

6/22/2023 Board of Directors Meeting Written Public Comment Submissions

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[Alvaro Guillen on behalf of Connect Casino Road](#)

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

Hello,

Attached please find our organization's comment letter to the Board of Sound Transit. Note that I will be making a public testimony today.

Thank you,

Alvaro



Alvaro Guillen

Director, Connect Casino Road

Community Foundation of Snohomish County

Phone : (425) 610-3856



[Lorraine Floyd](#)

To those charged with the role of responsible and compassionate democratic leadership of thousands of people within the Everett area:

Please rethink plans to use the acquisition of private property as the primary means of building the link. Please listen to the public and place yourself in a position that will allow you see it from each perspective, instead of allowing yourself to be convinced that others' criticisms are unimportant. Everett needs a safe, easily accessible transportation system that will not rely on the unnecessary costs and delays of land acquisition that could be avoided by using alternative methods. The link needs to be able to serve the majority of the Everett area population, which means that many people will need to walk to the stations. Housing is difficult enough to obtain without taking away already-existing residences. Portions of open land within the city are important to steward wisely, as it is a limited commodity that has potential to be used for other important things. Please consider planning using existing roadways.

Thank you,

Lorraine Floyd, Pinehurst-Beverly neighborhood

Shelly Whitkop

I'd like to comment on the Everett Link Plans. I have done the survey and watched the Everett City Council meeting when Sound Transit presented the various options.

My comments are very short but I feel many people feel the same way and do not speak up because our lives are busy and even myself, taking the time to comment is putting me behind in my tasks today. But this is important.

The options that Mayor Franklin and County Executive Summers are leaning towards are very bad for many in the Casino Road area. They will be displaced and small businesses will be closed. This is the most expensive option with buying private property, etc.

It would be better to put the alignment on Everett streets and/or WSDOT property and reduce the impact on our lower income neighbors in the Casino Road area. I understand there are more areas than just the Casino Road folk and their homes and I believe any area that takes away from housing should be avoided all together. The cost to taxpayers has already gone far beyond what we voted for in the '90's and Sound Transit should be looking for ways to cut these costs.

One way to do this is, as I mentioned above, would be to use Everett streets and WSDOT property. From what I understand, WSDOT has okayed the possibility of converting WSDOT lanes to transit. This option should be carefully considered.

Thank you for reading my comments.

Sincerely,

Shelley Whitkop

Darwin Jones

Hello,

I just wanted to voice my preference towards reconsidering the Everett Link plans which lean heavily on displacement and do not take advantage of the benefits of integrating transit into our city.

Stations must prioritize popular destinations (places of work) and be near to where people actually live. The Park and Ride model is not feasible in the long term if the area dedicated to parking squashes the opportunity for people to live near these stations in the first place. We should minimize the footprint of the rail by overlapping it with our highways and roads, not place concrete next to concrete which ruins livable and usable space.

Thanks for your consideration,
Darwin

Reed Hampton

To Whom it May Concern,

I hope this email finds you well, I am reaching out today to provide public comment on a set of draft alignments of the Everett Link Light Rail extension. I am aware that this is a draft alignment, and is not meant for public consumption, but if these alignments are being seriously considered and presented to the Sound Transit board then they are of public concern.

I am incredibly concerned that Sound Transit is even considering an alignment which forces displacement of individuals and families from their homes, removes small businesses, and poorly stewards the funds provided by the public taxpayers. Each of those reasons should be enough to disabuse Sound Transit of the notion that this alignment should be considered, in consort they make this a non-starter.

Sound Transit would be able to deliver this same Light Rail extension at significantly lower cost, without causing displacement, by simply utilizing the existing public right of way. I strongly believe Sound Transit should prioritize delivering the highest quality transit network, at the lowest possible cost, as quickly as possible. The leaked Everett Light Rail alignment lies in complete contradiction to those values.

I would like to reiterate that I understand this alignment is a draft proposal and far from a preferred alternative. I regret that I am unable to provide public comment at this Thursdays Sound Transit Board meeting, but I do hope the board takes into consideration my comments and those from other members of the public.

Best Regards,
Reed Hampton

Mitch Johnson

My name is Mitch Johnson and I am a resident of Seattle.

I am writing to you now ahead of the June meeting to express concern for the direction the ST board is going with the ST3 approved link lightrail extensions. Entertaining last minute suggestions that delay projects and seek to benefit car traffic today at the expense of future transit riders is embarrassing, and counter to the actions we should be taking to ensure our city, and regional economy remains vibrant.

Please reject the late changes to the CID station locations, as well as the late proposed changes to the Denny/SLU stations, restore the CID and Midtown stations and maintain the DT-1 preferred alternative. Avoid the delays that would result from required new EIS work if those alternatives were considered.

