

5/11/2023 System Expansion Committee  
Meeting Written Public Comment  
Submissions

Submissions

<b>Michael</b> .....	2
<b>Bill Hirt</b> .....	5
<b>Bob Davis</b> .....	6

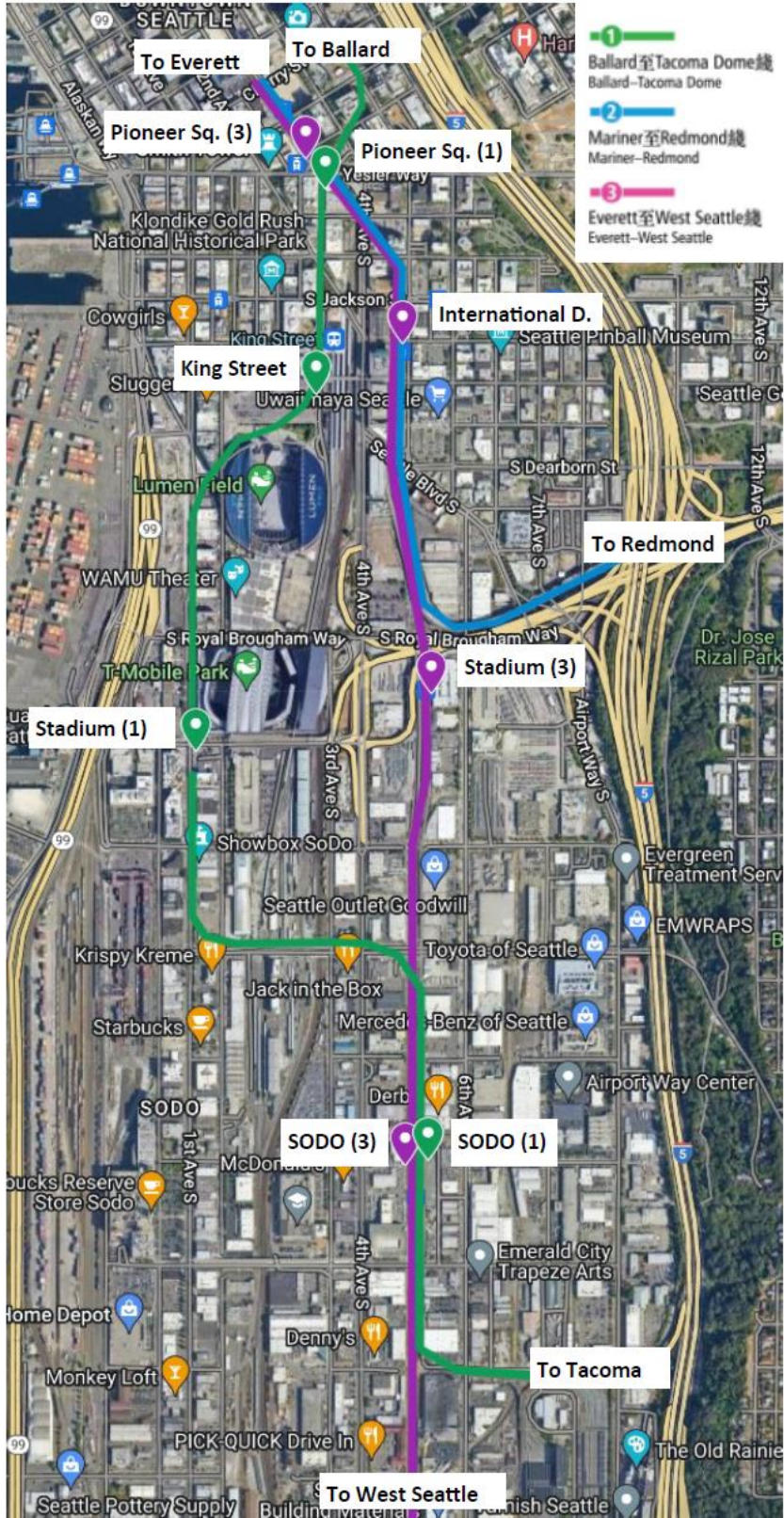
## Michael

Hello,

I recommend the system expansion committee considered evaluating a derivative of the recommended North of CID alternative as part of the EIS, which would have the 1 line cross to the West of the BNSF tracks and stadiums. Similar to the board recommended alternative, this alternative would not require construction on 4<sup>th</sup> or 5<sup>th</sup> ave, yet the change would benefit transit riders for generations to come for a few reasons:

