rail extension to Lynnwood, this is a one-two gut punch to the environment and livability of our area.

Respectfully,

Patrick Marek, Lake Forest Park, WA

## Barbara Sharkey

Dear Sound Transit Board,

I will give virtual public comment this afternoon, but I have minimized my comments to fit in a limited time allowance, and wanted you to have the full version below. Thank you.

Barbara Sharkey

## Remarks for the Full Sound Transit Board Meeting Jan. 26, 2023

Good afternoon. My name is Barbara Sharkey. I have lived in the Sheridan Beach neighborhood of Lake Forest Park for thirty years. I am the editor of our neighborhood newsletter and have followed and reported on the Bothell Way widening since July, 2017. Before the pandemic, I attended all the meetings I could...those with the consultant Fehr and Piers, the open houses with Sound Transit, and the Elected Leadership Group Meetings with neighboring mayors and administrators.

Four things: First, what's in a name? For homeowners living along the street in question, their address is Bothell Way NE, not 522. Bothell Way is a street with a name in the middle of a neighborhood.

Next, Bothell Way has reached its expandable width geographically and geologically. Similar consideration should be given to Bothell Way as to 145<sup>th</sup>, by taking advantage of the space available, using the one BRT lane we have now plus the mitigations that will be used on 145<sup>th</sup>.

Third, I know you have heard about our trees. Lake Forest Park is a city that loves its environment: water, trees and wildlife. I personally have concerns about moving and replacing the west side rock wall and taking out hundreds of trees and shrubs. Underground springs abound in LFP and that west side remains green year round, yet I have never seen a homeowner standing out there with a garden hose.

Last thing, the bus stop. At one of the Sound Transit open houses at LFP City Hall in the upstairs Council Room, after a slide presentation, a question was asked about the huge bus stops. I distinctly remember Kathy Leotta saying the bus stops could be modified if needed. Well, modification is needed at NE 165<sup>th</sup>. A station almost half a football field long on each side of Bothell Way is out of proportion for this residential neighborhood.

Thank you.

Barbara Sharkey

*Julia Bent*

To Whom It May Concern:

As a member of the Lake Forest Park Tree Board, I am writing to object to Sound Transit's plans for BRT on SR 522 between the Lake Forest Park Town Center and 145th St. Given that not expanding the road to the west will not significantly affect the transit time for buses on this section, the planned tree and shrub removal along the west margin of 522 will have nothing but a deleterious effect on Lake Forest Park. By using a "bus light" at the intersection of NE 170th St. and Bothell Way, transit will be able to speed on its way until it reaches the already designated bus lanes at Acacia Memorial Park. Removing significant trees from this corridor is a terrible idea. Lake Forest Park works diligently to maintain its tree canopy; Sound Transit's current plan would deal a blow to the overall ecological health of the City.



Sincerely yours,

Dr. Julia Bent

*Cami Gearhart*

Dear Members of the Sound Transit Board –

I'm reaching out today to request consideration of modifications to the Sound Transit Stride ST3 Project through Lake Forest Park. I'm a resident of Lake Forest Park and President of the Board of the HOA of Sheridan Shores, a neighborhood located on NE 157<sup>th</sup> Place and Bothell Way.

We support the goals of this public transit project and we especially appreciate the significant plan modifications already made. We also appreciate that the ST3 community outreach team has been quick to meet and communicate with our neighborhood.

However, the message we received in a meeting with ST3 staff last September was that the project has been decided and will move forward as is without any modifications whatsoever. Our concerns include the following:

1. **A sound wall should be added along our neighborhood.** There is no planned mitigation for noise and vibration for increased bus traffic, which includes up to 6 buses per hour for 19 hours per day. Our neighborhood already experiences noise and vibration when buses pass, and *we are especially concerned that Sound Transit is not planning for the increased weight of the proposed electric buses.* Instead, we were told by staff that "we hope future technology improvements will reduce the weight of the electric buses". Hope is not a strategy!
2. **We are not confident the safety of our street has been taken into consideration.** The road grade will be raised by 9 inches at our street entrance. This will make our already narrow roadway steeper and more dangerous. We also are concerned about the proposed width of our single neighborhood outlet and the safety of cars passing as they exit and enter. We are meeting with an ST3 representative in our neighborhood this week to walk through these concerns.

Given these concerns, we ask you to authorize and empower your staff to refine this important project in partnership with the City of Lake Forest Park and residents.

Thank you for your consideration.

Cami Gearhart  
Board President  
Ballou Haven HOA (located in Sheridan Shores)

cc: Jan Rood, Board Secretary  
Matt Hedlund, Board Treasurer

## *Tony Angell and Lee Rolfe*

To Whom it May Concern:

For more than half a century our family has resided in Lake Forest Park and witnessed and participated in the extraordinary commitment the community has to restore, sustain and preserve the natural heritage here - the very conditions that make our City a healthy and hospitable place to reside.

The plans for the Bus Rapid Transit route along Bothell Way and through our city are not only indifferent to the existing environmental conditions here but destructive to them.

The proposal must carefully consider the following concerns.:

1. These actions described will remove a significant portion of the tree cover that borders Bothell Way within the City of Lake Forest Park. These forests protect the hill sides from erosion, provide wildlife habitat, reduce the impact of noise and are important in reducing levels of air pollution. Furthermore, the shade provided by trees along or near our three creeks keeps the water temperatures at a level that is tolerable for the native salmonid fishery that our community has worked so hard over decades to restore and sustain.

2. The non permeable concrete surfaces clearly increase the surface water runoff some of which exits to the nearby creeks and into Lake Washington. This run off carries a body of chemicals from the roadways that can be deadly to the aquatic life there.

3. You cannot be indifferent to the severe visual affects that such construction impacts. The approach to our city will surely lose more of what remains of it's natural beauty - a very distinct aesthetic pleasure when one is driving to or through our distinct location at the north end of Lake Washington.

4. What calculations have been made to establish a rational for such actions? What is gained against what is threatened with loss should this project proceed. And along those lines, what has existed by way of invitations for comment to the very community that is facing these affects of the proposal?

Thank you for this opportunity to weigh in and please advise on further opportunities to do so.

Most Sincerely,

Tony Angell

Lee Rolfe

Lake Forest Part Residences

## David Crowe

To Whom it May Concern:

I write on behalf of Abadan Holdings LLC ("Abadan"), an entity which will be affected by the proposed BRT Project. This is the second project that seeks to take a portion of Abadan's property, via condemnation, for the very same road in less than a 20 year time span. The prior taking caused Abadan to lose a large portion of land needed for parking for its tenant (a laboratory committed to public health) and created numerous problems in redoing the property to meet city codes. As such, Abadan is concerned that Sound Transit may not have fully vetted other options beyond expanding the size of the road for the second time (at a cost of \$200M).

One such option worthy of consideration would be to have a portion of the road utilized for both lanes of traffic at different times throughout the day. In the morning, most of the traffic goes south; in the evening most of the traffic goes north. Would it not be a more elegant solution to recognize there is plenty of road already made to allot for the amount of total traffic using the road? Abadan recognizes that there are maintenance costs associated with such an approach, but \$200M would surely be more than ample for such costs.

Please consider this solution rather than just taking more land (as was done less than 2 decades ago). Of course if this approach were adopted, many of the other issues being addressed by numerous others in the community would be resolved. There would no taking of trees (or at least less), nor would there be any other substantial change in the neighborhood's character and surrounding environment. We do trust that Sound Transit will consider this approach and continue to work in good faith with those in the community which are directly affected by the proposed takings.

Regards,

David Crowe

## Unnamed commenter

As a long time resident of Lake Forest Park, I am appalled at the proposed mass transit renovation of Bothell Way. With the coming light rail, I see no reason to allow this horrible and destructive change to our community. The environmental impact is not acceptable in this day and age. We know better than to build something this destructive.



I also know bus ridership is down, and with the coming of light rail for commuters, this project is ill thought out and poorly designed. And also hideous. We can do better !!

### *Joleen Borgerding*

Board Members,

The environmental impacts for the right-of-way acquisitions for the BRT corridor have not been adequately addressed. There were substantial changes between the 30% design plans and those in the next set of plans (60% design).

I submit these comments as a concerned resident of Lake Forest Park, urging the Board to perform the necessary assessments, as well as properly notifying the public in a timely fashion.

Negative environmental impacts are now experienced more strongly than ever during these times of extreme climate crises. Lake Forest Park has long been a community that priorities sustainability. I urge the Board to reassess the current design, especially as it pertains to these critical issues:

- Increased, untreated stormwater runoff into streams
- Destabilization of slopes
- Irreparable damage to tree canopy
- Increased air pollution
- Increased impervious surfaces

My family are long-term residents of Lake Forest Park. We live adjacent to Bsche'tla creek and the associated ravine, which is an important part of the healthy local ecosystem. Damage to the creeks and steep hillsides from the currently proposed BRT design will have long-term negative effects on our local community, as well as the larger environment.

Thank you for your attention to these concerns,  
Joleen Borgerding  
Lake Forest Park

### *Joseph and Neville Kelly*

I do not support current plans for SR522 BRT at LFP. Please respect our community and recognize our city council's request for a delay to consider less impact fully design options. The current plan is fundamentally opposed to our LFP community' environmental values and practices.

Thank you for your consideration,  
Joseph and Neville Kelly

## Unnamed Commenter

Your highly impactful plan through Lake Forest Park needs much better study and review due to the extreme impacts it presents. As an example, the significant tree clearing to construct a huge retaining wall along the west side of the highway would be devastating to the area and would destroy our lovely neighborhood and the nature of this place.

Please put this plan up for complete review before proceeding further. This is our right and your responsibility.

Thanks for your consideration.

## Julie Wheatley

Hello,

I am a resident of the Sheridan Beach neighborhood in Lake Forest Park. I'm very concerned about the impact of the upcoming work on 522, and how it will disproportionately impact our small residential neighborhood. I absolutely support regional transportation efforts, and don't wish to slow that progress down. I would like the board to strongly consider a modification of design in our small city. The proposed BRT stop (and dedicated lane) at 165th could be scaled down significantly and/or eliminated since there will be a large stop at the LFP Town Center. This change would have several positive impacts - 1) it would reduce the required land acquisition 2) it would reduce the number of trees needing to be removed 3) it would reduce commuter parking problems on our residential streets 4) it would reduce the size of the proposed retaining wall 5) it would reduce the cost of the overall project. This bus stop is not heavily used, and commuters could easily just pick the bus up down the road at the Town Center where there aren't any concerns with land acquisition, trees, or parking. Please consider the impacts that this project will have on our community! If the stop and/or lane cannot be changed, please consider ways to keep our tree canopy in tact, and put design measures in place to keep our neighborhood free from graffiti (a large retaining wall would likely invite graffiti) and reduce the sound and pollution impacts from the highway. We love our neighborhood, please help us to keep it the wonderful place that it is.

Warmly,

Julie Wheatley

## Thomas and Rosaline Bird

**To the Sound Transit Board:**

**Our Message is this: We Support SR522 NE 145 BRT**

## **We ask for the following modifications:**

Instead of building the 1.2-mile dedicated north/eastbound bus lane in Lake Forest Park, we ask Sound Transit to build bus queue jumps (similar to the design on NE 145<sup>th</sup> Street) and signal priority along Bothell Way; redesign our bus stops to be an appropriate, narrower width for our residential neighborhoods and maximize tree conservation. These modifications would reduce the need for retaining walls and the number of property acquisitions and eliminate most of our environmental concerns.

We also request that any wall constructed should include adequate noise reduction components and artistic elements that sustain the aesthetic nature of our residential neighborhood.

Thank you,

Thomas & Rosaline Bird

## *Albert and Margaret Lirhus*

Greetings,

It is time to pause, reflect and reconsider the HWY 522145 BRT project as it proceeds through Lake Forest Park. Things have changed since the plan was created. Ridership is down. The projections were mistaken. Revenue is down. That wasn't anticipated. The level of opposition from the only residential neighborhood to be impacted wasn't anticipated.

Some points to consider.

The proposed very high and long concrete wall to be constructed on the west side of Bothell Way will almost definitely turn out to be a giant graffiti canvas. This will negatively impact the residential appeal of our neighborhood.

The plan will remove hundreds of trees and shrubs from a city that requires residents to obtain a permit to remove one single tree. The city has "Forest" in its name.

The current plan places a major bus stop at 165th, as opposed to the Town Center which is only one quarter of a mile away, and is a much more logical location, if only for parking.

The current plan will take property from 60 or so residents by use of eminent domain. The property owners will have to be compensated for the taking. Do you think they will be satisfied with what Sound Transit offers when they learn they can ask for a jury trial to determine what is fair compensation?

I don't think Sound Transit anticipated the opposition that is present and will be in the future, just as it did not anticipate the decrease in revenue and ridership.

As you well know, there are other complaints and problems that have been have been communicated to you by other residents.

There is plenty of time to step back and re-evaluate the situation. Do you recall the R.H. THOMPSON EXPRESSWAY? It was a proposed major freeway system in Seattle that would

adversely impact, or destroy, portions of the Arboretum and residential neighborhoods. It was stopped by public interest. Other, less impactful, solutions were found.

That is what we are asking here. Please stop. Take some time. Consider the new realities, citizen concerns and proposed alternatives. For example, the building of queue jumps, which is the design being implemented of NE 145<sup>th</sup> street.

If you've actually read this letter, thank you. I appreciate it. Hopefully you will be willing to take some time to consider the thoughts and concerns of other residents to modify the plan for the benefit of all.

Sincerely,

Albert and Margaret Lirhus

Greetings,

While we support the above reference project, we ask for the following modifications. Instead of building the 1.2 mile dedicated north/eastbound bus lane in Lake Forest Park, we ask Sound Transit to build bus queue jumps (similar to the design on NE 145<sup>th</sup> street) and signal priority along Bothell Way; redesign our bus stops to be an appropriate width for our residential neighborhoods and maximize tree conservation. These modifications would reduce the need for retaining walls and the number property acquisitions and eliminate most of our environmental concerns.

Sincerely,

Albert and Margaret Lirhus

[Moin Shaikh](#)

Dear Board Members

I am a newer resident of Lake Forest Park and have recently become aware of the project. There seems to be a large and disproportionate impact to our city. While I am very much in favor of public transport, I do not see the benefit in spending millions of dollars to save 2 minutes of transit time as Shoreline has opted out of the project and no changes will be made to the corner of 522 and 145th where the bottleneck occurs.

I so support SR522 NE 145 BRT but ask for the following modifications:

Instead of building the 1.2-mile dedicated north/eastbound bus lane in Lake Forest Park, we ask Sound Transit to build bus queue jumps (similar to the design on NE 145<sup>th</sup> Street) and signal priority along Bothell Way; redesign our bus stops to be an appropriate width for our residential neighborhoods and maximize tree conservation. These modifications would reduce the need for retaining walls and the number of property acquisitions and eliminate most of our environmental concerns.

Thank you for considering

--

Moin Shaikh

## *Bud Homsy*

Dear Board Members

I live at 16255 38th Ave NE, LFP. I'm writing regarding the project along Bothell Way. Everyone agrees that improved transit is a worthy goal. However, the way this project has evolved, the benefits do not justify the costs.

This short stretch of road already has four lanes, left turn turn-outs and a dedicated bus lane in the west bound direction. The benefits, according to Sound Transit, are to lower bus travel times in the east bound direction by widening the road. As per your spokesperson, this will decrease travel times by mere minutes.