Don't sacrifice the quality of our transit system for decades of future riders to avoid inconveniencing a few drivers today. The fact that you did so for the CID station, and are considering doing so again in Denny/SLU represents a much greater risk to the vibrancy of downtown than a few traffic revisions. Respectfully, these actions are embarrassing.

Thank you,
Mitch Johnson

Kern McGee

Dear Sound Transit Board Members,

Please consider Everett Link track alignments that run within large public rights of way to minimize destruction of the built and buildable environment. In particular, Port Gardner alignments along McDougall Avenue or the McDougall Alley necessitate extensive destruction of existing housing and businesses when Broadway is wide enough to accommodate a center-running elevated guideway without such wasteful acquisition and demolition. What are public rights-of-way for if not serving to move people through the area? The Everett Link Extension makes possible a huge increase in throughput of people in the existing Broadway right-of-way.

A few additional benefits of a center-of-Broadway alignment include:

- Station access on both sides of the street, connecting communities currently divided by Broadway.
- Delivery of riders to an elevation closer to that of downtown Everett's existing jobs, civic institutions, housing and entertainment destinations.
 - I don't think I can emphasize enough the civic value of enabling a citizen stepping on the train in Mountlake Terrace, Lynnwood, Mariner, or Casino Road, to be delivered to the front door of the courthouse, permitting desk, Carnegie Resource Center, and other critical government services. This is how people access the tools to improve their lives.
- Opportunity to revitalize Broadway and spur development on a corridor already zoned for higher-density mixed-use.
- Ease of northward Link expansion to EVCC, WSU, and Marysville, with immediate connection to planned Swift transit to Marysville.
- Ease of transfer to east/west transportation on Pacific Avenue.
- Makes best use of currently-zoned housing and job growth potential, which is located in downtown Everett and northwest of Everett Station.

It would be extremely regrettable to sacrifice existing homes and businesses as well as re-developable parcels to build tracks in the immediate vicinity of a high-capacity transportation corridor with space for center-running trains. When I envision the Snohomish County of the future, it is thick with places of interest, economic opportunity, and great places to live and be. Improving the capacity of existing rights-of-way like 128th Street SW, Airport Road, Casino Road, and Broadway *without* degrading the adjacent built and buildable environment is the way to achieve this future. Running trains within these rights-of-way is the way Sound Transit can help deliver this vision.

Thank you for your time, service, and consideration.
Kern McGee
Everett Resident

Transportation Choices Coalition

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

Dear Sound Transit Board Members,

Please find attached comments from Transportation Choices Coalition regarding the planned Auburn and Kent parking garage expansions, and the future flexibility of such projects.

Thank you for the opportunity to comment.

Sincerely,
Kelsey

Kelsey Mesher (she/her)
Interim Executive Director

Transportation Choices

Yazan Al-Alul

Hello,

I am a homeowner in Lake Forest Park who will be impacted by partial property acquisition for the SR 522 BRT. We bought this house 5 years ago for 2 major reasons: the 5-minute walk to take the 522 bus directly to downtown Seattle, and the 180 degree views of Lake Washington, Mount Rainier, and the Cascades, as you can see below.

We had two major concerns about this project that we mentioned to your staff in our first meeting with them - that you mitigate any increases in traffic noise, and to ensure that you do not block our views. Your 60% designs show that you will use the property you buy from us to plant trees that will grow to a mature height of 50 feet, dwarfing our home by several feet and blocking the views and sunlight.

I have mocked up what this will look like below. This will completely ruin the character of our home and drop our property value. It seems like it can be solved easily, simply by planting trees with a short mature height. This would maintain the look of a green corridor without blocking the view from our windows. We've been trying to communicate this with your staff but have not gotten any traction.

This leads to our main issue in general: the extremely poor communication practices by your staff. Several months ago, many community members attended these meetings to air their grievances with the lack of communication. In response, Sound Transit started publishing reports quantitatively tracking the ways you communicate. This does not address the main issue with the communication: the qualitative way Sound Transit staff receive and consider the community's comments.

When we ask questions of your staff, we have routinely gotten incorrect answers which contradict what's in your designs, or "That's a good question, I don't know the answer to that, but I will find out and get back to you", but they never do get back to me. We grew tired of this and decided to email the BRT email. It started well and we got some answers, but soon we discovered again that these answers were incorrect and contradicted your design documents. From there, we have had very poor communication from your staff. They routinely take several weeks just to acknowledge our email and promise to get us an answer, yet they never follow through.

I am writing to implore you to improve the quality of your organization's communication with the community, and specifically with property owners who will lose part of our property. We should be treated with empathy and respect, instead we get brushed off with wrong answers and then ignored.

