### 5/25/2023 Board Meeting Written Public <u>Comment Submissions</u>

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#### Seattle Mayor Bruce Harrell

Dear Sound Transit Board members,

During today's Board meeting, Sound Transit staff are presenting a report on the Ballard Link Extension, specifically a Denny Station status report, that was directed in Motion No. M2023-18. I am pleased that staff are providing the Board with this update and meeting the May 25, 2023, deadline set for this status report. Unfortunately, I am unable to attend the Board meeting this month and wanted to send along my thoughts in advance of the Board discussion.

First, I would like to extend my sincere thanks and gratitude to the South Lake Union community that reached out to the City of Seattle and the Sound Transit Board with their concerns about the impacts of station construction and street closures. Their concerns are real, and we take them seriously. The City of Seattle continues to have significant concerns about the impacts of a 4-year, full closure of Westlake Avenue in the current DT-1 preferred alternative.

Second, I want to thank the Sound Transit staff, City of Seattle staff, and technical experts and stakeholders for their involvement and subject matter expertise applied to this project over the last 60 days. We asked for an expedited review and it is clear that we learned more about the alternatives in South Lake Union. I also want to thank the Sound Transit Board for allowing this additional review to proceed.

Given the updated information from Sound Transit staff in the status report, the City of Seattle supports continued development of the Denny/Westlake station refinements – both the "shifted north" and "shifted west" concepts – for further analysis and review. Both refinements make progress in reducing the impacts of full street closures, a key concern we heard at Board meetings from community members and business owners. Based on that metric alone, both refinements have introduced new approaches to allow for improved transit and vehicle access during construction.

However, we need to learn more before we consider advancing these new concepts. The South Lake Union "Harrison Street" station is projected to have high ridership and a critical connection to many bus routes. We need to understand how the "shifted west" consolidation plan would impact this ridership and transit integration. In their follow-up efforts, Sound Transit staff should communicate with stakeholders and work with King County Metro to ensure their feedback is incorporated before reporting back to the Board. The City of Seattle remains committed to the South Lake Union and Denny stations in this growing, economic hub for our region and the future riders these stations will serve.

The value of this work over the last 60 days has been validated with this status report and provides the staff team with a framework to complete the remaining analysis necessary in advance of the July Board meeting. The City of Seattle has been assured by Sound Transit staff that this necessary evaluation can be completed efficiently within the project schedule. The City of Seattle would not support this work if it added an undue burden to the Ballard Link Extension project schedule or other projects. We have a duty to our communities to mitigate construction impacts and the information we learn now can help us to avoid challenges further along in the process.

I support the staff suggested next steps to use the next two months to continue refining the Westlake DT-1 preferred alternative and encourage my Board member colleagues to join me in supporting their recommendation.

Sincerely,

Burd Hanel

Bruce Harrell Mayor of Seattle

#### James S. Rogers

I write to express my support for Westlake East and Westlake West as the two options for Block 48.

James S. Rogers

#### Mary Kay McCaw for KWP Inc.

The substance of this comment are within a letter included at the end of this summary.

Good Morning -

We understand you will be receiving a staff update on Thursday, May 25, 2023. Attached is our additional comments regarding this.

Thank you,
Deb Stroh
Assistant to Mary Kay McCaw

Jane Zalutsky for Seattle Center Foundation

Dow Constantine
Board Chair
Sound Transit
401 South Jackson Street
Seattle, Washington 98104
Sent via email
Chair Constantine and Sound Transit Board Members:
Having just been made aware of Sound Transit's further studies work on Denny Station, we would like to express our concerns about the new Westlake West option that would lead to the elimination of the South Lake Union station.
We strongly object to a consolidation of stations, as that would severely impact access to a growing Seattle Center and the Uptown neighborhood. A new Memorial Stadium, the possible addition of an NBA team, the continued need to help sustain the arts and cultural organizations on campus, and future residential growth will only increase the ridership projections for Seattle Center stations as the busiest of the entire system.
A station on the east side of the Seattle Center campus has been a given for years.
If the current South Lake Union station location at Harrison Street is technically off the table with the Westlake West option, we would be happy to collaborate with Sound Transit staff in locating an alternative location on the east side of Seattle Center, which must be done together with further work on this option.
Best,
Jane Zalutsky
Jane Zalutsky, Seattle Center Foundation

Brenda Barnes, CEO Classic KING FM

Ricky Grabowski, The Vera Project

Jeffrey Herrmann, Seattle Rep

Ethan Raup, KEXP

Rob Johnson, Climate Pledge Arena

Christina Scheppelmann, Seattle Opera

Raymond Tymas-Jones, Cornish College of the Arts

Ellen Walker, Pacific Northwest Ballet

Michelle Bufano, Space Needle, Chihuly Garden & Glass

Will Daugherty, Pacific Science Center

Mark Dederer, Seattle Center Advisory Commission

John Bradshaw, Seattle Shakespeare

Michelle Ishimitsu, A/NT Gallery

Tom Mara, SIFF

Mercedes Fernandez, Uptown Alliance

Rick Hooper, Uptown Alliance

Cc:

Seattle Center Foundation Board

Matt Hanna

Sung Yang

Ty Rogers

Katherine Cheng

Michelle Merriweather

Kyle Rolf

Larry Estrada

Todd Leber

Mari Horita

Rodell Razor

Kate Becker

Maria Barrientos

**Brian Surratt** 

Tom Mara

Julie Timm, Sound Transit

Cathal Ridge, Sound Transit

Leda Chahim, Sound Transit

Elliot Helmbrecht, City of Seattle

Marshall Foster, City of Seattle

Don Marcy, Cairncross & Hemplemann

#### Neha Nariya

#### Hello Sound Transit Board,

I'm writing in regards to Motion No-M2023-18. Sound Transit staff with further studies and community meetings has offered a Denny Westlake Shifted West configuration. Which is a consolidation of both the Westlake Station and the South Lake Union Station. While the 7th and Harrison station is unacceptable, there is a need for a second station EAST of Seattle Center.

With the redevelopment of Memorial Stadium to the city, but with the construction of a high school, all the events that the Seattle Center will be hosting, all the employees and visitors coming in and out of South Lake Union there needs to be another stop between Westlake Ave N and 1st Ave N (on the West side of the Seattle Center).

I strongly support the addition of another station at 5th and Harrison (on the eastside of Seattle Center).

Best, Neha Nariya

--

Neha Nariya

Civic Hotel

#### **Abby Yawitz**

Hello Sound Transit Board,

I'm writing in regards to Motion No-M2023-18. Sound Transit staff with further studies and community meetings has offered a Denny Westlake Shifted West configuration. Which is a consolidation of both the Westlake Station and the South Lake Union Station. While the 7th and Harrison station is unacceptable, there is a need for a second station EAST of Seattle Center.

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I strongly support the addition of another station at 5th and Harrison (on the east side of Seattle Center).