The costs are significant. There are the dollar costs, which are extreme for a such a short stretch of roadway. There are environmental costs associated with the very significant loss of tree canopy. The widening of Bothell Way makes replacement of hundreds of trees impossible, so the damage to the urban canopy is both significant and permanent. Finally, there are human costs associated with the taking of private property. This will have significant impact, and in some cases, ruin the lives of people along Bothell Way. It will put traffic and noise mere feet away from people's front and/or back yards.

Several suggestions have been made that will accomplish the goals at lower cost. Please consider a pause and a rethinking of the scope of this project.

Yours,

G. M. "Bud" Homsy

## *Jim Liming*

Re: SR522 Lake Forest Park/BRT

Don't assume comments or testimony from a number of our Lake Forest Park/Sheridan Beach Community Club members reflect a true consensus of our community members' opinions regarding the design and footprint of Sound Transit's BRT lanes.

The Sound Transit Board may well receive input from 25 or 50 or even more people associated with our Sheridan Beach Community Club. But our deeded members and associate members total more than 500 adults. The population of Lake Forest Park exceeds 13,000. The great majority choose to remain silent.

Our own SBCC volunteer board opposes some specific pieces of Sound Transit's design, but the opposition seems most heavily influenced by a small number of people owning property in the proposed right of way. Understandably, these owners and properties are directly impacted. The long term benefits from improved public transportation must have priority.

Jim Liming

## *David Shneidman*

Dear Sirs:

I understand that comments are open on this 522 corridor modification until 12:30 pm today so I would like to add mine.

I write as someone who rode four busses a day to work and back until the time of the pandemic in March 2020 and who continues to reside in Lake Forest Park.

The public figures show that while traffic is back to pre pandemic levels the total transit ridership remains only about half of what it was in 2019.

More than that, these figures show that the residual ridership is centered in central and south Seattle so the 522 figures must be even lower. Certainly the busses I see on the street on this corridor are now usually largely empty.

When I rode the bus the current LFP 522 corridor worked well enough. Doing an expensive and unnecessary build out as is proposed to carry much fewer people than was planned for at the time of ST3 is fiscally irresponsible and so I am strongly opposed to your current proposal.

Thank you for considering this input.

Sincerely,

David Shneidman

## *Sarah Phillips*

I live in lake Forest Park. I ride the bus a couple of times a month. I support the expansion of the transit lanes through Lake Forest Park.

The city must coordinate with its neighbors Seattle and Kenmore to support rapid bus service. Getting folks on busses is important to reducing carbon from individual drivers.

At the same time, I hope ST has a plan for taking fewer trees and a plan for replanting significant trees in lake Forest Park.

*Janet Quinn*

Dear Chair Constantine and Sound Transit Board,

First allow me to thank you for your work to bring light rail to the Puget Sound region. I currently use ST Route 522 to connect to the light rail at the Roosevelt station, and I appreciate the efficiency and speed of the light rail experience.

I am writing today as the former chair of the yellow-shirted (see attached) 522 Transit NOW! committee that worked hard for the inclusion of 522 BRT and for the passage by voters of the ST3 package. I implore you to pass Resolution No. R2023-03 to proceed with SR 522 BRT expansion plans without delay. BRT as promised in the ST3 package only works with a dedicated bus lane.

It would be easy to look at current ridership and conclude that a dedicated bus lane isn't necessary, but please remember that prior to the pandemic over 40,000 cars traveled the 522 corridor daily and bus ridership was heavy. As a significant cross-lake connector route between the east and west sides of Lake Washington, SR 522 is a critical component of the region's network, and the efficiency and speed of the transit system depends upon a dedicated bus transit lane.

SR 522 BRT has already been delayed through the realignment process. Please, please don't delay further.

I will add that as a homeowner in Kenmore I have had property frontage taken for sidewalk installation and a stream rerouted off our property for our neighbors' sake, all for the greater good. Sometimes that's what is necessary.

Thank you very much for your continuing work to bring a strong regional transit system to Puget Sound.

Respectfully,

Janet Quinn

Former Chair, 522 Transit NOW! Committee

Resident of Kenmore for 33 years

*Stephen Crane, representing Gregory and Darlene Banks*

**This comment includes two attachments which are included at the end of this summary.**

Hon. Down Constantine and Fellow Board Members

Sound Transit

Dear Chairman Constantine:

Please find and consider the attached letter and Exhibit 1 as part of the public comments submitted for the record on behalf of the above referenced property owners.

We also respectfully request that the Board consider the hearing comments at the System Expansion Committee and the misleading and substantively incorrect responses given by staff to Vice-Chairman Keel's question about the proposed "partial take" of our clients' property.

Please acknowledge receipt of this email and attachments.

Thank you.

Best,

Steve Crane

Copy: Clients

Stephen J. Crane

**CRANE DUNHAM PLLC**

Hon. Down Constantine and Fellow Board Members

Sound Transit

Dear Chairman Constantine:

There was a typographical error in Paragraph No. 8 of our Public Comment letter submitted this morning.

Specifically, the second sentence of Paragraph No. 8 should have read as follows (correction shown in **red and underlined**):

"The ST staff responded to the inquiry by Vice-Chairperson Keel that none of the targeted parcels would result in full acquisitions or require **re-**locations of any property owner - **which was incorrect and misleading, at least as to the Site owned by our clients.**

Sorry for the typographical error.

Thank you.

Best,

Steve Crane

Copy: Clients

Stephen J. Crane

**CRANE DUNHAM PLLC**

### Margaret Sutter

I favor the 4th Avenue Light Rail Station as a better option. Why after six months of wrangling over what Sound Transit wants? Why, Sound Transit have you not considered the 4th Avenue Light Rail option thus not displacing the people, established busin.

### Allied Arts of Seattle

Dear Sound Transit Board,

Allied Arts of Seattle strongly recommends that the ST board make an expanded CID station at 4th Ave S the preferred alternative for the West Seattle / Ballard Project.



Please consider the content of our OpEd below.

We welcome questions and/or conversation.

Sincerely,

David Allen, MCP, Co-President

Laine Ross, Co-President

Phil Tavel, Vice President

Begin forwarded message:

**From:** David Allen <davidpaulallen@hotmail.com>

**Date:** January 20, 2023 at 2:12:46 PM PST

**To:** oped@seattletimes.com

**Cc:** Laine Ross <lainerossmail@gmail.com>, Phillip Tavel <ptavel@gmail.com>

**Subject: Op Ed: Expand CID Station and make Union Station a regional gateway**

Dear Seattle Times,

Please consider Allied Arts of Seattle's OpEd urging Sound Transit to expand the CID station and make Union Station a regional gateway.

Please find our OpEd below and a photo of Union Station attached.

Feel free to contact us with any questions.

Sincerely,

David Allen, MCP, Co-President 206-422-0869

Laine Ross, Co-President

Phil Tavel, Vice President

-----  
**Expand CID Station and make Union Station a regional gateway**

Our region is facing an important decision with large and lasting consequences.

As part of the West Seattle to Ballard light rail extension, Sound Transit is now evaluating the option of expanding the Chinatown International District Station. This is the only station option that will connect all three light rail lines, Amtrak, Sounder commuter rail and the Seattle streetcar. Ultimately, it will be the central rail hub for the entire King, Snohomish and Pierce County system—and must be built well.

The good news is that Sound Transit, despite some initial missteps, is moving in the right direction.

The proposed location for the expanded CID Station has been shifted from Fifth Avenue, east of Union Station, to Fourth Avenue, between Union Station and King Street Station. This is smart. A station on Fourth Avenue will provide superior regional connections to commuter rail and Amtrak. This new location also reduces construction impacts on the Chinatown International District. It also offers the extraordinary opportunity to repurpose the beautiful, but underused, Union Station into an exemplary regional transit hub—and a grand gateway to Seattle. We should use our historic Union Train Station as an ACTUAL train station again. The newly opened Moynihan

Train Hall in New York City demonstrates how combining a historic structure and train hub can produce a first-rate passenger experience. We should strive for nothing less.

Sound Transit cannot and should not be solely responsible for implementing this plan. A proper solution will require financial support from the City of Seattle, the State and Federal governments. In the meantime, Sound Transit should continue to explore ways to reduce cost and construction impacts.

Sound Transit is also considering several misconceived alternatives to expanding the CID Station. None of these other station options would connect to the Chinatown International District and all three light rail lines. In addition, they would eliminate the important Midtown station or build a disconnected station at the intersection of I-5 and I-90. These alternative concepts should not move forward.

Our region has faced many choices between saving money in the short run or building a city we love for the long term. Today, we have the opportunity to build a great transit system that will serve our communities for generations. We have one chance to get this decision right.

Allied Arts asks Sound Transit Board members—and all leaders from across our region—to adopt the expanded CID Station alignment on Fourth Avenue as the preferred alternative for future study.

David Allen, MCP | Laine Ross, Co-Presidents  
Phil Tavel, Vice President  
Allied Arts of Seattle

*Allied Arts of Seattle is best known for saving Pike Place Market, landmarking Pioneer Square, and launching the Waterfront for All campaign to redevelop the central waterfront*

## [Kathleen Johnson on behalf of Historic South Downtown](#)

**This comment was in the form of a letter, which is included at the end of this summary.**

## [Isaac Gloor](#)

I am deeply supportive of a shallow station on 4th avenue in the ID. This will provide the best ridership and convenience for the future. Link is critical infrastructure and compromises will result in negative consequences. Short term construction impacts can be mitigated, but poor decisions about placement now can not be easily undone. Please consider the needs of the community in the future.

Best regards,  
Isaac Gloor

## Marlowe Zoller

To the Board:

My name is Marlowe Zoller, and I live between Little Saigon and Central. I commute through the ID daily by bus or bike. 4th and 5th Avenue are already busy streets and dangerous to bikers and pedestrians due to low visibility, cars, and city vehicles parked in the bike lanes. Turning these streets into a construction zone will not only make things more dangerous for commuters, but will greatly impact businesses in the area, many of which are owned by Asian and other POC Seattleites. Furthermore, having new lines to the East Side there will congest traffic and hinder commutes downtown, which is where most people are going.

Please explore options to the north and south and not on 4th and 5th.

Marlowe Zoller

They/them

District 3

## Lilia Deering

Hi my name is Lilia Deering. I grew up in Seattle and deeply value the CID as a cultural center, community, and large housing district for my fellow Seattleites. I often use the light rail to visit businesses and community members in the area.

**I urge the board to reject the 4th and 5th ave proposals and commit to further research on the North and N/S alternatives.**

The strains that those projects would put on the neighborhood would have a devastating impact for those already struggling through the pandemic. The neighborhood is at high risk of displacement in Seattle. Please value the health, wellbeing, and safety of people in the CID community and look for alternative options.

Thank you for your time.

Sincerely,

Lilia Deering

## FuXin Wu

Hello,

My name is FuXin Wu. I have been residing within Chinatown-International District for the past two decades. Me and the fellow community residents and businesses would be deeply affected by the expansion of Sound Transit on 4th and 5th Avenue. I encourage the Sound Transit Board to reject the 4th and 5th Ave proposals in favor of an alternate route on North/South.

The noise, pollution, road closures, and economic impact of closing off 4th and 5th Ave would create a high risk of displacement for low-income neighborhoods of color. Please do not make the choice that would unjustly harm the livelihood of the CID community and businesses. I understand the importance of better access to public transportation, but I want alternative solutions that would impact CID as little as possible.

Thank you for your consideration,

FuXin Wu

## Unnamed commenter

Hi!

*I am a worker and resident in the CID. I use the Light Rail every day to and from the neighborhood. I urge the Sound Transit Board to reject the 4th and 5th Ave proposals and commit to further research on the North and the North/South alternatives.*

*The pollution, road closures, and economic stress 4th or 5th would cause are unfair and damaging to our neighborhood which is at the highest risk of displacement in Seattle. North and South locations are more just alternatives that would benefit the CID without all of the harm.*

*Please do not repeat the injustice of past infrastructure projects that disproportionately harm the CID. While our region needs public transportation, it does not need to be at the expense of a low-income neighborhood of color. [Sent from Yahoo Mail for iPhone](#)*

## Eva Bhagwandin

Hello,

I am an Asian American and life long resident of Washington. I have lived in Seattle for the past 5 years, but have memories of frequenting the CID since childhood. I am a frequent shopper in the area, for groceries, eating out, visiting shops, or visiting Kobe Terrace. I love this area very much, but not as much as all of the residents and business owners in the area. The CID is an important cultural and historical area of Seattle, which should be protected from disruption as much as possible. Please say no to the 4th& 5th plan to expand the light rail and think of an alternative, such as the north option. The opinions and livelihoods of the local CID residents should be valued and respected when deciding something as important as the link station - it will permanently alter Seattle's landscape. Don't risk losing the heart of CID for a decision that will have an impact for generations. Please work with the business owners to find a route, like the north route, that doesn't disrupt and harm the heart of the CID.

Concerned Seattle Resident,

Eva Bhagwandin

## Alex Hong

Hi,

I'm Alex, a resident neighboring CID and I participate in weekly community work in the CID. I urge the Sound Transit Board to reject the 4th and 5th Ave proposals and commit to further research on the North and the North/South alternatives.

The pollution, road closures, and economic stress 4th or 5th would cause are unfair and damaging to our neighborhood which is at the highest risk of displacement in Seattle. North and South locations are more just alternatives that would benefit the CID without all of the harm.

Please do not repeat the injustice of past infrastructure projects that disproportionately harm the CID. While our region needs public transportation, it does not need to be at the expense of a low-income neighborhood of color.

Sincerely,  
Alex Hong

### *Dorothy Alcafaras*

Hi!

My name is Dorothy Alcafaras. I come from a first generation family and my family and I have lived in Washington for over 20+ years. Many childhood memories of mine include going to the CID and celebrating many milestones together at the different locally owned restaurants. I continue to go to the CID to support these family owned restaurants and appreciate the deep culture that has been rooted there over the years. I urge the Sound Transit Board to reject the 4th and 5th Ave proposals and commit to further research on the North and the North/South alternatives.

This will cause a high risk of displacement in Seattle and I propose that the Sound Transit Board look into an alternative that will benefit the CID and not cause harm.

Please do not repeat the injustices of past infrastructure projects that disproportionately harm the CID. While our region needs public transportation, this does not need to be at the expense of ANOTHER (ex: displacement of low-income families in south Seattle) low-income neighborhood of color.

Thank you

--

Dorothy Alcafaras BSN, RN, CNOR

### *Janet Brown*

It boggles my mind that Sound Transit would rather disrupt and destroy Seattle's historic community, the Chinatown-International District, than place their proposed station in the non-residential area of Sodo. Please direct your efforts to Sodo, where a scant number of people make their homes and many of the businesses are marginal.

The Chinatown-International District is loved and used by people all over the city. It contains families with young children, elderly residents, and a large number of small businesses that are owned by people who immigrated to this country and have worked on achieving their dreams. Leave it alone! Put your station in Sodo—the sports fans will thank you.

Janet Brown

### *Sophia Keller*

Hello, my name is Sophia Keller, RN, MA. I reside in Burien just south of the 1st Avenue South Bridge, and frequently travel through the CID on 1st Avenue. The traffic is already complex around the stadiums and King Street Station, even at non-peak hours. Expanding Sound Transit via either 4th or 5th Avenue is a very bad idea

that would further complicate any travel and would not improve access after the project was completed.