Board member Keel, in previous meetings you have emphasized your disdain for when Sound Transit acquires property from people, and that it should be done minimally and with as little impact as possible. As I've described, this is far from our current experience, as your current plans show that you will completely and unnecessarily ruin our home's view and character, and your staff are showing absolutely no empathy for this. I hope that you do something to prove us wrong and stand by your words.

Thank you

Curt Lillibridge

Good afternoon,

Thank you once again for hearing all the people of faith, who have shared their voice and signatures to the importance of Faith Based Organizations having a significant role in our community and by displacing them would be a major concern. One of the key goals that align with Sound Transit, is serving the under served and minority people who don't have a voice. Mill Creek Four Square Church plays a daily role in doing so within the schools, pre schools, and apartments near by.

Question - Once the Everett Link alternative routes have been identified and voted upon, what are next steps that take place so the public has full transparency in the process. Where can we offer input and receive updates.

Thank you once again for your unmeasurable hard work and commitment to serving all sectors of our communities and special interests.

Curt Lillibridge

Transit Riders Union, The Urbanist, 350 Seattle, Feet First, Seattle Subway, Sierra Club Seattle, Alex Hornof, Grant Peltier

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

Dear Board Chair Constantine and Sound Transit Board Members,
In advance of tomorrow's board meeting, please find attached a joint letter from the Transit Riders Union, The Urbanist, 350 Seattle, Feet First, Seattle Subway, and Sierra Club Seattle, urging you to **maintain your selection** of the Denny Westlake (DT-1) preferred alternative for Ballard Link construction.

Thank you,
Katie
Katie Wilson
General Secretary
Transit Riders Union

Mary Kay McKaw for KWP

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

Good Morning –

Please find attached KWP's comments regarding the "Shifted West" station location.

Thank you,
Deb Stroh
Assistant to Mary Kay McCaw

[Nancy Belcher](#)

I sent this to the Sound Transit Board of Directors but want to make sure this gets to the right people. Thanks.

I am writing to you today concerning an incident on one of your Sound Transit trains last night. While returning home from the Mariners game, an individual on the train decided to light his fentanyl or meth pipe. My family, friends, and I and the others packed on the train, felt afraid and victimized by the potential harm of the stinky smoke filling the train, but the smoker was intimidating, so no one approached him. Instead, we resorted to pulling our shirts over our faces, with some using masks, to minimize our exposure to the harmful particles wafting in the air.

I took pictures as evidence of the offender to report him to the Sound Transit Security department. Regrettably, when I got off the train, I encountered a Sound Transit Security Guard who informed me that he couldn't assist me as he did not have his radio. So, the train continued running uncleaned, and the offender walked away with his big trash bag and sleeping bag still smoking his pipe.

I reported the situation via email to Sound Transit Security immediately. Officer Chris Packard and I discussed this incident this morning on the phone. Chris has assured me that he is diligently addressing the security concerns associated with this incident.

But there is a more significant issue than this singular incident— we must safeguard entry onto Sound Transit trains. The most obvious way is turnstiles like you find in other subways worldwide. I understand that cost of installing the turnstiles is the issue.

But one option would be less expensive - **reinstating pre-Covid fare enforcement measures**.

I firmly believe that by implementing fare enforcement, we can significantly reduce incidents of this nature on public transportation. The incident I described should be recognized as an abuse—an infringement on the rights and safety of passengers. It is deeply concerning to consider the potential health risks passengers are exposed to while traveling through tunnels in a confined space, forced to inhale someone else's drugs.

I implore the Board to prioritize the safety and well-being of passengers by reconsidering the effectiveness of current safety measures and exploring the benefits of **reinstating fare enforcement**. While budget constraints exist, it is crucial to ensure safety and maintain an environment where passengers feel secure and protected.

Thank you for your attention to this matter.

Nancy

[Joe Kunzler](#)

Hi there Sound Transit Board;

Being I have a schedule conflict with a hot Public Disclosure Commission (PDC) date, I'm emailing you. Something about campaigning during public comment right during the public comment opportunity at Sound Transit. Board members, what is going on with Avrum (Alex) Tsimerman is horrendous *and malicious*. I request you please uphold the Sound Transit Board Rules and stop replaying the 2010s. The only relevant thing of the 2010s in that Boardroom worth celebrating still around is there's a TASK FORCE KITSIS fighting Tsimerman via the PDC. That's IT. You see I remember the 2010s at Sound Transit:

- Alex Tsimerman was severely appeased, requiring a multi-year fight back.
- A senior ST employee was written up on ethics policy violations and now a Deputy Commish in... checks notes... *Connecticut*. She should be the *showrunner* instead. Our Terry Malatas or... *Russell Wilson*!
- A callous disregard for campaign finance compliance that got Sound Transit in hot water to the PDC *multiple times*.