Best, Abby Yawitz

#### Nisha Nariya

Hello Sound Transit Board,

I am writing in regards to Motion No-M2023-18.

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I strongly support the addition of another station at 5th and Harrison (on the east side of Seattle Center).

Best, Nisha Nariya

#### **Amy Chen Lozano**

Good afternoon Board Members,

My statement will be brief. I am here on behalf of my community who support the 4<sup>th</sup> Ave CID station. As well as to remind the Board that we still want this station, and we are still watching and waiting.

On May 9<sup>th</sup>, Chinatown-International District was placed on the 2023 National Trust for Historic Preservation's list of "most endangered historic places".

To clarify, being on an endangered list is not a point of pride. We cannot be more clear; the CID community is signaling local government and agencies for HELP. Bypassing us, does not help. Keeping the neighborhood in bubble wrap while progress is being made around us, does not help.

Preservation means reinvestment into the community. It means local government and agencies focusing efforts to activate our area. We need Sound Transit to bring in visitors and encourage foot traffic from across the region, into our neighborhood. To do otherwise, will sentence the CID to a slow death. Make no mistake; Seattle's CID will go the same way as other historic Chinatowns across our country-from "endangered" into "extinction".

Thank you for your time and many thanks to CM McDermott for your presence at the May 9<sup>th</sup> announcement in support of the Chinatown-International District.

Amy Chen Lozano Transit Equity for All

#### Written Public Comments Received after Deadline

#### Patrick D'Amelio for Fare Start

May 25, 2023

Sound Transit Board of Directors & CEO Julie Timm 401 S. Jackson St. Seattle, WA 98104

Dear Sound Transit Board of Directors and CEO Julie Timm:

I am writing to strongly urge you to fully explore the Denny Westlake "Shifted West" light rail station option. Other proposed options (Draft EIS DT-1 and Shifted North) that include a full closure or significantly reduced access to Westlake Avenue for 4 to 10-plus years are untenable and would cause

#### catastrophic damage to FareStart's mission to transform lives, disrupt poverty and nourish communities, impacting the thousands of people we serve.

Westlake Avenue is a critical route for cars, the Seattle streetcar, other public transportation vehicles and pedestrians --- and for FareStart. The proposed construction zone and full or partial Westlake closure are on the doorstep of our headquarters located at the triangle of Westlake, 7<sup>th</sup> Avenue and Virginia Street.

Any significant disruption to Westlake will impair the production and delivery of millions of FareStart meals to food-insecure people and communities across Puget Sound. The construction and reduced street access will also hinder the flow of customers to our dining and private event space, which we are reopening this year while providing job training to people experiencing homelessness and other barriers to employment. We are relying on this space to raise critical revenue to support our mission as we recover and reset from pandemic impacts.

We welcome more access to the Denny Triangle and South Lake Union neighborhoods via light rail but implore Sound Transit to thoroughly explore other options such as "Shifted West" that do not disrupt Westlake Avenue. It is imperative that Westlake remain operational for the financial health of FareStart and for the other organizations, businesses and residents who rely on this key thoroughfare in our community.

Sincerely,

Patrick D'Amelio CEO

Patrick D'Amelio (he/him/his)

Chief Executive Officer

Email | patrick.damelio@farestart.org

**Mobile** | 206-372-1666

FARESTART
Great Food • Better Lives
www.farestart.org

Elton Lee for the Stratus and Cirrus Apartments

Hello -

I hope you're all doing well.

Please accept this email as written support for further exploration/diligence into the Shifted West alternative station location for Denny Station in Seattle. This is written on behalf of ownership of two occupied apartment projects, Stratus and Cirrus; there are 1,000+ residents in these two buildings.

The Shifted West alternative seems to provide the least amount of impact to the Westlake corridor and all adjacent businesses, keep above-ground light rail in operation (more than other scenarios), and potentially provide a cost-savings compared to other scenarios. Further, there seems to be adjacent laydown areas for construction, which helps in decreasing further construction impacts to adjacent areas.

Thank you for your review and consideration.

Regards,

Elton



#### **Elton Lee**

Vice President, Asset Management 455 Market Street, Suite 1920 San Francisco, CA 94105

T: (415) 495-3003

M: (415) 297-5984 www.GID.com

Cristina Quinn

Hello Sound Transit Board,

I'm writing in regards to Motion No-M2023-18. Sound Transit staff with further studies and community meetings has offered a Denny Westlake Shifted West configuration. Which is a consolidation of both the Westlake Station and the South

Lake Union Station. While the 7th and Harrison station is unacceptable, there is a need for a second station EAST of Seattle Center.

With the redevelopment of Memorial Stadium to the city, but with the construction of a high school, all the events that the Seattle Center will be hosting, all the employees and visitors coming in and out of South Lake Union there needs to be another stop between Westlake Ave N and 1<sup> $\alpha$ </sup> Ave N (on the West side of the Seattle Center).

I strongly support the addition of another station at 5th and Harrison (on the east side of Seattle Center).

Best,

Cristina Quinn

#### Betty Lau Verbal Comment Transcript

Hello Board Members,

I'm Betty Lau, co-founder of Transit Equity for All and board member of the Chong Wa Benevolent Association of Washington State. Chong Wa is the lead organization of the Chinese Community, headquartered in Chinatown.

As you consider route options, please think of access for seniors. For example, think of how to provide 1200+ resident seniors of the CID with easy access to light rail.

I'm hearing more and more that North & South of CID options won't be an issue because seniors will all be dead by the time light rail is built. That's Ageism and

stereotyping. That's like saying stop planning light rail to be here for a hundred years because most people alive now won't be around to use it!

Another stereotype I've heard is that seniors are so old they don't go anywhere. They just stay home and watch TV. As a senior myself, I am deeply offended.

Seniors are more active than you think. They go to doctor's appointments at hospitals and clinics for exams and treatments, mostly on 1<sup>st</sup> Hill. I know that because I've gone to act as interpreter. And many do travel, having relatives abroad, so direct access to the airport is important, particularly since we aren't getting a parking garage like other transit cities. But that's an equity issue for another day.

And the reverse is true: the senior population has many friends and relatives from out of town or outside the US--coming here to see them.

By-passing the CID doesn't make sense. Please! Get us off the National Most Endangered Historic Places list and Move Forward on 4<sup>th</sup>!

Thank you.

#### KWP, Inc.

May 22, 20223

Board Administrator Sound Transit 401 S. Jackson Street Seattle, Washington 98104 meetingcomments@soundtransit.org (sent via e-mail)

Re: Midtown Station

Dear Board Members:

We are writing on behalf of KWP, Inc., which is the owner of the property located at 201 Terry Avenue N. (TPN 1986200265) (the "Property") to provide comments on the Draft EIS for the WSBLE project. The Property is presently developed with a small office building and a surface parking lot. The Property is zoned SM-SLU 175/85-280, which indicates that a 28-story apartment building is feasible on the Property. Buildings of similar or greater scale have been developed in the immediate vicinity in the last five years.