A North-South route is far more advisable, and would also be more helpful for travelers coming from outside the CID.

No doubt there are vested interests that prefer to use the 4th Avenue route, but we must be practical. The purpose of Lightrail is to maximize travel efficiency for the largest number of people. A North-South route would fill that need best.

Thank you.

Sophia Keller, RN, MA

34th District Democratic voter

### [Ingria Jones](#)

*Dear Sound Transit,*

*My name is Ingria Jones and I am a resident of north Seattle and frequent visitor to the CID. I use services there and find much joy in the neighborhood. I use the Light Rail every time I need to go downtown and to the CID neighborhood. I urge the Sound Transit Board to reject the 4th and 5th Ave proposals and commit to further research on the North and the North/South alternatives.*

*The pollution, road closures, and economic stress 4th or 5th would cause are unfair and damaging to our neighborhood which is at the highest risk of displacement in Seattle. North and South locations are more just alternatives that would benefit the CID without all of the harm.*

*There is a historical and current trend in the United States of our government building infrastructure in our AAPI communities without the support of those communities. This trend is deeply disturbing and it has long-lasting impacts on the ability of those communities to support themselves and nourish their culture.*

*Please do not repeat the injustice of past infrastructure projects that disproportionately harm the CID. While our region needs public transportation, it does not need to be at the expense of a low-income neighborhood of color.*

*Sincerely,*

*Ingria Jones*

--

Ingria Jones (she/her)

M.S. Water Resources Policy and Management

### [Annie Mach](#)

Dear Sound Transit Board,

In regards with to expanding the light rail through Chinatown International District, this is a big mistake. I urge the sound transit board to reject the 4th and 5th avenue proposals.

More studies should be done on the North and South alternatives. The construction would be devastating to the Chinatown International District community. It would displace people, businesses and become a loss of culture.

Please do not repeat the injustices that have happened in the past due to infrastructure projects completed around the CID.

Thank you,  
Annie Mach

## Grace Chai

Hi!

I am a longtime resident of Seattle and regular CID visitor. I urge the Sound Transit Board to reject the 4th and 5th Ave proposals and **commit to further research on the North and the North/South alternatives**. The 4th and 5th Ave proposals would cause environmental and economic harm in direct contradiction to the City's goals to develop **equitably**, prevent displacement, and advance Race & Social Justice.

The pollution, road closures, and economic stress 4th or 5th would cause are unfair and damaging to the CID which is at the highest risk of displacement in Seattle. North and South locations are more just alternatives that would benefit the CID without all of the harm.

Please do not repeat the injustice of past infrastructure projects that disproportionately harm the CID. While our region needs public transportation, it does not need to be at the expense of a low-income neighborhood of color, with a high percentage of elders, low-income residents, and BIPOC-owned small businesses.

Fully investigate and consider the North or North/South alternatives!

In community,  
Grace

## Erin Okuno

Dear Sound Transit Board,

Please select the North option for the Light Rail line, rejecting the 4th and 5th Ave options.

The Chinatown/International District needs to stay whole and not endure years of construction and displacement.

I hope you will see the joy and community that many of us who use the CID as our cultural home see and work to preserve it.

Sincerely,  
Erin Okuno

## Amanda Locke

Hi,

My name is Amanda and I stand in solidarity with members of the CID community. Stop the CID link light rail expansion which will only displace and demolish the CID!

Don't make the CID a construction site and the reason why multiple businesses will be displaced or completely close. Give the CID the respect and love it deserves!

-amanda locke  
98122

### *Samuel Clinton Leeper*

Hello,

My name is Samuel Leeper and I am a concerned resident of Seattle. It is my understanding that Sound Transit is considering expanding into 4th and 5th which from my understanding could have a devastating impact on residents/small businesses of the International District.

When I first moved to Washington State in 2000 when I was 10 years old the ID was one of the first places I visited. It is what made me fall in love with the city of Seattle.

I for years used exclusively the bus system and love and only want to improve the public transit system in Seattle. I think improving our PTS while damaging one of our most cherished neighborhoods, are not mutually exclusive.

Simply put there, has to be a better way. Please consider other options and commit to doing a North or North/South combo and help preserve what makes our city special.

Regards,  
Samuel Clinton Leeper

### *Hayden Beverly Johnson*

Hello, my name is Hayden Johnson, and I have spent much of my 9 years in Seattle living, working, and shopping in the CID. It is a unique and vibrant neighborhood that is near and dear to my heart; I cannot put into words the positive impact it has had on my life. The CID is home to many people and businesses that are already facing the reality of racism and systemic oppression in this city, and are at high risk of displacement. The years of economic stress and pollution the 4th or 5th ave options would create could have disastrous impacts on this community, and the heart and soul of Seattle.

I use the light rail multiple times a week, going to and from the CID, and I am a strident supporter of public transportation in our region, but I don't believe it needs to come at the expense of a low income community of color. I urge the Sound Transit Board to reject the 4th and 5th Ave proposals, and give more research and serious thought to the North and North/South alternatives.

Thank you.

--

Best,  
Hayden Beverly Johnson  
They/them



## Jacqueline Wu

Dear members of the Board,

I am a community member of the Chinatown-International District Community and ask the board to take 4th and 5th Ave CID lightrail station options off the table. As an alternative, the board should go with the new North and South CID station options. All 4th and 5th options negatively impact the neighborhood, environmentally, construction, traffic diversion, and economically. 4th and 5th Ave options would be a detriment to the neighborhood and its cultural and historical significance. The neighborhood has been impacted enough by the pandemic, years of racism, and economic impacts. I ask that Sound Transit take station option of 4th and 5th Ave off the table and move towards the alternative option of North and South.

Bests,

Jacqueline

--

Jacqueline E. Wu

Board Member At Large

OCA-Asian Pacific Advocates,

Greater Seattle Chapter

It's about progress, not perfection.

## Ava Chiong-Bisbee

To whom this may concern:

I am a concerned community member, worker in the Chinatown International District (CID), frequent transit rider, and my family has had a small business in the CID for almost two decades. I am very concerned about the SoundTransit alternatives proposed in the CID for the West Seattle Ballard Link Extension. The 4th and 5th Avenue alternatives are unacceptable as they would cause devastating impacts on small businesses, residents, workers, and more. I reject these alternatives and I urge the Sound Transit Board to reject the 4th and 5th Ave proposals and commit to further research on the North and the North/South alternatives.

There is a history of public development projects damaging this neighborhood and overlooking the communities that exist here. To truly center a racial equity perspective, SoundTransit must learn from past wrongs and listen to what community members have been saying throughout this process. For months we have been speaking up loud and clear that we do not accept the 4th or 5th Avenue options.

There is a history of public projects negatively impacting the CID including the construction of I-5, the King Dome, the Street Car, and more without regard for the people who live here and are part of the neighborhood community. The pollution, road closures, and economic stress 4th or 5th would cause are unfair and damaging to our neighborhood which is at the highest risk of displacement in Seattle.

North and South locations are compelling alternatives that would benefit the CID without all of the harm. As someone who uses public transit frequently, I know that our region needs public

transportation; however, it does not need to be at the expense of a low-income neighborhood of color. Please invest in further in depth research of the North and South alternatives.

Sincerely,

Aya Chiong-Bisbee

### Amber Chong

Dear ST Board Members,

My name is Amber Chong, and I am a youth leader who works hybrid in the CID with the Asian American community. I urge you to please reject the 4th and 5th Ave proposals and commit to further research on the North and N/S alternatives.

Construction on 4th and 5th would disrupt a vital part of the CID and displace many community members who have called this their home for decades. The CID has already been subject to racial redlining, environmental pollution, and gentrification which systematically works to erase the needs of working class Asian families. If construction continues, low-income community members who are already working to make ends meet will struggle to recover from businesses closures and financial hardship. 9-11 years of building the expansion will further exacerbate pre-existing health conditions that many elders face.

I ask that you please listen to the generations of Asian American organizers and constituents that make this vibrant cultural community what it is. Their input should come first and foremost, especially when history has shown how public developments privilege mobility and entertainment for the rich over genuine concern for the health and livelihood of low-income POC. Thank you.

Sincerely,

Amber

### Nina

You need to explore options north and south of the CID for link expansion. The construction process would bring harm to the neighborhood. I am a Seattle resident who uses the light rail fairly regularly and I would utilize the link extensions even if they were at another location. I understand that you want to create the extension at a centralized location but the light rail first and foremost needs to serve the people existing in Seattle and cannot be responsible for the displacement of our residents, especially in a culturally and historically significant neighborhood.

Please research other options.

Thank you.

--

~Nina

## *Megan Rupert*

Dear Sound Transit Board,

I am a concerned citizen urging you to consider an alternate plan for the expansion currently planned to cut through the heart of the Chinatown International District. The short- and long-term impacts of the construction that would be needed to build on 4th or 5th would be disastrous to the Chinatown International District, a critically important cultural core of our city that is already facing the threat of gentrification. Please build the expansion either north or south to reduce the negative impacts of this expansion while still providing the benefits of transit.

We can stop the legacy of communities of color being destroyed in the name of transportation. We can do better. Please do better!

Thank you.

Megan Rupert

## *Unnamed commenter*

Yes to the North of CID alternative.

The devastation to the community with the construction required going through 4th or 5th is unreasonable and the benefits ten years in the future don't come anywhere near compensating for the hardship it would cause the community now.

North of the CID is the best option.

## *Kay Luft*

Hello, my name is Kay. I visit the CID frequently and care for the community there. The 4th and 5th Ave options would result in 9-11 years of construction. The short and long term impacts would be disastrous to residents and small businesses. The pollution, road closures, and economic stress 4th and 5th would cause are unfair and damaging to the neighborhood, which is already damaged by the pollution and physical displacement from I-5, as well as other past projects. The North and South locations are more just alternatives that would benefit the CID without all the harm.

Please do not repeat the injustices of past infrastructure projects that disproportionately harm the CID. While our region needs public transportation, it does not need to be at the expense of low-income historically underrepresented people.

Thank you

--

Kay Luft

## Tiffany Chan

*Hi! I'm Tiffany Chan. I go to the CID often and use the Light Rail when commuting to and from the CID neighborhood to visit elders, family, friends, local businesses, and enjoying this cultural hub that I grew up with and find so important. I urge the Sound Transit Board to reject the 4th and 5th Ave proposals and commit to further research on the North and the North/South alternatives.*

*The pollution, road closures, and economic stress 4th or 5th would cause are unfair and damaging to our neighborhood which is at the highest risk of displacement in Seattle. North and South locations are more just alternatives that would benefit the CID without all of the harm.*

*Please do not repeat the injustice of past infrastructure projects that disproportionately harm the CID. While our region needs public transportation, it does not need to be at the expense of a low-income neighborhood of color.*

*Tiffany*

## Bailee

Hello,

My name is Bailee and I am a Chinatown-International District resident and former C-ID business employee. I've lived here since 2020 and I owe this neighborhood a lot - it became my home, it's where my friends work/live/play, it's where my favorite Seattle businesses reside, and it's taught me so much about Seattle history.

I write this comment now because I learned that Sound Transit plans to expand in the C-ID, with est. 9-11 years for construction. This is unacceptable and I'd like to talk about why it is. This would be yet another major transit construction project that USES the C-ID instead of IMPROVING it. The I-5 split Little Saigon from Nihonmachi and Chinatown. The construction of the streetcar through S Jackson St made it incredibly difficult for businesses to sustain themselves. This Sound Transit project now threatens to wreck havoc on the center of this historic neighborhood. With little regard for the environmental/economic impact of this primarily low-income neighborhood. The C-ID has always been used as a means to an end. Enough.

In community forums I've heard concerns voiced about environmental impact. This is a concern of mine as well. We don't need transit/construction fumes poisoning our primarily low-income/elderly community. If this project were to move south (Sodo or Stadium area) the impact would be farther removed from the densely populated C-ID area.

I've also heard concerns about loss of business and some being destroyed all together. This is unacceptable. Seattle and Sound Transit should be encouraging and supporting small businesses founded by people of color, not destroying them.

I hope that I've made my stance clear, I am saying no to the 4th/5th Ave S options and urging Sound Transit to explore solutions north or south of the C-ID. I urge stakeholders to consider the many diverse voices of the C-ID community instead of ignoring them, as has been the norm historically. For me, for my neighbors (housed and unhoused), for my favorite C-ID businesses, for the elders, for the low-income, for all of us, please listen and consider the devastating affects of this Sound Transit project in the C-ID.

Sincerely,

Bailee  
Chinatown-International District resident

### *Karina Arroyo*

Hi,

My name is Karina Arroyo, I'm a resident of Capitol Hill and work in the nonprofit sector. I am writing to urge the ST Transit Board to firmly reject the 4th and 5th Ave WSBLE station options. I strongly recommend further research on the North and North/South options. The concepts of community connection and safety must be central in the decision of where to build the new WSBLE station. The 4th and 5th Ave options are a threat to the community living in CID, who will likely be displaced and have their quality of life worsened if these options are chosen. CID contains a vibrant history and community of people and they deserve to be preserved, valued, and protected.

Being a longtime King County resident, born and raised in Burien, I've experienced the full expansion of the Light Rail in real time. My family and I took our first ride from Tukwila to Westlake when the first line opened, a route that I'd take almost every day once I joined the workforce and pursued job opportunities in the city. The light rail kept me connected to my family and was my portal to explore Seattle when I went to college at Seattle University. I say this all to say I love Sound Transit's mission and I am excited for the much needed expansion of the light rail, one that is supported by the community. Please listen to the activists and community members of the CID and reject the 4th and 5th Ave options and commit to research the North and North/South options.

Karina Arroyo

### *Haley Ballast*

Hello,

I would like to publicly state my opposition to the Sound Transit expansions for both 4th and 5th, and my SUPPORT for Sound Transit expansion for North.

Thank you!

Haley Ballast

## *Nany Carroll*

I studied the impacts of Sound Transit station location as part of a graduate course at Seattle University. The short and longterm impacts of station location on 4<sup>th</sup> or 5<sup>th</sup> Avenues would be disastrous for the communities and businesses of Seattle's precious Chinatown International District. The ONLY choice for respect and survival of the CID is for Sound Transit to study and pursue options north and south.

The option on 5th Avenue would decimate the community. The option on 4th Avenue would be moderately better in terms of the longterm location of the station, but the short term impacts of construction would be profoundly disruptive.

Please honor this community by pursuing other options.

Respectfully,

**Nancy Carroll** | Master of Nonprofit Leadership, June 2023  
**SEATTLE UNIVERSITY**

## *Meilani*

Dear Board of Directors,

I'm once again writing to demand justice for the CID neighborhood. I am a worker and resident in the CID. I use the Light Rail every day to and from the neighborhood. While I rely on the Link for my own transportation, I do not believe the ease of ridership should outway the irreversible damages to the CID. I urge the Sound Transit Board to reject the 4th and 5th Ave proposals and commit to further research on the North and the North/South alternatives.

The CID has the highest risk of displacement in Seattle due to racist policy and infrastructure projects. Sound Transit has the power to mitigate these harms by NOT putting a new station in the neighborhood. The environmental, economic, and health impacts are unacceptable to subject a low-income, aging neighborhood to. North and South locations are more just alternatives that would benefit the CID without all of the harm.