The Sound Transit Board Chairs are 100% **not** keeping faith with Heidi Wills with two biracial kids who did so much to save Sound Transit from Tim Eyman. Heidi, Jr is about to become a Husky and I want her to feel safe to put on her mom's suit and heels to carry on HER family legacy when she's ready.

This is not acceptable.

This is not the best of Sound Transit.

This is not why I say "Go Sound Transit".

This is *break glass* time.

I'm not asking you to fight Alex Tsimerman for me or just for my Jewish relative. I'm asking you to fight for your kids, for our legacies.

I need time to fight Alex Tsimerman to shut him down. I have the PDC working as hard as they can but they and I want to get it right. They "get it", we're running out of both time and opportunities to stop Alex Tsimerman. They "get it", I am not terribly wild about screwing up female electeds' summers on flimsy cases. They "get it" that Tsimerman is running around trying to campaign and are feeling the heat to act.

Because the legacy of Karen Michelle Kitsis is driving this task force. We're running around, scrambling, and finding a way to YES. We "get it" we need Kitsis-style leadership to win this fight, and I am going to keep battling to save Sound Transit as the emergency quarterback. I named this Task Force after several rejections after arguably the quarterback whose leadership with ST3 is the leadership we need to win this battle for the soul of Sound Transit.

Of course, the officer and gentleman who should be quarterbacking this is a bit busy right now trying to bring Everett Transit into the Community Transit fold. So it's up to me to help save the soul of Sound Transit. Can't win this battle for the soul of Sound Transit without a return to the Sound Transit Board Rules.

So do *your* job.

Fight back against hate.

Object to Tsimerman's hate speech or forever be an appeaser - the choice is yours. I ask you please choose to fight.

For honor.

For family.

For community.

For TASK FORCE KITSIS fighting in Skagit and Spokane and all kinds of nice places that wished we could play for light rail in our communities.

For Sound Transit.

For legacy.

For the soul of President Joe Biden's America and Karen Kitsis' Sound Transit.

GO SOUND TRANSIT;

JOE A. KUNZLER

16 June 2023

Chair Dow;

So I guess reviewing the Board Rules about public comment is somehow NOT a priority to you after the out-of-control behavior of one Alex Tsimerman and appeasement thereof?

If you are not up to enforcing the Board Rules so that Sound Transit has a perception of integrity, can you please demote yourself? I'm sure Boardmember Keel or another of the esteemed CC'd Boardmembers like Badassuchi or Franklin can handle it.

I will also offer here to serve as a proxy Chair during the public comment portions but will submit travel and lunch expenses. Luckily for Sound Transit, I just want Wendy's for lunch and Amtrak miles. I also want to be on ESPN SportsCenter based in Connecticut, throwing Alex Tsimerman out - and I know a certain new Connecticut resident and Connecticut Deputy Transportation Commissioner who would enjoy seeing that.

Friendly jocular talk aside: Alex Tsimerman's misconduct is disruptive, an ongoing subject of conversation with the Public Disclosure Commission, and always one campaign speech away from a Public Disclosure Commission complaint. One. So regardless of what you decide to do as Chair and these offers above, please keep the constant threat of a PDC Complaint in mind—all of you.

Thank you;

Joe A. Kunzler

Joe Kunzler here. Really upset at the Sound Transit I cheer on right now. Why? Let's start with I'm an open government guy so gotta ask: How dare Sound Transit think in all your wisdom to create a public document and then try to deem it "Board Only"?

<https://twitter.com/UrbanistOrg/status/1670239247201374208>

Sound Transit took down the link to the presentation showing detailed guideway and station alternatives. The agency says this information was supposed to be for the board only.

We've published it here for the public: <https://t.co/3uQl8rJ6Tv>

We being... checks notes... the Urbanist. The Urbanist. You know, the people who want Everett Link to not serve Paine Field and have a brand of... viciousness. Don't worry - I've CC'd a few people about your latest misbehavior Sound Transit. Go ahead, check the CC field. Because the document you tried to hide is going to their inboxes also.

The Everett City Council for one has a right to know about any property condemnation proposed for their city. I, for one, do NOT want to have to explain to the likes of Wicks, Emily Wicks after our championship work on 2022's ESHB 1329, how I let her former staffer get caught unawares by something like this. If the shoe was on the other foot there's a word that comes to mind: Unconscionable. Ranks right up there with the ORCA Joint Board having social media staffers insert ORCA's brand into the whole Trump classified documents thing, totally beneath you guys.

Then there's the whole appeasing Alex Tsimerman sickening nonsense. As if the Board has no or very low standards - and yes, appeasing Tsimerman is a barometer of the leadership of a board. I understand the PSRC, after a year of Tsimerman attacks and my counteroffensives, is taking defensive action this Thursday. So gotta ask... **Just who do you think you want to be, Sound Transit?**

Sound Transit, you're supposed to be the role model in the room. The dream job. The best of the best. The cream de la cream. People should be cheering you on and attempting to emulate *you*.