We understand that the Sound Transit Board will receive a staff update on Thursday, May 25, 2023 considering the final location of a station in this area.

We support the retention of the preferred station location at Westlake "Block 48" preferably Westlake West. We previously stated we <u>do not support</u> the station location on Terry. We further <u>do not support</u> the Terry location due to the additional \$300 million in added costs for the station and the potential of a several-year closure of Westlake negatively impacting the business economy of the area.

This preferred station will be less expensive than the Denny alternative and we believe that traffic impacts to Westlake Avenue can be mitigated with careful planning. The Westlake Avenue station location is also in a superior position, being set in the middle of nearly 10 million s.f. of office space and hundreds of existing apartment and condo units – a much denser environment than at the alternative Denny location.

We appreciate the opportunity to provide these comments.

Sincerely,

KWP, Inc.

Mary Kay McCaw

President

MKM:dts

Alex Tsimerman

The scanned document below was submitted during verbal public comment at the meeting.

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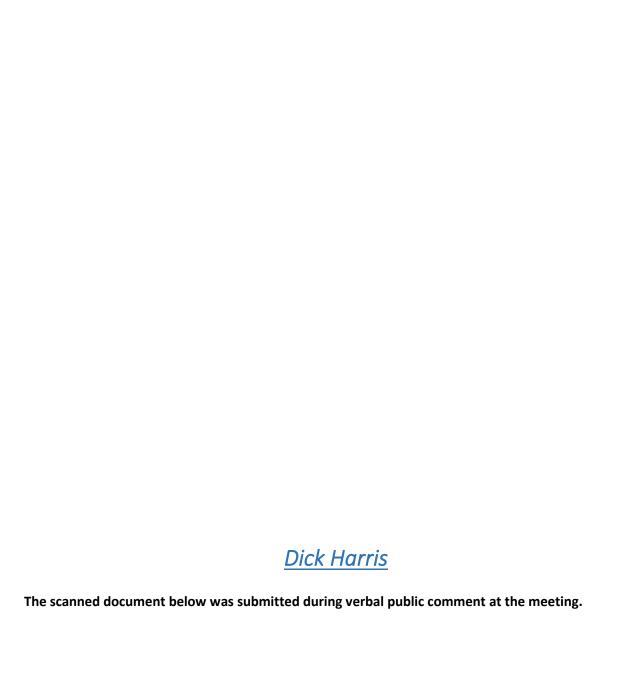
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Contact: info@lfpcore.org www.lfpcore.org

February 22, 2023

An open letter to the Sound Transit Board of Directors, Julie Timm, CEO, and John Henry, CFO, concerning the plans to build a 1.2-mile dedicated eastbound bus lane (BAT) in Lake Forest Park.

Over the past several months, Lake Forest Park residents and elected officials have attempted to make four points to the Sound Transit Board and Staff regarding the plan to build a 1.2-mile dedicated, eastbound BRT lane in Lake Forest Park, concerning:

The significant loss of property and the probable and significant adverse environmental impacts to our City.

The lack of meaningful engagement with the citizens of Lake Forest Park.

Lake Forest Park City Council's request for Sound Transit to "pause the project here for 90 days" to study alternatives.

Multiple requests from Lake Forest Park citizen groups to consider an alternative to a dedicated eastbound bus lane--build bus queue jumps (like the design on NE 145th Street) and signal priority along Bothell Way; redesign bus stops such that they are appropriate to neighborhoods, maximize tree conservation.

#### Our Ask:

The citizens of Lake Forest Park deserve more complete answers to our questions than the broad generalities provided to us by the Sound Transit Staff. Specifically, we are asking the Sound Transit Board to instruct the Staff to do the following:

Examine a third option. Specifically, instead of a dedicated 1.2-mile eastbound bus lane, utilize bus
queue jumps (like the design on NE 145th Street) and signal priority along Bothell Way. Also, allow
for smaller bus stop footprints at 153rd and 165th which have very small numbers of bus boardings.
 The presumption is this would substantially reduce construction costs, property takes and
environmental impacts, while retaining 50%-80% of the transit time savings.

#### Documentation:

The following write-up is derived from a series of documents obtained from the Sound Transit Website and through Public Records Requests. It details the enormous cost to taxpayers for the purpose of reducing the 522-bus transit time through Lake Forest Park on the afternoon weekday eastbound rush hour bus from South Shoreline Light Rail Station to Bothell by 2.3 minutes.

Assuming the figures used here are reasonably accurate compared to more current, undiscoverable cost analysis by City on the  $SR522/145_{th}$  BRT, to us there seems to be a straightforward conclusion here. The gain--2.3 minutes estimated faster bus commute through Lake Forest Park--is not worth the pain. The enormous expense to obtain it, the fact that there that are much less expensive design



Contact: info@lfpcore.org www.lfpcore.org

alternatives, that Sound Transit has a multi-billion dollar "affordability gap," and that there is an obligation specified in the annual realignment review to look every year for cost-saving options to current plans all require the Sound Transit Board to Review the return on investment on this section of SR522/145th BRT running through Lake Forest Park to determine if there is a more cost-effective alternative. It is Sound Transit Board's fiduciary responsibility to the taxpayers as it is to the residents of Lake Forest Park, to act.

#### How did Sound Transit choose the current design (BAT lane and the "West Shift") for Lake Forest Park?

In 2019 and 2020, Sound Transit reviewed three alternative design approaches here: March 2019:

Option 1: Refinement 1 Lake Forest Park "Safe Highways" Preferred. This refinement calls for a 1.2-mile dedicated eastbound BAT lane running exclusively on the east side of Bothell Way.

Option 2: Refinement Alignment 2. This refinement would have the eastbound BAT lane run about half the distance on Bothell Way, from NE 155th to just past 41st Street south, almost to the Town Center.

#### Early 2020:

Lake Forest Park "West Shift" design. Sound Transit announced it was "considering a shift of roadway widening to the west side of SR 522 to reduce property impacts and ensure more residents can maintain access to their homes."

#### June 2020:

Sound Transit selects refinement 1 with the "West Shift" design. even though it acknowledges it "costs more," citing the following limited rationale: Shifting the roadway widening to the west allows more property owners to stay in their homes and minimizes the overall change to the neighborhood." They could avoid as many as "6 full property acquisitions".

"Making use of existing right-of-way reduces the need for property purchases."
"Widening SR 522 exclusively on the east side of the road between 38th
Avenue NE and 41st Avenue NE in Lake Forest Park could cause significant impacts to driveways."

No documentation was discovered that explains the process or analysis done selecting the "Refinement 1" along with the "West Shift design change, analysis that examined:

Cost of property acquisitions (not right of way), including total private properties impacted (the number of partial and full), the total square footage required, and the estimated cost of acquiring the properties.

Construction costs and time to build.

Comparative reduction of bus transit times.