Our neighborhood has been fighting this for a long time now. We need further study on the alternatives and more outreach before ST moves forward.

Best wishes,  
Meilani

## *Phillip Hart*

Hello, my name is Phillip Hart and I live in the CID and use the King St Station light rail almost everyday. I am asking the Sound Transit board to please reject the 4th and 5th Ave proposals and do more research on the North/South alternatives.

I only moved here a few years ago but the CID is already my home and it is very apparent to me that the 4th and 5th expansion plans would cause an unfair and damaging amount of pollution, road closures, and economic stress. This neighborhood is already at the highest risk of displacement and has had to deal with the repercussions of previous unjust infrastructure projects. No one is denying that public transport is needed, but it should absolutely not come at the expense of a low income neighborhood of color that has already historically been through so much. The North and South alternatives would be much better.

## Amaris Penalzoa

Hello,

I'm Amaris Penalzoa. I am a commuter to the CID neighborhood. I use the Light Rail every day to and I urge the Sound Transit Board to reject the 4th and 5th Ave proposals and commit to further research on the North and the North/South alternatives.

The pollution, road closures, and economic stress 4th or 5th would cause are unfair and damaging to the CID neighborhood which is at the highest risk of displacement in Seattle. North and South locations are more fair alternatives that would benefit the CID without all of the harm.

Please do not repeat the injustices of past infrastructure projects that disproportionately harm the CID. While the region needs public transportation, it does not need to be at the expense of a low-income neighborhood of color.

Sincerely,

Amaris

## Florence Sum

Hello,

I'm Florence Sum, I am a worker and frequent visitor of the CID area. The Light Rail in this neighborhood is a lifeblood for me to be able to access this area with ease and visit businesses I've frequented my entire life.

**I urge the Sound Transit Board to reject the 4th and 5th Ave proposals and commit to further research on the North and the North/South alternatives.**

The pollution, road closures, and economic stress 4th or 5th would cause are unfair and damaging to our neighborhood which is at the highest risk of displacement in Seattle. North and South locations are more just alternatives that would benefit the CID without all of the harm.

Please do not repeat the injustice of past infrastructure projects that disproportionately harm the CID.

While our region needs public transportation, it does not need to be at the expense of a low-income neighborhood of color.

Thanks,

Florence

--

**Florence "Flo" Sum**

\*Florence uses They/She pronouns

## Jenn

Hi, my name is Jenn and I've been a community member & neighbor to the CID, and AAPI activist in Seattle for the past 7 years. I frequently use the Light Rail and appreciate the need for accessible public transit, *and* I urge the Sound Transit Board to reject the 4th and 5th Ave proposals. Please commit to further research on the North and the North/South alternatives, and to prioritize solutions that could avoid the 4th/5th Ave proposals in order to pursue more anti-racist actions.

The CID neighborhood is at the highest risk of displacement in Seattle, historically and currently. Bringing in the levels of pollution, road closures, and economic stress (that the 4th and/or 5th options propose) is a form of anti-Asian, anti-BIPOC displacement. Please do not repeat the injustice of past infrastructure projects that disproportionately harm the CID. While our region needs public transportation, it does not need to be at the expense of a low-income neighborhood of color. Please reconsider the North/South locations as better alternatives.

As a Board, I implore you to step back and question why your policies make it easy to choose the neighborhood of a marginalized community as a viable option for this project. As individual humans, I urge you to reflect on why you're willing to be complicit in projects that negatively impact the CID; I urge you to adjust your actions to better match what I assume to be your good intentions.

Thank you for reading and considering.

- Jenn

## Madison

Sound Transit's 4th and 5th Ave options would result in at least a decade of construction and even longer term and destructive impacts!

I urge you to commit to further research on the North and the North/South alternatives to save our CID neighborhood from further displacement and harm.

Thank you,

Madison

## Wei Low

Dear Sound Transit,

As a transplant to Seattle, CID was my first exposure to a living place rich in culture and history that reflected that of the Asian experience in this predominantly white city. Its existence and survival through the decades is a testament to the resilience of community in the CID, despite city legislation and developers completely changing the landscape of the diverse and tightknit community.

Construction on 4th and 5th will lead to further displacement, disruption, and scattering of cornerstone CID businesses and residences.

Vote YES to North.

Thank you,

Wei

Resident of 98122



## Richard Saguin

I'm Richard Saguin, one of the owners of Trichome - a Filipino and Black-owned business in the CID. I urge the Sound Transit Board to reject the 4th and 5th Ave proposals and commit to further research on the North and the North/South alternatives.

The pollution, road closures, and economic stress 4th or 5th would cause are unfair and would be devastating to our neighborhood which is at the highest risk of displacement in Seattle. North and South locations are more just alternatives that would benefit the CID without harming our community.

Please do not repeat the injustices of past infrastructure projects that disproportionately harm the CID.

While our region needs public transportation, it does not need to be at the expense of a low-income neighborhood of color.

\_Richard Saguin

## Ellison Shieh

Dear Sound Transit board,

I am writing to you as an employee of the Wing Luke Museum, the Festival Co-Director of the Seattle Asian American Film Festival, and a Chinatown-International District community member regarding ST3 expansion. I use transit (train and bus) in the neighborhood and drive through quite often as well.

We cannot and should not continue considering 4<sup>th</sup> or 5<sup>th</sup> as options. North option is the best decision that can be made, or the North+South as an alternative if it comes to it.

9-11 years of construction in close proximity to C-ID can devastate our neighborhood by negatively impacting the health and wellness of our diverse and intergenerational residents, and the many minority-owned small businesses here. Think of the elders who have lived here for decades, some have already moved out of the neighborhood because of factors like rising costs and safety. Construction so close to us would not only affect traffic, but their health as well due to pollution and noise. We also have many families who live here with young children. Everyone who lives and works here every day in the neighborhood are being affected by the two freeways' pollution and the least number of trees per square footage in the city.

We have already been impacted over the decades by redlining, all the sports stadiums nearby, I-5 cutting through the neighborhood, the building of the transit tunnel, and less than ten years ago, streetcar construction. On top of already happening gentrification, we cannot take another heavy and disrupting factor in our neighborhood's displacement and destruction.

Please consider our community's voices and needs. Transit benefits us all, but it should not be at the cost of a historically neglected neighborhood like Chinatown-International District. C-ID has felt the brunt of transit and city impacts for the entirety of our history, and we should not continue to suffer more. We hope you deeply consider choosing the North option with the C-ID residents, workers, and small businesses' best interests in mind.

Thank you,

**Ellison Shieh (they/them/theirs) | Marketplace Assistant Manager**

## Unnamed commenter

Dear Sound Transit Board,

As a concerned Seattle resident with ties to the CID, I join community organizations and members in demanding that Sound Transit study the North and South options FULLY for their plans for Sound Transit expansion. The potential impacts to the CID (construction, noise and air pollution, loss of small business, and disruption to everyday life) are far too great. The North option (or North and South combo) would cause much less disruption to marginalized communities, while also providing options for affordable, transit-oriented housing.

There is a long and horrific legacy of transit expansion (highways, trains, etc) dividing and destroying Chinatowns across the country. There are many news and academic sources describing this phenomenon. Seattle has already done so once (with the construction of I-5). Please do not do so again.

I am a strong and fervent supporter of public transportation. However, it should not be done at the cost of BIPOC communities. Please listen to community organizers who are calling on Sound Transit to explore other viable options for Sound Transit's expansion. I say No to 4th, No to 5th, and YES to North and North South Combo alternatives.

Thank you for your consideration.

## Linda Vong

Hi,

My name is Linda Vong, and I am a member of the Seattle community. I have family and friends living in the CID, and I'm in CID quite often - whether for family, food, and everything else the CID offers. Along with hundreds of others, I am urging Sound Transit to **reject the 4th and 5th Ave proposals** and **commit to further research on the North and North/South alternatives**. The 4th and 5th Ave proposals would cause unfair and unjust noise and air pollution, road closures, and economic stress to the CID. This would place CID at an even larger risk of displacement and erasure. The 4th and 5th Ave proposals would harm CID residents, businesses, schools, daycares, and other programs that serve thousands of people -- from youth to elders, from residents to visitors. These are completely unacceptable consequences. The North and South locations are more fair-minded alternatives that would prevent this harm from occurring and would benefit CID, a beautiful low-income neighborhood of color that needs to be respected.

Thank you for your time.

Sincerely,  
Linda Vong

## *E.N. West*

Good afternoon,

I am E.N. West. I am resident of District 2, and I spend a lot of time frequenting small businesses, public spaces, and art establishments in Chinatown-International District. I also frequently utilize the transit in that area to navigate the downtown core. I strongly urge the Sound Transit Board to reject the 4th and 5th Ave proposals and commit to further research on the North and North/South alternatives.

The pollution, road closures, and economic stress 4th or 5th would cause are damaging to a neighborhood at the highest risk of displacement in Seattle. The City, along with private developers, have a long, ugly and unjust history of targeting the CID for redevelopment projects that disproportionately impact the residents who live there, and the workers and small business owners who make the area the amazing place it is. This is an opportunity to do something equitable and different. Sound Transit has the opportunity to accomplish the necessary transit expansion through the North and South alternative locations, without the harm of the 4th and 5th Ave locations. Please pursue further research to ensure the CID does not suffer from this very important decision for the neighborhood, the City and our region.

Sincerely,

-E

## *Catherine Melchior*

I live at 3266 SW Avalon Way. I understand this property may be demolished for a station. I beg you to keep this apartment in tact and have no Avalon station. It is almost impossible for me to get a new apartment due to background issues and finances and I'm afraid I will be homeless if I have to move. I wish you'd scrap the whole West Seattle light rail project. Not enough people use it to make the cost and disruption worth it. And proposing to tear down a West Seattle fixture for over 30 years in Jefferson Square? Leave West Seattle alone!!!

## *Johannes Heine*

Hello,

I am writing today to implore the board to consider tunnel options for the West Seattle Light Rail expansion. I work in Lynnwood, and there are few people who will be happier than me to take the train up north. However, this also means I drive by the construction every day and the light rail is invasive and ugly. It makes communities look far worse and we do not need that in West Seattle.

We should build this the RIGHT way not the CHEAP way. Capital Hill and Downtown (as well as the CID, now) will have their aesthetic and sky space preserved, why not West Seattle? Please consider and advocate for tunnel options so that Seattle can be a beacon for the modern American metro system.

Thank you,

Johannes

Hello,

Sound Transit vastly overestimates Daily Light Rail Riders. The West Seattle Bridge is only up to 60% of pre-closure usage. This is a result of work from home jobs decreasing the need of citizens to travel downtown.

Thanks,  
Johannes

## [Glen Sugimoto](#)

Dear Sound Transit Board Members,

According to Motion No. M2023-08, the ST board will vote to approve spending the considerable sum of over \$8 million a year on outsourced public safety and security services. This is only one piece of the puzzle; at least part of this solution to boost safety and security for riders and staff should be listening to the immediate concerns of the riders themselves. The number of riders will always vastly outnumber personnel contracted to enhance safety, why not open communication to them to report problems as they are happening?

Dozens of transit agencies around the country provide modern crowdsourced incident reporting tools to riders to gain accurate information when deploying their resources. Providing riders with a mobile app and other tools to report concerns empowers riders to easily “see something, say something”, in a way that is far more discrete and therefore safer for riders. Other transit agencies using See Say include: BART in San Francisco, SEPTA in Philadelphia, Chicago Metra, and the MBTA in Boston.

Will ST consider adding a crowdsourced reporting tool to improve the rider experience and the safety of riders and ST operators? Certainly, the traveling public should play a role in any solution that is designed to keep them safe.

Thank you.  
Glen Sugimoto  
Camas, WA

## [Bill Hirt](#)

Dear Sound Transit Board,

The previous post urged the Washington legislature’s Joint Transportation Committee (JTC) require an audit of Sound Transit Board plans for reducing I-5 and I-90 congestion into and out of Seattle. This post details why anyone with a modicum of transit system competence who viewed the video of the Boards System Expansion Committee’s January 12th meeting would recognize they need an outside audit.

The meeting video included several Lake Forest Park residents raising concerns with Sound Transit’s plans for a bus access to transit (BAT) lane for the 1.2-mile portion of SR522 Stride S3 Line through their residential area.. They thought the approximate 2 minute transit time reduction didn’t justify spending more than \$200M (a 2021 estimate) that will change forever the Lake Forest Park persona.

Sound Transit Staff later presented a chart showing the Stride S3 Line would reduce PM peak Shoreline to Bothell from 54 minutes to 39 minutes in 2042. Other charts showed the plan included removing more than 400 trees

and confiscating portions of more than 20 private properties. They estimated the Lake Forest Park BAT segment would save an average of 2.3 minutes on the Shoreline to Bothell PM peak weekday commute. The System Expansion Committee unanimously approved Sound Transit proceeding.

An outside auditor would "likely" conclude that the costs of adding the Lake Forest Park BAT far exceeds the "benefits" of not adding 2.3 minutes to 39 minute transit travel time from Shoreline or the far longer total travel time from Seattle. Especially since the time savings would be less in 2027 when the Stride S3 Line began.

Others expressed concern over the way Sound Transit was proceeding with plans for a tunnel under Seattle and a light rail station in Chinatown. They asked for additional time and to consider other options. The expansion committee didn't respond. An outside auditor would likely suggest the "option" of terminating the Ballard Link at Westlake and avoid the cost of a second tunnel and the need for light rail station at Chinatown.

The video included the expansion committee approving Motions No M2023-03 requiring Bellevue to share in a firefight access door in the Bellevue downtown tunnel and M2023-04 requiring Bellevue, Mercer Island, and Redmond to pay for emergency responder training needed for the startup of the East Link and Downtown Redmond Link Extensions. An outside audit would likely ask why the 3-block long Bellevue Tunnel needs a fire access door since the 4-mile Northgate Tunnel doesn't. Also, why there's been no mention of Seattle being asked to fund emergency responder training.

The video also exposed Sound Transit's latest response to the need to delay East Link to redo light rail track attachments. That without access to Operation Maintenance Facility (OMF) East Sound Transit needed to limit Lynnwood Link trains to 8-minute headways. That when East Link begins operation the Lynnwood Link would have 4-minute headways during peak operation, but both Link 1 Line and Link 2 Line will both have 8-minute headways.

An audit would "likely" conclude 4-car light rail trains every 8 minutes on either Line won't have the capacity needed to reduce multilane freeway capacity into Seattle. Especially since they intend to use both Lines to replace bus routes. That Sound Transit should use the East Link delay to enable terminating the route at the Chinatown Station that would allow both Link Line 1 and East Link to have 4-minute headways.

Instead the video showed the System Expansion Committee approving spending up to \$6M to maintain the option to use the delay to spend up to \$6 million to implement a Starter Line between Redmond Technology Center and South Bellevue Park and Ride. The final decision to authorize opening passenger service on East Link Starter Line was anticipated in October 2023. That revenue service would start in Q2/2024 .

Again, none of the committee members asked questions as to how many riders they expected with the Starter Line. An auditor would note that those commuting from Redmond to Bellevue had better access with existing Rapid Ride Route. That ST550 in Bellevue had better access than Starter Line and avoided the need to transfer at South Bellevue P&R. Also that very few commuters returning from Seattle will choose to transfer to Starter Line for the route into Bellevue.