Sadly you're setting examples left and right of what NOT to do right now. Give your heads a shake and yourselves an organizational gut check.

I'm not going to spend my last 20-30 years on this Earth being your mirror or your conscience. But I am certainly going to call out the nonsense when it gets in my way.

I can't be your mirror or conscience at every meeting - especially when I have to be virtually at the Public Disclosure Commission (PDC) at the exact same time to deal with Tsimerman's campaigning during public comment. Helps also that I implicitly trust Mayor Cassie Franklin to handle Everett Link.

See... I want Paine Field amply served by transit. I want Community Transit to merge with Everett Transit. I want Everett Link to happen. Penultimately, I want people to believe in Sound Transit.

I also want, most of all, one thing: Open, democratic government everybody and everyone believes in. Too many have fought and died for it, risked their lives and health for it. Trying to hide a key document that you created... goes against that.

Usually I'd say "Go Sound Transit" at this point, but instead I'm going to have to sadly say something else...

Do better Sound Transit;

Joe A. Kunzler

21 June 2023

Dear Chair Dow and esteemed CCs;

Joe Kunzler here. I dare you to CENSURE Alex Tsimerman.

The same Alex Tsimerman who hurts HATE at everybody and everyone in the hallowed ground of the Ruth Fisher Boardroom. The same Alex Tsimerman that has used the Ruth Fisher Boardroom, your Council chambers, the Bellevue City Council, and the PRSC to campaign for Donald Trump.

It's past time to be Schiff-esque and return fire at the anti-Semite Trumplican bully in our midst. To quote Congressman Schiff, "We have been blessed beyond measure to live in the world's greatest democracy. That is a legacy to be proud of and to cherish, but it is not one to be taken for granted." After all Chair Dow...

what happened to "No quarter for hate in Martin Luther King, Junior County?"

Alex Tsimerman will have a Thursday morning of reaping the whirlwind he has sown at the PSRC. The PSRC will install a new Public Participation Plan (PPP) that will incorporate some of Sound Transit's defenses. Such is the strength of both Sound Transit and her 12th Man. Guys like I kept saying, "Take a good look at Sound Transit and be like... HER." Guys like I took the fight to Dana Ralph and Josh Brown on the legs of Rachel "Huntress" Woods and a few other great Huskies like Heidi Wills and Heather "Newsbrooke" Brooke so we can have that morning of accountability. You have a duty to *them* as a Husky to keep the Husky brand strong - and I am jealous I'm not a Husky so I am here to continue and defend Heidi Ann Wills's legacy. Somebody has to, and since you are disinterested here I am.

Imagine if Alex Tsimerman, after that kind of morning of accountability had an afternoon where you summoned forth the courage please to introduce an acute censure motion,

"WHEREAS, Alex Tsimerman comes here and gives support for Nazism plus other forms of hate, occasionally campaigns, and professes his love for twice-impeached, twice-indicted Donald John Trump;

"Therefore, the Sound Transit Board censures Alex Tsimerman and asks him to please cease and desist the Nazi salutes and campaigning or risk a year expulsion from this Chamber."

We strike back for Sound Transit and all the heroes who have given so much to Sound Transit's defense. Like Heidi Wills. Like Ric Illgenfritz. Like Joni Earl. Like Jamie Pedersen.

Yes, we strike back for Congressman Adam Schiff and join him in the well. Yeah. You bet. I'm pissed off at the wrong other Washington and Trumpers, I admit it.

We also will strike back for democracy against autocracy, giving besieged Bellevue Mayor Lynne Robinson and the Port of Seattle Commission and yes, the PSRC the courage to fight on for starters.

You wonder why Joe is so upset at Sound Transit? It's because Sound Transit is supposed to be a beacon of light. **Right now, Sound Transit has forgotten her role in leading the world under your leadership, methinks. This is your chance to shut me up and get after Tsimerman.**

Ultimately, I ask all to remember that the immortal words of Congressman Adam Schiff may apply to Donald Trump, but they also arguably apply to Alex Tsimerman as well:

"You will not change him. You cannot constrain him. He is who he is. Truth matters little to him. What's right matters even less, and decency matters not at all. You are decent. He is not who you are."

So censure Alex Tsimerman, please. I'm changing my plans, I'll call in tomorrow to Sound Transit and hope I still have time to urge the PDC to take the fight to Tsimerman. FOR ALL OF US. There you go.

Strategically go Sound Transit;
Joe A. Kunzler

Comments Received after the meeting

Alex Tsimerman

Paste body of public comment message here

Michael Gillenwater

Board Members,

I am writing to reinforce and endorse the letter below sent by non-profit public transit advocacy groups. Please priroitize long-term system efficacy over short-term thinking.