The number of tree removals required.

The need for, extent, and cost of retaining walls required for each design.



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September 22, 2021, immediately after the completion of Sound Transit's "Realignment Process," the Board unanimously approved Resolution R2021-07 making SR522/145th BRT a "project to be built" at the cost of \$544mm.

Two years later, the cost had increased 25% to \$651 million, with warnings additional cost increases and delays were likely.

#### 2. Lack of Public Engagement: Sound Transit Community Outreach efforts in Lake Forest Park. Open Houses/Community Meetings:

Only 2 Sound Transit SR 522/145<sub>th</sub> BRT Community Open House Meetings were held since the "West Shift" design decision, one in 2020 and another in March 2021. They generated 458 comments (emails, notes on yellow stickies, and written comments); only 47 people from Lake Forest Park attended the 2021 Open House. Sound Transit announced plans to hold an Open House in Lake Forest Park on Wednesday, March 15, 2023 from 3-7 pm—an inconvenient time for parents and working people, guaranteeing limited participation at this open house.

#### **Community Outreach:**

Sound Transit staff have continuously conflated legally required contacts with property owners concerning property acquisitions with "community outreach." Sound Transit Staff reported 550 inquiries received from residents and homeowners in Lake Forest Park over the past two years, providing no facts or figures as to the source or subject of the inquiries but suggesting many of these were related to property acquisitions.

#### SR522/145th BRT Elected Leadership Committee:

The SR522/145<sub>th</sub> Elected Leadership Committee has not met since February 22, 2019. Of the members listed on Sound Transit's website, three of the five members no longer serve on their respective City Councils; two of the three Sound Transit Board members listed no longer serve on the Sound Transit Board. No meetings are currently scheduled.

#### How much is Sound Transit spending in Lake Forest Park to build SR522/145th BRT?

The document "Phase 1 Refinement Report" dated March 2019 (pg. 5.2) has breakouts of costs by City for "property acquisition" and "cost of construction and construction management."

#### It shows the disproportionate investment in Lake Forest Park.

Of the estimated (adjusted for inflation) cost of \$145mm for property acquisitions, 67% is spent in Lake Forest Park.

Of the estimated cost of \$318mm construction and construction management, 49% is spent in Lake Forest Park.

Of the estimated \$464mm total cost of property acquisitions and construction) on SR522/145th BRT, 55% is spent on LFP.

It costs \$148mm per mile for roadway in Lake Forest Park, 2.8 times the average for the entire  $SR522/145_{th}$  BRT.



Contact: info@lfpcore.org www.lfpcore.org

It costs \$109mm per minute of saved bus transit time in Lake Forest Park (2.3 minutes), 2.1 times the average for the entire SR522/145<sub>th</sub> BRT.

	PN	1 Weekday	3 Hour Peak Co	ommute Bus T	ransit Time S	aved No	Build vs I	Build 2042		
City	Property Acquisition and Permits	Percent Property Acquistion & Permits	Total Cost Constructin & Constrution Mgmt	Percent Construction & Construction Mgmt	Total Cost	Percent Total Cost	Miles of Roadway	Transit Time Saved (Minutes)	Total Cost Per Mile of Roadway	Cost Per Minute Saved
Seattle/Shoreline	\$45,351,120	31%	\$63,445,900	20%	\$108,797,020	23%	1.4	9.7	\$77,712,157	\$11,160,665
Lake Forest Park	\$97,370,700	67%	\$155,760,500	49%	\$253,131,200	55%	1.7	2.3	\$148,900,706	\$109,895,820
Kenmore	\$0	0%	\$13,956,700	496	\$13,956,700	3%	3,3	1.7	\$4,229,303	\$8,225,886
Bothell	\$2,399,900	2%	\$85,755,650	27%	\$88,155,550	19%	2.2	1.9	\$40,070,705	\$45,962,226
Total	\$145,121,720	100%	\$318,918,750	100%	\$464,040,470	100%	8.6	15.7	\$53,958,194	\$29,620,278

In addition, 54% of the 204 homes and business owners on SR522/145<sub>th</sub> BRT required to give up all or part of their property are in Lake Forest Park accounting for 67% of the total cost of property acquisitions and permits.

#### How much dirt and topsoil excavation and fill needs to happen to build SR522/145th BRT?

 Sound Transit's SEPA Environmental Check List, March 2021 page 42 provides details on the amount of excavation and fill that must take place by City. The chart below shows the details:

City	Total cubic yards of dirt and topsoil removed	Total cubic yards of dirt and top soil moved in	Total cubic yards of dirt and topsoil moved in and out	% by City	#Trucks loads required
Seattle	7,800	640	8,440	6%	444
Shoreline	600	1,600	2,200	2%	116
LFP	56,000	34,000	90,000	64%	4,737
Kenmore	6,000	7,200	13,200	9%	695
Bothell	16,000	10,000	26,000	19%	1,368
Total	86,400	53,440	139,840	100%	7,360
Dump Truck Capacity/	19				

- A total of 139,840 cubic yards of material, mostly dirt and topsoil, must be hauled away and hauled in to complete the project. The average weight of a cubic yard of dirt and topsoil is one ton.
- 64% or 90,000 cubic feet of this material to be hauled away and moved in is in Lake Forest Park.
- Assuming the maximum capacity of a dump truck is 19 cubic feet, it means that a minimum of 4,737 dump truck loads are required in Lake Forest Park alone.
- If the work were to take a full year, it would require 100 dump truck loads in and out of Lake Forest Park each week for 52 weeks.
- The impact to SR522, the noise, damage to the environment and roadway are not documented in the Sound Transit SEPA Environmental Checklist document. D

How much does the dedicated 1.2-mile eastbound bus lane in Lake Forest Park contribute to the

estimated 15.7-minute reduced bus transit time during the eastbound PM weekday rush hour bus trip from the South Shoreline Light Rail Station to Bothell?

The spreadsheet SR522BRTBus2024and2042NoBuildandBuildTravelTimesummary.xls has detailed transit time estimates by intersection "build Vs. no-build" for PM weekday peak hours. It shows:

Lake Forest Park contributes an average of 2.3 minutes (15%) to the total 15.7 minutes, with an eastbound BAT Lane.

62% (9.7 of the 15.7 total minutes saved) occurs in the 145th St section, which has no BAT lanes.

50% (7.9 minutes) of the total 15.7-minute faster bus transit time is saved in the 13 blocks from the South Shoreline Light Rail Station to NE  $145_{th}$  St and  $15_{th}$  Ave NE, where there is no BAT lane.

Without BAT lanes, the bus's average speed on 145<sub>th</sub> increases 133% from 4.8 MPH (no build) to 11.2 MPH (with build). With an eastbound BAT lane, the bus speed in Lake Forest Park increases 33% from 10.7 MPH/no build to 14.2 MPH w/build.