The bottom line is Sound Transit has managed to avoid disclosing Northgate Link ridership was a fraction of the 42,000-49,000 riders projected. However, when East Link debuts the problems will be so obvious that no Sound Transit "disclosure" will be needed. Thus, the debut delay from June 2023 to 2025 summer allows Sound Transit to spend additional billions on fatally flawed "voter approved" extensions.

The Legislatures JTC should require a Sound Transit audit that could result in expediting the West Seattle and Ballard extensions, debunk the need for a BAT lane in Lake Forest Park, a second tunnel

under Seattle, and the need for a Chinatown Station. That Sound Transit should terminate East Link at Chinatown, stop the folly of the East Link Starter Line, and more to mitigate Sound Transits Expansion Committee incompetence.

The JTC constituents and the entire Sound Transit service area surely deserve it.

[Joe Kunzler](#)

Dear Sound Transit Board;

Just in case the old e-mail doesn't work. I also added two infographics and a few small things.

I understand you have on deck Motion R2023-01 at this hour. I encourage you to please pass the resolution immediately - and frankly before public comment, then instruct Sound Transit Legal to transmit the weapon blueprints to your local governments, your individual transits, all other federated boards you serve on, and most of all the Puget Sound Regional Council's pitiful excuses for staff leadership to stop Alex Tsimerman's hate speech.

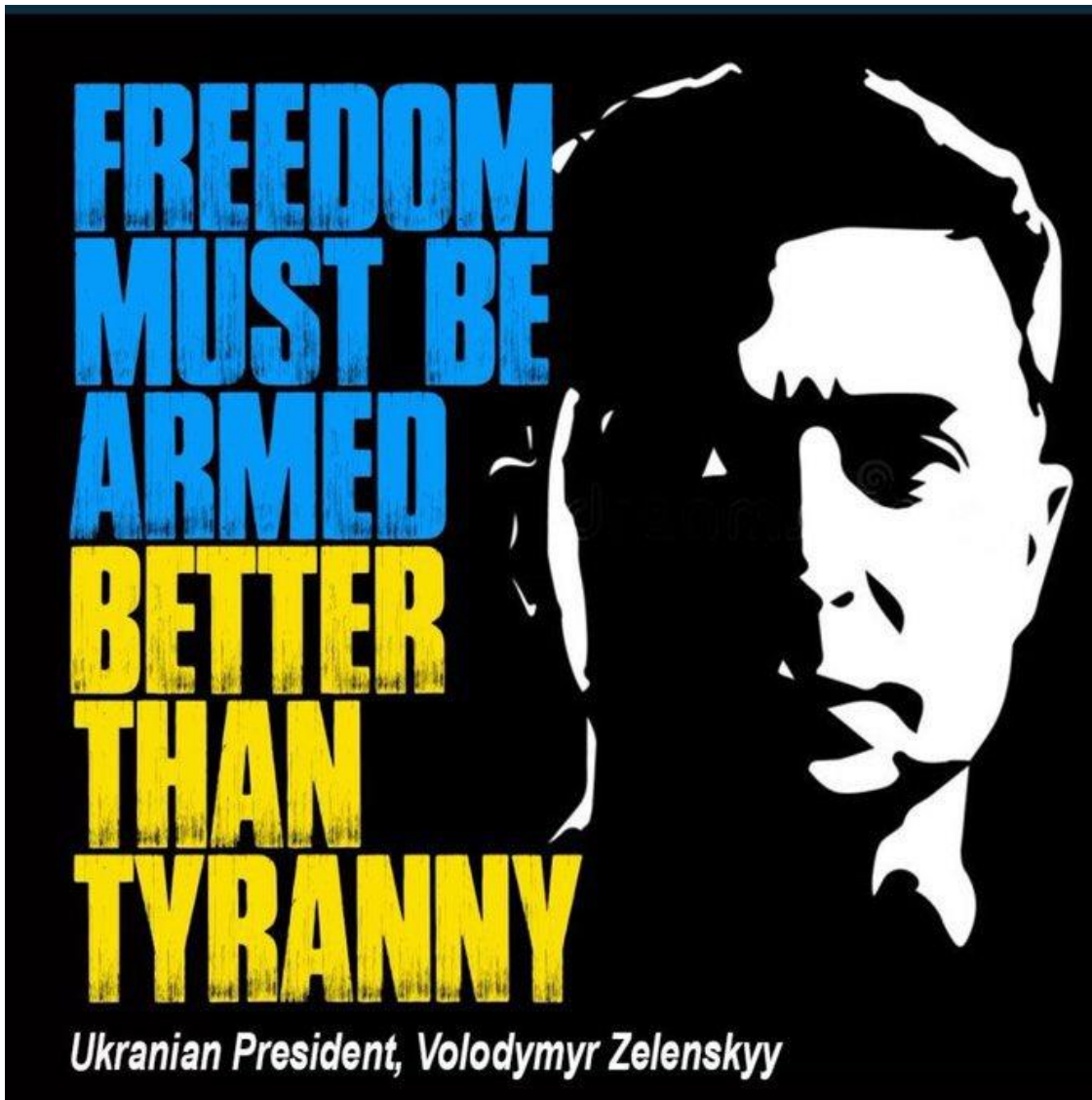
To me: You are Ukraine in this fight to defend our commons. Like Ukraine, you have heroic Boardmembers like Badassuchi and Keel serving alongside some folks who, let's say worry me. Like Ukraine, you are fighting for all of our freedom from Alex Tsimerman and the kind of hate speech that must be opposed.

So I address you not just as Sound Transit Boardmembers but as guardians of our freedom of mobility. As Ukrainian President Zelensky said,

I address you as those who serve the values of freedom.

I am sure you do not want to allow such a world order, where hatred will rule. Your parents would not want that kind of world for you. You would not want such a world for your children.

The below graphic seems appropriate also:



As such, I believe a majority of you will pass R2023-01 to defend Sound Transit and expel bullies like Alex Tsimerman who come before you to maliciously *hurt* Sound Transit. Never again is now. It's now whether the never in never again means anything. Thank you for your public service.

=====

See there is something very relevant to Sound Transit's work that I think this Board better know about...

Namely, right now, I am engaged in fierce diplomacy to clear Alex Tsimernan out of the Puget Sound Regional Council (PSRC). There is the Big Lie: Just because you *think* Tsimerman doesn't reflect you doesn't mean you have to stand up to Putin's main man in Seattle or in the interest of the First Amendment, you should cower before hate speech. Just like back in the bad days of the late 2010s at Sound Transit. This is changing because of President Badassuchi and me, but we need more heavy weapons to *expel* Alex from the PSRC or we and some freshly converted allies are going to be deadlocked against Alex Tsimerman as winter becomes spring.

So continuing the NAFO and Russia's War on Ukraine analogies, there is a Leopard tank that Sound Transit is building that can hunt and expel the big lie - it's called R2023-01. This rhetorical Leopard of R2023-01, like Community Transit's rhetorical HIMARS with "Saint Rachel" giving us the basics to fight with and the City Government of Seattle's defenses plus actions in the late 2010s, have done so much good to defend our commons from an existential threat. Pass R2023-01 and we can march right to the Puget Sound Regional Council and in the most fatal terrain for Alex Tsimerman, *defeat* both the Big Lie *and* Tsimerman.

We must break Alex Tsimerman as his behavior has become a disruptive threat to us all - from the long runways and rolling hills of Community Transit to the electric Everett Transit to the strong diversity of King County Metro to the unique Pierce Transit, so we must fight. This is the post-Trump, post-January 6, post-February 24 world. Again, never again is now. Not tomorrow, nor in a history book... now.

=====

I want you to remember something else too: Community Transit's R Division gave me the first weapons to get to you. Some visionaries up there saw



what was going on in the 2010s and acted. You have a special collective responsibility to *the North by Northwest* and our common defense & mobility north of the thin green line between King and Snohomish Counties. Doubt me? Read Tackling Tsimerman!

I ask that you say with a wink, "This prioritizing Lynnwood Link is *repayment in full* for Community Transit's "Saint Rachel" and the rest of the glorious R Division plus CEO Ric plus for that matter Everett Mayor Cassie Franklin, *for starters*. Just say, 'Believe in courageous truth for without courage and truth, there is nothing.' We'll get Tsimerman and you in the North by Northwest to get that growth thru consolidation done. That is your highest transit duty, and we support you."

I rest with this Zelensky-esque admonition: Tsimerman uses time as his ally to terrorize, bully and exclude diverse voices. To teach how to hate. So we must ask fast as fathers, mothers, friends, and children to protect our loved ones, hold accountable appeasers and get after Tsimerman on all fronts. R2023-01 is the rhetorical Leopard tank that will finish Tsimerman at Sound Transit and then liberate the Puget Sound Regional Council - while allied forces fight Alex Tsimerman on other fronts to sanction him, lawfare him and just generally make Alex Tsimerman regret the day he put Boardmember Badassuchi in his sights.



Like SF Supervisor Catherine "Maverick" Stefani - the other Italian-American politician I hero worship my Sound Transit pals, the rest I submit.

But as always...

**GO SOUND TRANSIT!**

*Terry*

Dear Sound Transit Board of Directors,  
Sent to Sara Maxana Sound Transit Program Director Seattle DOT on Jan. 13 — no reply, so reaching out farther I also sent this to our WA reps

Begin forwarded message:

**Subject: Light rail comment**

**Date:** January 13, 2023 at 7:51:01 AM PST

Good morning Sara,

Please feel free to forward this or let me know who to forward it to if you are not the person it should be addressed to — thank you

I LOVE the light rail and have used it since the beginning, most often to airport and Mariners games!! It's the best! I live in Lake Forest Park and start at Northgate.

I have a concern though..... in the last year I fear my safety on the light rail at times. I am a nurse in Seattle, work with SUD pts so I do have experience with individuals who are struggling today.

I rode the light rail on Wednesday from the airport to Northgate after returning from an emergency trip for my family.

Here is what I saw on this ride alone —

- 1- Man popped up from the back, manic appearing, walking from the front of the car to the back, took his shirt off and went back to his seat. Those around him moved.
- 2- Woman got on — appeared homeless, meth type appearance (thin), she had a shirt in her hand with tags on it, she looked at it, and left in on the light rail a couple stops out, I suspect stolen shirt.
- 3- A couple got on, the male was fumbling in his pockets, messing with a gum plastic case when out of his pocket falls a metal box. It falls open and many small ziplock bags of white powder and pills fall on the ground. He jumps up like he is going to be busted. He looks around and sits down, one pill remained and a rider pointed it out to him. He picked it up and put it in his metal box. This was, I imagine fentanyl or meth and not sure what the pill was.

Something needs to be done to address suspicious activity and improve the safety of riders. What about security walk throughs? Something!

This is only one day! I could tell you more and my children who ride have similar stories — one doesn't even ride anymore but Uber's — costing up to \$60

Please help us figure out a way to not have the light rail be a sleeping area or drug transport means. I imagine there has been harm caused by illegal riders. This must be correct!

Please feel free to email me if you need any other information. I would also like to know you read this or that it was passed along to a person that can address this safety issue.

Thank you! Let's get the light rail back on track!!

Terry RN Swedish and LFP resident

ps yesterday my son said a naked person was on the light rail — help the system — please — young people are the future and they need to know it's safe to ride and use public transit as a means of

transportation. Plus if we are expanding the service as mentioned in the paper yesterday, more people may be at risk!

Let's not have a death or serious injury that would then lead to expensive modifications — at every access — like turnstile entrances in Chicago.

Love the light rail potential!! My heart does go out to those in need in our state too!

## *Jeremy Conklin*

Dear Sound Transit Board,

Two weeks ago I was traveling and flying back to Seattle, WA. Unfortunately, my flight to Seattle was delayed and I arrived at 2330 hrs on Sunday, 15 Jan 2023. I take the light rail from my apartment in Capitol Hill to and from SeaTac. On 15 Jan 2023, I arrived at the SeaTac light rail station at 2350 hrs. I boarded the light rail north. Unfortunately, after 2344 hrs the light rail only goes to the Stadium stop. The light rail continues to run until 0214 hrs but only runs from Angle Lake to Stadium. After 2344 hrs, commuters like me, who live north of Stadium, cannot use the light rail to get home.

I am an attorney licensed to practice law in Washington. I am concerned that the partial service of the light rail, only operating from Angle Lake to Stadium, is unconstitutional and is a violation of the 14th Amendment, equal protection clause. The 14th Amendment states, "No State shall make or enforce any law which shall abridge the privileges or immunities of citizens of the United States; nor shall any State deprive any person of life, liberty, or property, without due process of law; nor deny to any person within its jurisdiction the equal protection of the laws" By not operating the full route after 2344 hrs Sound Transit is denying equal protection to the citizens that live, or want to travel past the Stadium stop. Only the citizens who live or want to travel south of the Stadium stop are afforded equal protection, freedom of travel, of the light rail. The problem is further exacerbated by the fact that all citizens in Washington State, and King County pay taxes, which fund the light rail. However, after 2344 hrs only those citizens that pay taxes who live between Stadium and Angle Lake benefit from the light rail. Thus, Sound Transit is treating a group of citizens differently based on their location. That is not equal protection under the law. The law provides for a light rail system and citizens should have equal access to the light rail system. After 2344 hrs only some citizens have access to the light rail system. Access to the light rail system for citizens wishing to go north of Stadium is foreclosed by the current practices of Sound Transit.

The light rail is operating until 0214 hrs, why cannot the light rail provide full service during its total operation time? If the abbreviated route is to save funds why cannot the light rail operate on its full route with fewer trains? Trains could run every 20 min along the entire route to decrease costs. If the abbreviated route is to reduce crime by not running the light rail through the city at night, then why does Sound Transit run buses in the city at night? Why not stop all public transit to decrease crime at night?

Courts look at violations of constitutional rights under strict scrutiny, The strict scrutiny test is the government must show that there is a compelling, or very strong, interest in the law/policy, and that the law/policy is either very narrowly tailored or is the least restrictive means available to the government.

What is the compelling or very strong interest that Sound Transit has to stop light rail service at Stadium after 2344 hrs? Is prohibiting light rail services north of Stadium after 2344 hrs the least restrictive means available to Sound Transit to achieve its compelling or very strong interest? If Sound Transit cannot provide a strong case for stopping service at Stadium after 2344 hrs then Sound Transit is open to a lawsuit under 42 USC Section 1983 - Civil Action for Deprivation of Rights.

Thank you,  
Jeremy Conklin

### *John Miller*

To whom it may concern,

I am writing in regards to the continued closure of the Great Hall at Union Station.

It has been almost 3 years now since this public space has been closed. As the agency debates the impacts of future work in the Chinatown International District and actively plans the consolidation of its office spaces in the neighborhood, they actively contribute to the its decay. The agency's actions reflect a disengagement from its commitment to the local community.

I can't help but wonder if this public resource was in a different, more affluent neighborhood, would it have remained closed so long?

The Great Hall can and should be a space for all to enjoy. I hope that the Board takes action, prioritizes its customers, and recognizes the commitment it has to the neighborhood. Commit to a date of reopening this space and keeping it open.