Sincerely,

Dr. Michael Gillenwater

9231 View Ave NW

Seattle, WA 98117

Dear Board Chair Constantine and Sound Transit Board Members:

We, the undersigned organizations, urge that the Sound Transit Board maintain its selection of the Denny Westlake (DT-1) preferred alternative for Ballard Link construction.

As *The Urbanist* reported on June 1, the DT-1 alternative scores highest among the four options for maximizing rider performance and minimizing risk. It is also clear that the DT-1 option is most compatible with plans to site a South Lake Union station at Harrison Street.

We cannot overstate the importance of the planned station at Harrison Street. This station would provide, as Mayor Harrell acknowledged on May 25, a "critical" Sound Transit connection for tens of thousands of riders on the Aurora bus corridor. The DT-1 alternative including Harrison Street represents an historic step toward our future as a fully accessible, mass-transit city.

Mayor Harrell suggests further assessment of the Shifted West alternative without abandoning plans for Harrison Street. This Board already knows that the Shifted West alternative is almost certainly incompatible with a Harrison Street station. Shifted West proponents rely on arguments rooted in short-term thinking. Calls for further assessment belie Shifted West proponents' own pledged commitments to resilient decarbonization and increased access to South Lake Union.

We share Board Member Balducci and Board Vice Chair Keel's concerns over further delays to construction. Rider performance should be our core priority. The DT-1 alternative is a clear path to a Ballard Link extension that efficiently balances the impacts of construction with the benefits of reducing emissions and economic insecurity through increased ridership.

This Board should stay true to its commitment to safe and efficient transit for every person in Seattle and the Central Sound by continuing to pursue the DT-1 alternative with no further delay.

Sincerely,

Transit Riders Union

The Urbanist

350 Seattle

Feet First

Seattle Subway

[Betty Lau](#)

Sound Transit Public Comment by Betty Lau, 6/22/23, 1:30 p.m.

Hi, I'm Betty Lau, co-founder of Transit Equity for All.

Regarding the 4th Avenue Station option, I am optimistic that Board member Mayor Harrell can create anti-gentrification and anti-displacement strategies like he did for the Rainier Valley Development Fund when light rail was built there.

Those strategies helped everyone along the light rail line: businesses, residents, faith-based organizations, non-profits, renters all benefitted from the Fund. And they continue to benefit from it today.

That's what we need for construction of the 4th Avenue station—a combination of creative thinking on your part, your engineering staff on shortening time while lowering costs, and community input from us, the community majority, who support 4th Avenue.

Thank you!

Betty Lau

Transit Equity for All

[Brien Chow](#)

**Sound Transit Board Meeting Public Comment by Brien Chow, Th.,
June 22 2023, Union Station, 1:30 p.m.**

Hi, I'm Brien Chow, back again.

I saw at an earlier ST workshop that Snohomish light rail won't go straight down I-5. Instead it will detour west to Boeing and back again to I-5. The Lynnwood Times reported the staff weren't allowed to do a cost analysis of this zigzag. The county executive didn't want to know how much it cost because it was a benefit to Snohomish to serve industrial area workers and bring in transit housing.

That makes sense to me!

We need the same bold vision from King County to build the new station at 4th Avenue. Mayor Harrell says he has \$400 million for a Jail station so that money can go to 4th. More money can come from the parking garage CID is not getting. And the rest can come from a super low-cost loan from the feds, like the 130th Street station got.

Move Forward on 4th!

Thank you.

Brien Chow

Transit Equity for All

D. W. Adelaide

To Whom It May Concern:

Please, please, for the love of all that is holy, stop going along with every harebrained scheme that Mayor Harrell comes up with (presumably on the back of napkins).

The line to Ballard has been delayed enough. We don't need another four year long environmental study process to decide whether or not to relocate a proposed station that has already been studied, just because the mayor is afraid of construction traffic. It's construction, there is going to be traffic. Moving a station to a less convenient location and spending millions of taxpayer dollars and years upon years figuring out how to do it is a stupid, stupid thing to do.

Please, please, please, just build the thing the way it was proposed before Mayor Harrell started trying to fuck it up and delay it forever.

With All Due Respect,

D. W. Adelaide

Matt Bailey

Dear Sound Transit,

I am writing because I am worried that Mayor Harrell is seeking to unilaterally delay the construction of the Ballard line to suit his interests. **I'm concerned the delay that he seeks will cause construction to be delayed further, cost more, be less usable for passengers, and with worse access to South Lake Union**

and the Seattle Center. Remember, you're already 4 years behind schedule on this project and 2+ years behind schedule on current projects.

I am a concerned resident of Seattle who takes mass transit to and from work daily. As an outside assessment pointed out, Sound Transit has problems with over-planning, which causes projects to take way too long and cost way more than they should.