Intersection	Transit Time Saved (min)	% of Transit Time Saved	Cumulative Time Saved	City
Start: 5th/148th		1/ ====		Seattle/ Shoreline
145th/15th	7.9	50%	50%	Seattle/ Shoreline
145th/30th	1.9	12%	62%	Seattle/ Shoreline
Bothell Way/ 153rd	0.5	3%	66%	Lake Forest Park
Bothell Way/ 165th	0.9	6%	72%	Lake Forest Park
LFP/Bothell Way	0.8	5%	77%	Lake Forest Park
Bothell Way/61st	0.4	3%	79%	Kenmore
Bothell Way/68th	0.2	1%	81%	Kenmore
Kenmore P&R	0.1	1%	82%	Kenmore
98th/182nd	1.0	6%	88%	Kenmore
185th/104th	0.8	5%	93%	Bothell
UWB	1.1	7%	100%	Bothell
nd: Beardslee/195th				Bothell
Total	15.7	100%	100%	Section 1

What is the status of SR522/145th BRT? Based on the Agency Progress Report Capital Programs published December 2022, pg. 168:

The current forecast for (SR522/145th BRT) completion is Q4 2027, or a total of 10 months past the Sound Transit Board realignment milestone. The realignment schedule is aggressive, and staff have routinely informed the Board that the current schedule is inconsistent with the target and affordable schedule.

It's not too late to compare the cost and benefit of the Queue Jump Proposal to the current 60% Design Package with an analysis of the real impacts to our City: tree removal, continuous tall retaining walls, property acquisitions and roadway noise. The Sound Transit Board has a fiduciary responsibility it has so far failed to exercise. It has the obligation outlined in the annual realignment process to step in now and to do the right thing for taxpayers, transit riders, and the City of Lake Forest Park.

Jeff Snedden 15415 Beach Dr. NE Lake Forest Park WA 98155 jsnedden@msn.com 206-240-6066

#### Documents used in this report:

SR 522/NE 145th Bus Rapid Transit (BRT) Phase 1 Refinement Report FINAL March 2019. Page 5.2 presents City by city cost breakouts.

SR522BRTBus2024and2042NoBuildandBuildTravelTimesummary.xls shows bus travel times build Vs. no build scenarios by bus stop.

AE 0055-17 6.2.1 Transportation Technical Memorandum, March 2021, provides detailed information for each City concerning build Vs. no-build scenarios for transit times and LOS (length of service).

Agency Progress Report Capital Programs published December 2022, pg. 168.

 Sound Transit SEPA Environmental Checklist, March 2021, pg. 42 shows amount of excavation and fill required for the project.





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#### Sound Transit 3 Expansion project on SR 522

1 message

Laurie Spivack <mermaid98144@gmail.com>

Wed, May 10, 2023 at 8:59 AM

To: emailtheboard@soundtransit.org, dconstantine@soundtransit.org, kathyleotta@soundtransit.org, jameschung@soundtransit.org, rick.capka@soundtransit.org, scottmatetich@soundtransit.org, jperrigo@soundtransit.org, sbennett@cityoflfp.gov

Cc: Gerald Harris <dickh5492@gmail.com>

Hello Folks,

Please find my letter of today addressing the ST3 Expansion project in Lake Forest Park along SR522 attached as a pdf. It also includes photos of walls in our communities that have a natural appearance for the area, plus a history of zero graffiti tagging and zero maintenance over the years.

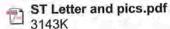
This type of wall will also dampen traffic noise so prevalent to homes fronting the wall area corridor.

Thank you for your time and consideration.

Respectfully,

Laurie Spivack, President

Goodbye Graffiti



May 11, 2023

Re: SR522/145 BRT LFP

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

dconstantine@soundtransit.org emailtheboard@soundtransit.org kathyleotta@soundtransit.org jameschung@soundtransit.org rick.capka@soundtransit.org scottmatetich@soundtransit.org jperrigo@soundtransit.org sbennett@cityoflfp.gov

I have been asked to comment on ST3 transit expansion on Bothell Way in Lake Forest Park by homeowners fronting HWY 522 being asked to negotiate Acquisition and Easement contracts.

During my over 20 year tenure as founder and owner of Goodbye Graffiti in Seattle, I have seen the success and failure of different transit routes firsthand. Most recently we were contracted by Sound Transit for graffiti removal at 42 Sound Transit stations along with many other continuing contracts. My observation of similar urbanist projects leads to a stark conclusion about these proposed Lake Forest Park expansions, especially with no planned street and sidewalk lighting.

The most blatant problems from my considerable experience are given as follows:

- This section is extremely poorly lit at night, which has already led to a fair amount of property crime in the area. Night time is completely dark along most of this stretch.
- Being poorly lit, it feels unsafe for pedestrians to and from transit opportunities, is a graffiti magnet, litter will follow and fulfills every prerequisite for a greater influx of crime.
- Crime damages the usability of transit and degrades the neighborhood. Crime also tends to attract more of itself. That degeneration will only hurt the area's success in transit use.
- The long, large retaining walls and flat surface as proposed are a huge "palette" for gang and wantabe graffiti artists. This part of the project could not be a more tempting target!

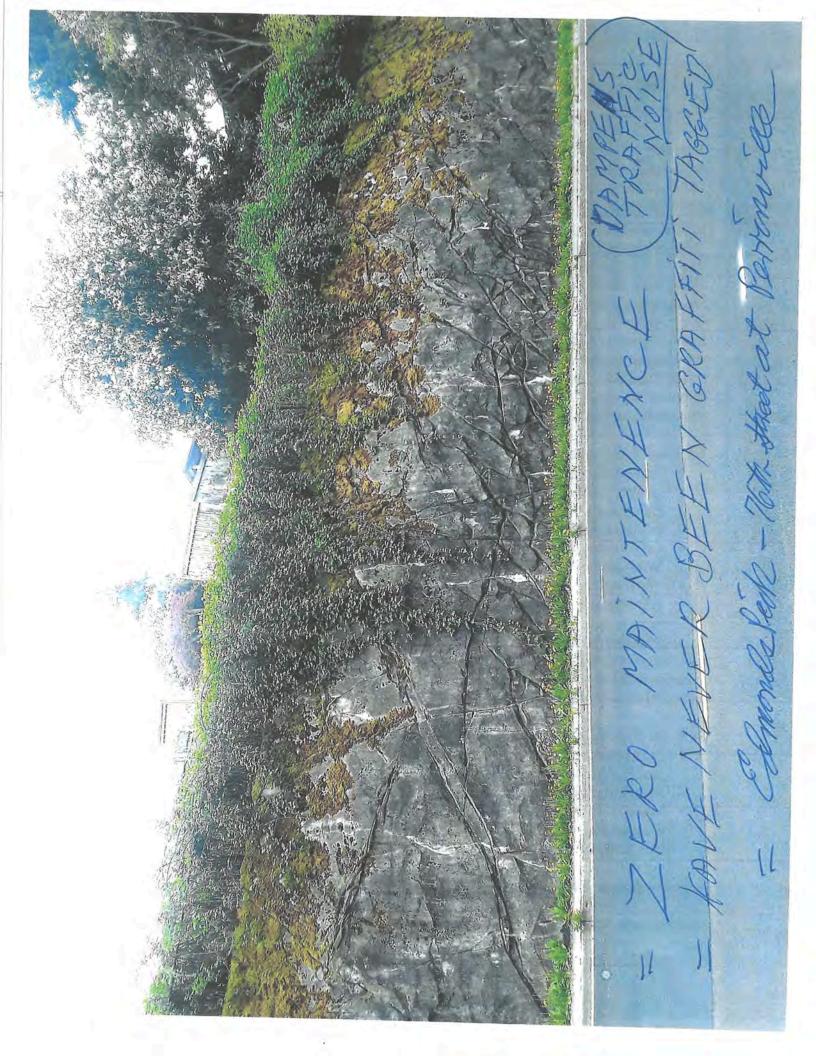
These problems generally follow a pattern, first observed and then those that naturally follow from the preceding problem. Graffiti is a sign of urban decay. It is widely known that graffiti itself is the precursor to even greater issues. In my many years of work and observation in Seattle and surrounding areas, all of these above instances have been notable. The pattern is clear.