1. This derivative significantly improves rider transfer times at the Pioneer Square Hub, as both platforms are on the same side of the BNSF tracks
2. A second station south of the current King Street station would provide quick transfers between the Sounder, Amtrak, and existing CID station, along with easy access to the stadiums from the 1 line. This would create a true transit hub for our region.

Please consider this as an option that appeases both advocates for the CID, and transit riders alike. Find drawings below and attached:





## Bill Hirt

### Questions A Competent Transit Board Would Ask

The March 23 Sound Transit Board meeting agenda included approving Motion No M2023-18 to confirm the Preferred Alternative Light Rail route for the Ballard Link extension and North and South of CID stations. The result of the discussion was that the 4<sup>th</sup> Ave CID location provided a “once in a lifetime opportunity to create a space for people to transfer from light rail to light rail, to Sounder and Amtrak”. That more study was needed before the decision was made to give up that option, so a motion for an additional 2 months of study for the CID station was unanimously approved.

The May 1 release of the March “Agency Progress Report” included the following Sound Transit response:

#### *Board identifies alternative for Ballard Link Extension*

*The preferred alternative includes stations South and North of the Chinatown-International District (CID) and shifts the Midtown Station to the location North of CID. The Board also directed that the CID 4th Avenue Shallower option be carried forward for additional environmental review.*

It raises the question as to whether a “once in a lifetime opportunity” should merit more than an “additional environmental review. The other “news” in the progress report was the Ballard Link “target date” which had slid previously from 2035 to 2037 had slid to 2039. That raises the question as to why not terminate the Ballard Link at the existing Westlake Station to achieve a far earlier “target date”. Especially since most of the Ballard Link riders would exit the 2<sup>nd</sup> tunnel at its Westlake station to avoid having to go to North of CID station for egress and access.

The Agency Progress Reports also continues Sound Transit plan to route East Link as part of Line 2 Link through DSTT to Northgate and beyond to Mariner P&R near Everett. Why not terminate East Link at the existing CID and avoid diverting half of the DSTT trains across I-90 Bridge. It would allow East Link operation to be

matched with eastside demand and allow better access to Line 1 Link south.

The progress reports also continue plans to route the West Seattle link to a 2<sup>nd</sup> SODO station where it also initially shares Line 1 Link capacity into and out of Seattle. Why not avoid the need to share Line 1 Link capacity and the need for a second SODO station by routing it alongside Line 1. Terminating the Link at the CID station would allow its operation to be matched with West Seattle demand, not that of half the route to Everett.

The bottom line is rather than choosing where to locate 2nd tunnel stations the Board needs to ask Sound Transit why not avoid the need for a 2nd tunnel. Why not terminate the Ballard Link at existing Westlake station, the East Link and West Seattle extensions at the existing CID stations? Use the existing Line 1 Link on DSTT to accommodate those needing to go further.

The recent delay could be used to terminate East Link at CID and far earlier target dates for both West Seattle and Ballard extensions. The question is “why not”.

*Bob Davis*

I'm in favor of prioritizing ST North and South expansions over rider service into Eastside. We can wait a bit longer, much as we don't want to; ST will get more bang for the buck going North and South first.

Fixing the Eastside out to the new barn in Bellevue makes sense, since North-South needs the site for rail car parking and maintenance. That will also serve to test over-water lines and to tease the eventual opening of Eastside service. But the North-South corridor is far more populous, with greater income diversity and more ridership opportunity.

Yes, I'm looking forward to ST reaching my town as soon as possible. But "ours" doesn't have to come at the expense of "yours".

Thank you,

Bob Davis

Redmond