When proceeding, remember that you can't make anyone happy when you do construction. Mayor Harrell has done nothing to earn a megaphone to allow him to unilaterally delay this project for 2-3 more years of deliberation until the next mayor gives their unsolicited advice.

Please remember your goal of quickly building an efficient mass transit system in the Seattle Metro. Mayor Harrell doesn't share this objective, so please disregard his concerns.

We are in the midst of a climate crisis and reducing car dependence immediately is critical. As such, you need to proceed with the DEIS ASAP.

Best regards,

Matt Bailey

June 22, 2023

Attn:

Chair Dow Constantine,

Vice Chairs Kent Keel and Dave Somers,

Members Nancy Backus, David Baker, Claudia Balducci, Bruce Dammeier, Cassie Franklin, Christine Frizzell, Bruce Harrell, Debora Jaurez, Joe McDermott, Roger Millar, Ed Prince, Kim Roscoe, Dave Upthegrove, Peter Von Reinbauer, and Kristina Walker

Submitted virtually to: meetingcomments@soundtransit.org

**Re: Identifying No Preferred Alternatives for SR-526/Evergreen Station Area
(Motion No. M2023-47)**

Dear Chair Constantine and Members of the System Expansion Committee,

Thank you for the opportunity to comment on the identification of preferred alternatives and other alternatives for study in a Draft Environmental Impact Statement for the Everett Link Extension.

I am the Director of Connect Casino Road—a community-based organization whose mission is to identify, champion, and bring to life the vision and dreams of the Casino Road community.¹ The Casino Road neighborhood is the home of some of Snohomish County's largest populations of Spanish-speaking households, low-income families, and undocumented people. Our community gives the neighborhood its distinct cultural identity, which is valuable and irreplaceable.

Over the past six months, my team and I have had many conversations with neighborhood stakeholders about their hopes and concerns with the planned light rail station at the intersection of SR-526 and Evergreen Way. **We spoke with 20 social service organizations, 21 small business owners, and nearly 400 neighborhood residents.**² Many people expressed concern that light rail construction would cause traffic disruption and permanent displacement. They also stated a clear preference for building the light rail line and station on the north side of SR-526—within walking distance of Casino Road but removed enough to minimize construction impacts and direct displacement of beloved neighborhood businesses like Casino Square.

¹ For more information about Connect Casino Road, see our website's About Us page:
<https://www.connectcasinoroad.org/about-us>

² Comment letters from each of these three stakeholder groups are available here:
https://drive.google.com/uc?id=158csruYP5DbX87PXnjCg_DuHj5MQuauN

I ask that you listen to the voices of the Casino Road community and prioritize their concerns as you identify preferred alternatives for the EVLE DEIS.

Connect Casino Road's Comments

Preferred Alternative

- **Do not identify a preferred alternative for SR-526/Evergreen.**

Advancing the ELG's three recommended alternatives *without designating one "preferred"* is critical for building trust with members of the Casino Road community. In my conversations with residents and business owners, I have heard a strong fear that the light rail will end up displacing them. Several people have also told me that they are skeptical that the voices and experiences of this community can make a difference in the outcomes of the project. It is essential that Sound Transit staff and board members demonstrate that this planning process is flexible and that public input does, in fact, shape the outcomes.

I strongly support the amendment proposed by Mayor Frizzell, which would advance alternatives ENG-A, EGN-B, and EGN-E to the next phase of the EIS without choosing a preferred alternative. Given the complicated and sensitive nature of the SR-526/Evergreen station area, I think it would be wise to wait to select a preferred alternative until the agency has shared its draft environmental impact statement with both the Board and the Casino Road community.

I urge the Board to support Mayor Frizzell's amendment to Motion M2023-47, which states that no preferred alternative is identified for SR-526/Evergreen.

Other alternatives for study in the Draft Environmental Impact Statement

- **Study EGN-A, an elevated alignment running along the north side of SR-526.**

The Casino Road community strongly supports EGN-A. This alignment would route the light rail on the north side of SR-526 and eliminate direct displacement impacts to Casino Square businesses and other members of the Casino Road community. Sound Transit plans to study a north-of-526 alignment regardless, so the agency should study a station that best suits that alignment.

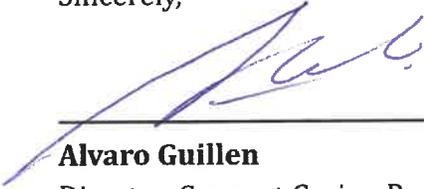
- **Study EGN-B and EGN-E.**

Casino Road community members that we spoke with understand the need to study a range of options. While they continue to raise concerns about EGN-B and EGN-E, they accept that multiple alternatives must be studied to mitigate the risk of unexpected challenges. Once the draft EIS is complete, the community expects Sound Transit to re-engage the Casino Road neighborhood with an emphasis on accessibility, transparency, and social equity.