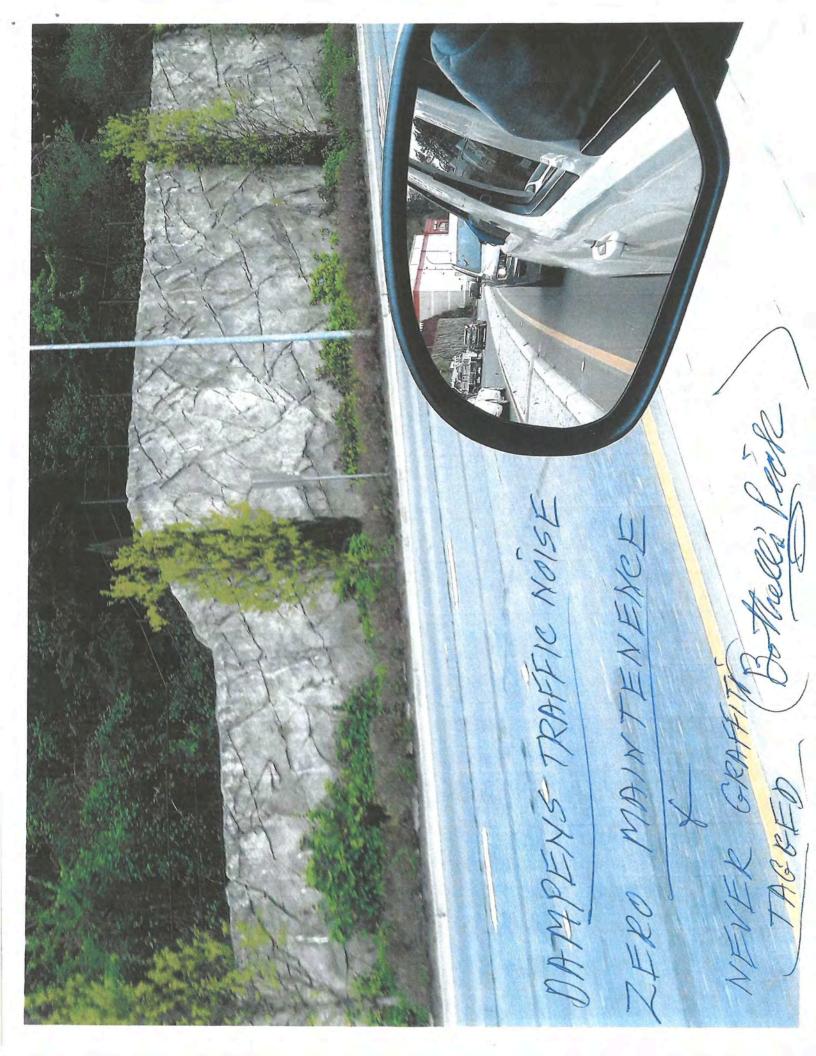
There are a few ways to mitigate the issues outlined above that have proven to be effective:

- Sidewalk lighting would be a powerful deterrent right now, but an absolute necessity for the added foot traffic as sidewalks are added, especially with less natural light in winter.
- An active maintenance plan and upkeep of the large walls and sidewalk border plants is
  essential to keeping the area safe and therefore keeping transit more accessible for all.
- Eyes on the street are essential to deter graffiti and crime. A lower speed limit generates less traffic noise and pedestrians feel safer, leading to more use of sidewalks and transit.

I hope my experience and thoughts can guide the city of Lake Forest Park toward a better plan.

Laurie Spivack, President Goodbye Graffiti (Attached are walls that work for this community)







Mill Creek Foursquare Church The scanned document below was submitted during verbal public comment at the meeting.



### Everett

20,226 Students in 33 Schools



Over 3,500 Familes Served Since 1999



### MLK Events & More Community Partner

# MC4 FOOD PANTRY

Over 8,000 Families Served



15,260 Students

Mukilteo

(5)

in 24 Schools

Over 1,400 Familes with \$151,905 in Scholarships

focusing on protection, provision, and permanence Serving children & families



20,851 Students

Edmonds

(5)

in 38 Schools

**Snohomish County** men & families Ser



& purpose through mentoring & homework clubs Bringing hope





9,522 Students

Shoreline

(5)

in 18 Schools



# MILL CREEK FOURSQUARE CHURCH

OUR COMMUNITY FOR OVER 31 YEARS

Lynnwood, WA 98087 1415 164th ST SW mc4s.org

MILL CREEK FOURSQUARE CHURCH

COMMUNITY OUTREACH FUND

Benevolence Fund

Dedicated to serving our local community. Over 3,500 families served, providing rent assistance, utility assistance, medical bills, gas and emergency needs.

FOOD PANTRY

Over 8,000 families served.

MILL CREEK COOPERATIVE PRESCHOOL

populations. 1,341 students provided a preschool education. \$151,905 awarded in scholarships. Started with the mission of providing a subsidized preschool education for underserved

PARTNERSHIP WITH EDMONDS SCHOOL DISTRICT

Pop Up Pantry - Nourishing Network

Participate monthly, providing food and other essential items to students and families

ALDERWOOD MIDDLE SCHOOL

Homework club. Youth club, Provide Thanksgiving meals and Christmas gifts and school supplies,

OAK HEIGHTS ELEMENTARY

Provide supplies to equip classrooms and teachers with materials needed.

MARTHA LAKE ELEMENTARY

Homework club. Provide Thanksgiving meals and Christmas gifts and school supplies. Organized work days to help clean up and maintain school property.