-John Miller

### *Unnamed commenter*

Hopefully in the future you can add more stops and additional parking. Parking needs to be free as an incentive to ride rapid transit as so many apartments/duplex's etc are being built impacting parking in neighborhoods

## *Comments submitted after the deadline*

### *Sydney Hardy*

Hello, my name is Sydney Hardy. I am a current graduate student at Seattle University. I urge the Sound Transit Board to reject the 4<sup>th</sup> and 5<sup>th</sup> AVE proposals and commit to further reasearch on the North/South route alternatives.

If this project goes forward it will displace over 400 residents including many youth in the CID and negatively impact over 40 businesses. Along with the potential displacement, this project would have significant environmental impacts such as excessive levels of exhaust emissions, increased noise and congestion and injuries to individuals.

If these concerns are not taken into consideration, the community faces losing local businesses, historical uniqueness, and losing nonprofits whose programs benefit the community. The CID is one of the most diverse neighborhoods within Seattle and they continue to be negative impacted by these projects that disproportionately harm our residents. Again, I urge the Sound Transit Board to reject the 4<sup>th</sup> and 5<sup>th</sup> AVE proposals.

Thank you,  
Sydney Hardy

### *Lonnie Wells*

I'm Lonnie Wells, one of the owners of Trichome - a Filipino and Black-owned business in the CID. I urge the Sound Transit Board to reject the 4th and 5th Ave proposals and commit to further research on the North and the North/South alternatives.

The pollution, road closures, and economic stress 4th or 5th would cause are unfair and would be devastating to our neighborhood which is at the highest risk of displacement in Seattle. North and South locations are more just alternatives that would benefit the CID without harming our community.

Please do not repeat the injustices of past infrastructure projects that disproportionately harm the CID. While our region needs public transportation, it does not need to be at the expense of a low-income neighborhood of color.

Sincerely,  
Lonnie Wells

## Heather Chan

Hello,

I have visited Chinatown-International District all my life and work at the Wing Luke Museum. I am calling on Sound Transit to conduct further study and work closely with those who live and work in the C-ID. My asks are:

- Do not move forward with the Southern option, this creates further risk of displacement and gentrification
- To ensure community voices are heard on the other options at this time.

Cooperation with the community in the C-ID will ensure that this treasure of Seattle is cared for and lasts for generations to come. We cannot risk losing the neighborhood's historic character and its function as a cultural space for low-income and/or elderly residents. When I lived in Bremerton, my family needed this neighborhood for our groceries and connection to our Hong Kong heritage. Working at Wing Luke Museum, I encounter Asian Americans from the greater Pacific Northwest who consider this neighborhood a second home. Please join us in becoming guardians of this neighborhood who can ensure its small businesses and residents can thrive.

Sincerely,

**Heather Chan (she/her/hers) | Director of Museum Services**

## Josh Martinez

Dear Sound Transit Board Members,

I'm writing to you as a small business owner, Beacon Hill resident, and Chinatown-International District supporter. I have been following for months Sound Transit's plans and discussion about the West Seattle and Ballard extension project. After reviewing the 4th and 5th Avenue proposals, I urge you not to move forward with plans to place the new station and extensions in the CID.

The Chinatown-International District itself formed out of racist city policies that created apartheid zones in Seattle for nonwhite residents. Residents and visitors to the CID today still feel the impacts of the policies of more than a century ago. It would be morally wrong to move forward with a plan that further decimates the character of a neighborhood built through resiliency and resistance. We should not take the resiliency of this neighborhood for granted: it's unacceptable to ask CID residents to weather a project that will disrupt their lives for the next decade—perhaps in unrepairable ways. We should be celebrating the CID as an important cultural heritage site, not considering it as just another site that meets the infrastructure needs of predominately white neighborhoods to the west and northwest of us.

I appreciate the deliberations your body has taken in response to the protest from CID neighborhood residents and supporters. I respectfully request that you continue your study of station sites to the North and South of the CID. No matter where you choose to build this station, it should be with the awareness and consent of people who often face systemic oppression in the name of progress. We cannot be a great city if we lose our soul in the process. Thanks for reading and considering my request.

josh  
josh martinez (he/him)  
CEO, Future Emergent

## Andi Garcia Brown

I am writing to support the alternative route of the CID expansion. The 4<sup>th</sup> and 5<sup>th</sup> expansion routes would displace communities and local businesses that as Seattle history proves has been affected by transportation expansion more than once. These two proposed routes are causing more generational harm than good and is history repeating itself. Please consider the North alternative as it is publicly owned land and can be used as a space for equitable transit space (affordable housing, social services and a hub for community that is also connected to all other lines).

Thank you,

--

Andi Garcia Brown

## Laura

*Hi! I'm Laura. I am a worker and resident in Beacon Hill. I use the Light Rail often and I urge the Sound Transit Board to reject the 4th and 5th Ave proposals and commit to further research on the North and the North/South alternatives.*

*The pollution, road closures, and economic stress 4th or 5th would cause are unfair and damaging to our neighborhood which is at the highest risk of displacement in Seattle. North and South locations are more just alternatives that would benefit the CID without all of the harm.*

*Please do not repeat the injustice of past infrastructure projects that disproportionately harm the CID. While our region needs public transportation, it does not need to be at the expense of a low-income neighborhood of color.*

Warmly,  
Laura  
She/they

## Alejandro Gonzales

Hello,

My name is Alejandro Gonzales and I live in Seattle, WA and use the light rail every day to commute to work. I think that the Link is essential to our city's future and our growing need for public transit. However, we cannot let our need for transit to overwhelm and destroy our communities in the process. Please do not build the station on 4th or 5th but rather north or south of the CID. The CID is one of our more vulnerable communities and we cannot have an extended infrastructure project weaken it further or displace those living and working there.

Thank you,  
Alejandro Gonzales



## Kevin Kim

Hello,

My name is Kevin Kim, and I'm a former resident of the Chinatown/International District. The light rail was my main means of getting around the city, and I still use it regularly to visit my favorite spots in the CID. I urge the Sound Transit Board to vote NO on the 4th and 5th ave proposals, and fully investigate the North and South alternatives.

The almost-decade of construction, noise, and pollution would seriously hamper and harm the residents and businesses in this neighborhood should the 4th and 5th ave proposals commence, small businesses are already suffering from the 2020 pandemic closures and are still struggling to recover and recoup their losses. Several business have since shuttered or relocated altogether.

You have an opportunity to do better by not displacing and disrupting an already struggling community. I'm all for public transit expansion, but it doesn't need to be at the expense of a low-income neighborhood of color.

Thank you,  
Kevin Kim

## Nina Wallace

Dear Sound Transit Board,

I am a longtime worker in the CID and a frequent light rail rider, and I am writing to state my strong opposition to the 4th and 5th Ave station options for the CID as part of the WSBLE.

Both 4th and 5th Ave locations -- even with the proposed adjustments like the lid or expanding the existing Union Station infrastructure -- would be destructive to our neighborhood. I am deeply concerned about the environmental impact of the 9-11 years of construction that would be required, and the massive amount of traffic that would be rerouted onto our streets, creating safety hazards for elders and other residents, workers, and visitors. I am also concerned about the displacement of residents and small businesses that would inevitably occur with these options, both as a direct result of construction and as an indirect result of the increased property values and gentrifying development that would follow if the new transit hub is built in the heart of the CID.

I urge the Board to conduct a full study of the proposed North and North/South alternatives, which provide better opportunities for equitable transit-oriented development that our neighborhood sorely needs and will avoid destruction and displacement in the core of this historic, low-income neighborhood of color.

Thank you,  
Nina Wallace

## Joël B Tan

- Good afternoon, I'm JBT, ED of WLM and thankful for the opportunity to advocate for the importance of the CID as integral to the soul and vibe of Seattle area communities.
- In the face of disaster gentrification, we continue as a regional destination and as the C-ID's second largest economic driver, with over 55k visitors a year.
- As the C-ID's history keepers over the last 55 years, we recently joined on an effort to nominate the Chinatown-International District to the National Trust for Historic Preservation's 11 Most Endangered List
- We cannot forget the historic injustices driving the need to center equity in decision-making with ST3 expansion, acknowledging that this is a 200-year decision, reaching back 100 years and looking forward 100 years for C-ID AANHPI families that have contributed widely to the growth of our region in the face of racism, discrimination and exclusion
- We are pleased that that 5th St. option is removed entirely however...
- We have significant concerns around 4th Avenue, including 4th Avenue Shallow – that presents incredible opportunity for access but this cannot be made at the sacrifice of the C-ID's survival
- The North option - buffers our survival (though not without guarantees) but restricts access especially to our historic homes/communities in South Seattle
- Most of all, we ask for the removal of the South option consideration - since it spurs rampant private market-driven development
- This is the time for YOUR bold leadership in making the decision. We passionately call for investment and care in decision making by pairing this incredible opportunity to showcase our vibrant cultural and community strength and repair past harm, via substantial investment and care.

**Joël B. Tan (siya/sila/all pronouns) | Executive Director**  
**Wing Luke Museum of the Asian Pacific American Experience**

## Coltan Foster

My apologies for being late to the public comment portion of the proceedings. I just wanted to express my opposition to the proposed project and my support for other locations nearby. Please do not further disrupt the CID. It has suffered so much under the pandemic, and this positioning of the expansion as is would be disruptive!

Please consider a new position for the expansion!

I am also taking the opportunity to submit that returning some of the roads in the CID to a pedestrian state would have a positive economic impact and may result in a net positive for the city. I'm happy to elaborate if there are any aspects of my comments that could be clearer!

My appreciation for your efforts,

Coltan Foster

Resident of Seattle, CID enthusiast

## YK Zouh

**This comment included an attachment which is included at the end of this digest.**

Hello,

Please find attached my comments.

I hope for more information regarding the potential options, pros & drawbacks of each option, mitigation factors, etc. are more easily presentable and shared amongst the greater C-ID community via the non-profit organizations & key community stakeholders involved. Ideally, an infographic or a short blurb (under 15 pages) would be great to share within the next week or two. I personally don't feel that all information regarding the options have been properly conveyed or easily understood for the general public. I hope for greater simplification and greater outreach, thank you very much.

Best,

YK Zhou

Fortune Garden Restaurant

## Brien Chow

***Sound Transit Board Meeting Public Comment by Brien Chow, January 26, 2023***

Happy Year of the Rabbit!

***I want to inform the Sound Transit Board*** that a person phoned Nora Chan, founder of Seniors in Action, at 9 PM last night to support the 3rd and James light rail alternative at today's board meeting. She told

*Nora the deadline for a vote will be held at the ST board meeting at 1:30 and for her to bring lots of seniors. Nora called us to ask if that was true.*

***This is the reason why there are so many non-English speaking Chinese seniors here today.***

I am here to *protect* the residents and businesses of the CID from **LIARS** who take advantage of the seniors to say this is the final vote today for a CID Station. *[He walks toward Nora in the front row: "Nora, please stand and wave so everyone can see you." Nora stands and waves at the ST Board from her seat and at the audience.]*

And this **LYING** has been going on for a long time. You, the Sound Transit Board, need to be aware of this, because we're tired of people taking advantage of the non-English speaking residents and business owners of Chinatown!

Thank you,

Brien Chow

Co-Founder Transit Equity for All

Chong Wa Outreach Chair, Seattle Chinatown

cc: Julie Timm, Sound Transit Chief Executive Officer Sound Transit Community Oversight Panel 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 Land Use 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 Summit Sierra Historic South Downtown Downtown Seattle Association Denise Louie Education Center Seattle Indian Health Board Uwajimaya Theatre Off Jackson Gary Locke United Chinese Americans OCA- Greater Seattle Chapter Asian Pacific Islander Coalition Advocating Together for Health Friends of Seattle CID 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

Betty Lau

Dear Sound Transit Board, here is my full public comment since in person public comment was shortened to one minute.

Greetings and Happy Year of the Rabbit!

I am Betty Lau, co-founder of Transit Equity for All.

I attended the Sound Transit meeting for CID residents on Jan. 10 and witnessed the following:

- Biased information—ST presenters highlighted negatives of a station on 4<sup>th</sup> Avenue and not for others
- Impossible time limit: in one hour people were expected to read a 58-page packet during a presentation on the same; then ask questions & give opinions
- Withholding information on transfers that riders need to do to access CID and the airport from the newest options. This information was also withheld at the later business owners meeting on Jan. 25.

**Please direct your staff to offer complete, unbiased information.**

**Thank you.**

Link: <https://oohwsblink.blob.core.windows.net/media/Default/pdfs/AE%200036-17%20System%20Expansion%20briefing%20book%2020221116.pdf>  
(<https://oohwsblink.blob.core.windows.net/media/Default/pdfs/AE%200036-17%20System%20Expansion%20briefing%20book%2020221116.pdf>)

January 25, 2023

*By email*

Hon. Dow Constantine, Chair, and Members of the Board  
Julie Timm, CEO  
Sound Transit  
401 S. Jackson Street  
Seattle, WA 98014

RE: Joint comments on Resolution No. R2023-06

Dear Chair Constantine, Members of the Board, and CEO Timm,

Across the region and without exception, our communities are eager and ready for light rail service to start. Significant delays to anticipated Link extension openings caused by the I-90 plinth failures, concrete strike, and COVID-19 require Sound Transit – and the community – to rethink expectations. We must work together to identify the best solutions to mitigate delays systemwide and deliver service as quickly as possible.

Consistent with discussion at the January 12<sup>th</sup> System Expansion Committee meeting, we encourage the Sound Transit Board to consider the following:

**Authorize work now to maintain the East Link Starter Line option as part of a two-step approach:** The Board should authorize up to \$6 million from the East King subarea for work to continue exploring options related to the East Link Starter Line, including the Title VI and Fare Equity analysis. We urge you to take this action so time and momentum is not lost. Only after this work is complete should the Board consider the second action of authorizing the East Link Starter Line.

**Identify options to improve frequency and service to the Link 1 Line:** Until the full East Link alignment opens allowing access to the Operations and Maintenance Facility East, service on the 1 Line to Lynnwood will fall far short of the anticipated demand. It is critical that Sound Transit be innovative and creative in where and how to store and maintain trains to increase 1 Line service levels. Balancing the benefits of revised sequencing and service delivery across the region will not be easy, but we are confident that staff can provide the information needed for the Board to make these decisions by Fall.

**Develop policy guidelines:** Recent project delays have created a unique decision-making environment for the Board. Calls for a policy that gives guidance to when and how the agency can consider future phased openings are timely given the ST2 and ST3 projects still ahead. Transparent policy guidelines will help ensure Sound Transit delivers the most transit service to the public as fast as is feasible. We urge such a policy or policies be developed and adopted.

Don't stop this important work! We urge authorization of the necessary funds at the January 26<sup>th</sup> Board meeting to continue to explore creative solutions to the current situation. While the recent system delays are a major disappointment, we applaud Sound Transit's willingness to use this as an opportunity to look for benefits systemwide as mitigation options are adopted.

Thank you for your efforts to expand reliable and safe transit service options throughout the region as soon as possible.