I appreciate the Board's commitment to equitable transportation planning. Connect Casino Road will continue listening to the Casino Road community and doing what we can to ensure that their voices are heard throughout the planning process. I look forward to continuing to partner with Sound Transit and its Board of Directors to make the Everett Link Extension a success.

Thank you for your leadership.

Sincerely,



Alvaro Guillen

Director, Connect Casino Road



Date: June 21, 2023
To: Sound Transit Board of Directors
From: Transportation Choices Coalition
Re: Please Consider Flexibility in Future Access and Parking Projects

Dear Members of the Sound Transit Board,

We are writing to raise concerns related to the proposed second Sounder parking garages planned for Kent and Auburn, the latter of which is on the June 22nd Sound Transit Board Meeting Consent Agenda (Motion No. M2023-46).

We fully understand that parking garages provide access to transit for those coming from further away, in more suburban areas, or in areas with insufficient active transportation infrastructure or local transit connections. That said, travel patterns have changed drastically since 2020, and parking usage has plummeted. Garages in Auburn and Kent are currently only reaching 40-60% capacity. With project costs rising across the portfolio, it is paramount that the agency scrutinize the cost/benefit analysis of added parking: Each stall will cost more than \$200,000 to build.

One of the key policies in ST3 was a commitment to evaluate projects before implementing with a key focus on analysis of access demand: "Sound Transit will evaluate potential locations for parking before implementing projects, including an analysis of access demand and how the investment will conform to surrounding land uses; opportunities for leased or shared parking; and/or parking built in conjunction with new TOD projects." Though the Auburn project is from ST2, we must urgently begin to apply this perspective in order to make the best use of funds and to meet sustainability goals.

As the agency moves forward, it must be flexible and utilize the best known strategies to increase access and ridership, including increased transit service and integration, better multimodal connections, managed parking solutions, and transit-oriented housing and other development. These types of investments would ensure better long-term environmental, ridership, and socioeconomic impacts, three critical performance measures that Sound Transit has adopted to evaluate their proposed investments. Grounding investments in key outcomes is one of the best things Sound Transit can do to regain public and taxpayer trust.

Thank you for your consideration.
Sincerely,

A handwritten signature in black ink that reads "Kelsey Mesher".

Kelsey Mesher, Interim Executive Director
Transportation Choices Coalition

June 21, 2023

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

Dear Board Chair Constantine and Sound Transit Board Members:

We, the undersigned organizations, urge that the Sound Transit Board maintain its selection of the Denny Westlake (DT-1) preferred alternative for Ballard Link construction.

As *The Urbanist* reported on June 1, the DT-1 alternative scores highest among the four options for maximizing rider performance and minimizing risk. It is also clear that the DT-1 option is most compatible with plans to site a South Lake Union station at Harrison Street.

We cannot overstate the importance of the planned station at Harrison Street. This station would provide, as Mayor Harrell acknowledged on May 25, a “critical” Sound Transit connection for tens of thousands of riders on the Aurora bus corridor. The DT-1 alternative including Harrison Street represents an historic step toward our future as a fully accessible, mass-transit city.

Mayor Harrell suggests further assessment of the Shifted West alternative without abandoning plans for Harrison Street. This Board already knows that the Shifted West alternative is almost certainly incompatible with a Harrison Street station. Shifted West proponents rely on arguments rooted in short-term thinking. Calls for further assessment belie Shifted West proponents’ own pledged commitments to resilient decarbonization and increased access to South Lake Union.

We share Board Member Balducci and Board Vice Chair Keel’s concerns over further delays to construction. Rider performance should be our core priority. The DT-1 alternative is a clear path to a Ballard Link extension that efficiently balances the impacts of construction with the benefits of reducing emissions and economic insecurity through increased ridership.

This Board should stay true to its commitment to safe and efficient transit for every person in Seattle and the Central Sound by continuing to pursue the DT-1 alternative with no further delay.

Sincerely,

Transit Riders Union
The Urbanist
350 Seattle
Feet First
Seattle Subway
Sierra Club Seattle

KWP, Inc.

SENT VIA EMAIL

June 12, 2023

Board Administrator
Sound Transit
401 S. Jackson Street
Seattle, Washington 98104
meetingcomments@soundtransit.org

Re: "Shifted West" Station Location

Dear Board Members:

As previously stated, 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.

Also previously stated, we **are not in support** of the station location on Terry, nor its additional \$300 million in added costs for the station nor the potential of a several-year closure of Westlake negatively impacting the business economy of the area.

We **are in support** of the new "Shifted West" alternative

We appreciate the opportunity to provide these comments.

Sincerely,

KWP, Inc.



Mary Kay McCaw
President

MKM:dts