# HAND IN HAND FOSTER CARE

This umbrella organization started out of Mill Creek Foursquare. Safe Place short term foster serves between 150-200 kids weekly with homework clubs, feeding programs, tutoring and care serves 300-400 children annually entering the foster care system. Casino Road Kids Safe Place, Casino Road Kids, Casino Road Soccer & Casino Road Neighbor

# BLACK HERITAGE COMMITTEE

We have had the privilege of hosting five Black Heritage Committee events in our facility, communities. Hosted the Snohomish County MLK gathering and provide annual support. including a NAACP gathering of over 100 pastors to talk about issues of race within our

# PREGNANCY RESOURCE CLINIC

Long term relationship with this community resource helping women who find themselves facing an unplanned pregnancy with practical care and support.

## YOUNG LIFE

Lynnwood/Mountlake Terrace - Everett/Mill Creek

Both the director of Young Life for Lynnwood/Terrace and the director for Everett/Mill Creek are part of Mill Creek Foursquare Church. This organization provides mentoring and hope as high school and middle school students navigate the challenging adolescent years.

Upon hearing of the potential displacement of Mill Creek Foursquare for the Everett Link Extension: "THAT IS SAD NEWS. WE OWE YOU BIG TIME! I CAN'T IMAGE WHAT WE WOULD DO WITHOUT YOU AND YOUR SUPPORT FOR OUR SCHOOLS AND FAMILIES"

Representative of Edmonds School District

Petition · Faith Based Organizations fill a purpose in our Communities · Change.org

At 1,000 signatures, this petition is more likely to be featured in recommendations! בטוועו מנעומנוטווא טוו אנמי נוווע אטמו מבנונוטוו:

Take steps to strengthen it.

Dashboard

Petition details

Comments Edit



Share this petition

https://www.change.org/p/faith-based-organizations-fill-a-purpose-in-our-communities-8092763c-2602-4444-a1f0-d78ca6f362fa?redirect=false



At 1,000 signatures, this petition is more likely to be featured in recommendations!



At 1,000 signatures, this petition is more likely to be featured in recommendations!



Helen Buzitis signed 17 hours ago



Colette Robinson Signed 27 hours ago



Curt Lillibridge started this petition

faith-based organizations. Faith-based organizations often play a significant role in supporting and serving the local community, providing We understand and appreciate the need for light rail in Snohomish County, and the potential impact of eminent domain of properties of

When considering eminent domain, it is crucial for decision-makers to take into account, the unique contributions of these organizations and organizations bring to the community, and also the public benefits of the transit project. It is important to explore alternative solutions that the potential disruption that their displacement could cause. This involves conducting thorough assessments of the value these

Overall, it is crucial to strike a balance between the public interest in developing essential infrastructure like light rail transportation, and the

Updates

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Zero Fever	Brooke Brinkley	Jose Escarcega	Shazia Shaikh	Felicia Tatakamotonga	Tyler Daniels	Sophia Nevarez	Jawaun Davis	Daniela Betancourth	Derek Gendvil	Cindy Rake	dr.dawson fuck all yall	Zany Shaheen	Roland Burts	Deshawn Morris	JAMES ALVESHERE	Randall Johnson	James Skipper	Ashley Kim	Oksana Mikhailova	Janet Desbrow	Kolt Motley		

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Sovanny Van	Raelin Matson	Cristina Lopez	Ahmed Elkhouly	Lilly Le	Monique Ellis	Dean Johnson	Rebekah Pusateri	Allie Zacharias	Christopher Horndt	Brenda Hynes	Jody Halvorson	Ken Haack	Cheryl Spencer	Randy Berg	Charlotte Lowery	Brianna Messinger	Clarivel Avalos	John Doe	Rita Sima	Hillary Klauber	Walter Kurowski		

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Dorothy Jorgensen Nathaniel Chapman	Karen Ramirez Zach Thompson	Dan Anable	Renée Atanassov	Mason Chaussee Andrew Yi	Tristan Frank	Hope Evans	Marina Smith	Rebecca Hoih	gwen fernandez	Andy Lianto	zahra khajevand	SOFIA DANA SANTELICES	Ahmad reza Asghari	Srinivas Ananya Balchukuru	hank ж	Alexa Campbell		

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Rachel Hall Jacob Hall Rebekah Johnson Bob Walls Sam Clemetsen Hunter Kendall	GLORIA CALDWELL Jennifer Schiro ANDREEA TUREAC Rebekah Aguilar Laura Dawn Jeremy Justice pat skrivseth Lyn Sapp Chanelle Pompa PATTY FLEMING LeAnn Winter Lisa Lopez ashley buck Sherry Smart Tim Nabakowski

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Victoria Geck Paula Taylor Mable Chan Kelly Morrison Jon Plotner Andrew Glass Deanna Goertz Rachel Hayes Bob Rosen	Emmye Brothers Alan Woods Daniel Wessel Jess Walla Junaper Fae Mia Morales Michelle Geck Brian Hepler Cate Youens Jennifer Arment Tara Ingham Kaleigh Hartness Kara Nelsom

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Jeff Merrill Savannah Hasselbom Kerri Barnes Chrissie Blocher Andrea Austin Stefanie McCallum Kimberly Marsula Nicole Twedt Kristin Ficker Mike Staszsk Don Ross Juliana Johnson Tifani Hoornstra ILEANA FORTUNE Jennifer Loveless Mary Ann Cates Shayna Abbott Jonathan Hall Vanessa Noggle Melissa Montgomery Ariel Mattar Michelle Mulanaux McLellan

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Rick Benefiel Gloria Pineda Julie Judd Chandra Blair Chandra Blair Christine O'Connell Catherine Wickersham Jennifer Roper Jill Shipps Cynthia Beck Cassandra Yeadon Sarah McKinney Pamela Bickford Michelle Ulke Mark Sanders Tyler Rosak Donna Renaud RALPH PUCHALSKI Alice Nowak colleen heins Kerri Sparks

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Robin Hjellen Britt Espinosa	John Hardwick	Tyler McKay	Ann Christiansen	Christine Marshall	Susan Cain	<b>Brett Birdsong</b>	Diana Powers	Kathryn Cameron	Jodi Bloom	Barbara Hawkins	Mary Baker	Karen Smith	Tracy Red	Robert Horne Horne	Chung Moon	Jennifer Scheiter	Kristina Houser	Brenda Stroud	Patricia Phillips		

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98207 US	98012 US	98034 US	98266 US	99208 US		98407 US	98101 US	98290 US	98201 US	98036 US	98033 US	98102 US	85374 US	98520 US	98591 US	97201 US	98501 US	98290 US	99026 US	98021 US	98290 US	
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Phil Kim Olivia Brandel	Seth N	Lora Johnson	Conni Fredericks	Jaime Murphy	Kyle Carlson	Brenda Burke Burke	Ryan Knuth	Jennifer Haffey	Shelli Reil	Deborah Johnson	Jerry Waskom	Georgene Mason	Denise Phillips	Dreama Deskins	Paula Gonzalez	Sabrina Holt	Melissa Nowak	Stacy Reynolds	Lisa Gunnels	John Nowak		