Sincerely,



Hon. Angela Birney, Mayor  
City of Redmond



Hon. Lynne Robinson, Mayor  
City of Bellevue



Hon. Penny Sweet, Mayor  
City of Kirkland



Jeff Tomlin, MD, CEO  
EvergreenHealth



Geoff Crump, COO  
Hopelink



Kelli Refer, Executive Director  
Move Redmond



Kim Sarnecki, CEO  
Together Center



Joe Fain, President and CEO  
Bellevue Chamber of  
Commerce



Patrick Bannon, President  
Bellevue Downtown Association



Kristina Hudson, CEO  
OneRedmond



Guy Palumbo, Director  
Public Policy, Amazon



Sara Lazkani, Public Policy  
Manager, State and Local, Meta



Barb Wilson, Puget Sound  
Local Government Affairs,  
Corporate, External, and Legal  
Affairs, Microsoft



Trinity Parker, Senior Vice  
President, Chief Marketing  
Officer, Marketing,  
Communications and Public  
Affairs, Symetra

**Ian M. Goodhew**

Ian Goodhew, Associate VP  
UW Medicine



Gregory K. Johnson, CEO  
The Spring District / Wright  
Runstad & Company

**To the Sound Transit Board:**

**RE: January 26, 2023 Board Meeting concerning Resolution R2023-03**

Sunday, January 22, 2023

I support the HWY 522145<sup>th</sup> BRT project. However, like many others in Lake Forest Park, I am asking the Sound Transit Board to formally consider modifications to the project here in Lake Forest Park.

I am also deeply offended by the Kenmore City Council's public position that it's just a handful of disgruntled "property owners" in Lake Forest Park who want to entirely stop this project. I've lived in Lake Forest Park for almost 40 years and nearly all my friends and neighbors are asking Sound Transit the same thing. Seriously consider modifications to the existing design here in Lake Forest Park.

Specifically: Instead of building the 1.2-mile dedicated north/eastbound bus lane in Lake Forest Park, build bus queue jumps, just like the design being implemented on NE 145<sup>th</sup> Street, as well as signal priority along Bothell Way and a redesign of our bus stops to be an appropriate width for our residential neighborhoods while maximizing tree conservation. These modifications achieve almost the same end as the existing one and are likely less costly and take less time to construct.

Using the same design principles as planned for 145<sup>th</sup> here in Lake Forest Park, it would have the added benefit here of reducing the need for retaining walls, the number of lost trees and shrubs, the number of property acquisitions while eliminating most of our environmental concerns.

Don't buy into Kenmore's label that you are hearing from a handful of disgruntled property owners in Lake Forest Park. It's virtually the entire City of Lake Forest Park as well as our elected officials that think there is a far less impactful way of achieving substantially the same benefits envisioned in the current design, that could likely be achieved at a lower cost and built in a shorter time frame.

This is not asking too much from the Sound Transit Board of Directors. In fact, it is what is expected of the Sound Transit Board and 100% in the spirit of the Realignment Process to be constantly on the lookout to for new, effective and less costly ways to build a mass transit system.

Simone McCready

16722 39th Ave NE, Lake Forest Park, 98155



# TYPICAL WSDOT Wall

THIS IS PLANNED FOR LAKE FOREST PARK

LFP CITY COUNCIL AND MAYOR UNLESS YOU ACT  
THIS WILL BE YOUR LEGACY

THE LAKE FOREST PARK  
SOUND TRANSIT WALL WILL BE  
**11 FOOTBALL FIELDS LONG, TO 16' TALL**  
WITHOUT LANDSCAPING



## **BOTHELL WAY WILL BE DEFORESTED with NEGATIVE IMPACTS:**

Increased noise pollution, more impervious surfaces increasing storm water runoff, and adverse Environmental impacts to our fish bearing streams, wetlands and sensitive areas, caused by removing 450 trees and blading 500 shrubs, destroying the mature tree canopy protecting our environment from solar gain and screening our community from the road. Health impacts: depression, high blood pressure, heart disease, strokes, stress and insomnia. Also increased graffiti, crime, violence and shootings.





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

**Contact:** CoreForLFP@outlook.com

January 25, 2023

Dear Chair Dow Constantine, and Sound Transit Board Members:

One of the things I like best about my neighborhood, the Sheridan area of Lake Forest Park, is the connection to Nature. The shift that now is occurring in Lake Forest Park, reflects a transition from a green suburban community to a more urban corridor, characterized by the changes proposed by SR522 NE145 BRT. While I support SR522 NE 145 BRT, I have concerns about the design, scale and impact of the large concrete retaining walls planned for the west side of Bothell Way.

These walls, as planned, will be up to sixteen feet tall, eleven football fields long, without any landscaping or noise mitigation. They will be sited two feet off the side of the road, fronted by a jersey barrier. As planned, this is a blight on our City, deforesting Bothell Way by cutting down over 436 trees and ripping out 500 shrubs, destroying the mature tree canopy that protects our community from solar gain and screens our community from the road. Sound Transit is creating a noisy concrete corridor, disconnected from Nature.

The current design will result in increased noise pollution, more impervious surfaces increasing untreated storm water runoff, and adverse environmental impacts to our fish bearing streams, wetlands and sensitive areas.

Furthermore, this disconnect from Nature has negative health and social impacts: hyper-tension, obesity, diabetes, depression, heart disease, stroke, and stress, resulting in increased crime, aggression, violence and shootings.

**My Message is this: I Support SR522 NE 145 BRT and I ask for the following modifications:**

Instead of building the 1.2-mile dedicated north/eastbound bus lane in Lake Forest Park, I ask Sound Transit to build bus queue jumps (similar to the design on NE 145<sup>th</sup> Street) and signal priority along Bothell Way; redesign our bus stops to be an appropriate size for our residential neighborhoods; and maximize tree conservation. These modifications would reduce the need for retaining walls, reduce the number of property acquisitions and eliminate most of our environmental and health concerns.

This seems like an equitable solution for the citizens of Lake Forest Park, the other cities on the corridor, transit riders, tax payers, and Sound Transit.

Do not pass Resolution R2023-03.

Sincerely,  
Vicki Scuri,  
15004 37<sup>th</sup> Avenue NE,  
Lake Forest Park, WA 98155  
[vicki@vickiscuri.com](mailto:vicki@vickiscuri.com)

**Issue:**

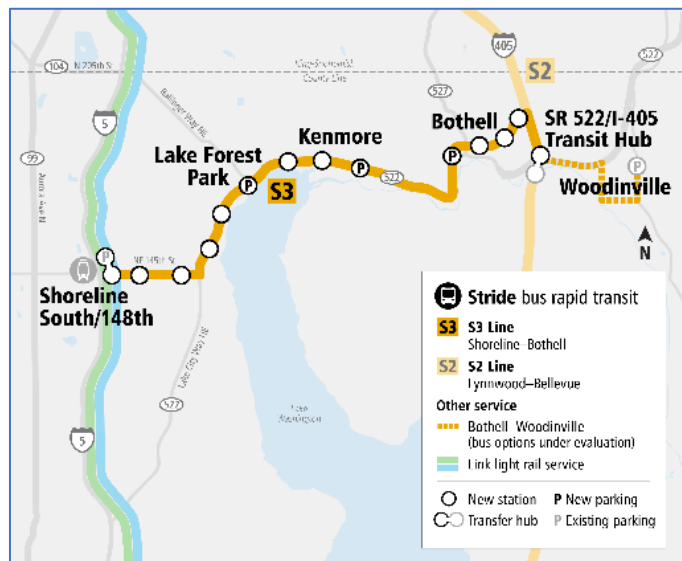
After receiving comments from impacted property owners along SR 522, the Lake Forest Park City Council passed a motion on 12/8 that requests a 90 day pause on all work on the SR 522/145<sup>th</sup> Ave NE BRT project (S3) within the City:

“A motion to direct the Lake Forest Park 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.”

Board direction is needed in order to respond to this request from Lake Forest Park. The final property package needed for right of way acquisition for the SR 522 BRT project will be considered in January. By not taking action and pausing, for 90 days, final design and property acquisition activities would impact the critical path schedule and delay project delivery by at least 6-8 months and potentially 2 or more years. Staff recommends moving forward with the January property acquisition package as planned and committing to continue working on the issues raised by the Lake Forest Park community to find resolution in areas where appropriate.

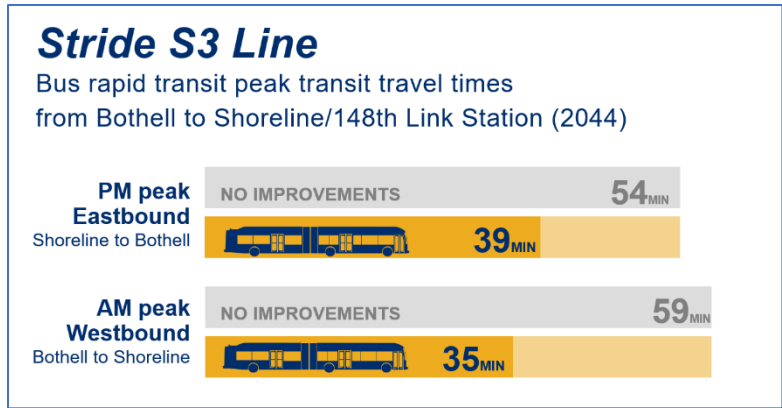
**Background:**

Stride S3 was included in the ST3 package at the request and advocacy of SR 522 cities and communities. Known as “522 Transit Now” the Cities along SR 522 collectively advocated for BRT service. These cities have continued to support the project, especially during the Board’s Realignment process, and as a result, moved the project from a Tier 2 priority to a Tier 1 designation. Immediately after Realignment, the Board selected the Project to be Built in September 2021 after extensive community engagement, unanimous support from SR 522 cities, and completion of environmental review (SEPA, with no appeals or controversy), and 30% design. Since then, final design has progressed past 60% (including review and minimal comments from cities), agreements have been executed (WSDOT, cities, utilities), and the Board has authorized four out of the five SR 522 BRT right of way packages, equating to 146 of 198 affected properties along the entire corridor. The project will also need to clear an estimated 30-50 encroachments on existing public right of way in Lake Forest Park. Community feedback started when property acquisition letters were mailed to these impacted property owners



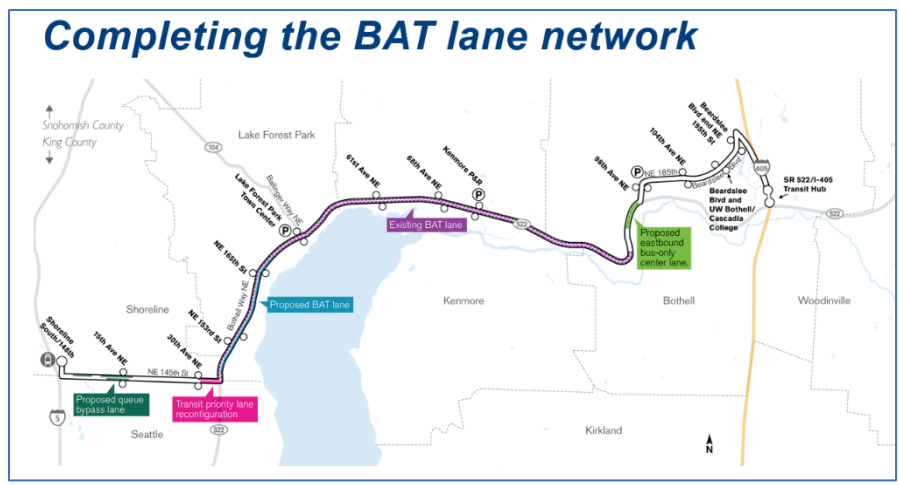
**Context:**

S3 will build and operate regional high-capacity transit along SR 522 between UW Bothell/I-405 BRT and the Shoreline South/148th Link station, with stations in Bothell, Kenmore, Lake Forest Park, Seattle, and Shoreline. The 9-mile line will provide a similar level of quality in service, facilities, vehicles, and rider amenities as Link light rail, and will connect to other regional and local transit services. When fully built out, the S3 line will save riders significant time, as much as 24 minutes in the PM peak than that of a no-build scenario. The S3 line will also use Battery Electric Buses (BEBs) for the entire fleet serving this BRT corridor. This will be Sound Transit’s first use of BEBs. Safety, access, speed, and travel time reliability are critical goals of Sound Transit’s improvements in this corridor. S3 is part of the Stride Program that includes I-405 BRT (S1 and S2) and a new operations and maintenance base, located in Bothell. The Board targeted 2026 for the initiation of service as a complete line, although the S3 line has been trending towards a 2027 opening, as relayed to the Board since the summer of 2021.



S3 improvements include completion of the Business Access and Transit (BAT lanes) facilities across the corridor, strategic improvements to allow transit to by-pass congested intersections, and stations that will accommodate Stride and high frequency King County Metro Transit service.

In Lake Forest Park, a northbound BAT lane spanning approximately 1.2 miles will be added along SR 522. This is a particularly challenging section of SR 522 to widen because both sides of SR 522 in this area include established community businesses and residences, steep topography, and complicated driveway access. This new northbound BAT lane will complement the existing BAT lane southbound in this section of the corridor. The improvements in Lake Forest Park are critical to reduce bus travel times



by an average of 2.3 minutes during a typical afternoon, although the travel time savings could be more than 10 minutes on the most congested days. During project development and environmental review, Sound Transit worked extensively with the City, community, and individual property owners to listen

to, understand, and address concerns - the design was refined to reduce project impacts and improve access to the HCT system. These refinements included:

- Shifting the roadway expansion to the west in order to avoid approximately 9 full property acquisitions on the east side of SR 522, and to better utilize existing public right of way.
- Reducing the width of improvements while still including pedestrian access to stations by incorporating a sidewalk and City-required landscape buffer on one side of SR 522.
- Reducing the impacts by optimizing the use of existing public right of way. An existing center turn lane will be converted to a narrow median, accompanied by U-turns at signalized intersections.
- Including a station at 165<sup>th</sup> to improve system access and avoid a “three seat ride” for nearby residents.

Shifting the improvements to the west will require more extensive construction and a new retaining wall on the west side, resulting in a higher cost project. However, shifting to the west reduces the number of full acquisitions and individual displacements for the project. The following illustrates a section of the corridor in Lake Forest Park.



**Figure A-02. VP 02 – Existing condition and proposed visual simulation**  
SR 522 (Bothell Way NE) looking northeast near NE 155th Place in Lake Forest Park

The subsequent SEPA environmental analysis resulted in a Determination of Nonsignificance (DNS) that found the following:

- Noise: The change in noise level will range from –1dBA to +1 dBA and therefore no operational noise mitigation is proposed.
- Water resources: No improvements will occur in surface waters, wetlands or floodplains; however work will occur within surface water and wetland regulatory buffers. Impacts to these buffer areas will be relatively minimal and will be mitigated as required by local and federal permits. Stormwater management will be designed and implemented consistent with the adopted stormwater management code and the manual of the appropriate jurisdiction as well as WSDOT and Ecology stormwater regulations.
- Trees and vegetation: Deciduous trees, conifers, shrubs and landscape plants will be removed or altered. Approximately 550 shrubs, 236 deciduous trees, and 203 conifers were identified in Lake Forest Park for removal based on conceptual engineering plans and an early tree inventory. The project design will minimize vegetation and tree removal to the extent feasible and vegetation will be removed only where necessary. Trees removed or altered within local jurisdictions will be replaced in compliance with WSDOT standards and local municipal codes.
- Visual and Aesthetic: Views in Lake Forest Park will be altered for residential neighbors and travelers. Measures to reduce aesthetic effects will include preserving mature trees to the extent practicable and providing large stature tree replacement, providing architectural finishes on the vertical faces of retaining walls and/or landscaping strip or other vegetation screening pending approval from authorities with jurisdiction.
- Property impacts: The project will require full or partial parcel acquisition, permanent easements or temporary easements for construction. Property acquisitions and relocation assistance will be provided in compliance with Sound Transit’s Real Property Acquisitions and Relocation Policy, Procedures and Guidelines and Revised Code of Washington (RCW) 8.26 Relocation Assistance – Real Property Acquisition Policy. Additionally, upwards of 50 properties in the Lake Forest Park area along SR 522 are encroaching into public right of way.