Seattle Seattle Seattle Bothell Seattle Lacey Longview Everett Goodyear Everett Snohomish Lake Steven Los Angeles Charlotte Barrington Rincon Madison Silver Spring Mill Creek Everett Salver Spring Silver Spring	Seattle WA 98188 US 5/5/2023
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Bothell Snohomish Everett Snohomish Redmond Federal Way Honolulu Agoura Everett SNOHOMISH Seattle Snohomish Nukilteo Lynnwood Everett Everett Everett Snohomish Oceanside Saattle Snohomish	
Pam Zacharias Brittani O'Malley Sarah McKone Mike Leonard Jannae Epp Jennifer Schnautz Christine Omalley Suzy Sachs Joy Kim GARY OMALLEY Rodger Griffin Tracey Johnson Julie Muchlinski Kirsten Kjolso Michelle Hammond Umeko Paynter MARK KIRSHNER Lonnie Austin Timothy Knuth Dan Duffy Michelle Beethe Bonnie Frunz	

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Everett Everett Lynnwood Snohomish Burleson Marysville Fremont Brooklyn Margate Weston Montebello Weston	Brooklyn Miami Montebello Margate Washington Miami Lake Zurich
Lindsey Wildeboer David Tyler Emly Croston Amy Boyle Adam Kaluba Grace White Utkarsh Nath Kristy Singh Payton Weels jenna kwon Tristan Diaz Jesse Pinkman Johnny Cox gone solles	Mohsin Ajmal Marcus Atonius Jew Alvarez Zaid Tous Theresa Hardy Matthew Lobo tazz devil Josh Standiford

	5/6/2023	5/6/2023	5/6/2023	5/6/2023	5/6/2023	5/6/2023	5/6/2023	5/6/2023	5/6/2023	5/6/2023	5/6/2023	5/6/2023	5/6/2023	5/6/2023	5/6/2023	5/6/2023	5/7/2023	5/7/2023	5/7/2023	5/7/2023	5/7/2023	- 17 12022
	78227 US	15209 US	98921 US	98102 US	98208 US	98208 US	SN 96086	98346 US	98041 US	98258 US	98026 US	98208 US	98037 US	98087 US	98023 US	98133 US	98012 US	98290 US	98208 US	98160 US	83404 US	98277 115
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San Antonio	Pittshirrah	Rothell	Bothell	Everett	Everett	Snohomish	Kingston	Bothell	Lake Stevens	Edmonds	Everett	lynnwood	Lynnwood	Federal war	Spattle	Bothell	Snohomich	Everett	Seattle	Idaho Falls	Oak Harhor	
Abrianma Rodriguez	Regina Brooks	Yvonne Calma	Cheryl Manginelli	Judy Olson	Bella Kirshner	Valerie Hopper	Rosalie Inman	Linda hewett	Clarence Bishop	Paula Perez	Chris Manginelli	Emily Smith	Kenneth Brake	Ben Dixon	Cadey Kwon	Jae Koh	Betty Hall	Julia Katherine	Richard Hancock	DeSha Swisher	Mikel Helm	

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Everett wa Bothell wa Everett wa Bothell wa Edmonds Snohomish wa Everett wa Ma Kingsport TN Lynnwood Wa Edmonds Reardan Wa Everett wa Lynnwood Wa Everett Wa Snohomish wa Snohomish wa Edmonds Snohomish wa Edmonds Wa Edmonds Wa Afton wa Bothell Wa Bothell Wa Bothell Wa Bothell Wa Wa Bothell
Kelly Moran Victor Alinen Stephanie Venturo Kadi Hopkins Phillip Onishi Michelle Willey-Hellwig Stephen Duke Rebecca Boots Rosalie Kaji Vickie Garis Janet Harman Alaine Walker Evan Hurt Dee Edwards Theresa Cline Mary Lou Land Kristen Beck Matt Drumm Vivi Jimenez Linda Kappus Judi Peterson Jeff Birney

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Snohomish Lynnwood Lynnwood Edmonds Everett Lynnwood Edmonds Black Diamond Seattle Seattle Federal Way Seattle Rigby Bothell Everett Seattle Federal Lynnwood Everett	Renton
Chad Beck Cynthia Hansen Leesa Wright Gwen Baugh Mariano Ortiz Tyler Kincaid Annette Barnes Tony Mattar Michael Goff Jim Lyons Brigit Dixon Jennifer Alcocer Carole Neal Alicia Ramos Natalie Nicholson Emily Mennie Lori Orciuoli Reese Taylor Kelsey Rosario Deborah Goodenough	Loren Nelson

Grace Harrison	Sandi Joralemon Essie Jackson	Charley Laas	Hanns Haney	Ruby Hamilton	Kara Gasperetti	Lisa Cline	Braden Bergren	Heather Anderson	Audrianna Kinnard	Bob Chambers	Kirsten Finn	Bethany Veeraagsorn	Lauren Accetturo	Maria Mata	NA	Anoushka Soni	Timothy Paich	Gordon Poston	Karina Reyes	boo bear bear

Lake Stevens Ellensburg Federal Way Chester Springs Federal Way Wenatchee Fort Worth Lake Stevens Lynnwood Marysville **Facoma** Snohomish Atlanta Loveladies Kingstree Garland Seattle Seattle Bothell Brooklyn Tampa Mims

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	3079 US 89117 US 11801 US 98296 US 98296 US 98203 US 98203 US 98207 US 98207 US 98021 US 98021 US 98077 US 98077 US 98077 US 98071 US 98071 US 98071 US 98071 US 98071 US 98071 US 98071 US 98071 US 98073 US
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Salem	Las Vegas Hicksville Snohomish Snohomish Everett Forerett Pocatello Lake Stevens Everett Port Orchard Federal Way Bothell Kailua-Kona Lancaster Woodinville Bothell Tacoma Renton Seattle Bothell Holly Pond
Gina Paone	Derek Gendvil Rezaur Rahman Mary Illingworth Angie Thurman Sue Janner Dan Hammer Michelle Bieda Donna Spangler DIANA MCGREGOR Shane Kelly Sarah Nelson Michelle Sexton-Young Kari Carter Melanie Bennington Tami Mrozek Patricia Pinkerton Kayla Welling Theresa Lepeska Liesl Behm Wayne Zacharias Sara Neal

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Tacoma Olympia Seattle Redmond Everett Queen Creek Seattle Edmonds Lynnwood Seattle Edmonds Snohomish Snohomish Snohomish Snohomish Snohomish
Shay Foster Phil Frisk Donald Jacques Monica Henriksen Da Young Kimn Michael Henifin Crystal Guidice Sipepa Faga CAROL FRIEBERG David Ross Barbara Folkman Kristi Spengler James Hall Micah Bell Jono Bell Jono Bell