**Current status:**

Final design and property acquisition continues and is the critical path item for S3. The City reviewed the 60% design in late summer/early fall 2022 and provided comments. Community open houses and meetings are planned for February and March 2023. 90% design will be complete in late April as another milestone towards advertising for construction in Q1 2024.

**S3 Property Acquisition by the numbers:**

- 220 properties within the entire SR 522 project area. The Board has already approved 168 of the 220 properties for acquisition.
- Within Lake Forest Park there are a total of 107 properties for acquisition
- 69 properties in Lake Forest Park have already been authorized in the prior 4 packages. Offers and appraisals on these 69 are already in process.
- The 5<sup>th</sup> and final acquisition package contains 52 properties – 38 are in Lake Forest Park, 8 in Bothell, 6 in Kenmore.
- There are no full acquisitions or relocations within package 5.

- There are 3 public properties owned by King County, within Kenmore, in package 5
- Within LFP there are large number of encroachments within the existing public right of way. Approximately 40-50 where folks have fences, landscaping, parking within the existing ROW.

### **Community concerns and design refinements:**

Community engagement has been extensive, continuous, and continues to be a priority. Since the initiation of the project, over 2,100 comments and questions from Lake Forest Park have shaped the design. The current primary concerns include:

- Trees and community “fit”: Sound Transit is meeting with individual property owners to better understand the nuances of each property and adjust the final design to avoid negative impacts (such as removal of trees) to the extent practicable and mitigate those that remain. These adjustments will ultimately require City approval, so City staff are being consulted for any changes. Safety will not be compromised.
- Aesthetics: Sound Transit continues to coordinate closely with the City and WSDOT to refine the design of retaining walls. Special or otherwise non-standard WSDOT aesthetic treatments will likely require the City to assume maintenance of the walls. Discussions are ongoing to determine the City’s receptivity to assuming maintenance responsibilities – if receptive, specific aesthetic treatments will be explored.

### **Consequences of a 90 day pause**

The City requested a 90 day pause on all project activities to allow for design refinements and additional community engagement. Stride staff estimate that such a pause would result with a delay of a minimum of 6-8 months or potentially up to 2 or more years, and increased costs. The shorter duration assumes no significant changes to the project (all fitting within the environmental clearance and design), accounts for the 90 day pause, allows for subsequent discussion with the City Council and Board of directors to confirm agreement, and accounts for restarting the property acquisition process. The longer duration adds time to account for changes that would trigger a new environmental analysis, significant design updates, and different right of way impacts. S3 is already trending towards a 2027 service opening date, 10 months past the Board’s realignment target.

### **Issue resolution/next steps:**

- Aesthetics and trees: As noted, staff are in frequent discussions with the City and WSDOT to identify a solution to retaining wall aesthetics and with individual property owners to refine the design. Sound Transit project leadership and City leadership will jointly work to develop a community-centric approach to determining appropriate wall aesthetics, which may require the City to assume additional wall maintenance responsibilities.
- Noise and environmental effects: design refinements will be reviewed to confirm anticipated environmental impacts.
- Community engagement: Broad community engagement is ongoing, with open houses and drop-in sessions planned for February and March. Discussions with individual property owners will continue.

- Schedule: As shared with the Board throughout 2021 and 2022, the project is trending towards 2027 completion (now late 2027), with final design and right of way acquisition on the critical path. Any pause would delay project Baseline and completion.

**Recommended response to the City's request for 90 day pause:**

Direct staff to:

- Continue all project activities.
- Engage the City Administrator and WSDOT to resolve wall aesthetic treatments and maintenance responsibilities.
- Conduct a joint Sound Transit-City sponsored community meeting to solicit feedback on aesthetic treatments and other potential design refinements to reflect community values, provided that safety is in no way compromised and key features of the project are retained (bi-directional BAT lanes, continuous sidewalk on the east side of SR 522, and the NE 165<sup>th</sup> Street Station).
- Convene an elected leaders forum, which would bring together the cities along SR 522 to increase transparency and community input for challenges along the alignment.



January 26, 2023

Via Email: [Meetingcomments@soundtransit.org](mailto:Meetingcomments@soundtransit.org)

Hon. Dow Constantine  
Board Chair  
Sound Transit  
Ruth Fisher Boardroom  
Union Station  
401 S. Jackson Street  
Seattle, WA 98104

**Re: Comments on behalf of:**

Property Owners: Gregory L. & Darlene L. Banks (“**Property Owners**”)  
Site Address: 18421 – 104<sup>th</sup> Ave NE, Bothell, WA 98011 (“**Site**”)  
Sound Transit ROW: **BRS576**  
Board Bus. Item: **Item 7.E. Res. No. 2023-03**/Acquis. of Real Property

Dear Honorable Board Chair Dow Constantine:

Our law firm represents the above referenced Property Owners, and we submit comments in opposition to the proposed (and purported) “partial take” of the Site by Sound Transit. These comments follow previous submission of written comments to the System Expansion Committee, and an incorrect and/or misleading statement from staff to the Committee at the hearing in response to a question by Vice-Chair Kent Keel regarding the nature and effect of the acquisition of the Site.

### **GROUNDNS 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, as to the take of the Property Owners’ interests in the Site.

When faced with the issue of public use and necessity, Washington courts apply a three-part test: "For a proposed condemnation to be lawful, the State must prove that (1) the

use is public; (2) the public interest requires it; **and (3) the property appropriated is necessary for that purpose[.]**(Emphasis added.) *State ex rel. Wash. State Convention & Trade Ctr. v. Evans*, 136 Wn.2d 811, 817, (1998), review denied, 143 Wn.2d 1003 (2001). The determination of what is a public use is a question of law decided by the court. See *In re Port of Grays Harbor*, 30 Wn. App. 855, 860, review denied, 97 Wn.2d 1010 (1982).

As noted in the opinion of the Washington Court of Appeals for Division I in *City of Bellevue v. Best Buy Stores*, 2014 Wash.App. Lexis 979 (2014): “The word ‘necessary’ as used in connection with eminent domain statutes, means **reasonable necessity under the circumstances.**”(Emphasis added.) (Citing *City of Des Moines v. Hemenway*, 73 Wn.2d 130, at 140 (1968). We submit that the use of eminent domain here has not been shown to be “reasonably” necessary.

**2. Failure to adequately analyze alternative locations under the State Environmental Policy Act (“SEPA”).** ST and its staff are subject to the terms and conditions of Chapter 43.21C RCW, which requires that governmental agencies such as ST identify and analyze environmental impacts associated with government decisions, especially when constructing public facilities and adopting regulations, policies and plans. The Property Owners have not been provided with or seen any analysis as to potentially alternative sites to the taking of their Site by ST, as SEPA requires there be completed prior to the ST making a decision to proceed to take any portion of the Site. .

**3. The proposed “take” by Sound Transit will trigger 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.

**4. 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).

**5. 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.

**6. 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.

**7. Judicial review available under the State Land Use Petition Act, Chapter 36.70C RCW.** The Property Owners are aware of their right to seek review by the King County Superior Court if the Board decides to approve Resolution No. 2023-03 for the purported “partial take” of effective entirety of the value of their property interests in the Site.

**8. Misinformation provided to the Board by the staff at the public hearing before the System Expansion Committee.** At the public hearing held on January 12, 2023 before the System Expansion Committee, prior to the approval of the proposed inclusion of the Property Owners’ Site, Board Vice Chair (and University Place Councilmember) Kent Keel asked the staff **if there were any privately owned parcels proposed to be acquired that would involve full acquisitions or require relocations of any property owner.** The ST staff responded to the inquiry by Vice-Chairperson Keel that none of the targeted parcels would result in full acquisitions or require locations of any property owner - **which was incorrect and misleading, at least as to the Site owned by our clients.** *Based, at least in part, on the false and misleading response of the staff, the Committee then approved the “do pass” recommendation that the Site be taken by ST as one of 52 total properties, discussed in the Stride BRT page, the rest of which appear to be only partial takes.*

**9. Failure to seriously consider the Property Owners’ proposed alternative site.** The Property Owners advised ST staff in 2021 that it should move the Westbound bus stop 2 blocks to the west of proposed plan, as shown on the attached **Exhibit 1** drawn by our clients. If ST had done so, then the existing road and sidewalk footprint for the Site would not need to be involved as the traffic lanes would shift one lane north of their proposed location and the existing sidewalk could be widened to include the grass strip already present. ST staff took the questionable position that they could not possibly have the traffic lanes jog slightly north at the intersection, utilizing the existing street parking strip for the west bound traffic lane, as it had to be a 90 degree intersection to avoid congestion. (Notably, the staff refused to seriously consider alternatively taking approximately 5 feet of the front yard grass of a currently abandoned property.)

## **CONCLUSION**

We urge that the Board **not include the Site** if it decides to proceed with Resolution No. R2023-03, 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 “partial take” – which is effectively a “total take” or loss of value in the Site.

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

Attachment: **Exhibit 1** – Alternative location of proposed project

Copy: Property Owners Gregory and Darlene L. Banks







---

## HISTORIC SOUTH DOWNTOWN

Sound Transit Board of Directors  
via email [meetingcomments@soundtransit.org](mailto:meetingcomments@soundtransit.org)

**January 25, 2023**

**Re: 4<sup>th</sup> Ave S. station best serves the community's needs, minimizes delay and reduces costs**

Sound Transit board members,

Sound Transit has made meaningful progress on addressing the issues that the community identified in the initial design of 4<sup>th</sup> Ave S, including improved solutions on traffic diversion and access to residential buildings and parking. These efforts have yielded a path forward on 4<sup>th</sup> Ave that can achieve many aspects of our community's priorities for this station:

- 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

A diverse coalition of voices in the CID and Pioneer Square are aligned: a WSBLE station at 4<sup>th</sup> Ave S best serves our community and the broader Sound Transit ridership throughout our region. It saves costs, minimizes delay and strengthens a community that has borne historic injustices.

Critically, identifying 4<sup>th</sup> Ave S as the preferred alternative advances an option already evaluated in the draft EIS and helps keep the entire system expansion project on schedule. **Adopting a new station plan at this time will introduce delay and additional cost.** Avoiding delays should be a top priority when selecting a preferred alternative in the CID. The new north/south options have not been fully studied and will likely require additional analysis, which will incur delay and greater costs.

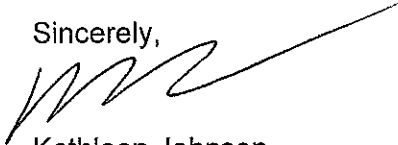
Sound Transit has already invested significant time and resources into the 4<sup>th</sup> Ave. design. Abandoning that work at this stage is a missed opportunity.

An alternative option is to select 4<sup>th</sup> Ave as the preferred alternative *while* advancing a supplemental DEIS for the North and South stations. This is also a practical path forward that builds on the meaningful progress made by Sound Transit staff to date.

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.

Throughout this process, our community has consistently advocated for Sound Transit to do the right thing and land on a solution that serves the whole region, and all the unique communities within it.

Sincerely,

A handwritten signature in black ink, appearing to be 'KJ', written over a horizontal line.

Kathleen Johnson

To Sound Transit Board Members,

My name is \_YK Zhou\_\_\_\_\_. I am the owner/manager of \_\_\_Fortune Garden Restaurant\_\_\_\_\_.

My business has \_\_\_\_\_ 15\_\_\_\_\_ employees, and we have been doing business in the Chinatown International District for \_\_\_\_\_ 11.5\_\_\_\_\_ years.

The station location that is my **first choice** is \_ None decided yet.

\_\_\_\_\_.

My reasons for this are:

1. I still personally do not feel comfortable deciding on such a decision yet. The North & South route was only briefly introduced to me in the November/December business meeting, and the meeting on this Tuesday was the first time that I and many others heard about the full details of these two new options. I don't believe a full comprehensive study on the effects such as future truck load travels, and other mitigation factors have been fully studied for the North & South options compared to the research/study that was completed for the 4<sup>th</sup> & 5<sup>th</sup> ave options earlier last year.

Reading online, I believe there is a level of transparency between C-ID community members/stakeholders that are still not very clear, including me. The options, pros & cons of each option, and the transfer travel of all options for the C-ID need to be shared on an wider level especially when the board is voting on it next month. C-ID community will be voicing their opinions in the next open meetings, but there will be conflicts between 4<sup>th</sup> shallow, and the north & south options. I would like sound transit and all the non-profit organizations collectively share detailed information of each option on their social media, and inform the great C-ID community of each option before anything. Opinions and thoughts for most will be largely due to what they see on social media, and not by stakeholders and community members actually reading through the packet & options properly.

2. n/a

The station location that is my **last choice** is

\_\_\_\_\_ n/a\_\_\_\_\_.

My reasons for this are:

1. n/a

2.



Whatever location is chosen, my top concerns/values that Sound Transit should consider are:

1. Sound Transit needs to publish a infographic or short blurb (Preferably under 15 pages) that explains all possible C-ID options, the pros and the drawbacks of each option, pollution/health damage, mitigation factors (traffic, truck haulers, etc.) to each non-profit organization & key stakeholders for greater transparency & engagement.

2. I hope that sound transit sees the benefit of upgrading the green space of the existing C-ID train station, and the opening of the future stations. Green/recreational space can drastically change the community and re-activate this neighborhood. Sound Transit holds a lot of equity in changing the projection of a neighborhood from either going worse or better. I hope that regardless of the final stations chosen, that Sound Transit will improve recreational spaces throughout the C-ID stations (current C-ID station, North & South).

To submit, please email your comment to [meetingcomments@soundtransit.org](mailto:meetingcomments@soundtransit.org) and CC [alexis.lair@soundtransit.org](mailto:alexis.lair@soundtransit.org), [leda.chahim@soundtransit.org](mailto:leda.chahim@soundtransit.org), and [shantib@scidpda.org](mailto:shantib@scidpda.org).

致 Sound Transit 董事會成員，

我的名字是\_\_\_\_\_。

我是\_\_\_\_\_的企業主/經理。我的公司有\_\_\_\_\_

名員工，我們在唐人街國際區做生意已經\_\_\_\_\_年了。

我首選的車站位置是\_\_\_\_\_。

我的原因是因為：

1.

2.

我最後選擇的車站位置是\_\_\_\_\_。

我的原因是因為：

1.

2.

無論選擇什麼地點，我最關心的 Sound Transit 應該考慮的問題是：

1.

2.

要提交，請將您的評論通過電子郵件發送至 [meetingcomments@soundtransit.org](mailto:meetingcomments@soundtransit.org) 和  
抄送 (cc) [alexis.lair@soundtransit.org](mailto:alexis.lair@soundtransit.org), [leda.chahim@soundtransit.org](mailto:leda.chahim@soundtransit.org), 和  
[shantib@scidpda.org](mailto:shantib@scidpda.org).